

2016 Kenora Beaches, Parks & Trails Plan



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KGS
GROUP

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2016 Acknowledgements



We would like to thank the City of Kenora team who lead this 2016 project update. In addition we would like to thank the Rotary Club for their input on the Kenora Rotary Splash Pad concept, and the Kenora Urban Trails committee for their preparation of the 2016 Kenora Urban Trails five year plan synopsis.

The 2016 update of the Beaches Parks and Trails Plan would not be successful without the input from stakeholders, representatives of community organizations, and the public who contributed through phone interviews and the public open house. This public engagement process supports the recently passed Bill 73 - The Smart Growth of Our Communities Act (2015). Bill 73 provides changes in the Ontario Planning Act legislation for enhanced tools and processes for communities and residents to determine how their neighbourhoods grow, and to plan and pay for this growth. This Parks Plan is the first phase at fulfilling the Act's mandate of protecting and promoting park, and other public recreational spaces in the municipality.



The City of Kenora express our thanks to FedNor, whose support enabled the update to the Beaches, Parks & Trails Plan (2016). This project serves as an example of the collaborative and supportive relationship municipalities enjoy in Northern Ontario.

2010 Acknowledgements

We would like to thank The Beaches, Parks & Trails Committee of the Lake of the Woods Development Commission (LOWDC). This committee directed the study with enthusiasm and commitment, and they were full of valuable ideas and information. They adopted a collaborative approach to this study, which has resulted in a plan that is truly capable of elevating the quality of places and experiences for the people of Kenora and their visitors. We would also like to thank representatives of community organizations, particularly the Keewatin Biz and Kenora Urban Trails, as well as the public that contributed through the open house or online.

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2010

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2016 BACKGROUND

The 2016 park's conceptual site plans support the 'City of Kenora Official Plan' (2015) and 'City of Kenora Vision 20/20 Strategic Plan' which identify Kenora's goal of becoming an "inclusive, sustainable, healthy, four-season lifestyle community with a healthy economy that welcomes all, and respects the Aboriginal peoples and traditions so that generations can thrive, prosper, and contribute to meaningful lives."

Particular focus was placed on the 2016 parks' conceptual site designs to be fully accessible in order to create park spaces that are inclusive and allows for equal opportunity for all ages and abilities as identified in 'The City of Kenora 2014 - 2019 Accessibility Plan' & 'Ontarians with Disabilities Act' (2005).

2010 BACKGROUND

Over the past two years, Kenora has lost over 650 jobs in the forest industry due to the permanent closure of the Abitibi pulp and paper mill, the reduction of staff at the I-Level Weyerhaeuser timberstrand plant and the indefinite closure of the Kenora Forest Products sawmill.

In 2008 The City of Kenora adopted the Tourism Development Strategy, and in 2009 the City of Kenora Economic Development Plan, as a response to these job losses. These plans build on the area's natural resources and focus on the diversification and revitalization of the local economy. The plan has three goals: job creation; increased assessment; and increasing the population in the community. Together, these documents identify Kenora's goal of becoming a destination community for new residents and visitors.

The Beaches, Parks & Trails project was identified by City Council as a key infrastructure project which would turn Kenora into that destination community. The scope of work called for conceptual site plans & class 'c' capital cost estimates for five park areas within the City, including:

- Anicinabe Park
- Garrow Park
- Coney Island Park
- Beatty Park
- Portage Bay

Lastly, the scope also required that the consultants work with the City of Kenora Trail Development Committee to develop a plan for the next phase of walking and bicycling trails within the City.

INTRODUCTION

2016 Introduction

The Beaches, Parks and Trails concept plans will be implemented over time. The City of Kenora will determine projects and priorities based on review of opportunity and maintenance capacity and/or partnerships with local organizations. The City will review the plan on an annual basis to determine priorities.

2010 Introduction

Kenora is one of few places in Canada that, over time, has woven its diverse and unique culture throughout a breathtaking natural setting. Kenora is a proud city where both the permanent residents and the seasonal cottagers think of it as home. Kenora has grown to be like a private resort, an exclusive paradise. It is shared by a solid cast of local residents, with seasonal cottagers that come from all over the world to reconvene as families. They all want the City to do well, and they recognize that it is time to set the framework for a sustainable future.

This project is about the beginning of a new era. Mining and forestry will always be part of Kenora, but the future for the City is opening the gates to tourism. Kenora is maturing from a private resort to a public destination. At a public workshop to discuss the new development plan for Kenora, participants were charged with a difficult task. They were asked to single out the one thing, that core asset that makes this corner of the Canadian Shield so special. Of course it is the lake, but it is also the flora and fauna, the history and the culture, the memories and the storylines that all come together like the words of a poem, or song. It is not one thing, but the quality of this tapestry, that makes Kenora brilliant.

With this in mind, each concept strives to reveal the potential of each site. Each beach, park and trail, as well as the Keewatin business areas have been planned to attract more visitors, more often, and throughout each season. Each plan depicts how to elevate the quality of each place, enrich each experience, and provide the necessary trails and linkages so that the collective attraction of beaches, parks and trails becomes unified.

The beaches, the parks and the Keewatin business areas have been developed at another level of detail than the trails plan. For clarity, we have therefore organized this report into three parts:

Part 1: Beaches and Parks

Part 2: Keewatin Business Area

Part 3: Trails

PART 1: BEACHES AND PARKS

In the following sections we have provided the concept drawings, a listing of the main features, a class 'c' cost estimate, and an overview of the design for:

- Anicinabe Park
 - Garrow Park
 - Coney Island Park
 - Beatty Park
 - Portage Bay
- 2016 Addition
- Keewatin Beach (2016 Update)
 - Norman Park (2016 Update)

CONTEXT MAP



1.1 ANICINABE PARK

This park has been a gathering place for early aboriginal people and continues today to be a central gathering place for residents and tourists enjoying the park, beach and campground. Anicinabe Park is generally regarded as the “jewel” of the City of Kenora parks. Translated from Ojibway the name means the “the People”, and it is therefore considered to be the People’s Park. One of Kenora’s official trails, the Rat Portage Urban Trail, connects the park to Kenoras’ retail centre, the Recreation Centre, and cultural heart which includes the Lake of the Woods Museum.

The plan and cost estimates consider upgrades (over time) to all the basic facilities and services. This includes improved on-site circulation and accessibility for vehicles, pedestrians, and snowmobiles. The plan also improves off-site connections to summer and winter trails and nearby attractions like the golf course. The main new elements within the design concept that will expand the quality and usage include:

- The water slide, rental area, and aqua park – it is understood that these can be implemented in partnership with the private sector. These added attractions will elevate the usage of locals, seasonal cottagers and tourists, and likely lead to increased duration of tourist visitations in the Kenora area, which is significant to improving the local economy and attracting government funding.
- Winterized camping cabins, washroom, and outdoor skating – these should also be implementable with private sector partners, and they will allow growth in winter visitations, particularly related to snowmobiling and skiing (cross-country and downhill).

While conceptual in nature, the redevelopment of this park is considered to be an investment in the order of \$6 million (2010). The class ‘c’ estimate, provided at the end of this section, is suitable to advance the park concept, however, project phasing, design refinements and private partnerships will determine the actual cost/benefit to Kenora.

Outlined below is an inventory of the existing park conditions, followed by concept drawings, a summary of the main park features, and a class ‘c’ estimate.

ANICINABE PARK - EXISTING CONDITIONS



1. BARBECUE
Retain and upgrade.



2. BEACH FACILITIES
Need to be upgraded and oriented towards the beach. No defined beach entry.



3. CAUSEWAY
Well used, needs to be repaired and expanded to accommodate use.



4. CAMP OFFICE
Needs to be redeveloped to accommodate small performances and interpretive programs.



5. TRAILS
Poorly defined and limited accessibility. A better connection needs to be provided between the campground and golfcourse.



6. CAMPGROUND
Buffer planting is needed and facilities need to be expanded.



ANICINABE PARK - CONCEPT DRAWINGS

CONCEPT PLAN (Refer to following page for descriptions)



WINTER DEVELOPMENT PLAN



ANICINABE PARK FEATURES

Numbers correspond to the concept plan and images in the left column



1. NEW CAMPING FACILITIES

Expanded to include 57 RV sites, 35 tent sites, and 10 all season cabins.

2. CAUSEWAY

Expanded to include leisure platforms and a new universally accessible swimming platform.



3. CONTROL GATE

Limits after hour access to campground users. New perimeter fence controls snowmobile access.

4. BEACH AMENITIES

The existing playground is relocated and new picnic shelters and a splash park are added.

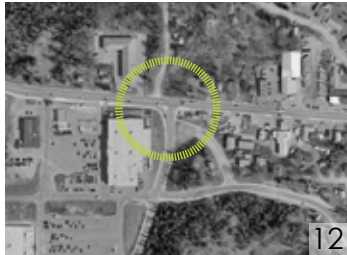


5. VISITOR CENTRE

Redeveloped to include more interpretive programs.

6. PADDLE BOAT RENTALS

Designated beach and dock for launching, storing, or renting kayaks, canoes and waterbikes.



7. REORGANIZED PARKING

Includes all existing parking lots. New RV check-in stalls and directional signage.

8. STAGE

New performance space and informal seating.

9. WATER SLIDE

A 150 metre waterslide into the lake with the possibility of being converted for winter use.

10. SEATING TERRACE

Beach is expanded and a new seating terrace is added for informal events.

11. AQUA PARK

Inflatable playground on the water.

12. NEW SIGNAGE AT PARK AND INTERSECTION OF TRANS CANADA AND MIKANA WAY



ANICINABE PARK – SUMMARY OF PROJECT COMPONENTS

1. New vehicle control gates & controlled access route for snow machine routes
2. Close access to Old Chalet Lane
3. Interpretive node with tourist info for Kenora, and history of Anicinabe Park
4. New day/night parking on Miikana Way - 40 stalls
5. Additional RV sites (13)
6. Improved campground circulation (closing/rerouting roads)
7. Upgrade and standardize existing camp sites (include electrical upgrades)
8. New campground washroom facility (already in 2010 capital budget)
9. Expanded/upgraded beach washrooms
10. Kayak/canoe storage and rental area including designated docking area (a building approx. 7 x 6m would store 20 boats)
11. Bike rental facility
12. Splash park
13. Improved access to causeway
14. Upgraded boat launch
15. New barbeque pits
16. Upgrade barbeque shelter
17. Resurfaced walking trail
18. New stage and amphitheatre (1000 people = 2000 square meters)
19. hockey rinks on frozen lake(optimal 60.96m x 29.87m)
20. Skating trail
21. New entry sign
22. New directional signage/ way finding system
23. Improve parking with parking medians/marked stalls
24. New winterized camping cabins (10)
25. New accessible pedestrian crossing to golf course
26. Water slide/Ice slide
27. Aqua Park (Inflatable)
28. Increase width and layout of causeway to include platforms and improved access
29. Relocate accessible ramp and build submerged swimming platform
30. New beach boardwalk
31. Vegetated buffer between existing RV sites and public use open field

ANICINABE PARK – COST ESTIMATE (CLASS 'C')

Item Description	Qt	Unit	Unit / \$	Price	Comments
Anicinabe Park					
RV Park Redevelopment	1	allow			
Access Control Gates		ea	\$ 15,000.00	\$ 15,000.00	
New RV Sites	13	ea	\$ 14,000.00	\$ 182,000.00	13 sq metre Granular Pads, Electrical, Picnic Tables, Fire Pits
New All-Season Cabins	10	ea	\$ 70,000.00	\$ 700,000.00	14 sq metres each
New Granular Service Roads	4000	sq m	\$ 45.00	\$ 180,000.00	
Upgrade Existing RV and Tents Sites	78	ea	\$ 5,000.00	\$ 390,000.00	Misc. Including Electrical Upgrades
New Campground Washrooms	1	allow	n/a		\$350,000 Included in 2010 Capital Budget
			Subtotal	\$ 1,467,000.00	
Public Beach Improvements and Amenities					
New Beach Washrooms	1	allow	\$ 500,000.00	\$ 500,000.00	
Refurbished and Expand Beach	1	allow	\$ 50,000.00	\$ 50,000.00	
Beachside Concession	1	allow	\$ 100,000.00	\$ 100,000.00	Attached to Washrooms
Beachside Picnic Shelters	3	ea	\$ 25,000.00	\$ 75,000.00	Single Family Shelters
Beach Boardwalk	350	sq m	\$ 400.00	\$ 140,000.00	Pressure Treated Green
Beach Walkways and Entry Plaza	550	sq m	\$ 120.00	\$ 66,000.00	
Canoe/Kayak Rental and Storage Facility	1	allow	\$ 50,000.00	\$ 50,000.00	45 sq meter Covered Storage Area
Bike Rental Facility	1	allow	\$ 50,000.00	\$ 50,000.00	Attached to Canoe/Kayak Facility
Splash Park	1	allow	\$ 250,000.00	\$ 250,000.00	
Playground	1	allow	\$ 130,000.00	\$ 130,000.00	Single Mid-Sized Structure
Expand Causeway and Accessible Swimming Platform	1	allow	\$ 225,000.00	\$ 225,000.00	Additional 400 sq metres with Railings and Ladders
Aqua Park	1	allow	\$ 80,000.00	\$ 80,000.00	Order of Magnitude Estimate from Aviva Sports
Seating Terrace	1	allow	\$ 35,000.00	\$ 35,000.00	Includes Regrading, Retaining Walls, and Sod
Waterslide	1	allow	\$ 500,000.00	\$ 500,000.00	Order of Magnitude Estimate from Western Recreation
			Subtotal	\$ 2,251,000.00	
General Improvements					
Perimeter Fencing for Control of Access	420	lin m	\$ 200.00	\$ 84,000.00	Stone and Wood Fencing
Remove Access from Old Chalet Lane	1	allow	\$ 15,000.00	\$ 15,000.00	
Signage	1	allow	\$ 25,000.00	\$ 25,000.00	Interpretive and Directional
New Parking Lot on Miikana Way	1300	sq m	\$ 100.00	\$ 130,000.00	Asphalt
Stage and Seating	1	allow	\$ 50,000.00	\$ 50,000.00	
Redevelop Visitor's Centre	1	allow	\$ 100,000.00	\$ 100,000.00	
Reorganize Parking	1	allow	\$ 25,000.00	\$ 25,000.00	Parking Lines and Islands
Path Redevelopment	1000	sq m	\$ 45.00	\$ 45,000.00	Granular
Golf Course Access	1	allow	\$ 25,000.00	\$ 25,000.00	Accessible Ramp and Crosswalk
Upgrade Barbecue Shelter	1	allow	\$ 50,000.00	\$ 50,000.00	Misc.
Upgrade Boat Launch	1	allow	\$ 50,000.00	\$ 50,000.00	Misc.
Waste Receptacles	6	ea	\$ 1,000.00	\$ 6,000.00	
Benches	14	ea	\$ 3,500.00	\$ 49,000.00	
Bike Racks	3	ea	\$ 1,500.00	\$ 4,500.00	
Picnic Tables	10	ea	\$ 2,000.00	\$ 20,000.00	
Fire Pits	10	ea	\$ 750.00	\$ 7,500.00	
Bag Dispensers	2	ea	\$ 500.00	\$ 1,000.00	
			Subtotal	\$ 687,000.00	
				Anicinabe Subtotal	\$ 4,405,000.00
				Professional Fees and Contingency (35%)	\$ 1,541,750.00
				Anicinabe Total	\$ 5,946,750.00

