



City of
Peterborough

To: Members of the General Committee

From: Cynthia Fletcher
Commissioner of Infrastructure and Planning Services

Meeting Date: January 21, 2019

Subject: Report IPSTR19-002
Parks Canada and City Canal Trail Initiative

Purpose

A report to recommend that staff work with Parks Canada with a view to creating a trail route along the Trent-Severn Waterway Canal between Lock 19 and Trent University.

Recommendations

That Council approve the recommendations outlined in Report IPSTR19-002 dated January 21, 2019, of the Commissioner of Infrastructure and Planning, as follows:

- a) That staff work with Parks Canada to create a plan for a trail route along the Trent-Severn Waterway between Lock 19 and Trent University;
- b) That staff prepare a letter to Parks Canada indicating support for trail crossing infrastructure being included in the rehabilitation of the Parkhill Road and Maria Street swing bridges;
- c) That staff partner with Parks Canada on a public consultation with respect to the Peterborough Trent-Severn Waterway canal trail concept, including consideration of a trail through Waverley Heights Park;
- d) That staff provide direction to the Parks Canada contractor with respect to the restoration of Waverley Heights Park based on the outcomes of the public consultation; and
- e) That staff report on this issue if there are any City costs or implications.

Budget and Financial Implications

The majority of this project is being undertaken by Parks Canada and most of the route is already identified in the City's Cycling Network. There will be some future costs to improve or create trail sections along the canal on City land and to provide trail crossings at road crossings. Cost estimates will be developed when the project plan is prepared and the funding requirements will be included in future draft budgets.

Background

In 2018, Parks Canada implemented major infrastructure projects along the Trent-Severn Waterway, including a dam gate at the entrance to the north end of the canal at Trent University and rehabilitation of the earthen dams in several locations. These projects will help protect the City from flooding. The earthen dams hold the water from the canal in place above the height of adjacent neighbourhoods. While the work included removing all trees, Parks Canada reports that this was necessary to protect the integrity of these dams.

According to the 2017 report "Parks Canada Basic Impact Analysis Amendment (Rev – 1) Peterborough Canal Earth Dams Rehabilitation", the objective of these projects is to rehabilitate the Peterborough Earth Dams to meet the requirements of the Parks Canada Directive for Dam Safety and improve the assets condition from poor to good with a service life of 80 to 100 years for the rehabilitated structures.

A secondary important objective is to maintain and enhance these earth dams as trails and recreational facilities.

Concept for the Peterborough Trent-Severn Waterway Canal Trail

Parks Canada approached City staff about collaborating on the development of a continuous trail along the canal system in the latter half of 2018. Previously, staff had meetings with Parks Canada staff about potential trail connections to the dam at Lock 19. Lock 19 is being reconstructed, beginning in 2019, and when it is completed, the public will be able to cross over the canal on a new multi-use trail over the dam. The trail across Lock 19 will address some of the demand to get across the river on foot and by bicycle in the south end of the City.

The City's Cycling Network, approved in the 2012 Comprehensive Transportation Plan, identifies a route along most of the canal. The Cycling Network map is shown in Appendix A.

The proposed trail route along the canal system would be about 8.5 km long and is shown in Map 1. The trail sections, ownership and current status are listed in Appendix B.

