



Trent Lakes Open Spaces Master Plan

FINAL

April 2023

Acknowledgements

We thank all community members who shared their ideas, aspirations and insights through public and stakeholder consultation.

In particular, we are appreciative of the following individuals who contributed their time, knowledge and expertise to the development of the Municipality of Trent Lakes Open Spaces Master Plan:

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1.0 Introduction

This document builds on the work of the 2021 Parks, Recreation and Culture Master Plan (PRC Master Plan). Its purpose is to guide Council and Municipal staff's provision of open spaces, including parks, facilities, water access points, and trails, for the ten-year period of 2023 to 2033 and beyond, and to facilitate opportunities to expand and enhance Trent Lake's open spaces network. It will support and enable the Municipality to implement its goal to:

“Develop and sustain a marked trails network in the Municipality of Trent Lakes to encourage healthy, active living; promote a resilient economy; and support environmental stewardship.”



1.1 Process

The process of developing this Plan included the following four phases:

Phase 1: Project Initiation, Data Gathering and Analysis

The first phase involved reviewing background documents, collecting data, researching trends, conducting a site tour through the Municipality and establishing the current context for open spaces and recreation in Trent Lakes, including inventories of outdoor facilities, parks and beaches, trails, and water access points.

Phase 2: Stakeholder Engagement

A suite of engagement activities were delivered to discuss with community members the current and future state of open spaces in Trent Lakes. Consultation included interviews with members of Council, staff and key stakeholders; two surveys; and a dedicated project page on trentlakesopenspaces.ca, as well as promotion through social media.

Needs assessments were then conducted for parks and beaches, water access points, outdoor facilities, and trails through analysis of the background research, consultation findings and emerging trends. An initial set of draft recommendations were presented for staff and community comment at an in-person open house in January 2023.

Phase 3: Draft Open Spaces Master Plan

Phase 3 focused on developing the recommendations following discussions with staff and feedback from the community using the online engagement platform at trentlakesopenspaces.ca.

Phase 4: Final Open Spaces Master Plan

The final phase involved revising the draft Master Plan's recommendations, outlining the implementation strategy including schedule and costs, and presenting the final plan to Council.





2.0 Background



Figure 2-1: Sandy Beach (Shearer Park)



2.1 Overview

The Background section outlines important contextual information and research for the development of this Plan. It sets the stage for the recommendations and implementation plan that follow. The following headings are discussed below:

- Geographic Context
- Socioeconomic Context
- Related Plans, Policies, and Studies
- Non-Municipal Groups
- Current Supply of Open Spaces



2.2 Geographic Context

Trent Lakes is a municipality of approximately 15,000 (permanent and seasonal residents) people located in Peterborough County in central Ontario (Figure 2-2). This 861 square kilometre municipality is located along the Trent-Severn Waterway, north of Peterborough. It consists of two wards, Harvey and Galway-Cavendish, which were separate townships before they amalgamated in 1998. Like many communities in central Ontario, Trent Lakes' economy is based on tourism, forestry, and aggregate extraction.

Residents and visitors are drawn to Trent Lakes for the beautiful lakes, beaches, access to the Trent-Severn Waterway, and opportunities for outdoor recreation. These qualities make the Municipality a hot spot for summer recreation and cottaging. Seasonal residents account for approximately 60% of the total population. In addition to seasonal residents, tourists visit Trent Lakes to camp at Kawartha Highlands Provincial Park or the various trailer parks, rent cottages, and stop along the Trent-Severn Waterway.



Figure 2-2: Trent Lakes Context Map



2.3 Socioeconomic Context

According to Statistics Canada, Trent Lakes had a permanent (year round) population of 6,435 people in 2021. This was an increase of 19.3% from the previous census in 2016. Additionally, Peterborough County's population saw an increase of 6.8% in the same period, growing to 147,681 people (2021). This means Trent Lakes is growing at a rate of nearly triple (2.84 times) that of the County as a whole.

Trent Lakes has a disproportionately older population, with people 65 and older comprising 32.4% of the population (2,085 people). This is higher than Peterborough County's 65 and older population, which is 25.2% of its total. Furthermore, the percentage of residents in this age group is increasing in the Municipality, growing from 30.2% of the population in 2016 to 32.4% of the population in 2021. Refer to Table 2-1 and 2-2 for a detailed breakdown of Trent Lakes age demographics.

Statistics Canada does not provide data related to seasonal residents. However, based on the Statistics Canada's permanent population numbers, there is an estimated seasonal population of approximately 8,500. Although the age distribution of this population is not known.

Table 2-1: 2021 Trent Lakes Age Group Percentage
(Source: 2021 Canada Census, Statistics Canada)

Age Group	Population	% of total
0-9	420	6.5%
10-19	420	6.5%
20-29	450	7.0%
30-39	545	8.5%
40-49	520	8.1%
50-59	1160	18.0%
60-69	1575	24.5%
70-79	985	15.3%
80+	360	5.6%
Total	6435	100%

Table 2-2: Distribution of the Population by Broad Age Groups (Source: 2021 Canada Census, Statistics Canada)

Age Group	% of total
0-14	9.8%
15-64	57.8%
65 and older	32.4%
Total	100%



2.4 Related Plans, Policies, and Studies

Overview

To inform and guide this project, a number of other relevant plans and reports have been reviewed and summarized in this section. These include:

- Recreation Maintenance Policy (Active)
- Trent-Severn Waterway Draft Management Plan (ongoing)
- Kawartha Active Transportation Master Plan (ongoing)
- County of Peterborough Official Plan (2022)
- Parks, Recreation and Culture Master Plan (2021)
- A Place To Grow, Growth Plan for the Greater Golden Horseshoe (2020)
- Municipality of Trent Lakes Facilities Master Plan (2019)
- Buckhorn Streetscape & Greenspace Master Plan (2018)
- Peterborough County Active Transportation Master Plan (2017)
- Community Improvement Plan For the Hamlet of Buckhorn (2017)
- Township of Selwyn Recreational Trails Master Plan (2014)
- Trent Lakes Comprehensive Zoning Bylaw (2014)
- Trent Lakes Official Plan (2011)

Following each summary, key considerations for this Master Plan are shared.