1.2 GARROW PARK

Garrow Park on Rabbit Lake is considered by many locals as a good place to swim because of predictably warmer and calmer water. Although the existing beach is small, its swimming docks, playground, washroom (albeit bunker-like), change rooms, picnic area, and tennis courts, offer significant potential for the site, as do the nature trails leading to St. Thomas Aquinas School and along the south shore of the lake. The Kenora Rowing Club is also based at Garrow Park since Rabbit Lake is perfect for rowing regattas, which attract visitors from Canada and the United States. Garrow Park also accommodates triathlons and a Dragon Boat festival each year.

The plan and cost estimates consider upgrades (over time) to all the basic facilities and services. This includes improved on-site circulation along the waterfront with seating in the shade, and improved accessibility for vehicles, pedestrians, and snowmobiles. The plan also improves off-site connections to summer and winter trails. The main new elements within the design concept that will expand the quality and usage include:

- Fitness Park – becoming increasingly popular internationally, these facilities encourage increased use of Garrow Park for fitness. An investment into the outdoor gym equipment (built to resist vandalism) will likely be associated with a programming and use agreement and/or funding partnership with private businesses/ investors, clubs, teams, fitness professionals and schools. This has the potential of attracting government funding related to promoting healthy lifestyles and public destinations. The cost effectiveness of the fitness equipment component should be confirmed prior to implementation.
- Dog Park – this option could prove to be very popular and has the added attraction of affording dogs water access. Some funding and operation may be possible through private interests or dog club.

The only issues raised in response to this facility are water quality impacts from dog wastes and potential dog bites. Impacts on water quality are considered negligible as waste will be reliably picked up by dog owners. Dog bites are always a risk, but can be reduced with proper signage and supervision.

While conceptual in nature, the redevelopment of this park is considered to be an investment in the order of \$1.4 million (2010). The class 'c' estimate is suitable to advance the park concept, however, project phasing, design refinements and private partnerships will determine the actual cost/benefit to Kenora.

GARROW PARK - EXISTING CONDITIONS



1. FOREST

Sparse vegetation could use additional planting but provides some shade.



2. ROWING CLUB

Well used and should be maintained.



3. BEACH

Needs to be better defined and upgraded to facilitate swimming lessons.

4. PLAYGROUND

Should be integrated into the park redevelopment.



5. WASHROOMS

Needs to be upgraded.



6. TRAILS

Connectivity and accessibility improvements needed.



7. VIEWING SLOPE

Park redevelopment should enhance the ability to watch rowing regattas, dragon boat races, triathlons, aeromodellers, etc from this slope.

8. PARKING LOT

Unclear circulation and poor entry to the park.



GARROW PARK - CONCEPT DRAWINGS

CONCEPT PLAN (Refer to following page for descriptions)



ALTERNATIVE PLAN INCLUDING DOG PARK



GARROW PARK FEATURES

Numbers correspond to the concept plan and images in the left column



1. SWIMMING PLATFORM

Expanded to allow for diving, slides, and all levels of swimming.

2. VIEWING TERRACE

Provides comfortable seating and good views for park events.

3. EXPANDED WASHROOM

A new building doubles the existing capacity and provides a welcoming gateway to the park.

4. REORGANIZED PARKING

Includes vegetated parking islands and 60 clearly marked stalls. Existing triathlon staging areas and regatta parking is maintained.



5. FITNESS TRAILS

Accessible lower bank connection to the Rabbit Lake Trail system, terminating at the fitness park.

6. FITNESS PARK

A series of shaded stations providing a full range of outdoor gym equipment and an open lawn for group fitness camps.



7. SHADE STRUCTURE

Provides shelter for beach users, swimming classes, fitness groups, and rowers.

8. SAND AND WATER PLAY

Permits interactive play with sand and water.



9. DOG PARK

A minimum 1 acre "secure" park providing dog fitness components, trails, and native forest.



GARROW PARK – SUMMARY OF PROJECT COMPONENTS

Outlined below is an inventory of the existing park conditions, followed by concept drawings, a summary of the main park features, and a class 'c' estimate.

1. Replace playground and incorporate into the new fitness park
2. Provide outdoor gym
3. Improved trail through the site
4. Upgrade washroom facilities
5. New "secure" dog park on east end (potential dog wash for revenue)
6. Resurface tennis courts
7. Improve and define swimming area
8. Organize and improve public parking
9. Enhance viewing and seating area for park and water related events

GARROW PARK – COST ESTIMATE (CLASS 'C')

Item Description	Qt	Unit	Unit / \$	Price	Comments
Garrow Park					
Site Prep/Removals	1	allow	\$ 7,000.00	\$ 7,000.00	
Playground	1	allow	\$ 100,000.00	\$ 100,000.00	Single Mid-Sized Structure
Sand and Water Play	1	allow	\$ 30,000.00	\$ 30,000.00	Pump and Water Channel
Shade Structure	1	allow	\$ 30,000.00	\$ 30,000.00	
Trail Development	460	sq m	\$ 45.00	\$ 20,700.00	Granular
Entry Plaza	175	sq m	\$ 100.00	\$ 17,500.00	
Boardwalk	200	sq m	\$ 400.00	\$ 80,000.00	
Viewing Terrace	1	allow	\$ 30,000.00	\$ 30,000.00	Includes Grading, Sod, and Seat Walls
Fitness Park	1	allow	\$ 100,000.00	\$ 100,000.00	Order of Magnitude Estimate from Green Gym
Dog Park	1	allow	\$ 25,000.00	\$ 25,000.00	Vinyl Coated Chain Link and Bag Dispensers
Expanded Swimming Platform and Swimming Rope	1	allow	\$ 15,000.00	\$ 15,000.00	
New Washroom	1	allow	\$ 500,000.00	\$ 500,000.00	
Restructured Parking and vegetated Parking Island	1	allow	\$ 40,000.00	\$ 40,000.00	Includes Curbs, Planting, and Painting
Resurface Tennis Courts	1	allow	\$ 15,000.00	\$ 15,000.00	Order of Magnitude Estimate from Cord's Park Mark
Waste Receptacles	2	ea	\$ 1,000.00	\$ 2,000.00	
Benches	3	ea	\$ 3,500.00	\$ 10,500.00	
Bike Racks	1	ea	\$ 1,500.00	\$ 1,500.00	
Picnic Tables	4	ea	\$ 2,000.00	\$ 8,000.00	
Trees and Misc. Planting	1	allow	\$ 20,000.00	\$ 20,000.00	
Garrow Park Subtotal				\$ 1,052,200.00	
Professional Fees and Contingency (35%)				\$ 368,270.00	
Garrow Park Total				\$ 1,420,470.00	

1.3 CONEY ISLAND PARK

Coney Island, while only accessible by boat in the summer, has the potential to be a major tourist attraction. The short boat ride from downtown Kenora makes it very unique and adds to the tourist experience of adventure. While expansion of the beach and facilities is planned, care has been taken to avoid over-developing the beach beyond what we intuitively believe is a comfortable capacity.

The plan and cost estimates consider upgrades (over time) to all the basic facilities and services. This includes improved public boat access/docking. The main new elements within the design concept that will expand the quality and usage include:

- Expanded beach area, swimming amenities and concessions – the beach, swimming, and concession are the core attraction and basis to expand the programs for visitors. Dock area expansion will be required to accommodate increased access demand.
- An amphitheatre (already planned for 2010) will enable programs and private partnerships that will further diversify the attraction. This outdoor space could also be used for outdoor weddings.

While conceptual in nature, the redevelopment of this park is considered to be an investment in the order of \$2.6 million (2010). The class 'c' estimate is suitable to advance the park concept, however, project phasing, design refinements and private partnerships will determine the actual cost/benefit to Kenora.

Outlined below is an inventory of the existing park conditions, followed by concept drawings, a summary of the main park features, and a class 'c' estimate.

CONEY ISLAND PARK - EXISTING CONDITIONS



1

1. OPEN FIELD

Well used and should be maintained for soccer, football, ultimate, etc.



2

2. PUBLIC DOCKS

Should be expanded to encourage use and to facilitate boat taxis.



3

3. BEACH

Needs to be refurbished and a swimming area designated.



4

4. AMENITIES

Washrooms need to be upgraded and should be reoriented. A new concession is needed.



5

5. BEACH-SIDE DOCKS

Designate for non-motorized craft and swimming platforms added.



6

6. BOARDWALK

Well used and should be upgraded and expanded.



CONEY ISLAND PARK - CONCEPT DRAWINGS

CONCEPT PLAN (Refer to following page for descriptions)



CONEY ISLAND PARK FEATURES

Numbers correspond to the concept plan and images in the left column



1. CANOE AND KAYAK BEACH

Protected beach and designated dock for launching, storing, or renting kayaks, canoes and waterbikes.

2. BEACH

Refurbished and expanded to double capacity. Includes outdoor showers and barbecue pits.

3. BOARDWALK

Historic boardwalk is retained and expanded to double the width. The entire beach is surrounded by a 5 metre wide perimeter walk.



4. CONCESSION AND SHOPS

Includes a new picnic shelter with barbecue facilities. Numerous bays for a laundromat, expanded concession, and shops which will permit year-round occupancy of the island.



5. PLAYGROUND

Old play structure is removed and a new one is installed closer to the beach with an emphasis on sand and water play.

6. OPEN SPORTS FIELD

Large open field is maintained for sports of all kinds including soccer, football, and ultimate frisbee (Jr. High school sized soccer pitch shown).



7. GARBAGE DISPOSAL

Designated slip and storage building in discrete location for pickup.

8. PUBLIC DOCKS

Retain covered dock and include 15 additional slips. An interpretive plaza provides entry to the park and offers a locational map, and information on the history of the area.



9. SWIMMING DOCKS

Docks are reoriented and include 15' x 15' platforms with slides and diving boards. Swimming area is closed off with buoys.

10. AMPHITHEATER

Includes a covered stage and an inflatable projection screen for movies in the park. Facilitates beach-side performances for up to 200 people and park-side performances for 1000 or more.



11. BEACH VOLLEYBALL

2 Full-sized sand courts (14 x 22 m) situated near the boardwalk to facilitate small audiences.

12. BOAT TAXI

Designated docking for tour boats and shuttle service from downtown.

