



City of
Peterborough

To: **Members of the General Committee**

From: **Cynthia Fletcher,
Commissioner of Infrastructure and Planning Services**

Meeting Date: **September 3, 2019**

Subject: **Report IPSTR19-018
Access to Parks Canada's Thompson Bay Dam via Waverley
Heights Park**

Purpose

A report to recommend allowing Parks Canada to construct an access trail to Thompsons Bay Dam via Waverley Heights Park.

Recommendations

That Council approve the recommendations outlined in Report IPSTR19-018 dated September 3, 2019, of the Commissioner, Infrastructure and Planning Services as follows:

- a) That Parks Canada be authorized to construct a maintenance access trail through Waverley Heights Park as described in this report.
- b) That the Commissioner of Infrastructure and Planning Services be authorized to sign an agreement with Parks Canada, in a form acceptable to the City Solicitor, for the execution of this project and to permit Parks Canada to use the access trail for maintenance purposes.

Budget and Financial Implications

The cost of construction of the maintenance access trail will be covered by Parks Canada, so there is no capital cost to the City. This project will result in a slight increase in the length of multi-use trails to be maintained by the City. No winter maintenance of the trail connection will be required as the Canal Trail is not maintained by Parks Canada during the winter months, and access to the dam is not required during the winter months.

Background

As previously presented to Council, Report IPSTR19-002 provided an update on the work being undertaken by Parks Canada and City staff to develop a new trail, the Peterborough Canal Trail. This trail would travel alongside the canal from Lock 19 (just south of Lansdowne Street) to Trent University.

Council, at their meeting of January 28, 2019 approved the General Committee recommendations in Report IPSTR19-002, including the following recommendations:

- 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 Waverly Heights Park;
- d) That staff provide direction to the Parks Canada contractor with respect to the restoration of Waverly 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."

The purpose of this report is to update Council on the Peterborough Canal Trail and to seek approval to route a maintenance access trail through Waverley Heights Park, from Scollard Drive to the recently rehabilitated Thompsons Bay Dam.

To facilitate the reconstruction of the Thompsons Bay Dam and the rehabilitation of the earthen dams adjacent to it, a construction access road was built through Waverley Heights Park. In the Fall of 2018 Parks Canada indicated that they require an improved, permanent access route to the Thompsons Bay Dam to ensure that there is suitable access to accommodate the vehicles needed to respond to regular and emergency maintenance needs along the trail and on the dam. Parks Canada proposed a 3-metre wide access trail through Waverly Heights Park surfaced with limestone screenings, which is quite different from the temporary construction access road used to complete the earthen dam work in 2018. In accordance with the recommendations of Report IPSTR19-002, staff provided direction to Parks Canada to remove the temporary construction access road and restore the Park to its original condition, pending the results of the public consultation regarding the proposed permanent access through Waverly Park.

Use of the proposed maintenance access trail by Parks Canada vehicles is expected to be required once or twice per year, primarily by a large mower for cutting vegetation on the slopes of the earthen dam and occasionally by other vehicles.

The existing walkway connection to the dam was examined for its potential to meet Parks Canada's needs instead of building a new access trail, but the slope to the earthen berm was too great and the turning radius too tight for the larger vehicles that will occasionally have to use this access to get to the dam. There is currently no public access suitable for large vehicles to access the dam from the north.

A public consultation was held in March and April of 2019 on the concept for the Peterborough Canal Trail and on the maintenance access trail to the Thompsons Bay Dam through Waverley Heights Park. Results of the public consultation are shown in Appendix A.

While there was strong support for the Peterborough Canal Trail, the maintenance access trail was not desired by many in the adjacent neighbourhood. There was a strong sentiment that they did not want the park further developed and that continuity of the green space is important as a play area. On the other hand, some residents expressed concern about locating the trail access too close to existing residential properties. There was also concern that the need for the maintenance access was not identified by Parks Canada at the outset. There were three options identified for the route for the proposed access trail, but there was no clear consensus on a preferred route and none of them were desired.

It has been challenging to reconcile Parks Canada's stated access needs and the opposition to a maintenance trail being built in Waverley Heights Park. The solution that Parks Canada and City staff have created, shown in Figure 1, is to use the maintenance trail as an opportunity to improve accessibility to the existing park facilities by locating the trail between the basketball court and the playground and providing barrier-free paths to link to these amenities. The recommended route positions the maintenance trail furthest from adjacent properties; and the proposed routing of the trail has also been located a little closer to the rear of the playground (as opposed to using the original route for the construction access road) in order to minimize the impact on the rehabilitated green space to the east of the basketball court and play area, also in response to concerns expressed by residents.

The recommended route for the maintenance trail and the Peterborough Canal Trail was brought to a joint meeting of the Accessible Advisory Committee and the Arenas, Parks and Recreation Committee on June 6, 2019 where it was endorsed.

Figure 1 – Recommended Route for Maintenance Access Trail and Peterborough Canal Trail



Peterborough Canal Trail Update

The section of the Peterborough Canal Trail between the Peterborough Golf & Country Club and Woodbine Avenue is now open. Photos of the completed section of the trail are provided in Appendix B. Work continues by Parks Canada to develop other sections of the overall Canal Trail as resources permit.

Summary

Parks Canada has requested a maintenance access trail through Waverley Heights Park to the Thompsons Bay Dam. The access trail would be 3-metres wide and surfaced with limestone screenings. The recommended route is between the play ground and the basketball court so that the maintenance access trail would also provide barrier-free accessibility to these park features. The proposed trail location has tried to address many of the concerns expressed by area residents while providing an access route that can meet the needs of Parks Canada in maintaining the canal and Thompson Bay Dam infrastructure into the future. The Peterborough Canal Trail is now open between the Peterborough Golf & Country Club and Woodbine Avenue and work continues to advance other sections of the trail as resources permit.

Submitted by,

Cynthia Fletcher
Commissioner of Infrastructure and Planning Services

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Attachments:

Appendix A – Public Consultation Report
Appendix B – Peterborough Canal Trail Photos

Peterborough Canal Trail

**Public Consultation Report
June 2019**



**Prepared by:
Susan Sauve
Transportation Demand Management Planner**



Peterborough Canal Trail Public Consultation Report – June 2019

Background

Inspired by the new trails on the rehabilitated earthen dams along the Trent-Severn Water Canal through Peterborough, the City of Peterborough and the Parks Canada Agency are working together on a concept for a Peterborough Canal Trail. The Peterborough Canal Trail would travel along the Trent-Severn Waterway Canal from Lock 19 in the south end of Peterborough to Trent University in the north where it would connect with the Rotary Greenway Trail to Lakefield.

In addition, the intent of the public consultation was to share information and solicit input with respect to the request from the Parks Canada Agency for a maintenance access trail through Waverley Heights Park from Scollard Drive to the recently rehabilitated Thompsons Bay Dam.

Consultation Description

A Public Open House was held on March 27, 2019 with notices in the local newspapers and letters distributed directly to houses in the neighbourhood adjacent to Waverley Heights Park. The Open House included display boards and a presentation and discussion about the Waverley Heights Park options. Input was collected mainly through a survey that was available in hard copy at the Public Open House and on-line for two weeks after the Open House. Some letters, phone calls and emails were also received.

