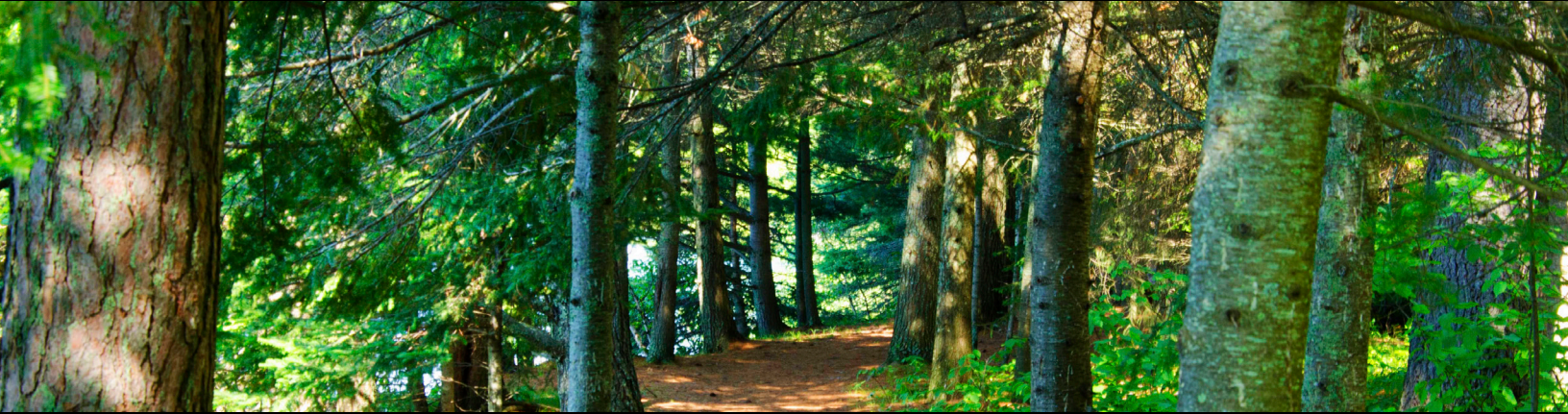


Beaches, Parks & Trails Plan Appendices



SCATLIFF + MILLER + MURRAY



**KGS
GROUP**

August 2010

APPENDIX A: VISIONING EXERCISE

Appendix A: Visioning Exercise

I Love to Live in Kenora Because...:

- Natural attractions – trails, water, skiing
- Family oriented
- Beauty – the lake
- Space – lots of freedom to move
- Easy access – lake, city, trails and best of all worlds
- Relationship building with First Nations culturally
- Simplicity
- Variety of choices, multitude of events
- Relaxed, slower pace
- Small/medium town feel with plenty of amenities
- Know everyone, can be easily connected (digitally, world, community)
- Community oriented, not just for tourists (i.e. Torch relay)
- Fishing and hunting just outside back door
- Tradition and history
- Five minute commute to anywhere – more hours of free time in the day

My Favorite Idea:

- Complete = networked, connected trail system
- Tunnel Island
- Bicycle trails
- Parks being truly multi-use – programs throughout the seasons
- Great promotion
- Lay foundation for neighborhood – community vision plan for a model community, environmental, energy, infrastructure, sustainability
- Tunnel Island – jewel of trails system, aboriginal community involved
- Destination spot for aboriginal tourists
- Lake of the Woods discovery centre – Norman Park fully developed
- Day campers stopping here instead of Rushing River Provincial Park
- Dog park
- Snowshoe trail
- Communications strategy – increase awareness of Kenora
- Create and maintain memories of Kenora
- Village @ Keewatin via water

I Will Know Success When...:

- More places to send people on September long weekend
- Residents more proud than they already are
- Accolades
- When my own children want to move home
- New visitors to the trails and beaches
- When you hear, “your beaches, parks and trails are part of the lifestyle I want.”
- No longer asked, “what is there to do?”
- Nature is not the only attraction (i.e. music)

- People come for the beaches, parks, and trails and can find them easily
- People come back
- My family spends their winter holidays here
- Working to include communities (Braille, Anicinabe)
- Aboriginals becoming a part of the community (cultures)
- Kenora known for active transportation