Recreation Maintenance Policy (Active)

The Trent Lakes Recreation Maintenance Policy is the current policy outlining guidelines, priorities and service level expectations for the Municipality's recreation sites. It is a part of the Municipality's Human Resources Policy Manual. Since the Municipality is so large, having a clear understanding of maintenance priorities is imperative for safety and resource distribution.

The policy assigns a maintenance service level (from 1 to 4) to each recreation site, depending on frequency of use and visibility. The types of maintenance include horticulture, lawn, recreation side amenity, trail, playgrounds, and boat launches. Maintenance service levels outlined in the policy include:

- Level 1: The highest level of site maintenance. In general, Level 1 sites are highly visible and frequently trafficked. Typically, these sites are visited by staff on a daily or weekly basis.
- Level 2: These sites are held to a lesser standard than Level 1 sites but are still frequently maintained. In general, these sites are either highly visible or frequently trafficked, but rarely both. These sites are typically visited weekly.
- Level 3: These sites are infrequently trafficked and/or low, therefore classified as low priority or require less maintenance. They are maintained to





Figure 2-3: Ode'Naang Park



an acceptable and safe level.

- Level 4: These sites are treated as needed but are generally unopen to the public. They are maintained so as to remain functional and safe.

Key Considerations for the Plan

The Trent Lakes Recreation Maintenance Policy helps provide context about the state of parks and open spaces in Trent Lakes. It gives a picture as to the level of maintenance provided, and shows the current maintenance team’s capabilities. The appendices provide detailed information about each municipal recreation site, including current maintenance service level and practices, as well as maintenance frequency and schedules.

The policy will help inform recommendations in the Open Spaces Master Plan pertaining to the upgrades and development of trails, parks, and beaches. The expected maintenance service level can be provided with each recommendation of this Plan. This will allow the Municipality to understand how its maintenance team will be affected, should a recommendation be implemented.

Trent-Severn Waterway Management Plan (ongoing)

As seen in Figure 2-3, Ode’Naang Park in Buckhorn overlooks the Trent-Severn Waterway. The Trent-Severn Waterway Management Plan is currently under development by Parks Canada and is to be completed in 2023. The plan outlines the vision, key strategies, objectives, and

targets related to the management of the Trent-Severn Waterway. It focuses on various aspects of the Waterway pertaining to tourism, recreation, environmental conservation, operations, and more.

Key Considerations for the Plan

The Trent Lakes Parks, Recreation, and Culture Advisory Committee (PRCAC) reviewed the draft Waterway Management Plan in April 2022. Their review indicates three priority areas most relevant to Trent Lakes: tourism, culture and heritage, and integrated water management.

In addition to the Trent-Severn Waterway (TSW) canal that traverses the southern border of Trent Lakes, many of the northern lakes (including Crystal Lake, and the Mississagua chain of lakes) act as reservoir lakes and are also considered a part of the TSW. The TSW is most prominently connected to the Municipality at Ode’Naang Park in Buckhorn, where Lock 31 is located. This provides opportunities for tourism, culture and heritage information, and programming, especially since the TSW is a national historic site of Canada. Additionally, three channels in Trent Lakes feed into the TSW: Nogie’s Creek, the Mississagua River, and Miskwaa Ziibi River.

City of Kawartha Lakes Active Transportation Master Plan (ongoing)

The City of Kawartha Lakes Active Transportation Master Plan is currently in the public consultation phase. The plan will address how to best provide



alternative transportation (non-motorized) to the residents, visitors, and workers of Kawartha Lakes.

Key Considerations for the Plan

As groups such as Citizens for Alternative Transportation in Trent Lakes are working to develop active transportation in Trent Lakes, it is important to look to other nearby municipalities to understand their process. As the City of Kawartha Lakes Active Transportation Master Plan gets developed, the Open Spaces Master Plan will aim to coordinate recommendations wherever possible to create an integrated active transportation network.

County of Peterborough Official Plan (2022)

The Peterborough County Official Plan was approved by Council in July 2022 and is still to be approved by Ministry of Municipal Affairs and Housing. It is an update to the 1994 Official Plan, providing direction for growth and development to the year 2051.

The plan establishes a vision where planning and stewardship protect and enhance the region. It provides context for planning in the County without interfering with municipal planning matters.

The plan broadly outlines goals, objectives and policies to manage and direct land use and monitor changes to cultural, social, economic, and environmental factors within the regional community. It features significant information and guidelines related to many aspects of Trent Lakes.

Key Considerations for the Plan

Trent Lakes is located in the northwest of Peterborough County. The Townships of Selwyn and North Kawartha are located to the south and east of Trent Lakes respectively and are within the same County. Any improvements west and north (such as trail networks) will involve coordination with other jurisdictions. Highlights from the Official Plan related to open spaces include:

- Establishes the specific uses and policy for the creation of trails and parks in various zoning and land use designations
- Rural settlements with partial services (municipal water) include Kinmount, Catchacoma, Buckhorn, Lakehurst, Burleigh Falls, and Bobcaygeon - once upgraded to full municipal water they become reclassified as settlement areas
- Some lakes are identified as highly sensitive trout lakes, or are highlighted for environmental heritage studies and lake management plans
- General policy direction in the development of new community spaces, the expansion of existing facilities, and the assessment and identification of potential sites for the new facilities
- Multi-use trails are the preferred trail type for greenfield sites, though due to the rural nature of the County, active transportation routes will be primarily paved shoulders
- Municipalities are encouraged to develop their own Active Transportation Master Plans to further



guide the development of trails, parks and recreational facilities

- Restoration, maintenance, improvement, and protection of natural habitat, parks, open space, recreational and heritage facilities and amenities is encouraged
- Developments encouraged to incorporate connections to existing or planned trails, open spaces, and parks
- Establish a long-term land use plan and development policies for Tecasy Ranch

The Official Plan also includes maps for land use, the environment, and transportation. This mapping has been reviewed and incorporated, where relevant, within the Open Spaces Master Plan.