Map 1: Concept for Proposed Peterborough Trent-Severn Waterway Canal Trail

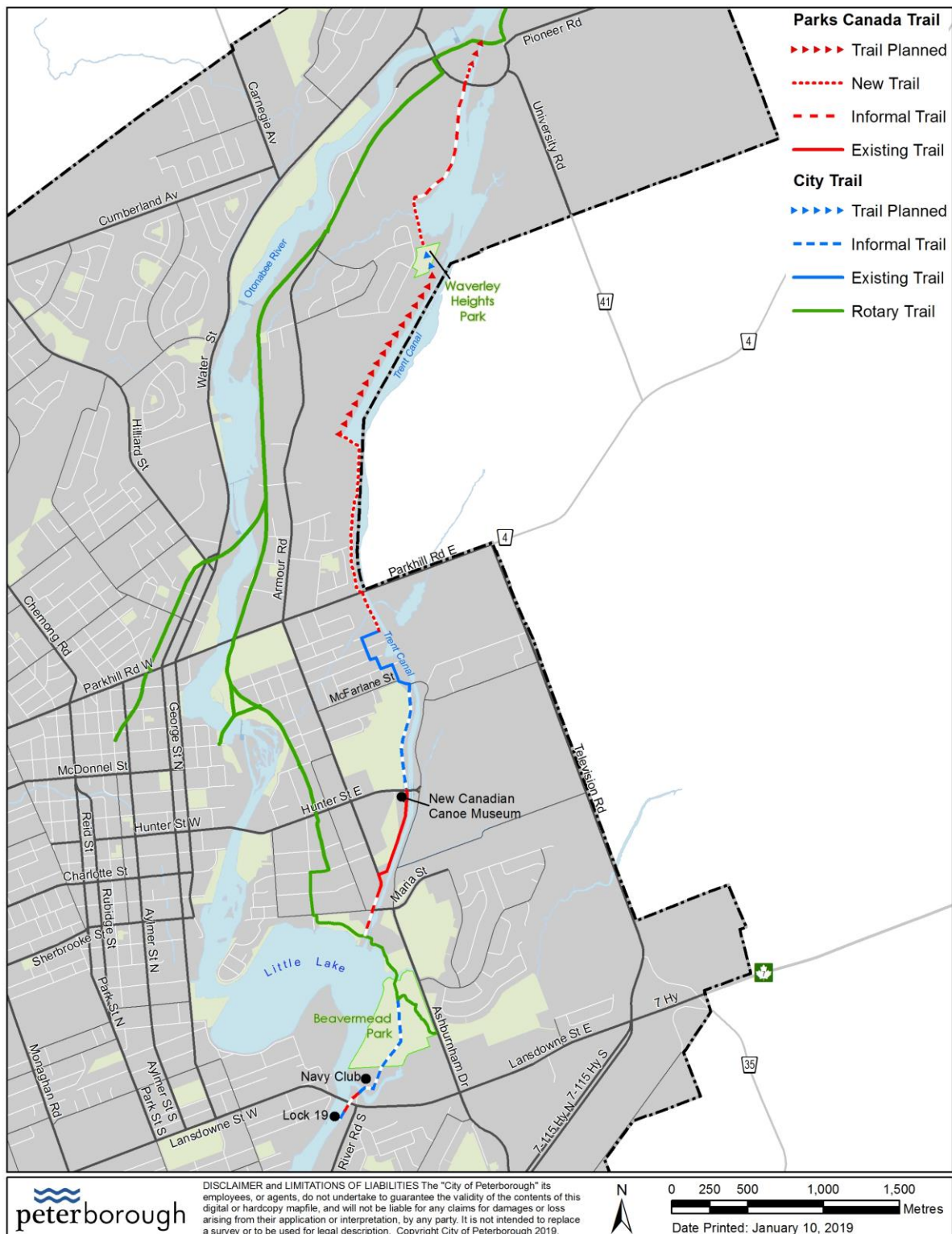


Table 2 provides a summary of the current status of the proposed trail route along the Trent-Severn Waterway canal. Photos are set out in Appendix C.

Table 2: Summary of Trent-Severn Waterway Canal Trail Status

Description	City (m)	Parks Canada (m)	Total (m)
Existing formal trail/route	1,500	725	2,225
New or newly improved trail		1,775	1,775
Existing informal trail	750	1,200	1,950
Trail to be developed	715	1,740	2,455
Trail across Lock 19 – planned		175	175
Total Trail Length	2,965	5,615	8,580

Broader Planning Framework

At this time, the City is commencing a Transportation Study for the east end. This trail route crosses several of the roads that are part of this study and should be a consideration as the study moves forward.

In addition, the City will be undertaking a review of the Cycling Network, beginning in 2019, and this trail concept could be further flushed out in terms of priority setting at that time.

Immediate Decision Needs

To facilitate the reconstruction of the Thompson Dam and the rehabilitation of the earthen dams adjacent to it, a construction access road was built through Waverley Heights Park. Ultimately, this access must remain so that Parks Canada can access the Thompson Dam however, the existing access will be repurposed as part of the trail system. This road had been scheduled to be removed and for the park to be returned to its natural state in the spring of 2019 however, this will now be part of the discussion to be had with adjacent residents.