APPENDIX B: DOCUMENT REVIEW

Appendix B: Document Review

Key notes from the City of Kenora Draft Official Plan – December 2009

- “...gift of returning Tunnel Island to the City of Kenora, [several First Nations]... Tunnel Island is now common ground, which can be enjoyed and celebrated by all.”
- Principle 2 – Natural Environment:
 - To maintain Tunnel Island as a recreational open space
- Principle 5 – Tourist Destination:
 - Provide opportunities to enhance the Harbourtown Centre and the downtown as a destination for visitors by providing access to the water
 - Recognize and enhance Coney Island for recreational purposes
- Principle 6 – Complete Communities:
 - Enhance quality of life by improving access to parkland, cultural and recreational facilities
- Principle 8 – Multi-Modal Transportation System:
 - Develop and promote an efficient and safe multi-modal transportation system for all users
 - Prioritize trails and pathways
 - Implement a linked network of safe and active transportation trails and pathways
 - Minimize the loss of future opportunities for trail and pathway development by land acquisition at the time of development
- Urban Design Principles:
 - New development should meet the needs of pedestrians as a priority
- Open Space Policies:
 - Open space uses and recreational facilities shall be designed to meet the needs of residents and tourists, while preserving the environmental features and functions of those areas. Example: Development of a continuous multi-use trail system throughout the City.
- Section 7 – Transportation:
 - The transportation networks should emphasize alternative modes of transportation.
 - The city shall protect the carrying capacity of arterial roads by designing cycling facilities as an integral component of the carrying capacity of the arterial road.
 - Where new development occurs in the urban area, sidewalks shall be required to be constructed on both sides of collector roads.
 - Sidewalks required on one side for local roads
 - 7.6 Trail Pathway System:
 - Bike, walk and/or snowmobile lanes shall be provided in all new roadway construction and where possible through reconstruction and resurfacing projects

- Review 2003 Trail Study. Prepare or adopt plan for future development of integrated trail/pathway system that connects all parts of City. Special consideration to TCT in Kenora. Specific plans may be prepared – Community Cycling Plan.
- New sidewalks are barrier free and meet minimum universal design standards.

Key notes from the Kenora Trail Study – April 2003

- The only organization with the capacity to take on citywide trail development and long-term maintenance is the municipality
- “It is unlikely that a city-wide trail initiative will take place, unless the City of Kenora assumes the responsibility for its construction and maintenance.”
- Issues identified:
 - Loss of momentum from volunteers
 - Land tenure – getting permission from private owners
 - Insurance – Premiums expensive, liability deters responsibility for trails
 - Geography – rugged and expensive for trail building
 - Funding for construction and maintenance
- 8 Guiding Principles:
 1. Scope at manageable scale – focus on urban areas
 2. Focus on non-motorized activities
 3. Locate so that accessible and useable to greatest number of people
 4. Take advantage of attractive natural features
 5. Develop, upgrade and extend trails that already exist before new trails
 6. Focus on trails on city-owned land
 7. Promote concept of shared use (cost effective)
 8. Promote project as beginning of process for trail strategy not completion
- Guiding principles developed to ensure:
 - Attract support of majority of population
 - Meet needs of greatest number of people
 - Support tourism activities
 - Encourage healthy lifestyle
 - Practical and affordable to implement
 - Safe
- Priorities for development:
 1. Rabbit Lake Trail System was top priority for development
 2. Mink Bay
 3. Mount Evergreen
 4. Laurenson Creek Walk / Recreation Centre Outdoor track
 5. Tunnel Island – trail design proposal done in 1999
 6. Amik Trail

7. Norman Dam Loop
8. Norman Park / Rotary Park / Two-bridges
9. South Park
10. Connector Routes (existing roads, shoulders and sidewalks to link trails)

- Did develop 3 trail map network plans

Key findings from the City of Kenora Waterfront Development Guidelines – January 2009

- Objectives included:
 - Public access to waterfront
 - A public edge to waterfront
 - Preserving critical views to and from the water
 - An identifiable pedestrian circulation system
 - Universal accessibility

APPENDIX C: OPEN HOUSE RESULTS

Appendix C: Open House Result

CITY OF KENORA BEACHES, PARKS & TRAILS DEVELOPMENT PROJECT Public Open House June 15, 2010

Trail and cycling network feedback results

- 26 people attended the workshop
- 14 people filled out feedback forms
- Results of the survey are shown as % of responses below