Parks, Recreation and Culture Master Plan (2021)

In April 2021, the Parks, Recreation and Culture Advisory Committee, in cooperation with Trent Lakes Staff and the community, created the Parks Recreation and Culture Master Plan (PRCMP). It was created to support both municipal and local social, recreation and cultural needs. The PRCMP outlines guiding principles and key objectives to lead and support the following vision:

“Connected and accessible recreational, cultural and parkland experiences in sustainable natural environments that enable healthy active living for all.”

The PRCMP summarizes its extensive consultation process, including a survey which received over 500 responses. The plan then breaks down the

recommendations into three categories: Policy; Open Spaces and Facilities, Programming and Services.

Key Considerations for the Plan

One of the main takeaways from the consultation process in the PRCMP is that the people of Trent Lakes want more trails in a connected network. Other key recommendations from the PRCMP related to this Plan include:

- Partnership policies to support the development of open spaces
- Review of volunteer policy
- Improve communication to the public regarding recreational and cultural spaces, trails, events, and programs
- Establish standards and implementation plan for municipal boat launches
- Develop a Trails Strategic Plan, Parks Strategic Plan, and Heritage Plan
- Continue to collaborate with community centres and halls

It is from these recommendations that the need for an additional plan focused on open spaces originated. Open spaces include parks, beaches, trails, boat launches, and municipally-owned parcels.

A Place To Grow, Growth Plan for the Greater Golden Horseshoe (2020)

In August 2020, the Government of Ontario published a Growth Plan for the Greater Golden Horseshoe area titled “A Place to Grow.” This comprehensive plan outlines where growth should occur, how to support growth, and how to



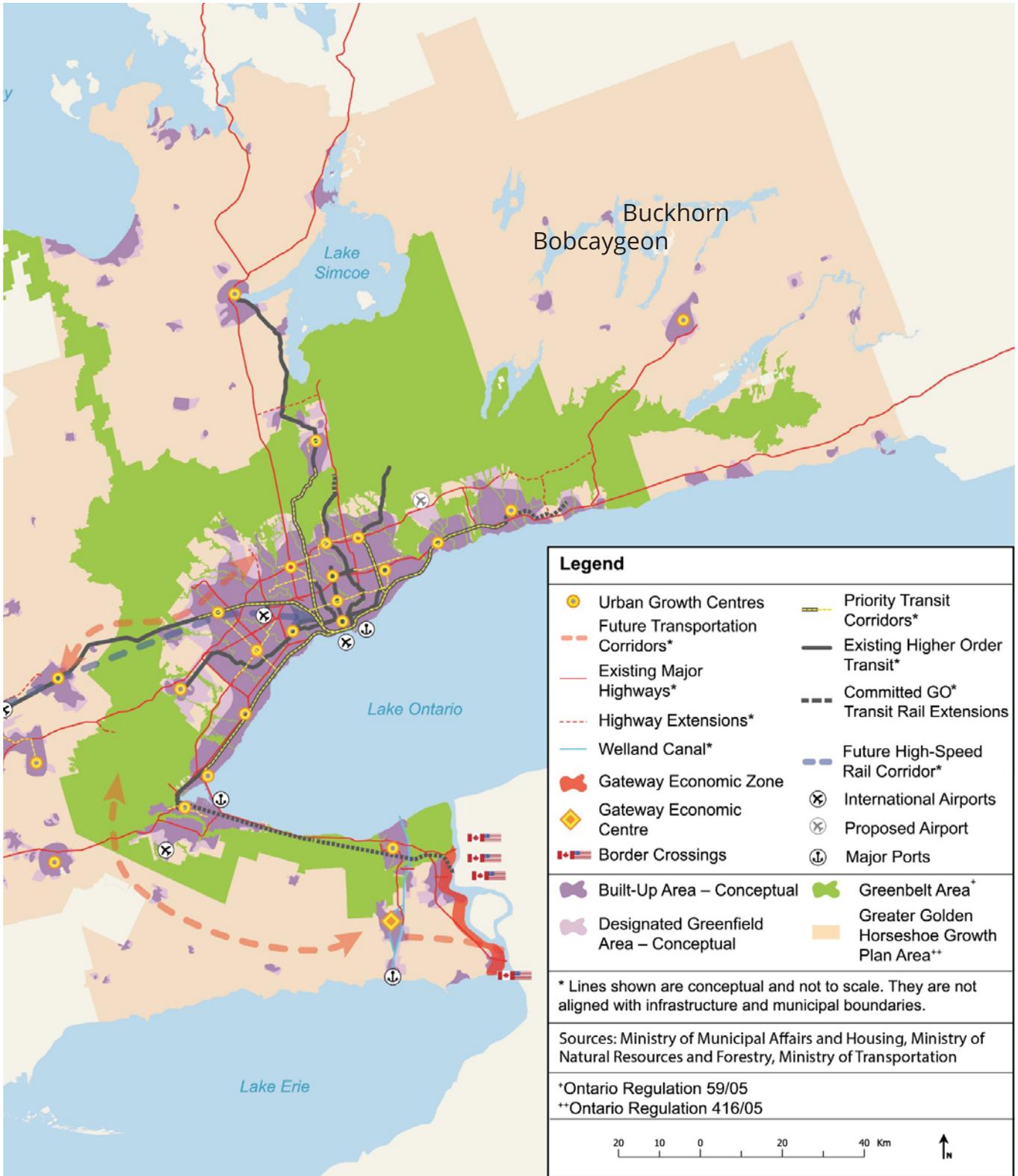


Figure 2-4: "Schedule 2 - A Place to Grow Concept" from the Growth Plan for the Greater Golden Horseshoe (2020)



protect natural resources. It includes 21 counties, cities, and regions, along with the Greenbelt Area. Overarching issues affecting this area include demand for infrastructure, traffic congestion, air quality, employment, public health and wellness, aging populations, supply of agricultural lands, and climate change.