CONEY ISLAND PARK – SUMMARY OF PROJECT COMPONENTS

1. Improved signage
2. Removal of centre swimming dock
3. New play structure
4. Expanded new concession w/ laundromat & retail capability
5. Improved garbage storage (near public dock – north docks)
6. Expanded new washroom facilities
7. Outdoor shower station
8. Two new beach volleyball courts
9. New bandshell (partially in 2010 Capital budget)
10. Amphitheatre for up to 1000 people
11. New barbeque pits
12. Maintain and define soccer pitch (smaller size)
13. Kayak/canoe storage and rental area including designated docking area
14. Interpretive area with maps of the lake, history of the island, park, ferries, etc.
15. New swimming platforms with slides and diving boards
16. Refurbish and expand sand beach
17. New site furnishings (benches, lights)
18. Expand the historic boardwalk

CONEY ISLAND PARK – COST ESTIMATE (CLASS ‘C’)

Item Description	Qt	Unit	Unit / \$	Price	Comments
Coney Island Park					
Site Prep/Removals	1	allow	\$ 15,000.00	\$ 15,000.00	
New Play Structure	1	allow	\$ 100,000.00	\$ 100,000.00	Single Mid-Sized Structure
New Beach Side Docks and Swimming Platforms	1	allow	\$ 160,000.00	\$ 160,000.00	Pressure Treated Green
Beach Volleyball courts	2	ea	\$ 6,000.00	\$ 12,000.00	Sand and Nets
Expansion of Boardwalk	800	sq m	\$ 400.00	\$ 320,000.00	
Gateway to Residential Areas	2	ea	\$ 3,000.00	\$ 6,000.00	
Refurbish and Expand Beach	1	allow	\$ 50,000.00	\$ 50,000.00	
Sand and Water Play	1	allow	\$ 30,000.00	\$ 30,000.00	Pump and Water Channel
Signage (Interpretive and Directional)	1	allow	\$ 15,000.00	\$ 15,000.00	
Amphitheatre	1	allow	\$ 150,000.00	\$ 150,000.00	Covered, Two-Directional Stage
New Concession, Washroom, and Deck	1	allow	\$ 600,000.00	\$ 600,000.00	
Laundromat	1	allow	\$ 75,000.00	\$ 75,000.00	Attached to Washrooms
Garbage Disposal Dock and Shed	1	allow	\$ 20,000.00	\$ 20,000.00	
Expanded Public Docking and Boat Taxi Facility	1	allow	\$ 240,000.00	\$ 240,000.00	
Canoe/Kayak Rental and Storage Facility	1	allow	\$ 30,000.00	\$ 30,000.00	30 sq meter Covered Storage Area
Lighting	1	allow	\$ 50,000.00	\$ 50,000.00	Area and Accent Lighting
Outdoor Shower Station	1	allow	\$ 5,000.00	\$ 5,000.00	
Waste Receptacles	3	ea	\$ 1,000.00	\$ 3,000.00	
Benches	5	ea	\$ 3,500.00	\$ 17,500.00	
Bike Racks	1	ea	\$ 1,500.00	\$ 1,500.00	
Picnic Tables	6	ea	\$ 2,000.00	\$ 12,000.00	
Fire Pits	4	ea	\$ 750.00	\$ 3,000.00	
Bag Dispensers	1	ea	\$ 500.00	\$ 500.00	
Trees and Misc. Planting	1	allow	\$ 20,000.00	\$ 20,000.00	
Coney Island Subtotal				\$ 1,935,500.00	
Professional Fees and Contingency (35%)				\$ 677,425.00	
Coney Island Total				\$ 2,612,925.00	

1.4 BEATTY PARK

Beatty Park, located on 10th Street in Keewatin is developing as a waterfront destination, particularly with the help of local business leaders who offer winter and summer events programming. There is a picnic area shelter which doubles as a bandstand for live entertainment, and the City and volunteers have created a showpiece floral garden. With the waterfront village character and the groundswell of interest in Keewatin, both in winter and summer, there is significant potential in Beatty Park and the surrounding harbour area.

The plan and cost estimates consider upgrades (over time) to all the basic facilities and services, including accessibility upgrades and repairing retaining walls. Plans include an outdoor kitchen, improved accessibility, and a reorientation of the park toward the water. Whatever the final design entails, retaining the strong floral emphasis is important. While a public washroom has not been indicated on the plan, there is a need for one in the harbourfront area. The plan contemplates a public/private arrangement to provide public washrooms in any future development of the nearby marina.

While conceptual in nature, the redevelopment of this park is considered to be an investment in the order of \$750,000 (2010). The class 'c' estimate is suitable to advance the park concept, however, project phasing, design refinements and private partnerships will determine the actual cost/benefit to Kenora. A contribution to a publically accessible washroom could increase this by an estimated \$250,000, leaving the overall investment at \$1 million (2010).

Outlined below is an inventory of the existing park conditions, followed by concept drawings, a summary of the main park features, and a class 'c' estimate.

BEATTY PARK - EXISTING CONDITIONS



1. PUBLIC WHARFS

Park is disconnected from the waterfront.



2. UTILITIES

Screening should be retained to hide utilities from view.



3. WASHROOMS

Larger, all season washrooms are needed to facilitate winter activities. Should be located exterior to the park footprint.



4. RETAINING WALLS

Divide the park from the waterfront and are in need of repair.



5. MARINA

Potential for redevelopment as a park and waterfront oriented amenity.



6. ACCESSIBILITY

Current paths do not meet universal accessibility standards.



BEATTY PARK - CONCEPT DRAWINGS

CONCEPT PLAN (Refer to following page for descriptions)



CONCEPT RENDERINGS



BEATTY PARK FEATURES

Numbers correspond to the concept plan and images in the left column



1. WATERFRONT FIXTURES

New lighting and marine bollards to enhance waterfront character.

2. BANDSHELL

Retain existing structure and expand viewing area to include perimeter seat walls.

3. REDEVELOPED MARINA

Great potential for redevelopment as a regional attraction. Public washrooms, cafes, and a range of shops should be included in renovations.



4. NEW PATHWAYS

Path system is simplified and accessible routes are added.

5. GARDEN REDEVELOPMENT

Planters are redeveloped to include local materials and vegetation.

6. TERRACE

Stepped lawn allows the park to flow towards the waters edge and provides seating.



7. OUTDOOR KITCHEN

Includes public barbecues, seating, and food preparation areas.



BEATTY PARK – SUMMARY OF PROJECT COMPONENTS

1. New outdoor kitchen
2. New hose bibs/irrigation
3. New fire pits
4. Maintain area for seasonal tent
5. More prominent cenotaph presentation
6. Contribution to washroom facilities
7. New entry signage/interpretive signage
8. New site furnishings (benches, lights)
9. Improve and increase bandshell audience area
10. Add perimeter sidewalk
11. Increase buffer planting for utilities
12. Improved universal access
13. Open terrace towards waterfront to provide greater connection to the water
14. Promote redevelopment of Two Bears Marina to include public washrooms, patio space, and open concession.
15. Redevelop annual gardens
16. Additional planting of native species including pine and larch

BEATTY PARK – COST ESTIMATE (CLASS 'C')

Item Description	Qt	Unit	Unit / \$	Price	Comments
Beatty Park					
Removals, Site Prep, and General Grading	1	allow	\$ 20,000.00	\$ 20,000.00	
Waterfront Lighting	1	allow	\$ 60,000.00	\$ 60,000.00	
Waterfront Bollards	15	ea	\$ 2,000.00	\$ 30,000.00	
Outdoor Kitchen	1	allow	\$ 120,000.00	\$ 120,000.00	Includes Shade Structure, Barbeque, and Furnishings
Concrete Pathways	850	sq m	\$ 175.00	\$ 148,750.00	Includes Steps
Tree Planting	1	allow	\$ 15,000.00	\$ 15,000.00	
Shrub Beds	300	sq m	\$ 85.00	\$ 25,500.00	Bed Prep and Shrubs
Sod	600	sq m	\$ 10.00	\$ 6,000.00	
Retaining Walls	420	lin m	\$ 175.00	\$ 73,500.00	Granite Walls
Irrigation	1	allow	\$ 20,000.00	\$ 20,000.00	
Seat Walls	7	ea	\$ 3,000.00	\$ 21,000.00	Wood Benches on Seat Walls
Entry Signage	1	allow	\$ 10,000.00	\$ 10,000.00	
Waste Receptacles	3	ea	\$ 1,000.00	\$ 3,000.00	
Benches	3	ea	\$ 3,500.00	\$ 10,500.00	
Bike Racks	1	ea	\$ 2,000.00	\$ 2,000.00	
Picnic Tables	4	ea	\$ 2,000.00	\$ 8,000.00	
Fire Pits	3	ea	\$ 750.00	\$ 2,250.00	
Park Lighting	1	allow	\$ 10,000.00	\$ 10,000.00	Area Lighting and Accent Bollards
Upgrade Boat Ramp	1	allow	\$ 50,000.00	\$ 50,000.00	
Beatty Park Subtotal				\$ 552,750.00	
Professional Fees and Contingency (35%)				\$ 193,462.50	
Beatty Park Total				\$ 746,212.50	
Public Contribution for Provision of Washrooms				\$ 250,000.00	Included in Redevelopment of Marina
Beatty Park Total Incl Contribution for Waterfront Redevelopment				\$ 996,212.50	

1.5 PORTAGE BAY PARK

Portage Bay Park is primarily a focus for baseball, tennis and skateboarding, tucked away in the corner of Keewatin, yet surrounded by a natural wetland and connected by the naturally beautiful Mink Bay Trail. The baseball diamonds are scheduled for repairs in 2011.

The plan and cost estimates consider upgrades (over time) to all the basic facilities and services, including baseball field drainage, and expansion of the concessions areas that become popular during tournaments. A major cost item is relocating the skateboard park closer to the heart of Keewatin (location to be determined), and refurbishing the tennis courts. There are a number of alternative sites for the skateboard park. A further site selection process is needed in consultation with skateboarders and the community.

While conceptual in nature, the redevelopment of this park is considered to be an investment in the order of \$900,000 (2010). The class 'c' estimate is suitable to advance the park concept, however, project phasing, design refinements and private partnerships will determine the actual cost/benefit to Kenora.

Outlined below is an inventory of the existing park conditions, followed by concept drawings, a summary of the main park features, and a class 'c' estimate.

PORTAGE BAY PARK - EXISTING CONDITIONS



1. MINK BAY TRAIL

Eastern park entry to needs major upgrades. Trail should be resurfaced.



2. CONCESSION

A larger patio and beer garden should be added.



3. BALL DIAMONDS

Need to be reoriented and upgraded.



4. PARKING

Needs better drainage and clarity of organization.



5. TENNIS COURTS

Need to be reoriented and resurfaced. A warm-up backboard should be added.



6. SKATEPARK

Poor accessibility and should be relocated closer to the Keewatin town centre.



PORTAGE BAY PARK - CONCEPT DRAWINGS

CONCEPT PLAN (Refer to following page for descriptions)



CONCEPT PLAN (Concession and Beer Gardens)



PORTAGE BAY PARK FEATURES

Numbers correspond to the concept plan and images in the left column



1. MINK BAY TRAIL

Resurfaced within the park and is rerouted along the docks.

2. REORIENTED PARKING

Parking is organized to provide parking for all fields and includes 45 designated stalls.

3. FINGER DOCKS

20 Slips are added to promote this location as a regional docking facility.



4. PORTAGE BAY

Designated nature reserve and snowmobile access is not permitted beyond the bridge to the arena.

5. CONCESSION AND BEER GARDENS

Upgrade concession and expanded decking area for beer gardens. Area will be regraded for proper drainage.



6. BASEBALL FIELDS

Diamonds are reoriented towards the water with proper drainage and lighting is provided. Full sized adult slow and fast pitch to the west and full sized adult fast pitch to the east.



7. TENNIS COURTS

Courts are resurfaced and reoriented and a backboard is added.



8. ENTRY PLAZA

Provides waterfront seating, a naturally vegetated landscape, and navigational signage.



PORTAGE BAY PARK – SUMMARY OF PROJECT COMPONENTS

1. Skatepark relocation
2. Upgrade concession
3. Resurface tennis courts & add tennis backboard and storage
4. Restrict snow machine access
5. Improve ball fields with proper surfacing
6. Improve drainage of recreation fields
7. Reverse direction of ballfields (2010 capital budget)
8. Beer gardens facility/structure
9. Increase docking facilities
10. improved park entrance experience

PORTAGE BAY PARK – COST ESTIMATE (CLASS ‘C’)

Item Description	Qt	Unit	Unit / \$	Price	Comments
Portage Bay Park					
Site Prep/Removals	1	allow	\$ 20,000.00	\$ 20,000.00	
Signage	1	allow	\$ 7,000.00	\$ 7,000.00	
Upgraded Concession	1	allow	\$ 75,000.00	\$ 75,000.00	
Resurfaced Tennis Courts	1	allow	\$ 20,000.00	\$ 20,000.00	Order of Magnitude Estimate from Cord's Park Mark
Tennis Backboard	1	allow	\$ 5,000.00	\$ 5,000.00	
Reorient Baseball Fields	1	allow	n/a		\$30,000 Included in 2010 Capital Budget
New Beer Garden Facility	1	allow	\$ 25,000.00	\$ 25,000.00	Outdoor Terraced Deck
Additional Docks	1	allow	\$ 50,000.00	\$ 50,000.00	5 New Slips and Connection to Portage Bay Walkway
Entry Plaza	1	allow	\$ 20,000.00	\$ 20,000.00	
Relocate Skatepark	1	allow	\$ 250,000.00	\$ 250,000.00	Relocate Off Site
Resurfaced Mink Bay Trail	550	lin m	\$ 45.00	\$ 24,750.00	Granular
Restructured Parking	1	allow	\$ 50,000.00	\$ 50,000.00	
Park Lighting	1	allow	\$ 40,000.00	\$ 40,000.00	Area and Pedestrian Lighting Along Walkways
Waste Receptacles	3	ea	\$ 1,000.00	\$ 3,000.00	
Benches	7	ea	\$ 3,500.00	\$ 24,500.00	
Bike Racks	2	ea	\$ 1,500.00	\$ 3,000.00	
Picnic Tables	8	ea	\$ 2,000.00	\$ 16,000.00	
Trees and Misc. Planting	1	allow	\$ 20,000.00	\$ 20,000.00	
Portage Bay Park Subtotal				\$ 653,250.00	
Professional Fees and Contingency (35%)				\$ 228,637.50	
Portage Bay Park Total				\$ 881,887.50	

1.6 KEEWATIN BEACH

Local residents are passionate about Keewatin Beach. It has a significant role as one of the public beaches in this area with over 100 years of stories and history to share. With modest sized attractions, playground, beach, dock and washrooms, the proposed upgrades to the park will balance local interests with the broader visitor experience.

Keewatin Beach improvements will address fundamental issues such as upland drainage that has plagued the park, adequate parking, lighting and managing a shoreline to maintain beach and swim areas to meet the community needs. The site is active and well used during the summer. Swim classes are popular and well suited to the site given the gradual entry into the water and a dock that accommodates diving requirements for more advance swim classes.