1. If you are a cyclist, how would you describe yourself?

- 58% of respondents described themselves as experienced and confident cyclists that will ride on the road
- 42% of respondents described themselves as less experienced cyclists who prefer quieter roads and sometimes ride off the roads

2. How often do you cycle to work, for recreation or both during your normal cycling season?

- 69% of respondents said they cycle at least once a week
- 31% of respondents said they cycle less than once a month

3. What is your opinion about the proposed on-road cycling network?

- About half of responses are very satisfied
- Several highlighted the need for improved safety on roads
- Need for more cycle lanes and paved trails
- Need for more paved shoulders, particularly in rural areas
- Some would like to see improved signage

4. Do you think there are any missing destinations or key links? Do you think anything else needs to be changed? Why? Please indicate on the attached map.

- A key link to Anicinabe Park, a premier destination
- A clear and safe route through the downtown area
- A trail connecting the shore of Rabbit Lake
- Norman Dam trails
- Tunnel Island trails
- Paved shoulders on Airport Road – perhaps a bicycle path parallel to the rail tracks
- A path behind Lakewood to McLeod Park – the approaches to the roundabout are not very cyclist friendly

5. Imagine that the city has a budget to enhance 10 km of the network in the near future, what would be your priority for implementation? Please indicate on the attached map with RED PEN.

Please refer to figure 3 in the main report for a map showing the combined results of this question. This figure shows the respondents' priorities for trail implementation overlain on the map to show an overview of which trails the respondents prefer.

6. How much more likely would you be to cycle in Kenora if the city enhanced the current cycling network? Why?

- 27% of respondents said they are very likely to cycle
- 73% of respondents said they are likely to cycle
- Half of responses said they would be more likely to cycle because of improved safety
- Several said they would be more likely to cycle because an enhanced cycling network would make cycling more scenic and enjoyable

7. The City of Kenora may be able to improve the network by adding more facilities in the future. What type of facilities would you prefer?

- 42% of respondents would prefer separated facilities such as multi-use pathways, cycle tracks, or bike paths
- 37% of respondents would prefer on-road designated bike lanes, paved shoulders, and sharrows
- 21% of respondents would prefer to see more signed routes on roads

APPENDIX D: OPEN HOUSE STORYBOARDS AND OTHER MATERIAL

Kenora Trail and Cycling Network



The City of Kenora is planning to enhance its existing system of trails, in particular by creating on-road bicycling routes. A well conceived network of trails and bicycle routes and facilities for Kenora will:

- Connect residents with everyday destinations such as schools, shopping areas, major employers;
- Connect visitors from hotels, marinas and campgrounds to major attractions and recreational areas;
- Improve connections to the City's existing trail system for all users;
- Be safe and accessible;
- Be compatible with Kenora's broader plans for development;
- Inspire a vision of Kenora as a premiere hiking and biking destination.

Kenora Beaches, Parks, and Trails Development Project



Building the Network

In the short term, some of the improvements you may see as part of the development of Kenora's cycling network and key routes include:

- Bicycle route signs such as bike route, “share the roadway”, wayfinding and informational signage
- Bicycle racks at key destinations
- Bicycle storage lockers at key marinas and docks
- Sunday closures to encourage cycling and walking along key scenic routes.
- Improved roadway conditions such as repaired potholes and paved shoulders.



Kenora Beaches, Parks, and Trails Development Project



Future Possibilities

In the longer term, The City maybe able to add other facilities: ideas for future facilities include:

- A. Bike lanes
- B. Multi-use pathways
- C. Sharrows
- D. Cycle tracks or bike paths



CITY OF KENORA BEACHES, PARKS & TRAILS DEVELOPMENT PROJECT
Public Open House June 15, 2010

Trail and cycling network feedback form

Please take some time to complete this comment form and leave it in the drop-box. We appreciate your participation and value your input.

1. If you are a cyclist, how would you describe yourself?

- Experienced and confident, will ride on the road
- Less experienced, prefer quieter roads, sometimes ride off the road
- Family, ride with children, rarely ride on the road

2. How often do you cycle to work, for recreation or both during your normal cycling season?

- Every day
- Several times a week
- Once a week
- Once a month
- Less than once a month/rarely

3. What is your opinion about the overall on-road cycling network?

4. Do you think there are any missing destinations or key links? Do you think anything else needs to be changed? Why? Please indicate on the attached map.