The stated purpose of the meeting was to:

- Review the concept of the Peterborough Canal Trail;
- Discuss how people would like to use and access the trail; and

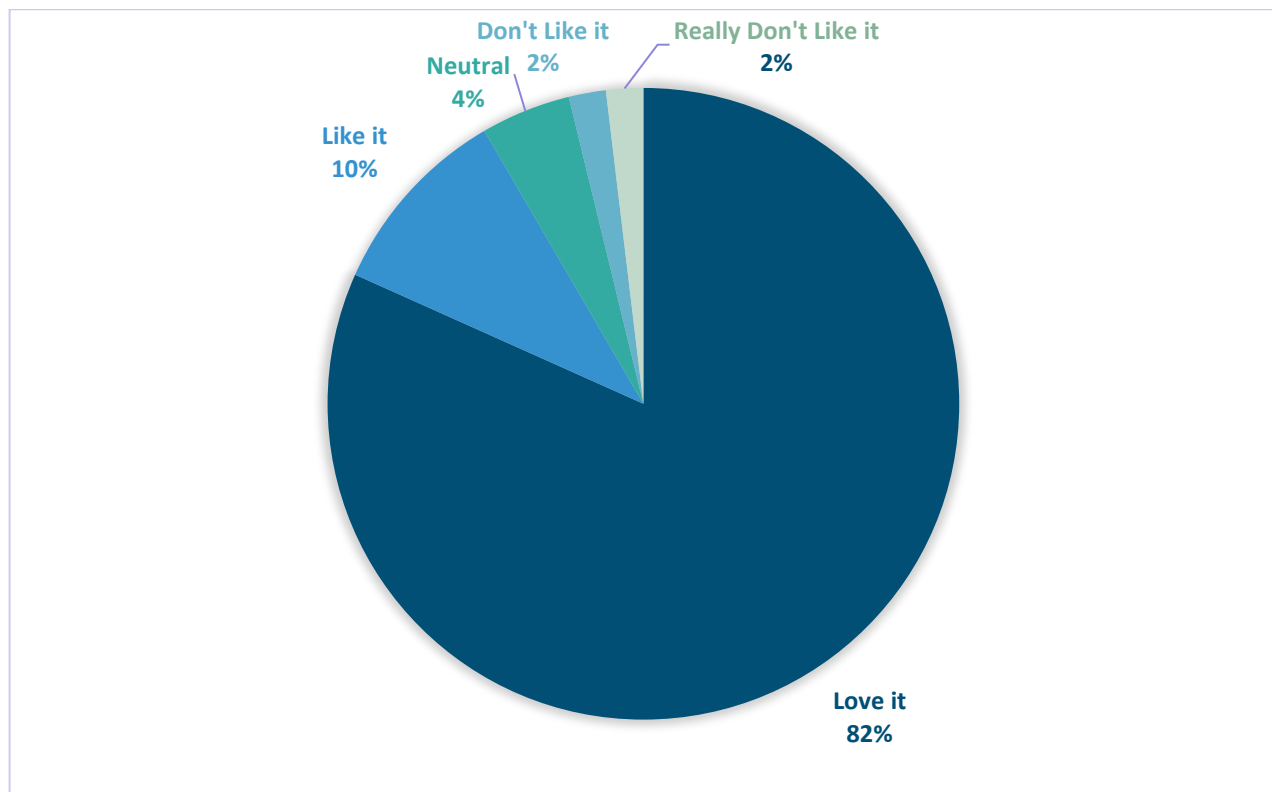
- Work with staff to design the trail through Waverley Heights Park including the maintenance access from Scollard Drive to the Thompson's Bay Dam.

Survey Results

A copy of the blank survey is provided in Appendix A. There were 266 responses, including about 60 hard copy forms filled out. The following is a summary of the results.

1. What do you think about the concept of a new trail along the Trent-Severn Waterway in Peterborough?

82% of people who answered the survey were enthusiastic about the concept of the trail, with only 4% disliking the concept.

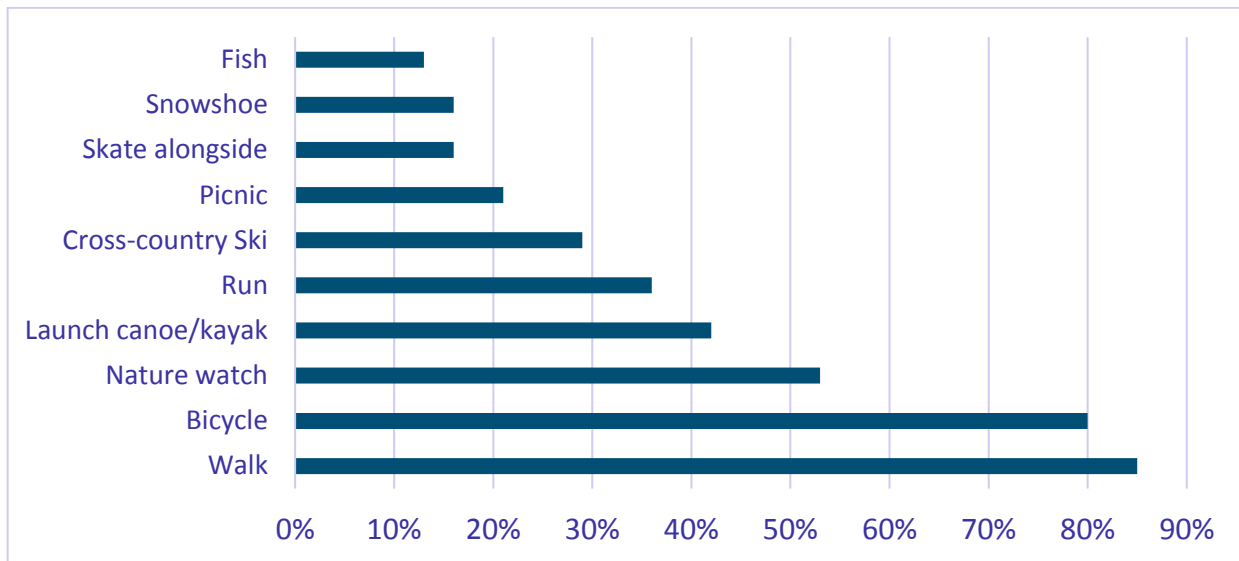


The following is a summary of the comments received on this question.

- enthusiasm for the concept
- anxiousness for a safer way to access trails from the south end of the City
- concern about the deforestation along the earthen berms
- concern about increased people in proximity to private yards
- interest in getting around Little Lake
- concern for wildlife and other environmental impacts
- an interest in keeping it natural
- appropriate road crossings
- good connection to Little Lake for Canadian Canoe Museum
- avoid use of barricades because it affects accessibility
- no motorized vehicles
- concern for users after dark
- great concept for tourism and health
- “Best trail initiative in Peterborough for many years. A true legacy project with significant long-term benefit for the community.”