The plan and cost estimates consider upgrades to all basic facilities, which can be implemented over time. The main new elements within the design concept that will expand the quality and usage include:

- Shade Structures – shade was identified as a priority for Keewatin Beach through stakeholder interviews and public open house comments. New tree planting and beach side shade structures are proposed to replace lost mature shade trees.
- Public Boat Dock – a public boat dock is seen as a valuable amenity and a much needed addition to improve waterfront access in Keewatin. There are strong opinions both for and against a public boat dock at the Keewatin Beach site. The main issue raised is the safety concern with motorboats in close proximity to a small public beach. The proposed boat dock will be designed to mitigate safety concerns. In addition, a review of possible locations for a public boat dock in the Keewatin area should be considered in a broader planning exercise to determine if this site is suitable.
- Drainage - while not specifically addressed in this conceptual plan, upland and roadway drainage into Keewatin Beach has been identified as a major concern for the site. We recommend that infrastructure improvements related to drainage take priority over other park enhancements.

While conceptual in nature, the redevelopment of this park is considered to be an investment in the order of \$1.1 million (2016). The class 'c' cost estimate is suitable to advance the park concept, but project phasing, design refinements, and private partnerships will determine the actual cost/benefit to Kenora.

KEEWATIN BEACH - EXISTING CONDITIONS

Numbers correspond to the air photo and images in the left column



1. WASHROOM BUILDING

Needs to be upgraded to meet accessibility standards.



2. SWIM DOCK

Well used swim dock in need of repair / replacement.



3. ENTRY WALL WITH RAMPED ACCESS

Need to formalize park entry and provide clear consistent park signage. Ramps to be retrofit to meet accessibility standards.



4. PLAYGROUND

Existing structure to be enhanced with natural / musical play components.



5. PICNIC SHELTER

Location provides great views to the lake. Structure to be retrofitted to provide cooking opportunities.

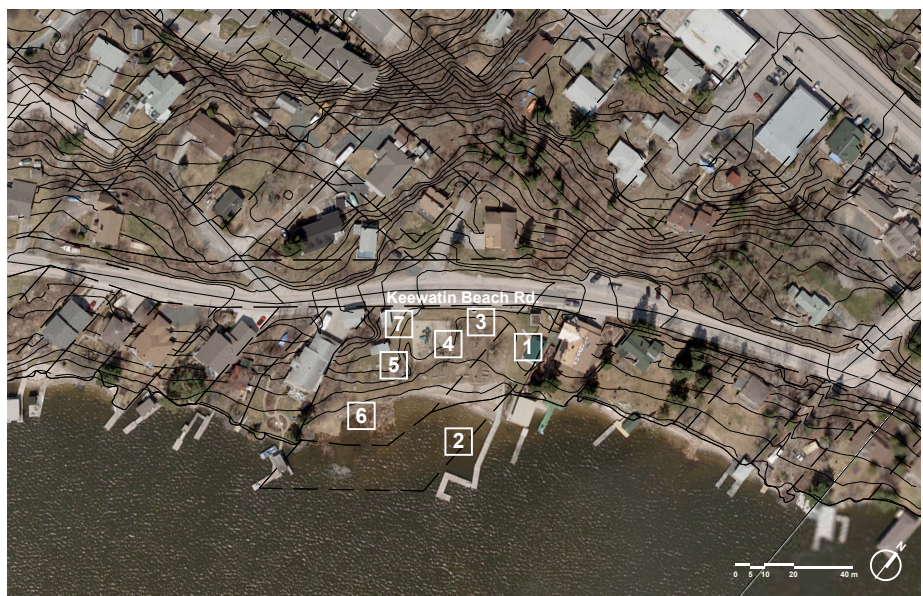


6. MARSH AREA

Marsh area is encroaching on beach, reducing the length of the beach.

7. STORAGE BUILDING

Poor configuration of storage building at entry to park.



KEEWATIN BEACH - CONCEPT DRAWINGS

CONCEPT PLAN (Refer to following page for descriptions)



KEEWATIN BEACH FEATURES

Numbers correspond to the concept plan and images in the left column



1. IMPROVED ENTRY

New Keewatin Beach sign and improved ramp/accessible entry.

2. KEEWATIN BEACH ROAD STREETSCAPE

New street trees and sidewalk extension along beach frontage.

3. NEW PEDESTRIAN CROSSING

4. ROADSIDE PARKING

Expand and improve parking including signage.

5. EXTERIOR IMPROVEMENTS TO PUMP HOUSE

6. RETROFIT PLAY STRUCTURES

Incorporate natural play and/or music and art elements.



7. SHADE STRUCTURES AND BEACH BOARDWALK

Provide connected access along beach and shelter for beach users and swim classes.



8. RETAIN EXISTING SHADE TREES

9. UPGRADE WASHROOMS

Renovate and upgrade washrooms to include mural art or historic beach images.



10. NEW PICNIC/BARBEQUE SHELTER & STORAGE LOCKERS

New shelter incorporates barbeques and provides storage lockers for canoe/kayak and beach.

11. EXPANDED BEACH AND SWIM AREA

Incorporates new boardwalk, shade trees and shade structures, an area for kayak and canoe launching.



12. RETAIN PORTION OF MARSH AREA

Marsh area to be contained along the west side of new dock for exploring and dip netting

13. ESTABLISH RIPARIAN ZONE

Riprap and native grasses to manage storm water outflow.

14. GAZEBO

Provides viewing and gathering space on new dock.

15. REPLACE SWIM DOCK

New configuration to meet City of Kenora setback requirements

16. NEW PUBLIC DOCK FOR MOTORIZED BOATS *

Short term docking and drop off for beach users/swim classes and convenient access to Keewatin businesses.

* A review of possible locations for a public boat dock in the Keewatin area should be considered in a broader planning exercise to determine if this site is suitable.

KEEWATIN BEACH – SUMMARY OF PROJECT COMPONENTS

1. Provide accessible entry from Keewatin Beach Rd.
2. Organize and expand public parking
3. New picnic and bbq shelter and storage lockers
4. New swim dock (compliant to City of Kenora zoning by-law)
5. Upgrade washroom facilities to accessibility standards
6. Beach boardwalk and shade structure
7. New boat dock and gazebo
8. Play structure retrofit
9. Assess performance and issues related to drainage on north side of Park Beach property to provide options for improvements
10. Assess adequacy of lighting to City of Kenora Parks requirements to determine if supplemental lighting is needed.

KEEWATIN BEACH – COST ESTIMATE (CLASS 'C')

Order of Magnitude Estimate - March 2016

Item Description	Qt	Unit	Unit / \$	Price	Comments
Keewatin Beach					
Site Prep/Removals	1	allow	\$ 30,000.00	\$ 30,000.00	Removal dock, beach wall, storage building, & misc site prep
Retrofit Entry Wall and Ramps	1	allow	\$ 21,500.00	\$ 21,500.00	Lengthen/ rebuild ramp to meet accessibility standards
Entry Signage (Interpretive and Directional)	1	allow	\$ 15,000.00	\$ 15,000.00	
Streetscape Improvements along Keewatin Beach Road	1	allow	\$ 48,000.00	\$ 48,000.00	Includes New sidewalk, street trees and granular parking
Upgrade Play structures	1	allow	\$ 100,000.00	\$ 100,000.00	Single Mid-Sized Structure, natural play elements
Accessible Park Path	153	sq.m.	\$ 200.00	\$ 30,600.00	
Improve beach shoreline	500	sq.m.	\$ 100.00	\$ 50,000.00	New Sand
Beach Boardwalk	240	sq.m.	\$ 250.00	\$ 60,000.00	
Shade Structures 4m x 4m	3	ea	\$ 18,000.00	\$ 54,000.00	
Stairs to picnic shelter	1	allow	\$ 15,000.00	\$ 15,000.00	
Swim Dock	100	sq.m.	\$ 750.00	\$ 75,000.00	Pressure Treated Green - drilled Helical Pile system
New Picnic Shelter, Barbeque and Storage	1	allow	\$ 75,000.00	\$ 75,000.00	
Accessible Path to picnic structure	70	sq.m.	\$ 225.00	\$ 15,750.00	
Public Boating Dock	85	sq.m.	\$ 750.00	\$ 63,750.00	Pressure Treated Green - drilled Helical Pile system
Public Boating Dock floating dock	4	ea	\$ 5,000.00	\$ 20,000.00	
Dock gazebo 5m x 5m	1	allow	\$ 50,000.00	\$ 50,000.00	
Upgrade Washrooms and exterior improvements to pump house	1	allow	\$ 35,000.00	\$ 35,000.00	Washroom to meet accessibility standards
Outdoor Shower Station	1	allow	\$ 5,000.00	\$ 5,000.00	
Riparian zone at outfall	1	allow	\$ 7,500.00	\$ 7,500.00	
Waste Receptacles	3	ea	\$ 1,000.00	\$ 3,000.00	
Benches	5	ea	\$ 3,500.00	\$ 17,500.00	
Picnic Tables	2	ea	\$ 1,500.00	\$ 3,000.00	
Trees and Misc. Planting	6	ea	\$ 2,000.00	\$ 12,000.00	
	1	allow	\$ 20,000.00	\$ 20,000.00	
Keewatin Beach Subtotal				\$ 826,600.00	
Professional Fees and Contingency (35%)				\$ 289,310.00	
Keewatin Beach Total				\$ 1,115,910.00	

Note: Improvements to Park drainage requires further study and recommendations prior to pricing

1.7 NORMAN PARK

Norman Park has been described as a 'diamond in the rough'. This eleven acre site has a beautiful pine forest that is unique in its size, terrain and stature along the shoreline of the Lake of Woods. Located within close proximity to the Lake of the Woods Discovery Centre it is strategically positioned to become a popular visitor destination. With this in mind, many of the site amenities require upgrades to better serve the community and visitors alike. These improvements come with the opportunity to better address the issue of accessibility to and within the park as well as to other adjacent local attractions such as the Dairy Queen and Lake of the Woods Railroad Museum.

The plan and cost estimates consider upgrades to all basic facilities, which can be implemented over time. This includes improved wayfinding, accessibility, upgraded washroom, new recreation amenities, and trails. The lighting plan for buildings, pathways and special features within the park would need to consider adjacent sites and other City of Kenora standards. These amenities must be balanced with the natural beauty of the site. The main elements within the design include:

- Improved Accessibility, Wayfinding, and Circulation – The primary goal for Norman Park is to be fully accessible and to create a park space that is inclusive and allows equal opportunity for all ages and abilities. Trails, washroom, beach and water access, splash pad and playground are proposed to be fully accessible.
- Kenora Rotary Splash Pad – this Kenora Rotary sponsored splash pad will provide an alternative water and play experience from the beach and lake. The splash pad is seen as a core attraction for the park and will feature unique spray devices inspired by 'Lake of the Woods'. The final location of the splash pad within the park will be refined through detail design and design development phases where the system, capacity, regulations and operations are confirmed.
- Beachside Accessible Playground – the accessible play structure and adjacent natural play features integrated into the pine forest, will offer a range of play and learning opportunities for all ages and abilities. Close proximity to the beach and splash pad allows good surveillance for parents with children of all ages that are active in these park attractions.

While conceptual in nature, the redevelopment of this park is considered to be an investment in the order of \$3.2 million (2016). The class 'c' cost estimate is suitable to advance the park concept, but, project phasing, design refinements, and private partnerships will determine the actual cost/benefit to Kenora.

NORMAN PARK - EXISTING CONDITIONS



1

1. PARK ENTRY AND KINSMEN COMMUNITY CLUB

Need to better define park entry and provide clear consistent park signage.



2

2. STEEP TERRAIN AT PARK ENTRY PATH

Accessible path is required to navigate the steep terrain into the park.



3

3. PICNIC SHELTER

Location provides great views to the Lake. Structure to be retrofitted to provide cooking opportunities.



4

4. PLAYGROUND

Old play structure to be replaced with accessible play structure and natural play elements.



5

5. WASHROOM BUILDING

Needs to be upgraded to meet accessibility standards.



6

6. BEACH

Provide accessible entry into the beach and water.

7. WOODED AREA

Protect and retain beautiful pine forest that is unique in its size, terrain and stature along the shoreline of the Lake of Woods.



NORMAN PARK - CONCEPT DRAWINGS

CONCEPT PLAN (Refer to following page for descriptions)



KENORA ROTARY SPLASH PAD CONCEPT RENDERING



NORMAN PARK FEATURES

Numbers correspond to the concept plan and images in the left column



1. NEW PARK HIGHWAY SIGN

Remove and/or prune vegetation to improve sightlines to sign

2. WAYFINDING SIGNS

Directional signs located at key highway intersections

3. IMPROVED PARK ENTRY AND DROP OFF

Provide drop off and accessible entry to Railway Museum and Community Centre, new park sign and planting island, incorporate railroad crossing gate at museum walkway

4. REORGANIZED PARKING

Large planters define aisles and parking zones, school bus loop retained

5. MAIN PEDESTRIAN ENTRANCE

Seasonal planter display and accessible path to beach

6. UPGRADES TO COMMUNITY CENTRE

Exterior improvements, outdoor patio and sports viewing area, wind shelter, and fire pits for winter activities with views to the lake

7. FOUR SEASON INFORMAL RECREATION

Frisbee, ball throw, and winter pleasure skating

8. MODIFY SOUTH ENTRY

Pedestrian and cyclists park entry

9. NEW BEACH VOLLEYBALL COURT

Full size sand court and terraced seating for viewing

10. RETROFIT EXISTING PICNIC SHELTER

Upgrades to shelter and adjacent picnic sites in wooded area

11. NEW ACCESSIBLE BEACHSIDE PLAYGROUND

Accessible play structure and natural play features integrated into pine forest



12. KENORA ROTARY SPLASH PAD

Splash pad to have "Lake of the Woods" themed features. Final location to be determined through detailed design.