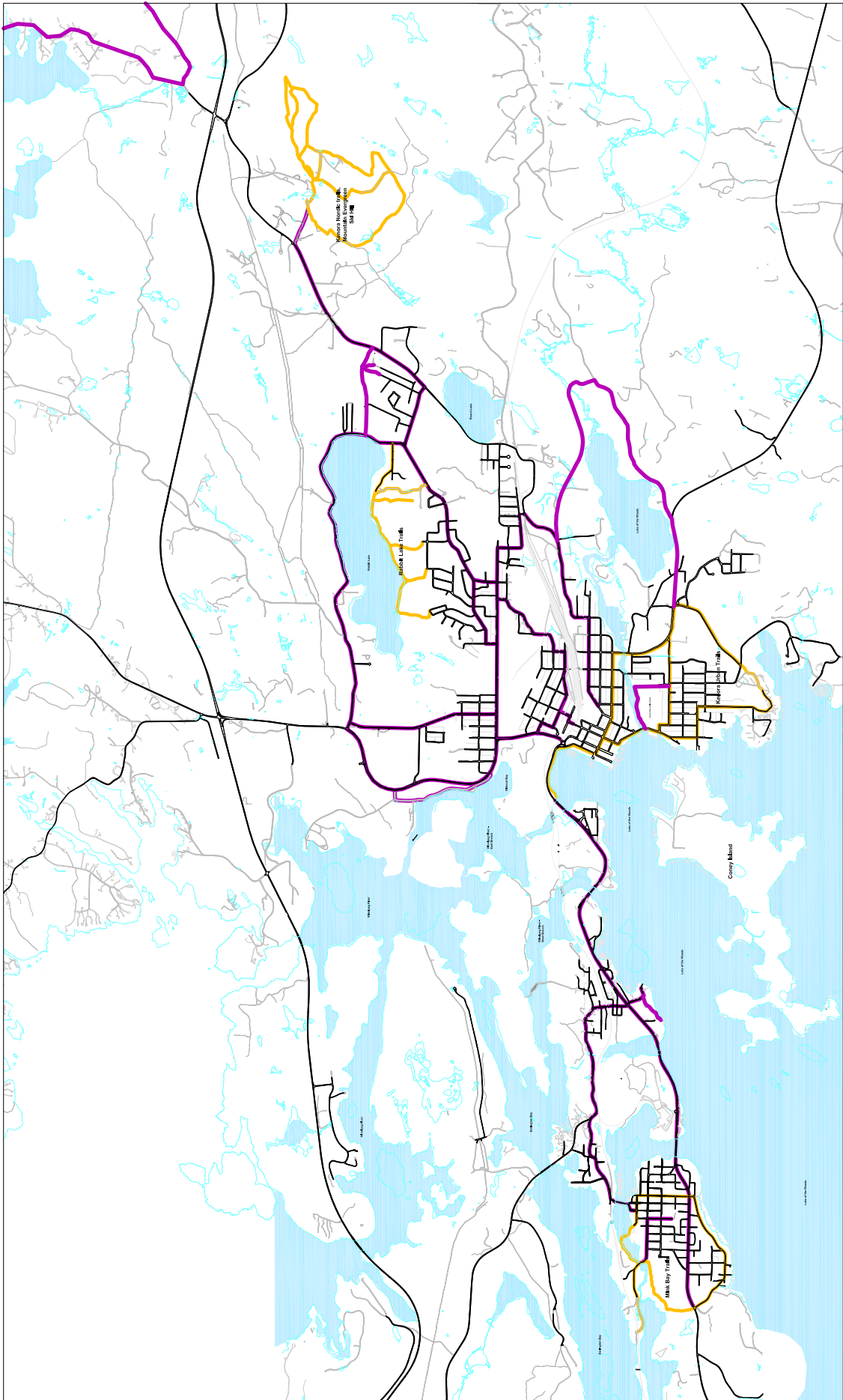
5. Imagine that the city has a budget to enhance 10 kms of the network in the near future, what would be your priority for implementation? Please indicate on the attached map with RED PEN.

6. How much more likely would you be to cycle in Kenora if the city enhanced the current cycling network? Why?

- Very likely
- Likely
- Unlikely
- Very unlikely

7. The City of Kenora may be able to improve the network by adding more facilities in the future. What type of facilities would you prefer?