2. How would you use the trail?

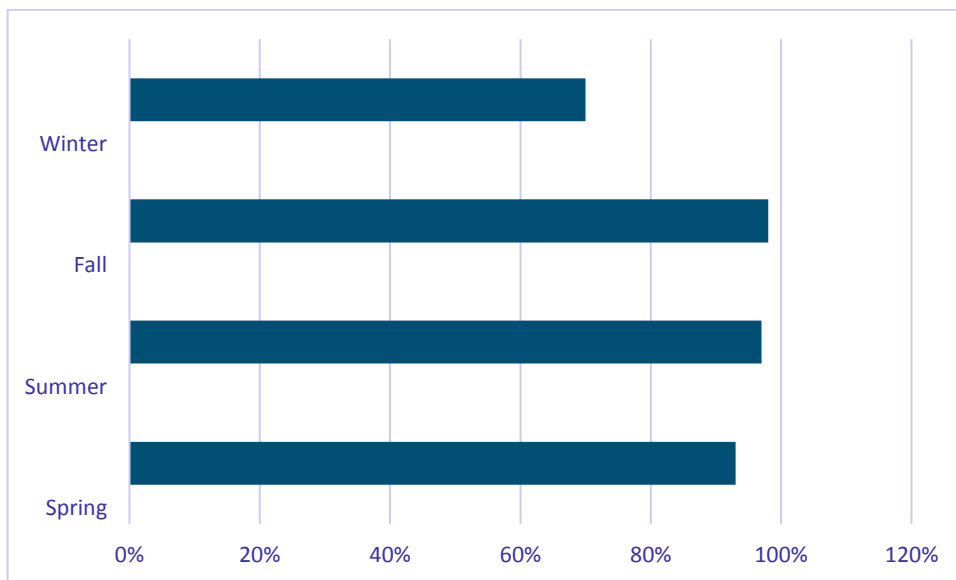
Walking and cycling were the most popular uses for the trail with over 80% saying they would walk or bike. Nature watching, launching canoes and kayaks, running and cross-country skiing were also popular.



3. In what seasons would you use the trail?

The trail would be well used in all seasons with winter being the least popular time to use the trail.

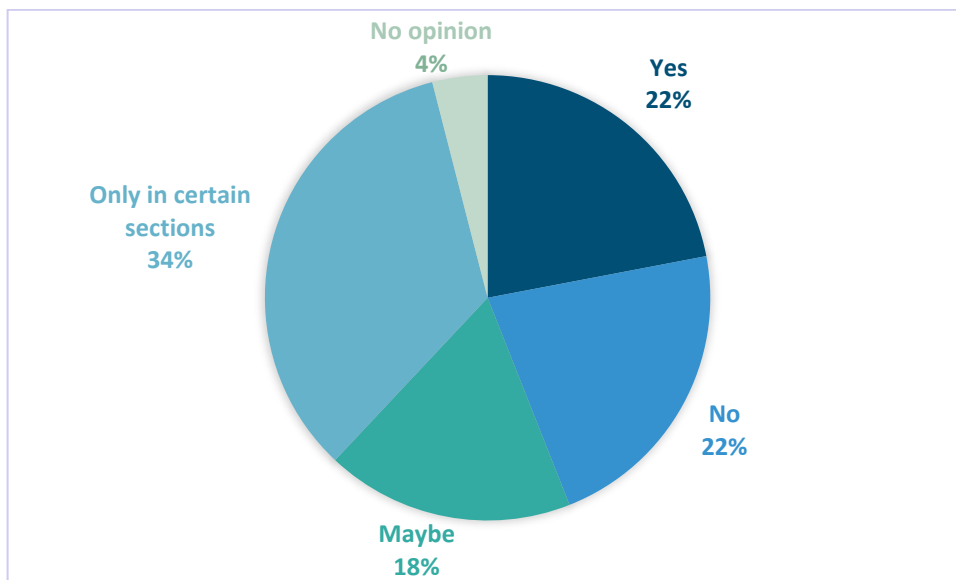
Seasons of Use



4. Would you want lighting on the trail?

The most common response to this question was lighting the trail in certain sections (34%). Another 22% responded 'yes' to trail lighting and 18% said 'maybe'. 22% said 'no' to trail lighting.

Preferences for Lighting



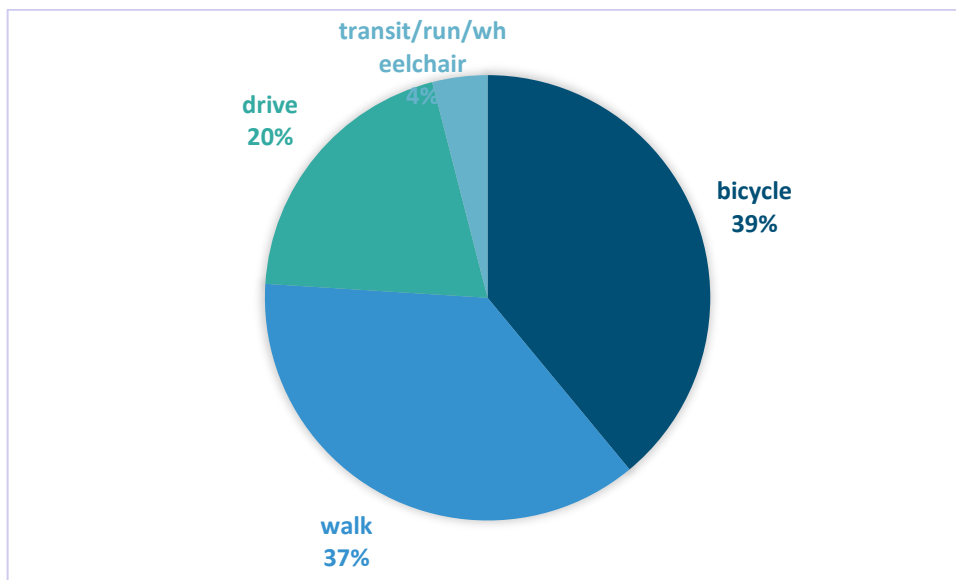
5. What accessibility features are important to you?

There was a formatting error in this question for the majority of the time the survey was live. The question was intended to permit multiple answers, but only one answer was permitted until the error was caught. The most often referenced accessibility features were washrooms, viewing areas, rest areas, passing areas and a maximum slope of 5%.

6. How would you get to the trail most often?

Most people said that they would walk or bike to the trail, 37% and 39% respectively, and 20% reported that they would drive. 4% would use other modes such as transit, running or taking a wheelchair.