Key Considerations for the Plan

Peterborough County is located in the northeast corner of the Greater Golden Horseshoe Growth Plan Area, and considered the 'outer ring.' Peterborough County is identified as a built-up area, which is subject to growth targets that encourage development. In Trent Lakes, this growth would most likely occur in Buckhorn and Bobcaygeon (Figure 1-4).

Several recommendations from the Growth Plan include information related to the Open Spaces Master Plan, mostly pertaining to active transportation, safety, trails, and open space. Key considerations include:

- Encourage an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities
- Develop a range of transportation options, including safe, comfortable and convenient use of active transportation while encouraging improved connections
- Encourage municipalities to develop a system of publicly-accessible parkland, open space, and trails
- Encourage municipalities to establish an open space system within settlement areas

Municipality of Trent Lakes Facilities Master Plan (2019)

Completed in October 2019 by Cornerstone Planning Group, this report was developed to create a 20-year plan for facilities in Trent Lakes. Its scope includes the Municipal office, fire stations, community halls, public works depots, waste transfer stations and other municipally owned buildings. By examining current and future needs, recommendations were developed for the relocation, expansion and amalgamation of the Municipality's facilities. Many facilities in Trent Lakes require updates to meet standards of practice, renew aged resources, provide efficient services, and support Municipal staff.

Key Considerations for the Plan

There is considerable overlap between the Facilities Master Plan (FMP) and the Open Spaces Master Plan. Most facilities are located on lands within the scope of the Open Spaces Master Plan, and many could act as nodes in a large trail network. There is already demand for new trails and a connected trail network, which will likely increase as they become more popular and well-used. Facilities are fundamental to supporting staff and housing the equipment needed to maintain open spaces such as trails.

The Open Spaces Master Plan will coordinate with the recommendations from the FMP wherever possible. The FMP recommendations can be summarized into the following categories:



- Where investment in infrastructure should be divested, relocated, and added
- Additional equipment and necessities required by Municipal Staff (storage sheds, garages, depots)
- Renewal of play equipment

Buckhorn Streetscape & Greenspace Master Plan (2018)

The Buckhorn Streetscape & Greenspace Master Plan (BSGMP) was completed in May 2018 by Skelton Brumwell & Associates Inc. It analyzes public lands within the newly created Buckhorn Community Improvement Plan (CIP) area and aims to develop an engaging and healthy Buckhorn. The plan provides three guiding principles including promoting health through design, building a foundation, and engaging residents and visitors.

Key Considerations for the Plan

Buckhorn is a major hub for recreation in Trent Lakes. The BSGMP provides information on the direction of change in Buckhorn and community desires. This Open Spaces Master Plan will coordinate with the BSGMP wherever possible and aim to build on its ideas in the immediate Buckhorn area and Trent Lakes more broadly. Key ideas from the BSGMP include:

- Promote connectivity through a comprehensive network of trails, walkways, sidewalks, and roads
- Ensure frequent, visible, and safe points of access to the trail network,

and integrate Buckhorn with regional networks

- Position Buckhorn in regional networks for both land and water travel: a gateway to Trent Lakes
- Establish active transportation infrastructure

Peterborough County Active Transportation Master Plan (2017)

The Peterborough County Active Transportation Master Plan (ATMP) was created as a guideline for active transportation in the County of Peterborough. Its recommendations and guidelines are designed to be utilized by both the County and the municipalities within. In addition to significant information on active transportation and best practices, the plan provides maps detailing the planned routes for active transportation throughout the County.

Key Considerations for the Plan

The ATMP has many considerations important to the Open Spaces Master Plan. Due to Trent Lakes' rural nature, many active transportation routes will utilize paved shoulders. Several roads in Trent Lakes are owned by the County, resulting in the need for coordination. The ATMP identifies three proposed active transportation routes in the Municipality (Figure 2-5):

- County Road 36 between Bobcaygeon and Burleigh Falls, through Buckhorn
- County Road 37 (Lakehurst Road) between Gannon's Narrows and Buckhorn
- County Road 503, east of Kinmount