- Separated facilities like multi-use pathways, cycle tracks or bike paths
- On-road designated bike lanes, paved shoulders and sharrows
- More signed routes on-road



APPENDIX E: FORMAL MULTI-USE TRAILS

Appendix E: Formal Multi-Use Trails

Mink Bay Trail

The Mink Bay Trail is a 4.3 km natural, unpaved trail through wetlands and wilderness areas and into the more urban setting of Keewatin. It is the site of the former Keewatin Sawmill and within walking distance of another historic spot – the Mather Walls House. A trailhead is located at Hwy 17. A good section of the trail runs along Beach Road from Hwy 17 to Bay Street. There is an underpass at Bay Street which permits users to cross under Hwy 17 and continue up Bay. The trail also runs through the Portage Bay Recreational Area. This recreational area is accessible by a pedestrian bridge and stairway. It includes a ball park and skate park.

Trail Condition	The trail is not obvious in some areas. In one place on the trail, there is a small bridge across a creek, but in other areas the trail is lost around the wetlands and some drainage problems exist. In another location along the trail, an unsigned trail branch heads to the river bank. Shows signs of use by dirt bikes and ATVs as some damage from these motorized users is visible on the trail. Although some urban sections of the trail have sidewalk, users often walk on the paved road itself which is degrading along the sides. Within the Portage Bay Recreational Area, gravel trails are poorly maintained with grasses growing through. The park area itself is not easily accessible by skateboard or roller blades due to the gravel trails and stairway. Access is also limited for cyclists. Portage Bay park trail section is not very well maintained, with grasses growing through the gravel.
Signage	Trail head at Hwy 17 is well signed; however Rockcliffe Road trail head lacks good signage. Way-finding signage is lacking along route. Additional trail head-type signage is located in Portage Bay Recreational Area.
Trail Facilities	Maps and information are available at Rockcliffe Road and at Hwy 17 trail heads. Doggie bags and garbage cans are located at Hwy 17 as well. Washrooms can be found at the Portage Bay Recreation Area, Beatty Park and at Keewatin Beach. Parking is available at Portage Bay.
Type and Level of Use	Primarily a walking trail; four-season. This seems to be fairly well used.
Additional Info	Additional monkey trail branches – or possibly animal trails – head north of the trail onto land that is possibly privately owned. This trail has been mapped.

Rat Portage Urban Trail / Kenora Urban Trail / Waterfront Trail

This is a 6.5 km trail through city centre Kenora that provides beautiful views of the lake as well as access to several amenities and destinations. Trail heads are located at Lakeview Drive and at Anicinabe Park. East-west routes on Second Street South and Fifth Street South intersect the trail system. There is access to the trail by a small set of stairs at Water Street.

Trail Condition	The trail is in good condition and varies in construction from paved city streets, to sidewalks of wood, interlocking brick or concrete. As a result, is best suited to pedestrian use, though other uses are possible. Sections of the trail are nicely landscaped.
Signage	Access to the lake, Waterfront Trail and other informal routes in 'downtown' Kenora can be impeded by private property and trespassing issues, parking lots or obstacles. For example, there is a dead end to the lake at Water Street and a church parking lot blocking access to Main Street via the lake bank. While detours may be known to some, limited way-finding signage exists to point out connections between routes or to assist users in accessing popular destinations in the urban centre. Some trail head and historical signage exists.
Trail Facilities	Public washrooms are located Lakeview Drive and Anicinabe Park trail heads.
Type and Level of Use	Primarily a walking trail; four-season. This trail services many origins and destinations within Kenora, including hotels and businesses.
Additional Info	A new Laurenson Creek "spur" trail will be added to the Rat Portage system in 2010. This will be a grassy natural trail along the creek, connecting 1 st Ave S with 7 th Ave S. This trail also connects with Anicinabe Park. The entire Rat Portage trail system has been mapped.

Mt. Evergreen Ski Hill Area / Kenora Nordic Trails

Kenora Nordic Trails are located to the east of the city. The cross country ski trails in the Evergreen Ski Hill area range from 1.4 km to 20 km in length. These are wide, unpaved loops and the terrain is quite hilly in places. These trails were developed primarily for skiing, but are considered four-season and in spring, summer and autumn are available for hiking.

Trail Condition	Trails are wide, grass covered trails. Wet areas can develop, but trails can be navigated to avoid these areas. In several places, the trails are too wide to truly give a sense of “hiking”.
Signage	Trails are well marked due to winter cross country ski use.
Trail Facilities	None available during spring/summer/fall.
Type and Level of Use	Because of its distance from Kenora proper and its lack of facilities in the skiing off-season, this area may be under-utilized.
Additional Info	This trail system has been mapped.