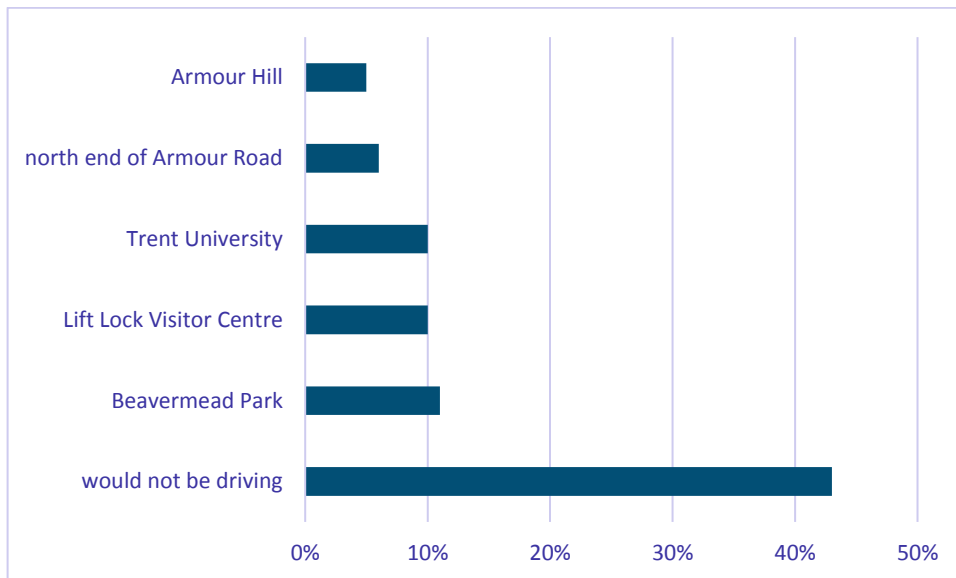
Getting to the Trail



7. If you were driving to the trail, where would you want to park?

43% of people said that they would not be driving to the trail, the most common response. 11% would park at Beavermead Park, 10% at the Lift Lock Visitor Centre/Canoe Museum, 10% at Trent University, 6% at the north end of Armour Road, 5% at Rogers Cove Park, 5% at Armour Hill. Some requested that no new parking lots be created.

Most Popular Places to Park to get to Trail

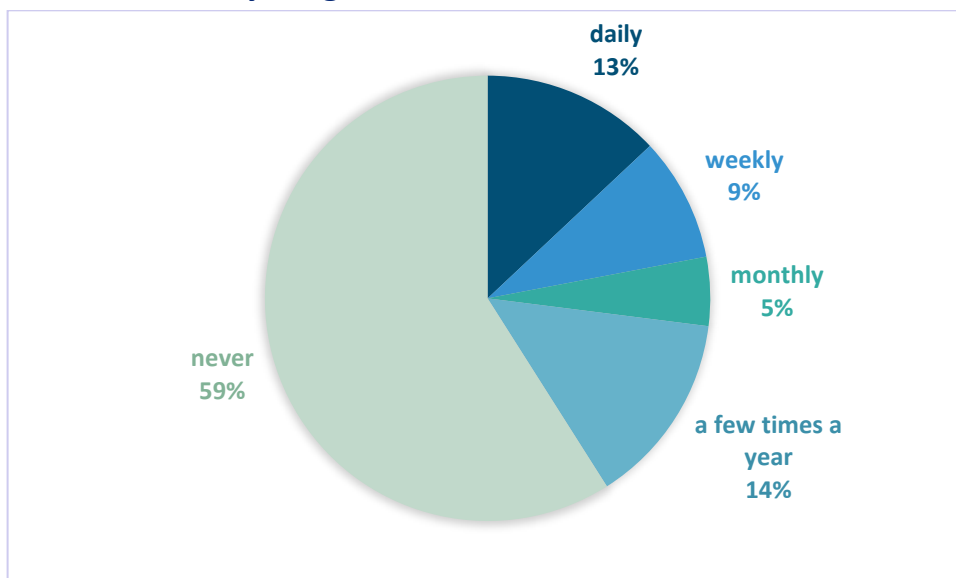


The next series of questions were related to Waverley Heights Park.

8. How often do you or anyone in your household use Waverley Heights Park?

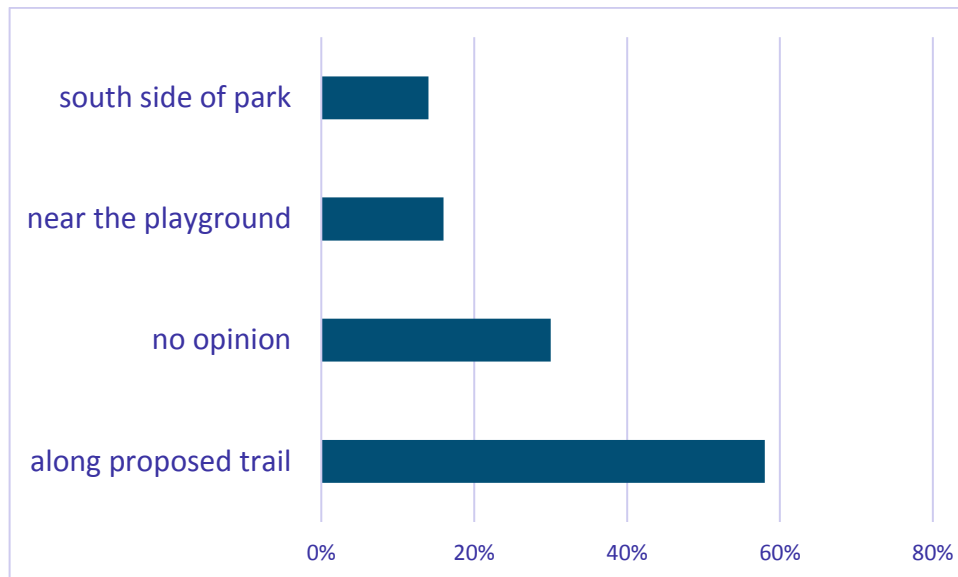
13% of people that answered the survey use Waverley Heights Park daily. 9% use it weekly, 5% monthly, 14% a few times a year and 59% never use the park.

Use of Waverley Heights Park



9. If new trees were planted, where would you prefer that they be planted?

The most common response for where new trees should be planted was along the proposed trail.



10. With respect to the route options through Waverley Heights Park, indicate how you feel about each one.

There were three options for the maintenance access trail shown on the display boards/pdf file, as shown below. Option A was the most southerly, Option B was centrally located, bisecting the playground and basketball court and Option C was the most northerly.

Option A - south



Option B – central



Option C - north



Most respondents were neutral about the location of the maintenance access trail, as they do not use the park. About 70 people answering the survey use the park. None of the three options was popular. The following table compares the responses for the three options.

Responses to Options for Waverley Heights Park

Option	Like	Neutral	Dislike
Option A - south	27	138	41
Option B - central	21	137	48
Option C - north	38	130	38

While there is a stronger preference for Option C, this option also has the least number of people that are neutral about it. It appears the main difference with Option C is that people that don't use the park liked it.