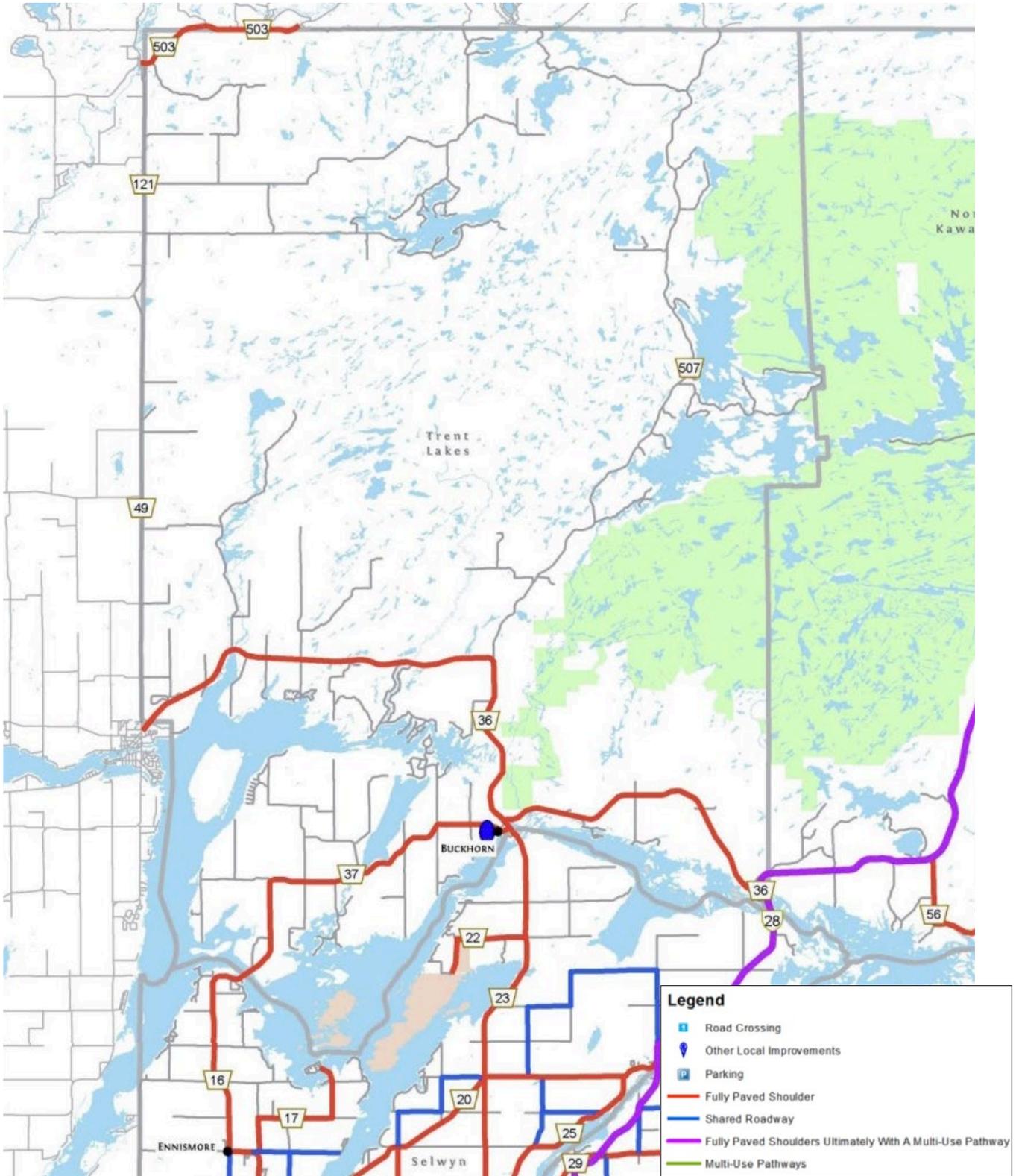


Figure 2-5: Planned Active Transportation Routes from the Peterborough County Active Transportation Master Plan



The ATMP also identifies a regional connection near Trent Lakes, a trail connecting Toronto to Algonquin Park via the Trans Canada Trail and the Victoria Rail Trail. Additionally, the following best practices were identified in the ATMP:

- Promote active transportation (specifically cycling) as a source of tourism throughout Peterborough County and develop a conceptual cycling network
- Adopt a “Complete Streets”¹ approach focused on the safety of all road users
- On and off-road routes should be safe, accessible and connect to places people want to go
- Outline policies and best practices to be used by all levels of governments

Community Improvement Plan For the Hamlet of Buckhorn (2017)

Developed as a joint community improvement project between the Municipality of Trent Lakes and the Township of Selywn, the Buckhorn Community Improvement Plan (BCIP) was completed in February 2017. The Community Improvement Policies were adopted into the Peterborough County Official Plan in 2012, allowing the Municipality of Trent Lakes to implement incentive programs and other actions.

The purpose of the BCIP is to coordinate investment, establish community objectives and financial priorities, and provide opportunities for grants, loans,

and incentives. The plan also coordinates the activities of the County, Parks Canada, the Township of Selwyn and the Municipality of Trent Lakes towards improving lands and infrastructure in Buckhorn.

Key Considerations for the Plan

As mentioned above, Buckhorn is a hub for recreation in Trent Lakes. The Open Spaces Master Plan will coordinate with the BCIP when creating recommendations for the Buckhorn area and beyond. Highlights from the BCIP include:

- A Landscape Improvement Grant that grants 50% of eligible landscape costs to local businesses in Buckhorn who improve their landscaping
- An Improved Signage Grant, which grants 50% of the cost to replace signs on existing local business
- Accessible walkways and trails for people with disabilities, given the aging community
- The coordination of wayfinding signage between The Municipality of Trent Lakes, Township of Selwyn, and County of Peterborough

The BCIP also recommends the following trails in Buckhorn:

- Buckhorn Tourist Centre to Williams Street
- Williams Street to Fulton Lane
- A connection to the Buckhorn Community Centre along Lakehurst Road or through the Adam and Eve Rocks property

¹ Complete Streets are multi-modal streets for everyone, designed and operated to provide safe access for all road users, including pedestrians, cyclists and motorists of all ages and abilities



Township of Selwyn Recreational Trails Master Plan (2014)

The Township of Selwyn Recreational Trails Master Plan was developed in 2014. The plan oversees all aspects of trails within Selwyn, and provides design guidelines and a strategy for implementation. It describes a method of determining recommendations through identifying key issues, connecting destinations, establishing an interconnected network, leveraging partnerships, and strategically building a complete trails system.

Key Considerations for the Plan

Since Selwyn is an adjacent municipality to Trent Lakes it is important to coordinate when developing and planning for trails. Understanding what is happening adjacent can help inform the design and coordination of an interconnected trail network. The Peterborough County Active Transportation Master Plan proposes trail links between the two townships, which are also included in the Selwyn Recreational Trails Plan.

Key considerations for the Selwyn Recreational Trails Master Plan include:

- Establish principles which include key issues, safety, visibility, linkages, multiple user types, convenience, and accessibility
- Outline trail design guidelines for pedestrians and cyclists that emphasize the need for safety, especially for on-road cycling routes

- Outline trail typologies, and establishes standards for them, such as sidewalk corridors, off-road multi-use trails, off-road community trails, paved shoulders, and on-road signed bike routes
- Provide maintenance recommendations

Trent Lakes Comprehensive Zoning By-law (2014)

The Trent Lakes Comprehensive Zoning By-law was developed in July 2014 to detail zoning and land use throughout the Municipality. There are several zone classifications described in the document including rural, residential, commercial, industrial, community/open space, and environmental. There is also a detailed list of terms and definitions and detailed information regarding planning in Trent Lakes. The By-law gives insight into the zoning of each parcel in the Municipality in relation to its buildings, use, density, etc.

Key Considerations for the Plan

For the purposes of this Open Space Master Plan, the zoning by-law will be used to understand the viability of site specific recommendations. It will serve as a reference as this Plan begins to examine site specific locations and create recommendations. It also helps in the analysis of possible locations for new parks and trail routes.