13. ACCESSIBLE BEACH BOARDWALK

Includes ramped access into water

14. COMMERCIAL KIOSKS

Provide seasonal space for boat rental kiosks and locker storage

15. UPGRADE WASHROOMS

Include signs, murals and upgrades to meet current accessibility standards

16. NEW ACCESSIBLE PICNIC SHELTER

17. ACCESSIBLE PARKING

New accessible parking at west end of park

18. EXPANDED BEACH

Provide kayak and canoe launch area

19. FUTURE OVERFLOW PARKING

20. REVEGETATE HILLSIDE

Additional planting of native species including pine and tamarack

21. TRAILS

Connectivity/accessibility improvements, informal trails in wooded areas

22. NORMAN PARK TRAIL TO LAKE OF THE WOODS DISCOVERY CENTRE

23. MODEL SHORELINE

24. PATH OF THE PADDLE DOCK

A 2-4 min walk from Norman Park Beach

25. DISCOVERY CENTRE AMENITIES

Dog relief area, picnicking and expansion of discovery forest



NORMAN PARK – SUMMARY OF PROJECT COMPONENTS

1. Improved signage and wayfinding
2. Organize and improve public parking
3. Accessible trails
4. All season recreation space with artificial turf
5. Kenora Rotary Splash Pad
6. Accessible Playground & Natural Play features
7. Upgraded washroom to meet accessibility standards
8. Accessible Beach Boardwalk and ramped access into the water
9. Rental kiosks
10. Norman Park Trail to Lake of the Woods Discovery Centre
11. Upgraded and new picnic facilities
12. Assess adequacy of lighting to City of Kenora Parks requirements to determine if supplemental lighting is needed.

NORMAN PARK – COST ESTIMATE (CLASS 'C')

Order of Magnitude Estimate - March 2016

Item Description	Qt	Unit	Unit / \$	Price	Comments
Norman Park					
Main Park Entry, Parking and Upper Bank Amenities Redevelopment					
New Highway Park Sign and Directional signs	1	allow	\$ 20,000.00	\$ 20,000.00	
New Granular Sidewalk to bus stop	75	sq.m.	\$ 150.00	\$ 11,250.00	
Reorganized Park Entry, Drop Off and Parking	1	allow	\$ 100,000.00	\$ 100,000.00	Granular surface, tree planting, planting island at entry
Exterior Improvements to Community Centre Site	1	allow	\$ 50,000.00	\$ 50,000.00	Includes outdoor patio, furnishings, wind shelter and fire pits
Four Season Informal Recreation Sod	1	allow	\$ 22,500.00	\$ 22,500.00	
Pedestrian and Cyclist Park Entry	1	allow	\$ 20,000.00	\$ 20,000.00	Signage, feature planting
			Subtotal	\$ 223,750.00	
Public Beach Improvements and Amenities					
Upgrades to Beach Washrooms (including outdoor shower)	1	allow	\$ 100,000.00	\$ 100,000.00	Meet accessibility standards
Refurbished and Expanded Beach	1	allow	\$ 100,000.00	\$ 100,000.00	New sand and removal of concrete wall
Accessible Swimming Rails and Ramp	1	allow	\$ 225,000.00	\$ 225,000.00	
Beach Boardwalk, Stairs and Ramp	150	sq m	\$ 400.00	\$ 60,000.00	Pressure Treated Green
Kiosks for Rentals	5	allow	\$ 50,000.00	\$ 250,000.00	Small seasonal structures
Trails Asphalt	340	sq.m.	\$ 225.00	\$ 76,500.00	
Trails Granular	200	sq.m.	\$ 150.00	\$ 30,000.00	
Kenora Rotary Splash Pad	1	allow	\$ 500,000.00	\$ 500,000.00	
New Accessible Beachside Playground & Disk Swing	1	allow	\$ 130,000.00	\$ 130,000.00	
Forest play area	1	allow	\$ 10,000.00	\$ 10,000.00	natural play features, log steppers, willow tunnel
Picnic Shelter Retrofit	1	allow	\$ 50,000.00	\$ 50,000.00	new furnishings, cooking bbq, retrofit roof structure
New Accessible Picnic Shelter	1	allow	\$ 80,000.00	\$ 80,000.00	
Beach Volleyball and Seating Terrace	1	allow	\$ 35,000.00	\$ 35,000.00	Includes Regrading, Retaining Walls, and Sod
Accessible Parking Lot (Pearson St)	1	allow	\$ 100,000.00	\$ 100,000.00	Granular access road and parking area
Pearson Street Tree Planting	20	ea	\$ 800.00	\$ 16,000.00	Includes maintenance
Misc. Trees and Revegetation on Hillside	1	allow	\$ 15,000.00	\$ 15,000.00	Tree planting with local organization
Waste Receptacles	6	ea	\$ 1,000.00	\$ 6,000.00	
Benches	14	ea	\$ 3,500.00	\$ 49,000.00	
Bike Racks	3	ea	\$ 1,500.00	\$ 4,500.00	
Picnic Tables	10	ea	\$ 2,000.00	\$ 20,000.00	
Fire Pits	3	ea	\$ 750.00	\$ 2,250.00	
			Subtotal	\$ 1,859,250.00	
Norman Park Trail to Lake of the Woods Discovery Centre					
Shoreline trail to Norman Park	1	allow	\$ 250,000.00	\$ 250,000.00	on riprap shoreline, ramp to on grade granular
			Subtotal	\$ 250,000.00	
			Norman Park Subtotal	\$ 2,333,000.00	
			Professional Fees and Contingency (35%)	\$ 816,550.00	
			Norman Park Total	\$ 3,149,550.00	
Future Items					
Artificial Turf Surfacing Upgrade to Four Season Informal Recreation	1	allow	\$ 250,000.00	\$ 250,000.00	
Discovery Centre Amenities	1	allow	\$80,000-100,00	\$80,000-100,00	interpretive signage, furnishings, revegetation and dog relief area

PART 3: TRAILS

3.1 INTRODUCTION AND OBJECTIVES

The City of Kenora is planning to develop key recreational areas and facilities throughout the city with an eye to enhancing the quality of life for existing residents and attracting new residents and visitors to this burgeoning community. The trail stream of the Beaches, Parks & Trails project focused on two separate but related elements of trail network building. The first was the enhancement of Kenora's recreational trail system. The second was a focus on the facilities that would offer active transportation users greater access to major destinations throughout the city. This approach highlights the importance of *strong connections* in offering residents and visitors new ways to experience Kenora, and builds on the city's unique potential as a recreational destination and as a dynamic, liveable community.

Promoting active modes of transportation such as cycling, walking, running, rollerblading, kayaking and canoeing, encourage a healthy lifestyle and are essential characteristics of thriving, contemporary cities around the globe. Establishing a trail and cycling network in Kenora will add to the city's appeal as both a tourism destination and a flourishing community.

3.2 STUDY PROCESS

This report is the culmination of findings for the trail stream of the Kenora Beaches, Parks and Trails Development Project. Over the course of the study, the process evolved to reflect a greater focus on the development of an on-road cycling network to connect the existing off-road trail system in the Kenora area as well as to provide links to key area destinations for locals, seasonal residents and visitors.

The initial steps consisted of a kick-off meeting with the Project Steering Committee to confirm the scope of work and timelines, identify the key areas of concern, and conduct a visioning exercise (Appendix A). This was followed by a detailed document review of all relevant development plans, tourism strategies and trail studies for the region (Appendix B). The project team conducted site visits to investigate the existing trail system in Kenora as well as informal trails and important roadway linkages identified by the City of Kenora, local cyclists and stakeholders.

A follow-up meeting was held with the Trails Subcommittee, whose members confirmed the results of the visioning exercise as well as provided further details and background on trail work completed to date. The existing trails were evaluated for their current conditions, which were reported back to the City of Kenora along with a draft table of contents for the report.

Subsequently, the project team prepared and updated key materials to inform the development of a comprehensive trail and cycling network for Kenora. These included route selection and evaluation criteria, a map of Kenora's origins and destinations and the trails vision statement. A workshop was held with City staff to provide feedback on these materials and to conduct a cycling movements exercise and route selection exercise. Key decision-making factors for the implementation of a cycling network were determined to create the context for a forthcoming public open house. Results of this workshop are provided in Appendix C.

A public open house was held on June 15, 2010 to gain input from the public on the proposed trail and cycling network as well as suggestions for implementation. Storyboards and other material from this open house are included in Appendix D. Feedback forms and maps were provided to participants for their comments. Those comments, along with the ideas put forward by the Trails Subcommittee and other stakeholders form the final proposed system, implementation plans, ideas for future improvements and the final recommendations presented in this report.

3.3 BACKGROUND

Among the key documents reviewed, three in particular provided useful insights for this project. Several issues identified in the Kenora Trail Study (2003) provided background for the current trail and cycling development context. Key points included a loss of momentum from volunteers, the need to secure permission for trail access from private land owners, the issue of liability and responsibility for trails, funding for construction and maintenance, and the additional costs of trail building given Kenora's rugged terrain.

Many of the projects identified in the 2003 study have now been completed. However, the guiding principles developed to shape those projects provided a valuable framework for the work completed under this project. The recommendations presented here for a trail and cycling network were guided by these same principles. The network, suggested treatment options and policy and programming recommendations were developed to: attract the support of the majority of the population, meet the needs of the greatest number of people, ensure safe use, support tourism activities, encourage healthy lifestyles, and ensure practical and affordable implementation.

The work undertaken by the project team was also informed by the objectives set out in the City of Kenora's Waterfront Development Guidelines (2009). These included ensuring public access and a public edge to the waterfront, universal accessibility and an identifiable pedestrian circulation system.

Finally, the work completed under this project is consistent with the City of Kenora's Official Plan (2010). This project responds to four key aspects of the principles and policies set out in the Official Plan:

- a commitment to maintaining the natural environment,
- the development of a well-conceived multi-modal transportation system,
- the development of open space policies that meet the needs of residents and visitors and preserve environmental features, and
- the preparation of a plan for a future trail/pathway system that connects all parts of the City.

3.4 CURRENT CONDITIONS

3.4.1 Users

The skills and preferences of users are crucial considerations when planning a trail and cycling network. In Kenora a combination of commuters, recreation seekers, families and children represent a mix of potential users with anywhere from beginner to advanced skills. Users may also engage in a variety of activities – cycling, walking, running, rollerblading or other modes of active transportation. In addition, Kenora's network must account for a mix of residents, seasonal residents and visitors, all with different preferences and needs.

At the June 15th, 2010 public open house, half of the participants indicated that they cycle at least once a week either to work or for recreation. And, while a trail and cycling network for Kenora should clearly accommodate cycling as a dominant mode of active transportation, it must also balance the needs of all users.

3.4.2 Trails

Kenora has an excellent inventory of existing trails. These range from roadways, paved pathways, granular and grassy trails to “monkey” trails and informal ATV and snowmobiling routes. Some trails are multi-use and experience higher rates of use in the summer months, while others, such as the Mount Evergreen trails, are more use-specific, in this case cross-country skiing, and are frequented more in the winter months.

Several roads have become popular “trails” or active transportation routes for users, although not currently designated as such. Pedestrians can often be spotted walking on the road, as proper shoulders or sidewalks along these routes are often lacking. These ‘on road’ trails are most common on connecting roads, such as Hwy 17, Beach Road and Lakewood Drive. Even without proper linkages or cycling infrastructure, a complex system of urban trails has developed. These trails have been identified, developed, maintained and nurtured by a variety of stakeholders including the Kenora Nordic Trail Association, Kenora Urban Trails Committee, Sneakers and Strollers, the City of Kenora, and Friends of Trails.

Overall, the trails in Kenora can be divided into 2 categories:

- Formal multi-use trails
- Informal multi-use trails

An evaluation of the current conditions of the four formal multi-use trails is provided in Appendix E. In addition to the formal multi-use trails, a Trans Canada Trail route through the City of Kenora has been identified, but not implemented. Two significant water crossings would be required.

There are many informal pathways and trails throughout Kenora. Some of these are more suited to trail development than others, some traverse private land and others are use-specific, such as mountain biking routes, all terrain vehicle (ATV) and snowmobile trails. Many of these are likely to remain informal in nature due to challenges such as private land crossings or other barriers to development. Still others already well serve specific subsets of users and simply don't require additional investment by the City. Some key trails and access points for the Kenora's snowmobiles users have been addressed in other sections of this report, such as in Anicinabe Park. An inventory of informal trails and routes can be found in Appendix F.

3.4.3 Origins and Destinations

Origins and destinations refer to the key nodes of activity throughout a city. In Kenora, there are similarities but also key differences in origin and destination of travel for locals, summer residents and visitors. For instance, large employers, schools and community centres are key nodes for permanent residents. For summer residents, locations such as marinas and grocery stores are important origins and destinations, while hotels, key tourist attractions and restaurants serve as a draw for visitors. A comprehensive trail and cycling network for Kenora will take these differences into account and accommodate the movements of all users. It will also incorporate, where possible, provisions to enhance the trail and cycling environment with benches, lighting, shade trees and other elements in keeping with the City of Kenora's Urban Forestry Plan.

Figure 1 depicts the major destinations around the City of Kenora, categorized by type of use: recreation, marina/boat launch, shopping retail, schools, tourism nodes and major employers. Formal trails are also shown as major destinations.