Rabbit Lake Trails

The main trail is 2 km in length and is located to the south of Rabbit Lake where it can be accessed from Birchwood Crescent, from the main trail head west of the Kenora Rowing Club, or from five other signed feeder trails which connect to nearby residential areas. The trail is alternately chip covered or paved. The most recent improvements to the trail involve the Rotary Way feeder trail.

Trail Condition	Some treatments for drainage problems have been applied (Rabbit Lake is spring fed).
Signage	Large gateway signage can be found at the trail head. Main trail is marked intermittently with informative way-finding signage.
Trail Facilities	Parking, washrooms, maps, doggie bags and garbage cans can be found at the trailhead. Rest areas with benches have been added along Rotary Way, which was designed for universal access. It is a paved, lit and well signed feeder trail.
Type and Level of Use	Primarily a walking trail, local mountain bikers also access this area.
Additional Info	This trail system has been mapped.

APPENDIX F: INFORMAL TRAILS, PATHWAYS, AND CONNECTIONS

Appendix F: Informal Trails, Pathways, and Connections

There are many informal pathways and trails throughout Kenora. Some of these are more suited to trail development than others, while some are use-specific, such as mountain biking routes and motorized sport vehicle trails. Some have unresolved issues related to private land and ownership.

Tunnel Island Trails

The Tunnel Island Trails begin at Hwy 17 between the Husky station and the Super 8. Spurs of the trail will take you to Norman Dam, Rideout Bay (Kenora Dam) or the train tunnel. Trails range from old logging roads or trails carved into the shores of the Winnipeg River. Over 32 km of trails wind through the island in total.

West Bay Road Trail

This is an informal trail, simply a dead end road with a narrow shoulder. There are a couple of benches located along the road. This trail is also connected to the Mink Bay trail.

Rabbit Lake Road

Rabbit Lake Road runs along the length of Rabbit Lake to the north. Although a popular route, no sidewalks means people often walk on the road itself. This is particularly problematic due to poor sight lines on curves.

Sneakers and Strollers Routes

Five family-friendly walking routes through downtown and suburban Kenora have been identified by Sneakers & Strollers. All routes are less than 5.0 km and utilize existing sidewalks and roadways. The first three routes have access to public washroom facilities.

- **Route 1** is a loop from 5th St S up to Matheson, to 2nd St S and down Hwy 17.
- **Route 2** runs from the recreation centre up to Bernier Dr to MacLeod Park, with an extension to the Hospital area.
- **Route 3** loops from 5th St S to Milkana Way up to 8th St S.
- **Route 4** follows Valley Dr between Airport Road and Minto.
- **Route 5** takes Minto Rd to 9th St N.

Other informal trails that have been identified:

- Beaver Brae Hills Nature Trails
- Rabbit Lake Deer Trails
- Coney Island Trails

Informal Mountain Biking and Cycling Trails

The cycling trails in the Kenora area vary in condition, degree of difficulty, level of use and in length. These routes often use existing roads and highways. Many of these routes lack way-finding signage and are the terrain of more serious

mountain bikers or cyclists. However, many of the city's popular walking trails are also popular with bikers. Below is a list of trails or routes used by cyclists:

- **Well known trails:** *Norman Dam Trails, Tunnel Island Trails*
- **Popular multi-use trails:** *Mount Evergreen Trails, Rabbit Lake Trail*
- **Unmarked:** *Fox Lake Loop, Flapjack Loop, Pickerel Lake to Malachi Lake, Matheson Bay Road Loop, Airport Road Loop, Beaubien Lake Loop, Gooseneck Lake, Sand Lake Rides, Lakeside Loop, Laurenson Lake Loop, Valley Brinkman Loop, Keewatin Loop, Rabbit Lake Loop, West End Loop, Bypass Loop, Jaffray Mellick Loop, Longbow Lake Loop* (source: "Lake of the Woods Area Rides" guide)
- **Lower level of difficulty:** *Gavigan Portage Trail, George Lake, Culloden Lake* (source: "Lake of the Woods Area Rides" guide)

Informal Motorized Sport Trails

Motorized sport trails (ATV, snowmobile, dirt bike) are visible in several places around Kenora, although they are almost always informal in nature. For example, from Airport Road, informal trails are clearly visible alongside both sides of the roadway. Trails along Airport Road connect to Zimmerman Drive and Henry Street at Rabbit Lake. Private trails lead off the east side of Airport Road with access across Treadway Drive. These are used illegally. Restrictions are in place preventing ATV-type use in several key areas of Kenora where noise, traffic and safety are considerations. During the winter months, some restrictions are lifted for snowmobile traffic.