Trent Lakes Official Plan (2011)

Originally titled the Official Plan of the Township of Galway-Cavendish and Harvey, this plan was later amended in 2013 to use the new name of Trent Lakes. The County of Peterborough and Municipality of Trent Lakes are working together on a new Official Plan, which was approved by County Council in 2022. While the Trent Lakes Official Plan (TLOP) will be superseded by this new County Official Plan, the TLOP is still relevant in understanding the Municipality's past framework for growth.

Key Considerations for the Plan

The TLOP extensively outlines land use policies related to topics such as protecting the environment, roads and paths, lakes and water management, and crown land - all of which are relevant to this Open Spaces Master Plan. Some specific considerations from the TLOP include:

- An outline of which land use designations allow for parks and open spaces
- Buildings and structures incidental and accessory to parks and open space must be designed to integrate with the natural landscape
- Adequate parking spaces shall be provided and access points to parking areas shall be located so that no traffic hazard will be created
- Development of new land-oriented recreational facilities will be compatible with surrounding land uses
- The Ministry of Natural Resources is responsible for the administration of Crown Lands

- The procedures and policies regarding road reclassification and improvements (such as widening, reconstruction, etc.)
- Parks and open space include all uses that are recreational in nature, including parks, playgrounds, beaches, nature trails, and similar uses available to the public



2.5 Non-Municipal Groups

Trent Lakes has several non-municipal groups within its jurisdiction or within neighbouring jurisdictions that are of particular interest for the development of the Open Spaces Master Plan. They include:

- Kawartha Land Trust
- Ontario Parks
- Buckhorn Groups
- Private Community Centres
- Motorized Transportation Clubs
- Private Organizations

Kawartha Land Trust

The Kawartha Land Trust is a land conservation charity located in the Kawarthas. The trust has 28 properties and protects over 4,800 acres of ecologically diverse land. The Kawartha Land Trust has two properties located in the Municipality of Trent Lakes: John Earle Chase Memorial Park and Big (Boyd/Chiminis) Island.

John Earle Chase Memorial Park

This 400-acre site was donated by the Chase family who had previously farmed the land through multiple generations. The property was donated to Parks Canada in 2018 and has undergone significant development in a wide variety of trails. A stewardship fund has also been established. The Park is owned by the Federal Government, but is managed by the Kawartha Land Trust. John Earle Chase Memorial Park is pictured in Figure 2-8.

Big (Boyd/Chiminis) Island

Located within Pigeon Lake, this large undeveloped island is an area of natural and scientific interest. The island has significant cultural value to the Curve Lake First Nation and many others in the area. Currently the island is only accessible by boat. Permitted activities on the island include hiking, fishing, swimming, picnicking, research and educational programs. This property is owned by the Kawartha Land Trust.

Ontario Parks

Ontario Parks operates two provincial parks in Trent Lakes, including the Kawartha Highlands Signature Park and Wolfe Island Provincial Park.

Kawartha Highlands Signature Park

Kawartha Highlands Signature Park is located in the municipalities of Trent Lakes and North Kawartha. The park is a backcountry camping (121 sites) and day use only park. There is no car camping and the park provides minimal amenities. It has eight access points, including four in Trent Lakes: the Mississagua River Take Out, Mississagua River Access, Cold Lake Access, and Bottle Lake Access. There are six recommended canoe routes to explore the park and backcountry.

Wolf Island Provincial Park

Wolf Island Provincial Park is a non-operational park located in Trent Lakes between Buckhorn and Burleigh Falls along Lower Buckhorn Lake and Lovesick Lakes. As a non-operational Provincial





Figure 2-6: Cavendish Community Centre



Figure 2-7: Lakehurst Community Centre



Park, there are no facilities or amenities present. Some activities the park is used for include, canoeing, fishing, back country camping (on existing crown land sites), boating and swimming.

Buckhorn Groups

Three groups operate in the Buckhorn area: the Buckhorn District Tourism Association, Buckhorn Public School, and Buckhorn Trails Association (now disbanded).

Buckhorn District Tourism Association (BDTA)

The Buckhorn District Tourism Association is a not-for-profit organization that promotes businesses and tourism in the Buckhorn area. It promotes business and tourism online through its website and in person at the Buckhorn Welcome Centre.

Buckhorn Public School

Buckhorn Public School is the only school located in the Municipality of Trent Lakes. It is a part of the Kawartha Pine Ridge District School Board. The school is located in Buckhorn across the street from the Buckhorn Community Centre. The school has the following recreation amenities: a shade structure with picnic tables, a large parking lot, basketball nets, and open green space.

Buckhorn Trails Association

The Buckhorn Trails Association (now disbanded) was created to explore opportunities to develop trails in the Buckhorn area. Comprised of volunteer members, the Association's first and largest success was the creation of the Mississauga River Trail in partnership with Kawartha Highlands Provincial

Park. Additionally the Buckhorn Trails Association created trails and trail heads in the Chase Property.

Private Community Centres

Within Trent Lakes there are two private community centres in operation, they include the Buckhorn Community Centre and Oak Shores Community Centre. These community centres are home to various amenities including, but not limited to, ice pads, baseball diamonds, trails, libraries, gathering spaces, and events.

Buckhorn Community Centre

The Buckhorn Community Centre is a representative legacy community organization, over 45 years old, the largest in the area, that plays an important role, not just as a potential Trail Head and active Open Space but as a true Community Hub gathering space for any issues that affect its constituents, its members and users. It facilitates collaboration with other groups which would network and connect during the consultation process with many participants having multiple roles across groups and organizations

Oak Shores Community Centre

Oak Shores Community Centre is a privately owned community centre located on the north shore of Little Bald Lake on Northern Avenue. It is operated by the Oak Shores Community Association, which has been at this location since the 1960s. The Association continues to grow today and often raises funds through events and community participation.