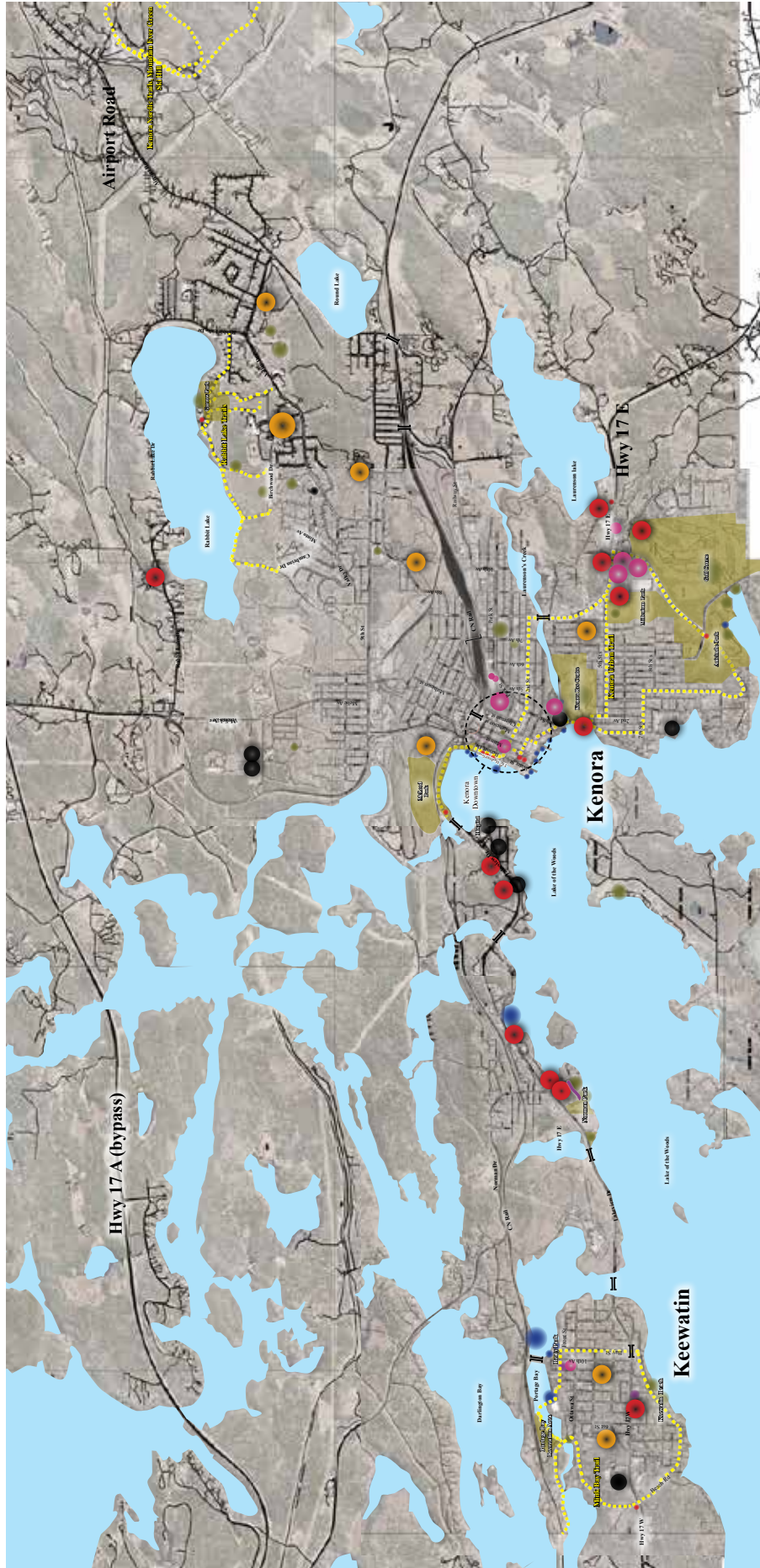


FIGURE 1: CITY OF KENORA MAJOR DESTINATIONS
City of Kenora Beaches, Parks & Trails Development Project

Legend

- Recreation (Parks, Rec Centre, Community Centre, Golf Courses, Beaches, Campsites and Picnic Areas)
- Marina/Boat Launch
- Shopping/Retail
- School
- Tourism Nodes
- Major Employer
- Existing Trails

3.4.4 On-road Cycling Facilities

Although many cyclists currently use Kenora's roadways for recreation and commuting, no designated on-road facilities currently exist. However, paved shoulders along Lakeview Drive and Highway 17 and gravel shoulders along many others, as well as quiet residential streets have encouraged more confident cyclists to ride on-road with traffic.

Participants at the June 15th, 2010 open house provided some useful input on existing road condition for cyclists. While some stated that, "Kenora is a great place to ride" other feedback indicated that there are weaknesses to be improved. The following is a summary of comments on existing road conditions from the open house:

- There are not a lot of paved shoulders on roads in more rural areas such as Airport Road and Railway Street.
- The paved shoulders are often covered with sand and gravel and should be cleared earlier in the spring.
- Paved shoulders end suddenly at the roundabout and the roundabout needs to be more accessible to cyclists.
- Currently the situation is very poor because there are no cycle lanes or paved trails and in the summer, traffic is too heavy so on-road cycling is dangerous.
- Kenora is not very bicycle friendly. Some motorists seem to feel bicycles shouldn't be on the road.

3.4.5 Opportunities and Constraints

The combination of paved shoulders, quiet residential streets, low traffic gravel roads and several existing formal and informal trails offer significant opportunities for development of a cycling network. However some constraints and barriers exists that need to be addressed:

- Bridges serve as key links in Kenora. Although some bridges have at least one sidewalk, it is usually too narrow for pedestrians and cyclists to both use safely; the lack of convenient shoulders and sidewalks on both sides of bridges are also considered an important challenge.
- The CP railway has divided the city into north and south neighbourhoods. There are a few bridges with steep grades and inadequate width to accommodate cyclists safely, which reduces connectivity between north and south neighbourhoods.

- The only two pedestrian bridges, Portage Bay footbridge and the footbridge over the CP tracks are not accessible by persons with mobility impairments, cyclists and “small wheels” due to stairs. The pedestrian bridge over the CP tracks is also considered an unsafe place by the majority of families.
- Inconsistent shoulder conditions throughout the city including width, continuity and pavement are among other constraints which need to be addressed.
- The general geography of Kenora can also be challenging. Steep grades on hills can limit sight distance for cyclists and multiple water bodies are a challenge for connectivity.

3.5 PROPOSED SYSTEM

3.5.1 Vision

To enhance a network of on-road cycling facilities, trails and pathways that:

- is built on strong community connections and partnerships,
- connects residents, business, summer residents and visitors of all ages and abilities to Kenora's many exciting attractions, and
- inspires a vision of the city as a premier hiking and biking destination.

3.5.2 Proposed Routes

On-road cycling facilities are the primary component of the proposed network and will connect users with key destinations throughout the city, including Kenora's existing formal trails. Other 2010 trail developments (e.g. Laurenson Creek trail and addition to Mink Bay Trail) along with new and upgraded pathways in Beatty, Garrow, and Anicinabe Parks and the Portage Bay Recreation Area as part of the Kenora Beaches, Parks and Trails Development Project, will expand the city's network of off-road trails.

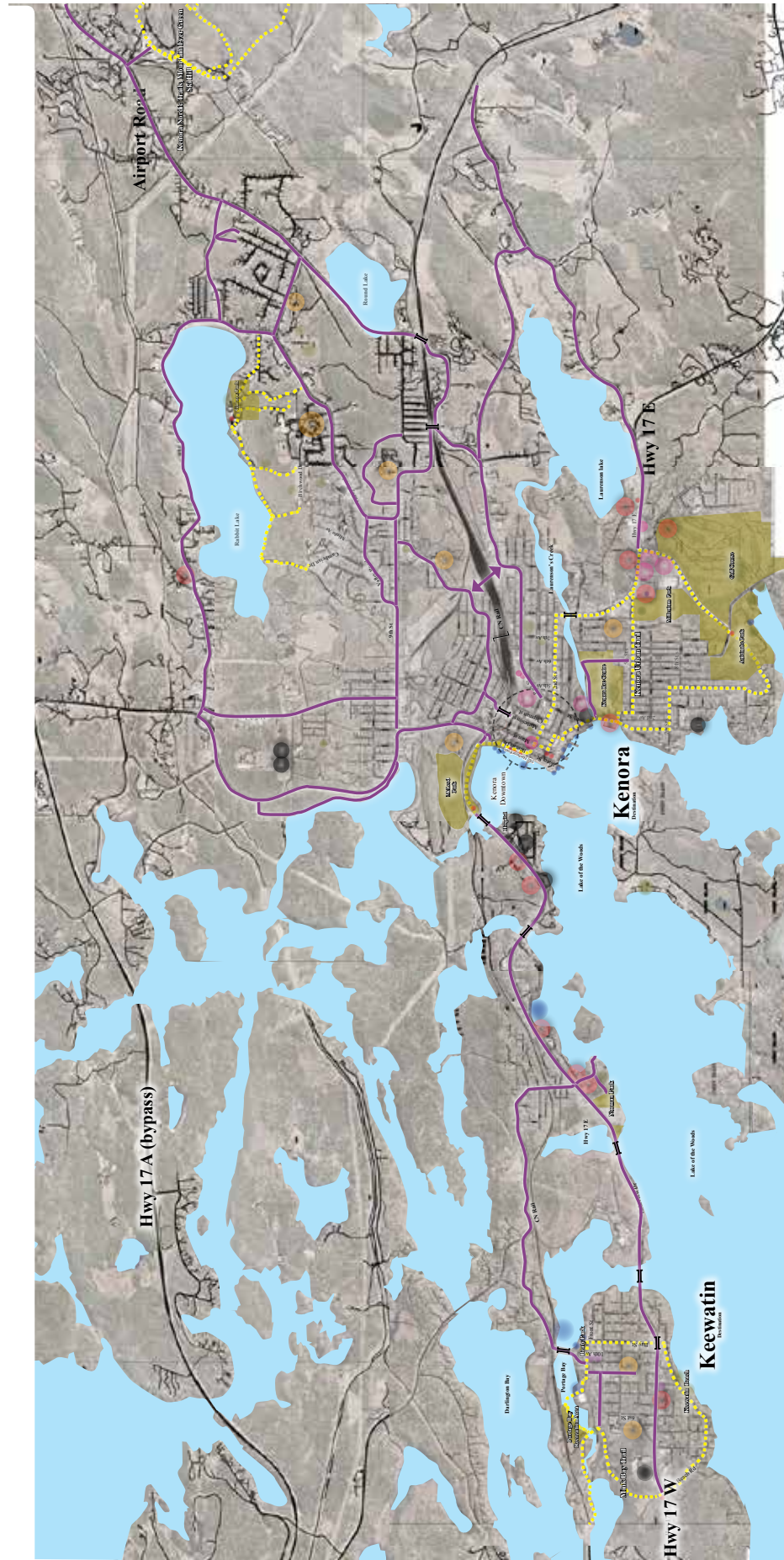


FIGURE 2: PROPOSED CYCLING NETWORK
City of Kenora Beaches, Parks & Trails Development Project

— City of Kenora Proposed On-Road Cycling Network
⋯ Existing Trails

Major Destinations
● Recreation (Parks, Rec Centre, Community Centre, Golf Courses, Beaches, Campsites and Picnic Areas)
● Marina/Boat Lunch
● Shopping/Retail
● School
● Major Employer
● Tourism nodes

The proposed on-road cycling network shown in Figure 2 has been developed based on major movement patterns through the city of Kenora including:

- community movements,
- water-land connections, public marinas and docks,
- east-west connections between Keewatin and Kenora,
- movements to and from tourism facilities, attractions and accommodations, and
- future movements with consideration given to areas of new residential, commercial and tourism development.

The following factors have also been considered in the route selection process:

- Emergency vehicle traffic movements
- Truck traffic movements
- Barriers or constraints
- Connectivity gaps

As a result of the careful consideration given to these movements and factors, the proposed cycling network will be a dynamic driver of activity and a vital “quality of life” feature attracting new visitors and residents to Kenora. The network provides access to key destinations, establishes a direct route between Kenora and Keewatin and includes several recreational loops which vary in distance and level of difficulty.

The proposed cycling routes address users' needs, but they must also respond to other criteria, including four key factors identified by the City of Kenora: safety, connectivity, cost and compatibility with broader development plans. The evaluation criteria laid out in Appendix G, which lists these and others, will assist the City of Kenora in future route and facility evaluation and selection.