The adjacent neighbourhood was informed by Parks Canada at the outset of the projects that the construction road was temporary and would be removed once the project was completed. The park would be restored to its original condition.

Considerations at this time include:

1. The 185 m construction access road will be repurposed into a multi-use trail using the granular materials used to build the road, saving the City the cost of building the trail in the future.
2. Parks Canada has identified a need for on-going maintenance access to the Thompson Dam. A crane truck is used to add and remove logs in the dam and a trail in this location would be used twice per year for this function, as well as in the event of repairs needed at the dam.

Parks Canada will be rehabilitating the swing bridges at Parkhill Road and Maria Street. Integrating pedestrian road crossing infrastructure into these projects is desirable from the City's point of view and this request will be made of Parks Canada.

Public Engagement

Staff propose to conduct a public consultation in partnership with Parks Canada to establish:

1. Community preferences for route options; and
2. Preferred trail development scenario through Waverley Heights Park at this time.

Based on the outcome of the public consultation, staff will provide direction to the contractor with respect to rehabilitation of Waverley Park. A further report to Council on this matter may be necessary if there are City costs or implications.

Summary

Staff are proposing to partner with Parks Canada with a view to creating a continuous trail route along the Trent-Severn Waterway from Lock 19 to Trent University. The 8.5 km trail would be used by residents and offer a new experience for tourists to explore. A public consultation will be the next step. Council will be apprised of updates and budget estimates as the project proceeds.

Submitted by,

Cynthia Fletcher
Commissioner of Infrastructure and Planning Services

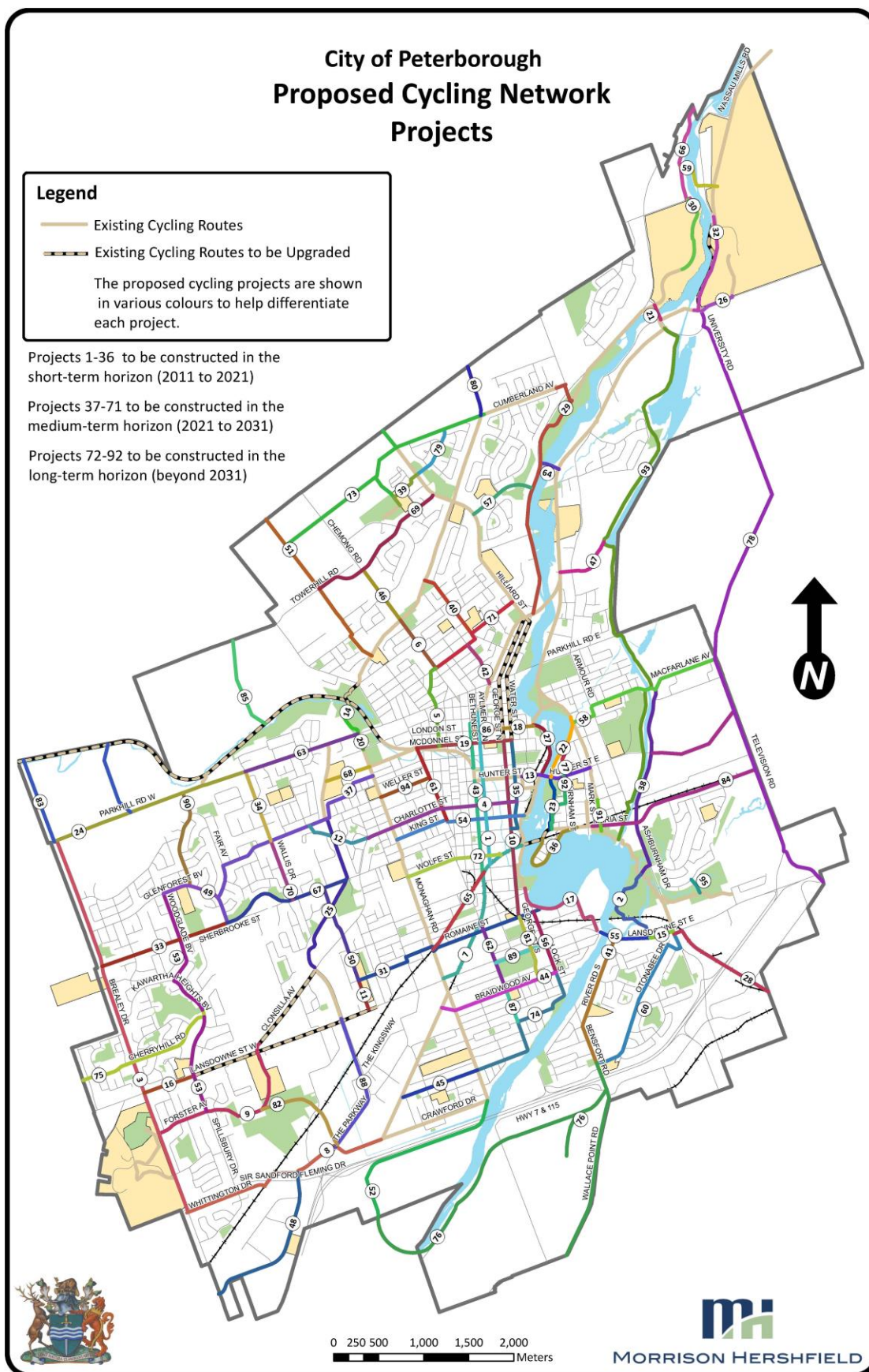
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Attachment(s):