This is a summary of comments about the options for the maintenance access road:

- Going through the middle cuts the park in half
- North option maximizes route along the canal
- Wonder why access road cannot come in from the north
- Try to use the existing walkway
- South and Central route would provide the most disruption to the existing park, reducing the space available to be used for other park purposes e.g. kids playing, sports
- Option C is too close to the last house
- Any road through a park where children play is a safety concern. We do not want a road at all.
- North option interferes with drainage, south may as well.
- I'm sure the homeowners would prefer the trail away from the houses
- Option A seems least disruptive to other activities within the park
- The proposed access road is not needed and practical

- I prefer A because it gives a wide loop past the houses and uses existing infrastructure
- All options impact the park are cons, there are no pros in any of the options
- What is being proposed for the park is not a trail but an access road for Parks Canada operations. The options for the road either bisect the area between the basketball court and the playground, place the trail too close to the playground and /or traverse the space in the park that children and residents use as open space. All the options create safety risks to park users (vehicles have already been driving on the current 'temporary' road) and will negatively alter the way the space can be used.
- I do not support placing a road through the park and strongly recommend that the City and Parks Canada review other options for the alignment.
- If the path is tucked to the North, it's out of the way and keeps the 'middle' of the park open for other uses in the future
- Keep the road as far from the existing houses as possible
- Least amount of road preferable
- Option A and B would tend to bisect and consume too much of the usable play area. The proposed base being limestone screenings to grade may actually present inconsistency in footing for playing some field sports. Also, routes A and B would be intrusive while children are at play with cyclists and walkers passing through the main core and best surface of the play field. Option C is the best choice but may require alterations to a drainage swale and re-location of a section of playground equipment. For the most part pedestrians already use the area proposed in Option C as a means to pass through the Waverley Park.
- Buffer from residential development is preferred
- Would prefer an option that ensures integrity of park and minimizes disruption to residents closest to the park. A route/road from Scollard Dr into and through the park will reduce field and play space for the kids. Trail route should be on east end of park staying as close to the canal as possible.
- Keep the children's play area free from a road. The north route is too close to the home on the north side and the children's playground – I know I walk it all the time.

- The south option does not intersect the park and could potentially make use of the trail already there.
- I think its better to be farther away from the house that borders the park. Nicer for the owners of the home.
- There is no good reason for an access road through the park for Parks Canada, there is no reason for heavy equipment access except in an emergency as admitted by Parks Canada since there are now winches at the dam, and the emergency could be dealt with by the Nassau Guard Gate. The canal trail should follow the canal farther north along the canal then swing east to link up with the current dam trail beyond the park.
- A and B are totally unacceptable as they go right through the middle of a very well used play area for neighbourhood children. If this is supposed to be a nature trail along the water, then it should be going through the woods or grasslands beside the park and shouldn't touch the park at all.
- Option C is the only reasonable option presented, but a better option would be to put the trail through the field beside the park. This would not encroach on the park space and would provide a more scenic nature route for those using the path. The path could be put through this field without the removal of any trees, only some scrub brush and invasive bushes.
- Option B is totally ridiculous and should be tossed out. As if someone would consider building a road in the middle of a park between the basketball court and play structure. Option A is pretty much where it is now which cuts through the only flat area that the kids can play soccer and baseball. Option C would have to be built into a hill that is about 5" away from the swing set. Not to mention the drainage issue.
- Option A seems to have a lesser impact on dividing the park.
- An access road through the park is a hazard to park users. Park is heavily used by young and old alike and used daily, year-round for a variety of sports and other recreational activity.
- There are no pros. This is a beautiful natural environment. It would be best left alone.

- There are no pros. My cons are... 1. Its animals' homes 2. I like to walk on this trail with my dog 3. I think that the view looks nicer without construction in the way
- As a dog owner, the south path appeals most to me. It allows me to keep a respectful distance from children and adults using the tobogganing hill and playground as I access the trail. I feel the central trail 'cuts up' the park too much.
- Not much different really. I can live with all options.
- Trail is fine. Access road needs more work. My concern is not the trail location but the maintenance road. Suggest you re-evaluate the existing corridor.
- Better to come in from north. Firetrucks can have their dock north of the dam. Leave the park alone.
- Option C separates active trail from conflict with other park activities, should buffer trail with trees from impacting residential neighbour to north.
- Love the idea of a trail. Do not want vehicular access through park. Like option B as location for trail (not access road)
- Initially, Parks Canada (PC) reported that they required the access road to conduct semi-annual maintenance. At the public meeting, PC stated that they needed to be able to access the dam with a crane to raise and lower the stop logs in the dam. Interestingly, when a resident pointed out that two winches were installed on the dam, PC staff were unaware and even refuted this statement until they were finally accepting of the residents' claim. The winches are to raise and lower the stop logs to manage flows, so a crane is not required for this purpose, except in the event of an emergency which would consist of the winches not working (and presumably, the newly constructed Nassau Mill Guard Gate located upstream wasn't working either). PC noted that the 2-year old dam is regularly inspected to ensure it is operating as designed. PC acknowledged that without access to the berm from the north side of the dam, there was no means to get the landscaping equipment (needed to cut the woody growth on the new berm) to that portion of the site. So, how important is it that the berm be so maintained downstream of the dam, but not upstream (north side)?

11. Other survey comments

The following are the other comments that were submitted on the proposed Peterborough Canal Trail and maintenance access trail through Waverley Heights Parkl:

- Great initiative! I look forward to using the trail once it is developed.
- Making access to nature and biking or walking commutes more accessible is always a good idea.
- Consider safety of families crossing Lansdowne to access Beavermeade.
- I'm excited to see a trail like this being built!
- Again, I think this is a splendid plan that I fully support!!
- So excited for this possibility to make our community more bike and walkable
- I do not think this meeting or survey were adequately publicized.
- On both ends of the earth dam there is an extreme mud puddle soft area, almost impossible to walk on. Could you add gravel to both entrance/ exit areas to improve accessibility?
- The neighbourhood was explicitly told by Parks Canada that the park would be restored to its original condition after construction of the new dam. Creating a permanent access road or constructing the trail through the actual park space would be a violation of this assurance.
- Residents were promised that the kayak launch which was destroyed in the recent work would be replaced and this is critical given the inaccessibility of the new shoreline. There was also talk of land anchors for a future boating dock (to be supplied by residents).
- I'd like to see it built sooner than later, but let's build it right.
- Love all the trails. Great work
- Would love a trail to connect the south end to the TransCanada trail
- It would be nice if the trail allowed for some form of cross-country skiing in winter
- I live in the south end and this would easily become my preferred route to access Little Lake and the downtown. The south end is largely ignored in urban planning currently. It's an isolated part of the city with Lansdowne St blocking easy access to the trails. Lansdowne St is not pedestrian friendly.
- Please ensure that new trails have a small slope/grade so that the freeze/thaw cycles of winter don't create numerous cracks from pooling water that will require funds to repair the tarmac at a later date. Other than this... thanks for the survey.
- With increased cycle/pedestrian traffic adjacent infrastructure will need to be addressed for safety and increased active transportation;
 - 1) River Road South bike lanes
 - 2) River Road South bike tire eating storm sewer replacement
 - 3) Lansdowne/River Road South traffic light pedestrian walk signal activation on any green light and not just when pedestrian pushes button
- Please advise what will be done to ensure protection of wildlife and preserve the environment. Please do not put up lights to encourage light pollution and please keep any parking areas, resting areas, washrooms etc in spots that are already developed. Keep as much natural life as possible.