Figure 2-8: John Earle Chase Memorial Park



Motorized Transportation Clubs

There are three main clubs for motorized transportation in Trent Lakes, including the Buckhorn District Snowmobile Club, Twin Mountain Snowmobile Club, and Kawartha ATV Association.

Buckhorn District Snowmobile Club

One of seven members of the Ontario Federation of Snowmobile Clubs (OFSC) District 2, the Buckhorn District Snowmobile Club is based in Buckhorn. Its collection of staff and volunteers groom 165 km of trails in the area. The majority of trails are located within Trent Lakes and also connect to the Twin Mountains Snowmobile Club trails to the west, and the Paudash Trail Blazers and Stoney Lake Snoriders trails in the east.

Twin Mountain Snowmobile Club

Another member of the OFSC District 2, the Twin Mountain Snowmobile Club is based outside of Bobcaygeon in Harvey. Its collection of staff and volunteers groom 140 km of trails, which connect to the Kawartha Lakes Snowmobile Club trails to the west, Buckhorn District Snowmobile Club trails to the east, and Haliburton County Snowmobile Association trails to the north.

Kawartha ATV Association

The Kawartha ATV Association is a community-based group that advocates and educates for the use of ATV trails in a safe and responsible manner. They work with and encourage partnerships

with other community-based recreation groups and trail-related organizations.

Private Organizations

There are five private organizations working within Trent Lakes' open spaces, they include Citizens for Alternative Transportation in Trent Lakes, the Kinmount Agricultural Society, Catchacoma Forest Stewardship Committee Eastern Ontario Trails Alliance, Eastern Ontario Trails Alliance, and Tecasy Ranch.

Citizens for Alternative Transportation in Trent Lakes (CATTL)

Citizens for Alternative Transportation in Trent Lakes (CATTL) is a special interest group that strives to see and facilitate better active transportation options in the Municipality. They are open to any form of non-gas dependent transportation including but not limited to walking, cycling, e-bikes, electric vehicles, rideShare, and bus links. CATTL has an active Facebook group where they post updates and events.

CATTL has secured funding for bike racks at several locations in Trent Lakes. The racks will be installed at all locations listed below by the end of 2022, except for Mississagua River Take Out. Locations receiving bike racks include:

- Buckhorn Library
- Buckhorn Tourist Centre
- Cavendish Community Centre
- Galway Community Centre
- Lakehurst Community Centre



- Sandy Beach (Shearer Park)
- Buckhorn Community Centre
- John Earle Chase Memorial Park
- Mississauga River Take Out

Bike repair stations are being implemented in the following locations:

- Buckhorn Community Centre
- Cavendish Community Centre

Additionally, the Municipality has installed cycle infrastructure at Ode’Naang Park, including two bike racks and a bike repair station.

Kinmount Agricultural Society

The Kinmount Agricultural Society operates an annual fair on its fair grounds located in Kinmount in the northwest corner of Trent Lakes. Outside of the fair, the site provides large areas of open space and paths.

Catchacoma Forest Stewardship Committee

The Catchacoma Forest Stewardship Committee is associated with the Wilderness Committee. The Wilderness Committee is a federal charity founded in 1980 that operates across Canada to preserve wilderness, protect wildlife, defend parks, safeguard public resources, and fight for healthy climate. The group has conducted organized nature hike events in Trent Lakes through the Catchacoma old growth forest.

Eastern Ontario Trails Alliance

The Eastern Ontario Trails Alliance is a network of trails spanning from the Bay of Quinte north to Algonquin Provincial Park. The trails of this network support hiking, cycling, horseback riding, ATVing, and snowmobiling. One of the major goals of the Alliance is “preservation and enhancement of our natural heritage, and management and development of Corridors for Tourism”². In its current state the Eastern Ontario Trails Alliance has trails in several municipalities located very close or adjacent to Trent Lakes including: North Kawartha, Havelock Belmont Methuen, Highlands East, and Trent Hills.

Tecasy Ranch

Tecasy Ranch is a 550-acre privately-owned outdoor recreational trail facility with related accommodation facilities and other accessory uses regulated through zone provisions and site plan control. The property has a 30-km network of single and double track mountain biking trails along with separate designated hiking trails; however these trails are not open to the public.

2 <https://www.thetrail.ca/about/>



2.6 Current Supply of Open Spaces

This Plan focuses on open spaces in Trent Lakes, which refers to parks, beaches, trails, boat launches, and municipally-owned properties. The trails aspect of the Plan covers off-road non-motorized trail uses as well as on-road active transportation. This section provides an overview of the existing supply of open space in Trent Lakes.

Parks and Beaches

Trent Lakes has seven municipally-owned parks and beaches: Dettman’s Park, White’s Beach, Cavendish Community Centre Park, Crowe’s Line Beach,

Ode’Naang Park, Adam and Eve Rocks and Sandy Beach. These sites range in size and use from passive parks with trails and open green space, to beaches, to community parks with multiple facilities. Table 2-3 describes the existing supply of parks and beaches in Trent Lakes, and Figure 2-9 maps them within the context of recreation in the community. These sites have been inventoried and evaluated to identify potential new opportunities and enhancements. They will also be taken into consideration when creating recommendations for the trails network.

Table 2-3: Current Supply of Parks and Beaches

#	Name	Location	Size (ha)	Description
p1	Dettman’s Park	Galway	8.47	<ul style="list-style-type: none"> • Within walking distance of Galway Community Centre • Large open field, parking lot, trails • Highly underutilized park • Parking lot improvements and trails are relatively new • Lack of signage • This site is likely unknown to residents
p2	White’s Beach	Galway	0.3	<ul style="list-style-type: none"> • Secluded beach on Crystal Lake • Local clubs and committees host events at this site • Site was recently developed to provide more room for guests and to accommodate more sitting areas



Table 2-3: Current Supply of Parks and Beaches (continued)