Appendix A – Cycling Network
Appendix B – Trent-Severn Waterway Trail Sections and Status
Appendix C – Images along Trail Route

Appendix A – Cycling Network



Appendix B - Trent-Severn Waterway Trail Sections and Status

Section	Description	Length	Status
Lock 19 dam	Trail across dam at Lock 19	175 m	Planned, construction beginning in 2019
Lock 19 to Beavermead Park	Parks Canada is planning to build a cantilevered trail under Lansdowne Street. City connections needed from Lock 19 to Beavermead Park, except under Lansdowne Street. Section through Navy Club already set as a high priority for the City.	City - 540 m Parks Canada - 60 m	Parks Canada preparing to work on trail under Lansdowne Street
Beavermead Park to Lock 20	Trail through park connecting to existing TransCanada Trail	City – 1,000 m	Existing
Lock 20 to Hunter Street	Using the laneway to Lock 20 and the existing trail along the west side of the canal south of the Lift Lock. A trail crossing would be needed at Maria Street or use residential street detour along Mark Street and Sophia Street. Canoe Museum very interested in a trail connection from their new site to Little Lake.	Parks Canada 980 m plus a trail crossing at Maria Street	Existing 730 m, 250 m gap.
Hunter Street to McFarlane Street	Existing informal trail, could be formalized over time	City – 750 m	Existing – informal, crossing may be needed at McFarlane Street
McFarlane Street to Woodbine Avenue	Use existing residential streets, add signage	City – 500 m	Existing
Woodbine Avenue to Parkhill Road	New trail along earthen dam	Parks Canada – 375 m	New
Parkhill Road to Peterborough Golf & Country Club	New trail along earthen dam	Parks Canada – 1,100	New, crossing needed at Parkhill Road and 100 m connection on north side of Parkhill Road
Peterborough Golf & Country Club	Options being investigated	1,200	Parks Canada investigating options

Waverley Heights Park to Thompson Dam trail	Connection through existing park	City – 175 m plus another 100 m access connection to Scollard Drive	Construction access road scheduled to be removed, but being reconsidered due to potential use as trail connection and to provide maintenance access to dam
Thompson Dam trail	Connection across Thompson dam	Parks Canada – 300 m	Newly improved (formalized)
Thompson Dam trail to Tollington Bridge	Informal trail, could be formalized over time, section at new dam gate will have formal trail around it	Parks Canada – 1200 m	Mostly existing informal, could be upgraded over time, about 150 m needed to make connection complete

Appendix C – Images Along Proposed Trail Route

Photo 1: Trail at Thompson Dam with rehabilitation nearing completion



Photo 2: Trail under development adjacent to Peterborough Golf and Country Club



Photo 3: Trail under development near south end of Peterborough Golf and Country Club



Photo 4: Vista from bend in trail under development, north of Parkhill Road



Photo 5: Trail under development just north of Parkhill Road