- Trails are very important and have made the City of Peterborough a welcoming community. However, duplicating a trail within the same area is not a good use of resources.
- Yes. A community dock is a nice idea, however I fear it will be used exclusively by nearest neighbours to store their boats. Should be clearly marked as temporary use only, with some sort of awareness campaign.
- I try to walk every day. This trail is an excellent idea.
- So excited about this. great for the City for residents and tourists
- A map of the proposed route(s) and options would have helped immensely. As it is, I had to use Google Maps just to figure out where Waverley Heights Park is.
- Landscaping/trees around the trail are important; garbage and recycling bins to help keep the trail clean; bike racks in locations where there are opportunities near the trail
- I'm glad the city is improving the trail systems. It's really good to see. Thank you!
- More trails and parks please!!
- The routing of the proposed trail alongside of the existing Peterborough Golf and Country Club will not be without its challenges. First the par three, 12th hole and its green is immediately adjacent to the canal and would certainly present a safety concern. Next, the steep bank alongside the par 5, 11th hole would present maintenance issues with icing of the trail in the winter, washout during significant rain events and tree limbs falling throughout the year.
- Looking forward to the day when there's a continuous trail on the other side of the river too!
- Just that I'm excited about the idea!
- Having a continuous trail along the canal from Trent to Lock 19 would be a wonderful amenity for both residents and visitors.
- Would really like to see an improved trail north from the dam to Trent.
- I'm curious what the PG&CC thinks of this. We live in the Waverly heights park area, and we hike/snowshoe/sled through the golf course in the winter months. We stay away from it during the summer time it's being used by members.
- It's a nice area. We are hopeful though that the type of people who will make use of a trail through here will be respectful of the setting. A parking area along this portion of the trail would not be welcome.
- Currently cycle the great local trails and connecting roads throughout the year. A great way to stay in shape.
- Love that you are providing even more trails. Love that it goes along a water route.
- My wife and I are Cyclists and wanted to retire to Peterborough but all the Barricades on the bicycle trails kept us from moving to Peterborough and as more and more Cycling groups across North America see the photos being posted of all the Barricades I doubt anyone would want to move to or visit Peterborough. Those Barricades represent a Human Rights violation so you'll likely be sued eventually, just hope it happens before we're too old to move there.
- Wonderful idea.
- Love the concept! Would love to see it come to reality.
- I grew up on River Road South and now live on Armour Road north of Waverley Heights. I've walked the route you've suggested for over 50+ years. I'm delighted that this trail is going to be built.

- Peterborough has more seniors and handicap individuals per capita than any other city in Canada. It's time to include them!
- Thanks for accepting input! If we try to move to a more mobile, natural city it will be better for everyone. By NOT encouraging cars (i.e. paving parking lots) we make it more enjoyable to walk and or bike/ski to the trail. I point to the success of the Jackson Park trails and the Rotary Trail. Perhaps we will someday have an interconnected trail system all through the city...
- This Survey much too often provides opportunity for only ONE Answer whereas many of us Peterborough area residents have several responses, answers and recommendations to contribute. So we are concerned that this Survey is inherently biased, and we do hope that You and our own Peterborough City Council will be made aware of All of our responses and concerns.
- I hope the trail is completed soon! It will be a great addition to Peterborough City.
- Keep up the good work and thank you for inviting the community to participate. We are fortunate to have such a wonderful place to walk and ride.
- I understand the trees and shrubbery needed to be cut back in order to build and secure a safe earth dam. When the access point for trucks was made off of Woodbine Avenue, several trees were removed that did not infringe with the dam but would have made truck access for CONSTRUCTION of the dam difficult. I would like to see those trees replaced now that construction is complete - bringing it back close to its former appearance. Several of those trees were on city property and did not need to be removed. Construction of the dam required heavy equipment and truck traffic on this very short and generally low traffic area - NB there are only 20 houses on this double dead-end street - no thoroughfare. The street is in shambles now that the snow has left and is in desperate need of repair. I would like to see the street restored back to its state BEFORE the construction started.
- Get Parks Canada to make locks along this route more kayak/canoe friendly for launching and portaging.
- I found the staff present at the displays very helpful in explaining many of the details re; what the 'road' would look like and how often it would be used.
- The fact that it would not be raised or paved over was reassuring. General public vehicle access would be prevented which I appreciated. I think the possibility of having an emergency boat access was also great- also for residents to launch small craft like kayaks and canoes.
- I was glad to hear about the ideas to encourage fish and turtle habitat and therefore the need to have access to implement these ideas as well as to maintain the stability of the berms and the Thompson bay dam to prevent flooding.
- I feel that everyone should have access to the Canal trail and it would be such a great asset, within our city limits, for all the residents of Peterborough to enjoy.
- For Parks Canada access to Thompson Dam should be either from the north or through adapting the current access trail to the east of the dam. A boom truck access could be created if the truck backed up the dam.
- The residents of the Thompson Bay subdivision put a lot of time and money into Waverly Park, the City should RESPECT this and turn down the Parks Canada access road through the park. ANY danger to the children using the park is TOO MUCH. These access roads break up the park into chunks restricting activities like baseball, soccer, etc!

- Any access road is going to get a lot of negative response from the people who live in the neighbourhood.
- Stay focused on the larger community access and usage. Think Jackson Park, Rotary Trail, etc. and ensure that the access via Waverly Park is properly designed and provides parking for this significant community asset. The current park is not well used and a well-designed access point to the Canal and trail would serve the Peterborough community very well.
- There is no need for a new access road as was clearly demonstrated at the meeting and the path would be considerably enhanced by putting it through the field or woodland area. There is no need for the path to go through the park.
- Excited about the connectivity!
- Keep up the great work!
- Lighting should be a priority for the Rotary Trail. The canal trail should be less "groomed" and more for the outdoor enthusiast, a little rough around the edges is good.
- Leverage lands plan ongoing at Trent to connect/network the canal trail to the Trent trails and bike path.
- The access road in the North option would go through an area that is often wet and so one might consider installing an underground drainage pipe system.
- No need for access road through the park. Come on guys, they have installed winches into the dam. If needed do what has been done in the past, drive over park or use the access road between the houses that lead up to the dam that the money has already been spent on.
- Bottom line... this is a park... a park they we as a community have donated money to... it's a park for KIDS not a bunch of adults trying to figure out what to spend a budget on.
- I think the idea is bad.
- I'm very excited about this initiative and I applaud the city for embarking on it! It looks like a lot of work is going into it and will make our city even better than it already is.
- I do have some concerns. According to the last census, in Canada a full third of households have dogs. Peterborough's only dog park is abysmal - it is tiny, there is no place to walk (it is just a fenced field), if you go there when no one else is there, there is nothing to do (if your dog doesn't like to fetch), there is no water source, and it is frequently muddy.

Responsible dog owners have no where to go to exercise their dogs off leash. It is quite rare that I see someone on the canal trails without a dog. Most people who access trails in the city - the rotary trail, the Trent trails, the canal trail - are desperate to find places where they can let their dogs free to let off some steam and get some exercise. Cities like Ottawa have dog friendly parks that are very successful. I realize that this is a challenging problem. But I hope the city will consider that the main users of these trails historically are people just trying to get outside with their pets for some exercise. Some options for successful integration between dog owners and non-dog owners could be helpful - for example, posted trail rules (call your dog back and always ask other trail users whether they are ok with your dog approaching).

I know this ask is a long shot. But if you went out today and watched the folks who are already using the trails, you'd see that most people have dogs and we're running out of places to go.

I'm concerned that these trails will just become another place where the main people who actually use the trails aren't welcome.