3.6 INFRASTRUCTURE RECOMMENDATIONS

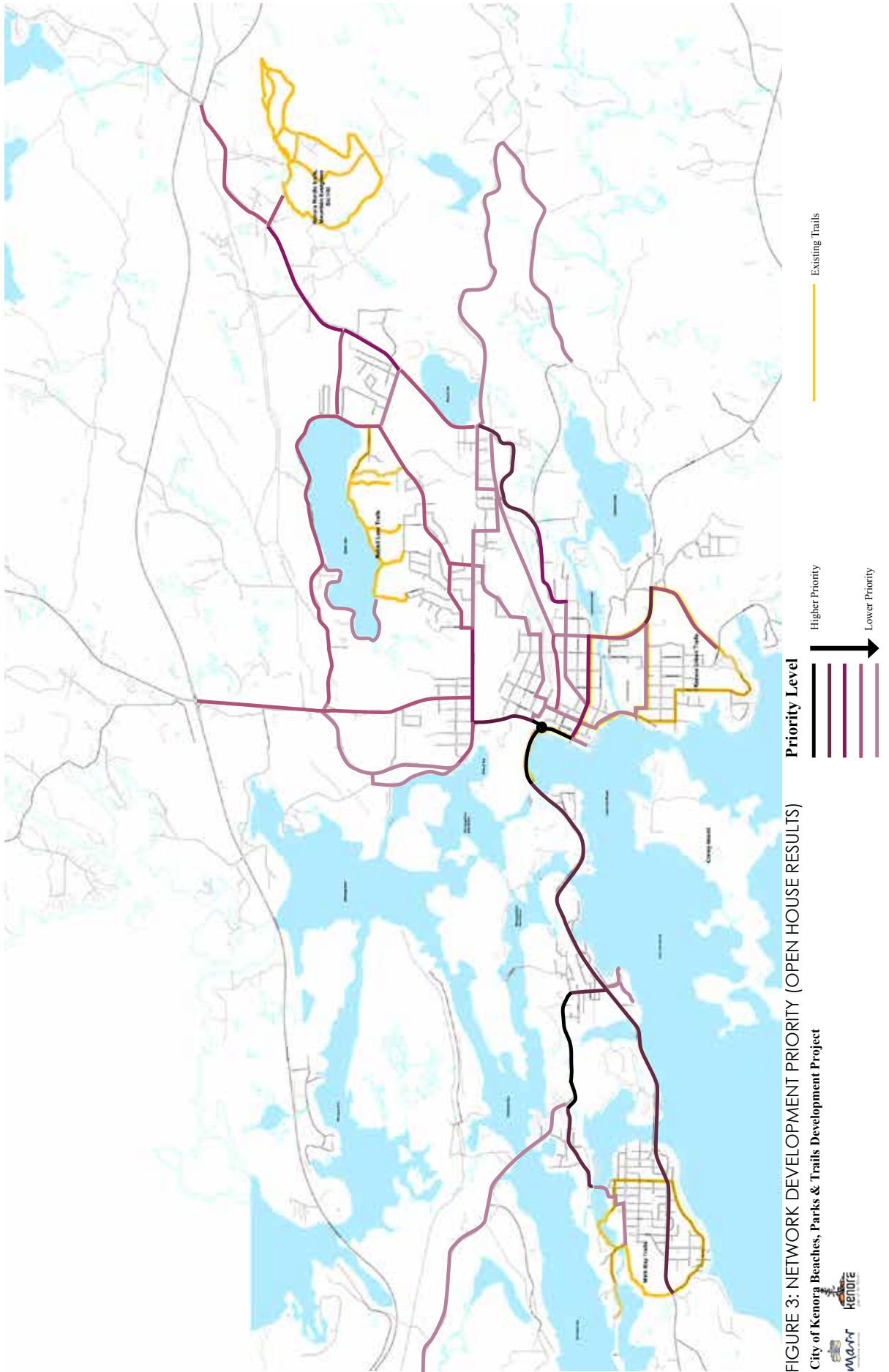
Creating a comprehensive trail and cycling network requires time and a budget for enhancement, maintenance and growth. By taking a phased approach and prioritizing projects based on community input and evaluation criteria, the City of Kenora has the opportunity to build on the good work already started through the development of four recreational walking trails: the Kenora Urban Trail, Mount Evergreen Trails, Mink Bay Trail and the Rabbit Lake Trail System (which includes the recent Rotary Way Trail – the City's first wheelchair accessible woodland trail). This phased approach will continue the development of the trail and cycling network at a manageable scale that is practical and affordable to implement. Ensuring the trail and cycling network best facilitates intended users and restricts uses that may damage facilities or infrastructure (such as use by motorized ATVs), will enhance the endurance of facilities and the safety of users.

1. **Focus on improvements that deliver the greatest “bang for your buck” for the community.** Ideally these are projects that will bring profile to the network and resolve an obvious gap for a high use area at a relatively low cost.
2. **In the short-term use available funds, develop on-road facilities that will raise awareness of the network and improve safety conditions for cyclists and pedestrians and could be enhanced in the future.**
3. **In the long-term, enhance existing and establish new, more sophisticated or innovative facilities that may require a considerable capital investment.** Seek out appropriate funding sources and earmark funds for these projects.

3.6.1 Treatments to Implement in the Short Term

Throughout the study period, participants provided key input on priorities for network development and infrastructure improvements. Figure 3 shows priority routes where cycling treatments may be possible in the short term. However, a detailed review of each location would be required to determine the most appropriate treatment. Cycling facilities that are possible in the short and long term are described in the following sections.

4. **Use signage to increase awareness about cyclists on the**



road as an affordable and effective enhancement for the trail and cycling network. There are several roads in Kenora that have the potential to accommodate cyclists. Bikeway signage reminds motorists that cyclists have the right to share the road. These signs also promote cycling by designating roads as bike routes.

In the short term, Kenora could develop a signage plan that would:

- Be consistent with regulatory and warning sign usage according to provincial and national traffic control standards
- Brand the new trail and cycling network through naming and the addition of graphic components to network signage that would be consistent with existing trail signage
- Utilize way-finding signage, map boards and interpretative panels to promote city attractions and destinations while also facilitating bicycle connectivity

Appendix H shows examples of bikeway signage from across Canada and the US.

5. Designate paved shoulders for cycling especially on urban and rural roadways where vehicles are prohibited from parking on the shoulders.

Almost all the major roads in Kenora have wide shoulders. To ensure safe and efficient use of paved shoulders as part of the cycling network in Kenora, to the extent possible:

- Paved shoulders should be of a consistent width along the entirety of a route roadway. Many roads with paved shoulders in Kenora post speed limits of less than 70km per hour and on these routes, the paved shoulder width should be a minimum of 1.0 m. Where posted speed limits are more than 70km per hour, paved shoulders should be 1.5 m in width.
- Shoulders should be free of obstacles and should be located on both sides of the road. They should be continuous, without intermittent stops or interruptions. Wherever the shoulder has to end or transition to another facility, the transition should be designed for safety and continuity.
- Both shoulders should be paved to prevent two-way

cyclist traffic on one shoulder. Unpaved shoulders are not recommended along paved roads since gravel shoulders are not suitable for road and commuter bicycles. Unpaved shoulders do not provide an adequate facility for less confident cyclists who do not feel comfortable cycling on the paved roadway.

- Adequate signage and pavement markings should be used to increase awareness and proper use of shoulders.
- To maintain paved shoulders as multi-season facilities, shoulders should be cleared of snow during winter and be cleaned occasionally for dirt, sand and gravel build-up.

6. Install ancillary facilities such as bike racks and bike lockers at high demand destinations.

Appropriate bike parking and/or storage facilities are necessary to guarantee the use of the network and should be considered at the following key locations:

- Schools and major employers
- Parks and recreational centres
- Major shopping destinations and around Kenora's downtown
- Public marinas and docks
- Tourist accommodations and attractions

Storage facilities such as bike lockers could be a particularly useful addition to Kenora's public marinas and docks at Anicinabe Park, the Keewatin Waterfront and Kenora's Harbourfront. If the Recreation Centre off Laurenson Creek adds public docks, bike lockers could also be located there. By providing storage facilities, potentially for rent or purchase by private citizens, the City would enable greater use of the trail and cycling network by summer residents who could more easily access shopping and recreational activities.

7. Fix potholes or fill gaps in paved shoulders to enhance the cycling environment. Some basic roadway improvements, even as part of regular road maintenance, would greatly improve cycling conditions.

8. Conduct a program of street closures on Sundays and

statutory holidays during the summer season. Under a Sunday Closure system, these streets function as restricted roadways open only to local traffic and provide a unique on-road recreational opportunity for pedestrians, “small wheels” and cyclists alike. A loop around Rabbit Lake in particular would provide residents in nearby neighbourhoods with an excellent seasonal amenity. A closure or safe ride area is designated by signage. No infrastructure investments are required for this treatment, but it does involve operational, communication and educational support.

3.6.2 Treatments to Implement in the Future

Once short term improvements and network facilities have been implemented a demand for new facilities and new funding sources may accelerate the development of Kenora's cycling network.

9. In the long term, the following on- and off-road facilities may be most suitable to Kenora's roadways:

- Bike lanes and sharrows mainly in downtown core
- Multi-use pathways and trails inside parks, recreational areas and natural settings
- Bike paths and cycle tracks along major roads

Further study is required for detailed planning and design of all new facilities, including an evaluation of factors such as pavement and lane widths, property easements, available land, cost, ease of maintenance, etc.

3.6.3 Construction Cost Estimates

The development of cycling facilities will involve capital expenditures as well as ongoing operation, maintenance, repair and replacement costs that must be factored into annual budget allocations. Table 1 lists estimated unit costs for the facilities recommended in this report. The least expensive facilities are those that integrate bicycle and motor vehicle use (e.g. shared roadways).

TABLE 1: CONSTRUCTION COST ESTIMATES

Facility	Width	Material	Unit Cost	Comment
Signage	N/A	Supply and install signs on poles	\$190/sign	Assume 6 signs per KM
Paved Shoulder		Conform to standards for roadway shoulders		pavement marking and signage are excluded
	1.5 m	Paved	\$44/lin. m.	Assume 50 mm asphalt + base
	2.0 m	Paved	\$66/lin. m.	Assume 100 mm asphalt + base. For roads with speeds in excess of 70 km/h
	2.5 m	Paved	\$90/lin. m.	Assume 100 mm asphalt + base. For roads with speeds in excess of 80 km/h
Bicycle Lane	1.5 m	Lane marking & signage on existing roadway.	\$0.35/m of paint	On existing road or pavement (i.e. paving cost not included)
		Paint stencil on road surface. Epoxy based paint will extend the longevity of the stripe	\$34/stencil	
Multi-use Pathway				The cost of landscaping and grading are not included
	3.0 m	Crushed Limestone	\$29/lin. m.	25 mm depth fines, 100 mm base
	3.0 m	50 mm asphalt	\$77/lin. m.	50 mm asphalt, 150 mm base
	3.5 m	50 mm asphalt	\$102/lin. m.	50 mm asphalt, 150 mm base
	3.5 m	80 mm asphalt	\$150/lin. m.	80 mm asphalt, 200 mm base; suitable for motor vehicles
Bicycle Locker	1 door, 1 bicycle 49" H x 30" W x 72" L	Moulded fibreglass reinforced plastic (one piece design)	\$1025 US base unit price volume 1-5 units	Based on information supplied by American Bicycle Security Co.
	1 door, 1 bicycle wedge shape 49" H x 30" WF x 4" WB x 72" L	Moulded fibreglass reinforced plastic (one piece design)	\$925 US base unit price volume 1-5 units	
		Master key (3 user keys, 1 master key per set)	\$35 US/door	
		Coin operated locks	\$150 US/door	
		Locker numbers	\$15 US/door	
		Ventilation system	\$15 US/door	
		Gear hooks (2 per locker)	\$20 US/locker	
	2 door, 2 bike locker	Polyethylene (one piece design) diagonally divided to hold 2 bikes, but each cyclist only has access to their own bike	\$1695 CDN/locker + shipping	Based on Sport Systems Canada quote. Ottawa currently uses CS2-P lockers at park and ride facilities & North Vancouver Rec. department is trying them as well.
Multi-stall Bike Rack	11 bikes	Stainless steel	\$1,500 each	
"U" bike rack	2 bikes	Power coated	\$129 each	
Sharrows		Paint stencil on road service Epoxy based paint will extend the longevity of the stripe	\$34/stencil	On existing road or pavement (i.e. paving cost not included)
Cycle Tracks	3.0 m	0.5 m wide concrete curb	\$350/lin. m.	On existing road or pavement (i.e. paving cost not included), pavement marking and signage also excluded

3.6.4 Funding

New funding sources can be found through creative approaches to existing public works budget allocations and through an increasing number of federal and provincial funding initiatives that support sustainable, “green” development.

The following are key funding recommendations for this project:

- 10. Include cycling improvements in annual transportation budgets. For example, a percentage of the federal gas tax revenues could be dedicated to cycling and other non-motorized transportation improvements.**
- 11. Mandate the integration of alternative transportation facilities into the design of new roadways and/or road reconstruction to create long-term cost savings.**
- 12. Investigate funding programs in the fields of Health & Wellness, Transportation, Tourism, Environment & Conservation, and Economic Development that are operated by the three levels of government to fund priority facilities and broader network development.**
- 13. Partner with organizations that have a vested interest in the development of specific trail and cycling facilities or the broader network itself.** For example, the cost of installing bike racks might be shared with a shopping centre’s property managers, school districts, or may be sponsored by individual businesses.
- 14. Provide facilities such as bike lockers on a fee for use basis or for purchase by individuals or businesses.**
- 15. Encourage developers and other businesses to build active transportation facilities, possibly on a cost-sharing basis with the City.** In return, these businesses might be allowed to advertise their contribution to the facility. This would help promote a sense of shared responsibility and program ownership.

Examples of federal and provincial funding sources are included in Appendix I.

3.6.5 Policy, Programming, Education and Tourism

- 16. Build knowledge within the city and volunteer community through webinars, training workshops, etc.**
- 17. Expand the role of the trail committee to become a trail and cycling network advisory committee.**
- 18. Create and maintain an up-to-date facilities database.**
- 19. Create a clear, sustained budget allocation for trail and cycling infrastructure, including capital, operations and maintenance.**
- 20. Plan and implement strategic additions to the trail and cycling network for the future.**
- 21. Integrate trail and cycling network development into city planning.** Include alternative transportation provisions into all future road projects. If inconsistencies in existing policies or practices begin to emerge, find positive means to adopt and change to ensure that provisions for pedestrians and cyclists become the norm.
- 22. Regularly monitor and revise programs and policies.**
- 23. Establish a specific annual budget, regardless of size, for trail and cycling marketing and education to ensure the trail and cycling network has some level of ongoing visibility.**
- 24. Provide information to the general public about new facilities and programs.** A dynamic web site could facilitate responses to inquiries and feedback on the network. It could also provide trail and cycling information, education on signage and route maps as well as cycling safety information.
- 25. Begin regular trail and cycling programming.** Consider established national programs such as Commuter Challenge, Active and Safe Route to School, Bike to Work Day or consider creating a Kenora-specific program.