APPENDIX G: EVALUATION CRITERIA FOR PROPOSED CYCLING ROUTES

Appendix G: Evaluation Criteria for Proposed Cycling Routes

The following criteria were applied to select and evaluate the preferred routes within the city of Kenora. The same criteria will be used later to identify and evaluate potential treatments. The criteria rationalize the route and facility selection process by responding to the key question of “*What goes where and why?*”

Although all these factors are considered in the selection and evaluation process, they are not equal in weight. Therefore, in one of the exercises during the city workshop, the participants weighted the factors using a scale from 1 to 5 (1 being the lowest and 5 being the highest). The criteria were also ranked according to importance.

Criteria	Example Comments	Average weighting	Ranking (5 grades)
Safety	<ul style="list-style-type: none"> Treatment provides separation between pedestrians and cyclists Low-light levels and lack of visibility to roadway 	5	1
Compatibility with Existing and Future Plans and policies		4	1
Connectivity, Continuity and Enhancement of Existing Trail/AT Network	<ul style="list-style-type: none"> Separation between cyclists and motorists is maintained throughout route Provides bad connection to existing facility 	4	1
Cost	<ul style="list-style-type: none"> High level costs are within route budget High level costs are over route budget 	4	1
Compatibility with Future Development Plans, i.e. Opportunities/Constraints	<ul style="list-style-type: none"> Treatment does not hinder future site redevelopment Treatment may have a high throw-away cost with future street rehabilitation in future 	4	1
New or Enhanced Recreational Facility	<ul style="list-style-type: none"> Facility provides recreational trail to neighbourhood where currently no trail exist Facility location is not suitable for recreational users 	2	1
Type of Use (recreational and/or commute)		3	2
Seasonality	<ul style="list-style-type: none"> Treatment does not provide facility in winter 	2	2
Neighbourhood Impacts and Acceptability	<ul style="list-style-type: none"> Treatment would not impact local traffic movements and creates connections to key neighbourhood destinations Treatment would require new facility on boulevard in neighbourhood where there is a sense of ownership over the boulevard (i.e. many are landscaped) 	2	2
Partnerships Requirements / Opportunities	<ul style="list-style-type: none"> Local trail groups are established and are interested in assisting with trail development Local businesses oppose trail location 	3	3
Type of Users: Cyclists (A, B or C), Pedestrians, Small wheels, Individuals with special needs		3	3
Short Term Feasibility		4	4
Ability to Accommodate AT Facility/Infrastructure		4	4
Aesthetics	<ul style="list-style-type: none"> Treatment enhances neighbourhood aesthetics 	3	4
“Showcase” Quality or Potential	<ul style="list-style-type: none"> Creation of new facility for Kenora Little or no change from existing conditions 	3	5
Visibility and Promotion of Trails and AT in Kenora	<ul style="list-style-type: none"> Treatment would create a highly visible facility in a high traffic area Treatment not visible to larger audience 	4	5
Potential for Increased Tourism Opportunities	<ul style="list-style-type: none"> New trail system will link to existing tourism destination Facility located a great distance away from major tourism hubs and no connection is provided 	4	5

APPENDIX H: EXAMPLES OF BIKEWAY SIGNAGE FROM ACROSS CANADA AND THE UNITED STATES



APPENDIX I: EXAMPLES OF FEDERAL AND PROVINCIAL FUNDING SOURCES

Appendix I: Examples of Federal and Provincial Funding Sources

Building Canada Fund (Gas Tax Fund)

www.buildingcanada-chantierscanada.gc.ca

Green Municipal Fund - Federation of Canadian Municipalities

www.sustainablecommunities.fcm.ca/GMF

Moving On Sustainable Transportation, Transport Canada

www.tc.gc.ca/programs/environment/most/menu.htm

Ministry of Health Promotion, Communities in Action Fund

www.mhp.gov.on.ca

Ontario Trillium Foundation