- Why not use the access trail that is already close to the dam??
- Add a shaded area to the park area! The trees there are much too small.
- Please make the trails dog friendly Peterborough is finally catching up with other cycling/ walking friendly cities. Great!
- Plant lots of trees. Ensure benches at various distances along the trail.
- Around the golf course the safety of walkers and cyclists from errant golf shots should be considered. Access for fishing should be controlled given garbage problems experienced on Chemong Lake causeway.
- Nature, the living entity, which is the waterway and all of the species beyond humans needs to be considered.
- It would be great if the trails could connect to the other trails in the south end of Peterborough (from Costco area to Lansdowne Place.) There is currently no sidewalk on the south side of Lansdowne Street between Monaghan and Park St. South.
- Thanks for improving quality of life and health for residents. Very, very interested in a kayak launch
- Floating dock for folks to access the waterfront for kayaks and canoes.
- Please push trail through the golf course
- Full dog crap bags tossed into the trees along the section just north of Parkhill, west side, is a major issue. How do you propose to mitigate this? Will the top trail surface be higher, lower or at the same elevation of the new gabion work?
- How do you reconcile the trail with holes # 12 and 13 of PGCC? There can't be more than 10 feet between the water and #12 green and #13 tee box.
- I believe reconstruction of the walkway makes it VERY suitable and a cheaper solution to get the access road. This walkway was sufficient when they built the concrete water barrier 2 years ago so it should suffice for maintenance work along the dam.
- Add a kayak launch
- No access road thru the middle of any park.
- Please extend trail through golf course and bottom of Beavermeade Park and across the Naval property. Even just opening the gate at the south end of Beavermeade would help.
- Signage regarding speed limit, dog pick-up and litter. More communication with neighbours would be essential. There can never be too much communication.
- I'm fully in favour of more bike trails, but this one doesn't make sense to me
- How exciting!
- Fully support - thank you!
- Can't wait to see us add another accessible trail to Ptbo and connect another section of the city to the network!
- I am very excited about this trail. I look forward to using it very much.
- I support a trail (no access road) east of the mown area of the park. There is a route through the buckthorn (invasive species) thicket east of the park through which a trail could be constructed and minimal to no native tree loss. It would take a little more planning and cost, but the current proposals seem ill-conceived given all of the new information that came to

light at the public meeting and I fear that it will be pushed through regardless of public input in the interest of satisfying funding (existing and potential) agreements

- No smoking on allowed on trail
- Peterborough has great trails and I love that there is an extension to the trails in mind.
- Why have I never heard of Waverley park before...I'm going to check it out
- Do whatever you have to do to get high numbers of pedestrians and cyclists. Lighting, bathrooms, parking, whatever, I don't care. There's safety in numbers. It'll keep the motorcycles off the trail. Also, since there's a nearby trail already going to Trent, consider turning one of them into a groomed winter ski trail.

Discussion on Options for Waverley Heights Park

To address options for Waverley Heights Park, a time and room were set aside at the Public Open House to present in detail the options being considered for the Peterborough Canal Trail through the park and the maintenance access trail from Scollard Drive to the Thompsons Bay Dam. The options were presented and then they were discussed in detail, including suggestions for alternate routes, such as from the north. Of the people that spoke at this portion of the meeting, there appeared to be consensus that residents do not want a maintenance access trail through Waverley Heights Park. There was general support for the Peterborough Canal Trail concept.

Other Submissions and Comments Received

Accessibility Advisory Committee, April 2019

General

- Provide power receptacles along trail for mobility aid charging.
- Provide shaded rest areas. Consider using shade structures since trees are not permitted on the earth berm.
- Provide garbage cans throughout all trails systems.

Waverley Park

- Provide separate infrastructure for the maintenance vehicle access road and walkway that connects the Peterborough Canal Trail to the existing Scollard Drive sidewalk
- Locate walkway connection from Peterborough Canal Trail to the Scollard Drive sidewalk in a manner that connects at least one edge of the existing playground and one edge of the existing basketball field. Aim to connect other amenities such as waste/recycling bins and some benches.
- Consider using a permeable turf paver product for the maintenance vehicle access road to minimize visual loss of green space

Email 1

First, I spoke with the representative from Parks Canada about the proposed trail adjacent to the Peterborough Golf and Country Club and the concern about the safety of those using the trail and the possible injury due to a stray golf ball. Being a golfer I know all too well that we can all have a bad shot here and there. The representative felt that this would not be an issue. I feel that he might want to revisit the par three Stanley Thompson 12th hole (<https://ptbogolf.com/scorecard>) where the green is immediately adjacent to the canal. I have collected baskets of golf balls from my canoe alongside of this hole.

Next, regarding the main access road. We feel that the best and logical choice would be to locate the road immediately adjacent to 1177 Scollard Drive (Option C). To bisect the main area of playfield (Option A and or B) with limestone screenings at grade would not only be intrusive but would also present a hazard to the children playing in the park. May we suggest selecting Option C and relocating the existing berm and planting evergreens between the Maintenance Access and the Residential property to provide privacy for the adjacent resident.

Peterborough Public Health

A letter was received by Peterborough Public Health, attached as Appendix B.

Appendix A to Peterborough Canal Trail Consultation Report

2019 Peterborough Canal Trail Survey

The City of Peterborough and Parks Canada are working together on a concept for a new trail that would travel along the Trent-Severn Waterway from Lock 19 (just south of Lansdowne Street) north to Trent University. Almost half of the trail is existing. We will use results from this survey and other public consultation activities to inform the development of the concepts for the Peterborough Canal Trail and the maintenance access that Parks Canada requires for the Thompson's Bay Dam.

This survey will take about 10 minutes to complete.

1. What do you think about the concept of a new trail along the Trent-Severn Waterway in Peterborough?

Mark only one oval.

	1	2	3	4	5	
I don't like it	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	I love it

2. Provide your comments about the concept for the Peterborough Canal Trail.

3. How would you use the trail?

Tick all that apply.

- ☐ run
- ☐ fish along it
- ☐ cross-country ski
- ☐ picnic
- ☐ bicycle
- ☐ walk
- ☐ I do not think I would use the trail.
- ☐ nature-watch
- ☐ skate alongside it
- ☐ put my canoe or kayak in the water along it
- ☐ snowshoe
- ☐ Other: _____

4. In what seasons do you think you would use the trail?*Tick all that apply.*

- ☐ Spring
☐ Summer
☐ Fall
☐ Winter

5. Would you want lighting on the trail?*Mark only one oval.*

- ☐ Yes
☐ No
☐ Maybe
☐ Only in certain sections
☐ No opinion

6. What accessibility features are important to you?*Tick all that apply.*

- ☐ Maximum slope of 5%
☐ Accessible parking
☐ Rest areas
☐ Passing areas
☐ Viewing areas
☐ Washrooms
☐ Other: _____

7. Describe where you would like these amenities.

8. How would you get to the trail most often?*Mark only one oval.*

- ☐ Walk
☐ Bicycle
☐ Drive
☐ Take Transit
☐ Other: _____

9. If you were driving to the trail, where would you want to park?*Tick all that apply.*

- ☐ I wouldn't be driving to the trail
- ☐ Lock 19
- ☐ Navy Club
- ☐ Beavermead Park
- ☐ Roger's Cove Park
- ☐ Lift Lock Visitor Centre/Canadian Canoe Museum new location
- ☐ Armour Hill
- ☐ North end of Armour Road
- ☐ Trent University
- ☐ Lock 21 (north of Trent University)
- ☐ Other: _____

About Waverley Heights Park**10. How often do you or anyone in your household use Waverley Heights Park now?***Mark only one oval.*

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ A few times a year
- ☐ Never

11. If new trees are planted, where would you prefer that they be planted?*Tick all that apply.*

- ☐ Along the proposed trail
- ☐ On the south side of the park
- ☐ Near the playground
- ☐ I don't want new trees planted
- ☐ No opinion
- ☐ Other: _____

12. With respect to the route options through Waverley Heights Park, indicate how you feel about each one.*Tick all that apply.*

	Like	Neutral	Dislike
Option A - South	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option B - Central	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Option C - North	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. What do you see as the pros and cons of the different options?