- 26. Mark and celebrate new programs & facilities.** Celebrate milestones in the development of the cycling network and use the opening of new facilities as an opportunity to encourage their use. Take advantage of opportunities such as the naming of cycling routes to continually promote the network and highlight the City's achievements in trail building and cycling facility development.
- 27. Expand the Kenora trail map brochure to include both “current” and “planned” on-road cycling routes as well as key destinations identified in this report.**
- 28. Work with Kenora Tourism to market Kenora as a premier hiking and biking destination in tourism materials, website and experience packages.**
- 29. Focus on health and environment benefits.** Studies shows health issues are the primary motivator for choosing non-motorized transportation. A promotional campaign could be developed that stresses walking and cycling advantages in terms of improved or increased physical activity and general health benefits. Environment issues, such as climate change and reducing greenhouse gas emissions can be used as motivators as well.
- 30. Publicly release reports on trail and cycling facilities.** Reports and studies like this one have promotional as well as educational value. High profile release of such studies and reports would publicize the use of facilities. The high profile shall be attained through the use of media, the city website and open house presentations.
- 31. Allow for continued public input into ongoing planning related to trail and cycling facilities.** Public consultation should be ongoing and involve discussion of priorities for facility development. Establish formats for informal dialogue such as the use of e-mail or phone line to register problem locations.

32. Coordinate education initiatives to highlight alternative transportation. The City could work with non-governmental organizations, such as health, environmental, service and user groups, and others to include active transportation in programming for people of all ages. Educate developers and employers about the advantages of incorporating alternative and sustainable transportation into their plans and policies. Through these programs, individuals will learn the mechanics (e.g. rules of the road) and the importance of signage (e.g. "share the road" signs). City support for these programs could entail dollars and/or service, and would put priority on supporting existing programs.

33. Develop programs to educate children. This could involve creating and delivering or supporting education programs for delivery in school and in youth programs. This education program could also be linked to the advocacy of cycling, walking and other modes of active transportation.

3.7 KENORA URBAN TRAILS FIVE YEAR PLAN 2016 TRAILS UPDATE & ADDENDUM

Prepared by Kenora Urban Trails Committee

3.7.1 Urban Trails Vision

In the 2010 “Beaches, Parks and Trails Study”, the vision for Kenora's trails was to “enhance a network of on-road cycling facilities, trails and pathways that:

- Is built on strong community connections and partnerships.
- Connects residents, businesses, summer residents and visitors of all ages and abilities to Kenora's many exciting attractions, and
- Inspires a vision of the City as a premier hiking and biking destination.

The Kenora Urban trails committee agrees with this vision and continues to develop a system of trails linking or accessing all of its urban and suburban areas, to the greatest extent practical.

The planning for trails development shall promote active transportation and supports an age- friendly community integrating accessibility when possible. This is a critical component in helping the City of Kenora meet its goals to become a 365 day lifestyle and destination community. Trail development will strive to follow shoreline where possible, access a wide variety of terrain, ecosystems, magnificent views, and points of interest. The goal of trails is to be multi-use, non motor and provide safe active transport routes to school, work, and play.

3.7.2 Urban Trails Background

The City of Kenora Official Plan 2015 includes guiding principles and objectives for future development. The fundamental goals of the Kenora Urban Trails Committee are supported through the following four principles, as outline in the City Vision (section 2) of the City of Kenora Official Plan:

Sustainable Development (Principle 1)

Kenora shall promote sustainable development to enhance the quality of life for present and future generations.

Objectives:

- To plan for development that enables and facilitates active transportation, transit, and freight movement.

Tourist Destination (Principle 5)

Over the lifetime of this Plan, the City of Kenora shall continue to expand its role as an urban, cultural service centre and tourist destination, providing services to the traveling public and residents of the area.

Objectives:

- To provide opportunities to enhance the Harbourn Centre and the downtown as a destination for visitors by providing access to the water, and development standards that support more walkable and bikeable streetscapes and bike parking facilities.

Complete Communities (Principle 6)

Kenora shall encourage new development (e.g. buildings, new neighbourhoods) to provide for a mix of uses in planning for complete communities.

Objectives:

- To enhance the quality of life for existing and future residents by improving access to parkland, cultural and recreational facilities, and linking recreational settings with active transportation networks wherever practical.
- To provide a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Multi-Modal Transportation System (Principle 8)

System Kenora shall provide a range of mobile transportation modes that are accessible for persons of all ages and abilities by connecting people and places through coordinated land use, urban design, and transportation planning efforts.

Objectives:

- To develop and promote an efficient and safe multi-mode transportation system for all users.
- To prioritize public streets, infrastructure, trails, and pathways to facilitate and increase community connectivity and active transportation.
- To implement a linked network of safe and active transportation trails and pathways.
- To minimize the loss of future opportunities for trails and pathway development through land acquisition at the time of development.

- To design roads as complete streets, where possible, to allow pedestrians, cyclists, transit riders and motorists of all ages and abilities to interact and move safely along and across municipal streets.

The elements in the proposed plan complement priority areas from the Northwestern Health Unit recent report *Assessing Community Stakeholder Readiness for Policies That Support Active Community Design*¹ (available at www.nwhu.on.ca). A summary of the top four policy actions for recreation in Kenora include:

1. Invest in developing parks and recreation spaces so people can be active outdoors;
2. Develop a plan to build parks, trails and natural areas so residents can have more active outdoor opportunities;
3. Provide a diversity of parks, open spaces and recreation for residents of all ages and abilities; and
4. Develop a plan to have more recreational programs so residents can be more active.

3.7.3 Proposed Urban Trail Improvements

The following are the improvements and enhancements that the Kenora Urban Trails Committee has identified and re-confirmed as their priorities and areas of action between 2016 and 2020. These trails have been chosen as they enhance or increase loops on existing trails.

Rabbit Lake Trail Extension and Enhancement (2016-2017):

The Rabbit Lake trail will be instrumental during the 2017 Canada Games, when the adjacent Kenora Rowing Club hosts the Games Rowing Competition. The Urban trails Committee is looking to further develop the trail with consideration of making it a possible larger loop, and providing users with increased opportunity to explore shoreline habitats. This trail is currently accessible and the plans for expansion are to continue to make it accessible. It is hoped that the expansion of this trail will provide the community with a legacy from the games.

Great Lake of the Woods Trail (2016-2017):

The Great Lake of the Woods trail is being developed in conjunction with the TransCanada Trails Canada Bi-Centennial project in 2017. The development of the Great Lake of the Woods trail will provide new trail opportunities and spurs trails within the City of Kenora supporting active transportation in our community. The Great Lake of the Woods Trail will be

cobranded with the Trans Canada Trail (TCT) and the water based Path of the Paddle water trail. This collaboration will link our Great Lake of the Woods urban trail with the land points of the Path of the Paddle at Anicinabe Park and Norman Park. The Great Lake of the Woods trail will guide users along the shorelines of the Lake of the Woods, into Kenora's Harbortown Centre, Husky the Musky and McLeod Park, to the Lake of the Discovery Centre, Norman Beach and up into the heart of the Keewatin community.

Laurenson's Creek Trail (2017-2018):

The Laurenson's Creek Trail is a current section of the Rat Portage Urban Trail through Kenora. In the past significant investment has been made into this trail. However, of late, it has fallen into disrepair and has become a gathering place for questionable activities. The urban trails committee would like to revive this trail in 2017-2018 by improving its footprint, improving lighting and awareness of the trail.

Norman Park Loop (2017-2019):

The Norman Park Loop will be a loop off of the Great Lake of the Woods Trail. It will be designed to take travellers off the highway and along the shoreline, through Norman Park to the Lake of the Woods Discovery Centre. There are a lot of educational opportunities for this trail with the proposed Kenora Rotary Splash Pad in Norman Park and the Discovery Forest and Model Shoreline at the Lake of the Woods Discovery Centre.

Tunnel Island (2018-2019):

The Kenora Urban Trails Committee is very interested in the development of the Tunnel Island trail system in collaboration with the Tunnel Island Common Ground Stewardship group. The historical and cultural value of this land needs to be protected and the usage of the area by local and area residents as well as visitors will be taken into consideration.

3.7.4 Bicycle Routes (2016-2019):

All new road work and road modifications will include consultation with the Kenora Urban Trails Committee, and where practical include provisions for safe cycling and bike trail development. These guiding principles and objectives are supported and mandated in the City of Kenora Official Plan 2015.

NHWU/Bergeron, K. (2015). Assessing Community Stakeholder Readiness for Policies that Support Active Community Design, Kenora. Available at www.nwhu.on.ca

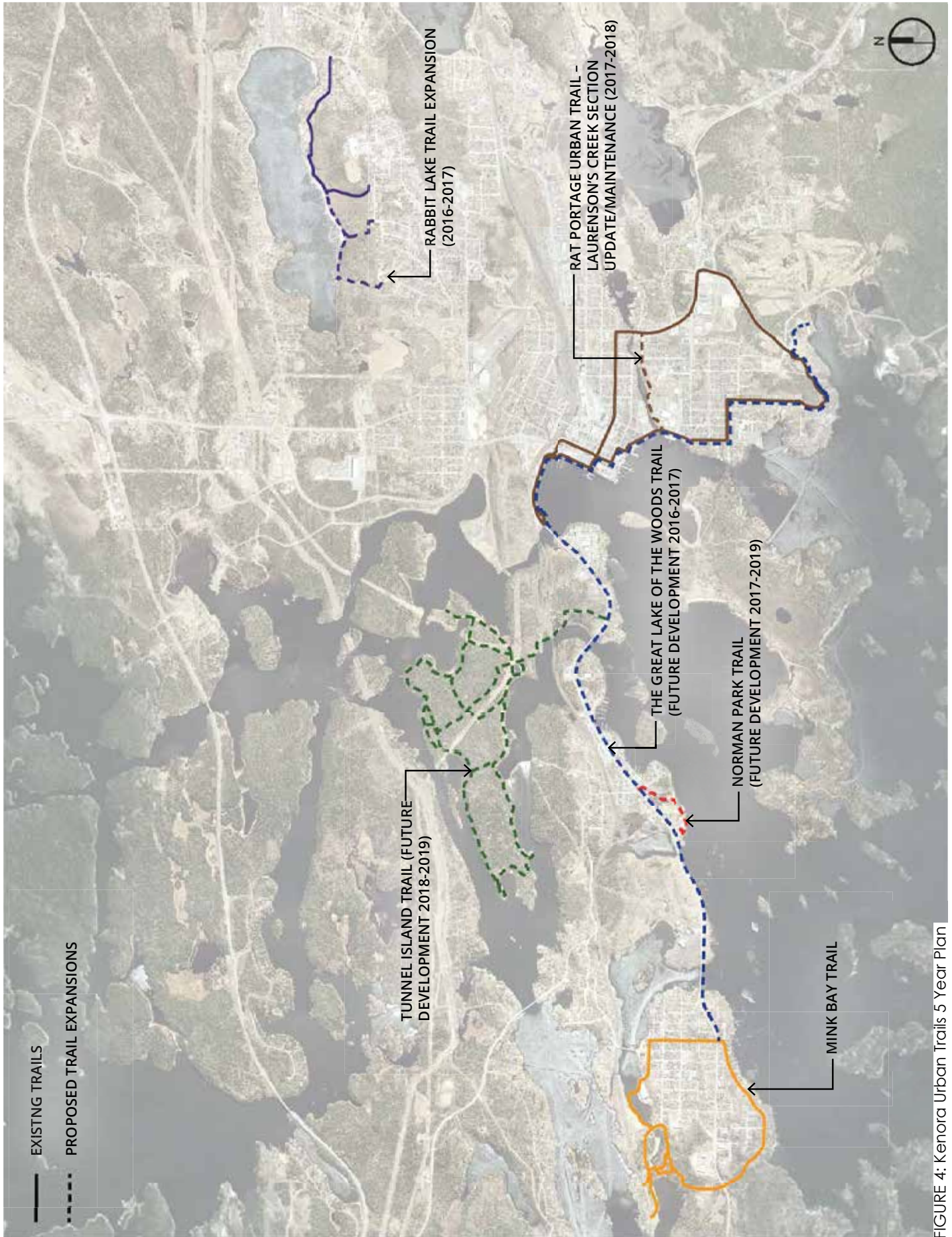


FIGURE 4: Kenora Urban Trails 5 Year Plan

COST SUMMARY

Projects of this type typically consist of four phases: concept development, design development, construction drawings, and construction management. This document presents the initial concept development phase and includes sufficient detail to provide class 'c' estimates. The remaining phases would carry the proposed changes forward to full implementation.

The class 'c' estimates for 'Beaches and Parks', and the 'Keewatin Business Area' components indicate the costs of implementation could be in the order of \$13.5 million. Only detailed facility costs are given for the 'Trails' component, but it is reasonable to attribute \$1.5 million to the suggested short-term upgrades. The combined class 'c' estimates for all components indicate that this is a project with costs in the order of \$15 million.

2016 Update

Park class 'c' cost estimates prepared as part of the 2016 update reflect 2016 construction costs. The remainder of the document retains 2010 costs.