Other Comments and Mailing List**14. Do you have any recommendations of how to make the proposed trail or maintenance access road better?**

15. Do you have any other comments?

16. If you would like to receive updates about the Peterborough Canal Trail, please provide your email address.

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Google Forms

Appendix B to Peterborough Canal Trail Consultation Report

April 10, 2019

City of Peterborough
500 George Street North
Peterborough, ON K9H 3R9

Attn: Sue Sauvé, Transportation Demand Management Planner, Infrastructure and Planning Services
Re: Peterborough Canal Trail Public Open House

Dear Ms. Sauvé,

Peterborough Public Health (PPH) is mandated by the Ontario Public Health Standards (OPHS) and the Health Promotion and Protection Act to deliver public health programs and services that promote and protect the health of Peterborough city and county residents¹. There is growing evidence that shows links between features of the built environment and the health of the public². For example, population density, land use mix, access to and quality of active transportation and transit networks, as well as recreational amenities can all contribute to the prevention of chronic diseases and conditions³. With this in mind, PPH has a vested interest in ensuring that the transportation system and public spaces in our region are designed in such a way that prevent illness and disease and promotes the health of our residents. As a result, we would like to submit the following comments in support of the Peterborough Canal Trail.

The creation of the Peterborough Canal Trail supports an active lifestyle, and increases the opportunity for active transportation. Physical activity has very important health benefits, including significantly reducing the risk of all-cause mortality, cardiovascular disease, obesity, type II diabetes, and certain types of cancer⁴. Additionally, walking and cycling provide affordable, basic transport. Physically, economically and socially disadvantaged people often rely on walking and cycling, so improving active transport can help achieve social equity and economic opportunity objectives⁵. When designing the trail, PPH has the following recommendations:

- Ensure that the trail is designed and built to accommodate users of all ages and abilities. This aligns with the Healthy Transportation Systems recommendations found in the [Health in Official Plans: A Toolkit 2018 Submission to the City of Peterborough Official Plan Review](#).
- Prioritize safety for all trail users.
 - Ensure that there is sufficient lighting for use through all seasons. Design characteristics such as lighting and transparency that reduce dark corners and isolated areas can help mitigate threats from criminal activity and help people feel safer. People who feel safe and secure are more likely to walk and cycle.⁶
 - Ensuring accessible year-round design. Transportation networks are important multi-season public spaces. It is important to ensure that the chosen design is accessible to all users (regardless of age and ability) and maintained year-round. This means that the final design chosen should allow for adequate snow and ice removal to prevent falls, collisions and other injuries to all users of this space.

- Consider the width of the trail and need for passing lanes to ensure safety. Cyclists often travel at higher speeds than pedestrians, and differences in these speeds are one of the largest sources of conflict⁷.
- Ensure safety at all intersections where the trail crosses roads. Intersections are the site of a large proportion of injuries between cyclists and vehicles and pedestrians and vehicles. In 2013, 68% of all bicycle collisions and 66% of pedestrian injuries and fatalities in Ontario were intersection related⁸. Consider the need for pavement markings, signalized crossings, warning and way finding signage. Appropriate signage can contribute to decreased injury⁹.
- Consider the needs of residents through the provision of amenities such as seating and rest areas, washrooms, drinking water facilities, waste and recycling containers.
- Maintain tree canopy and places for shade along the trail. Trees improve air quality by removing CO₂ from the atmosphere¹⁰. Trees also provide shade, which has many benefits including a reduction in ultraviolet radiation (UV) overexposure; something that has been linked to skin cancer¹¹. Shade also provides for a cooler environment that makes outdoor space more inviting and comfortable for physical activity, relaxation and play¹².

In conclusion, PPH would like to thank the City of Peterborough and Parks Canada for your consultation on the Peterborough Canal Trail and for the opportunity to provide comments. If you have any questions or would like additional information about our comments, please do not hesitate to contact Kate Dunford at 705-743-1000 ext. 276 or via email kdunford@peterboroughpublichealth.ca.

Sincerely,

Hallie Atter, B.Ed. MPH
Manager, Family and Community Health

cc: Karen Feeley, Communications Officer, Ontario Waterways Unit, Parks Canada

¹ Ontario Ministry of Health and Long-term Care. (2008). *Ontario Public Health Standards 2008*. Retrieved from: http://www.health.gov.on.ca/en/pro/programs/publichealth/oph_standards/docs/ophs_2008.pdf

² Canadian Medical Association. (2013). *Policy on the Built Environment and Health*. Retrieved from: <http://policybase.cma.ca/dbtw-wpd/5CPolicypdf%5CPD14-05.pdf>

³ Toronto Public Health, City of Toronto Planning, City of Toronto Transportation Services & Gladki Planning Associates. (2014). *Active City: Designing for Health*. Toronto: City of Toronto.

⁴ Toronto Public Health. (2012). *Road to Health: Improving Walking and Cycling in Toronto*. Retrieved from: <http://www.toronto.ca/legdocs/mmis/2012/hl/bgrd/backgroundfile-46520.pdf>

⁵ Ibid.

⁶ Toronto Public Health, City of Toronto Planning, City of Toronto Transportation Services & Gladki Planning Associates. (2014). *Active City: Designing for Health*. Toronto: City of Toronto.

⁷ Toronto Centre for Active Transportation. (2012). *Designing Off Road Paths and Trails for Pedestrians and Cyclists*. Retrieved from:

https://www.tcat.ca/wp-content/uploads/2014/10/Backgrounder_Designing-Off-Road-Paths-and-Trails-for-Pedestrians-and-Cyclists.pdf

⁸ Toronto Public Health (2014). *Healthy Streets: Evidence Review*. Toronto: City of Toronto.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Parisi, A. & Turnbull, D. (2014). Shade Provision for UV Minimization: A Review. *Photochemistry and Photobiology*, 90(3), 479-490.

¹² Balogun, A., Morakinyo, T. & Adegun, O. (2014). Effect of Tree-Shading on Energy Demand of Two Similar Buildings. *Energy and Buildings*, 81, 305-315.

Appendix B to Report IPSTR19-0018

Peterborough Canal Trail Photos

Photo 1: Peterborough Canal Trail north of Parkhill Road, looking south



Photo 2: Peterborough Canal Trail north of Parkhill Road, looking north



Photo 3: Peterborough Canal Trail south of Parkhill Road, looking south