#	Name	Location	Size (ha)	Description
p3	Cavendish Community Centre Park	Cavendish	3.9	<ul style="list-style-type: none"> • Located on County Road 507, a considerable distance from other parks and facilities • Shares a plot of land with a library branch, fire hall, OPP satellite office, and a roads storage depot • There is also a sports pad/skating rink, softball/sol-pitch diamond, pavilion, and playground
p4	Crowe's Line	Harvey	0.08	<ul style="list-style-type: none"> • Secluded parkette with a small beach area • Located close to the Trent Lakes Municipal Office • Popular spot for picnics
p5	Ode'Naang Park	Harvey	0.8	<ul style="list-style-type: none"> • Popular spot for both seasonal and permanent residents, along with tourists • Located on the Trent Severn Waterway • Large portion of the property developed to accommodate more parkland • A number of events occur here each year • Close to a number of restaurants and stores, as well as the library, health centre, and tourist centre • Includes two bike racks and a bike repair station • Includes two Canoe/Kayak racks for public use • Improvements currently in development include a playground, viewing platform, and pavilion
p6	Adam and Eve Rocks	Harvey	0.6	<ul style="list-style-type: none"> • Property is adjacent to the Buckhorn Community Centre • Two large glaciated rocks • Lower parking area with steps up to the rocks
p7	Sandy Beach	Harvey	2.8	<ul style="list-style-type: none"> • A popular spot for swimming, picnicking, walking, and sunbathing • Large upper parking lot with pathway leading to the beach and picnic tables along the way • Lower accessible parking lot closer to the beach • Improvements currently in development include a playground and additional gardens



- Provincial Park
- Crown Land
- First Nations Reserve
- Non-Municipal Parks
- Municipally Owned Properties
- Existing Park/Beach
- Existing Facility

Parks and Beaches

- p1 Dettman's Park
- p2 White's Beach
- p3 Cavendish Community Centre Park
- p4 Crowes Line
- p5 Ode'Naang Park
- p6 Adam and Eve Rocks
- p7 Sandy Lake Beach

Facilities

- f1 Galway Community Centre
- f2 Cavendish Community Centre
- f3 Buckhorn Library
- f4 Buckhorn Tourist Centre
- f5 Buckhorn Community Centre
- f6 Buckhorn Sports Pad
- f7 Lakehurst Community Centre
- f8 Oak Shores Community Centre

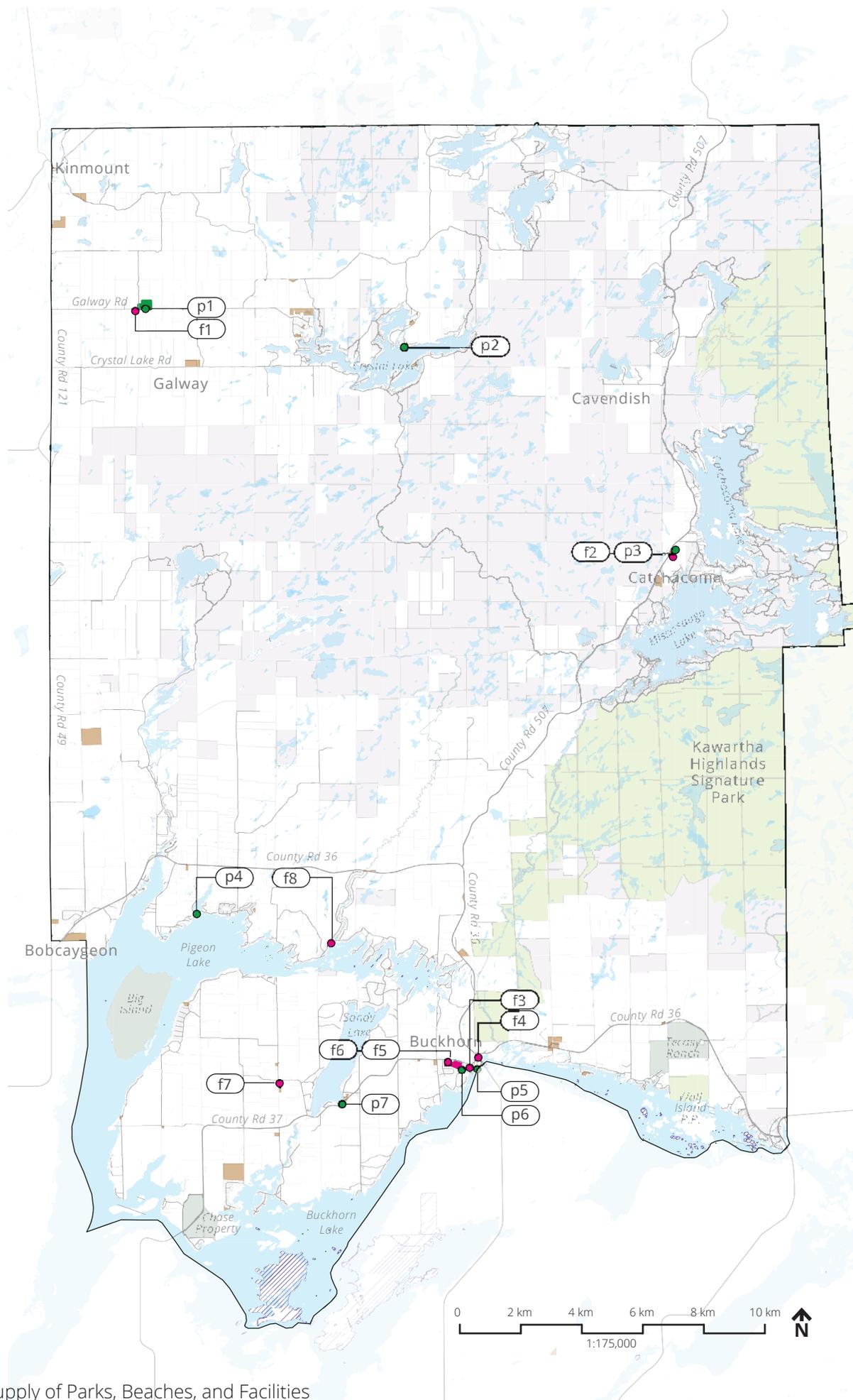


Figure 2-9: Existing Supply of Parks, Beaches, and Facilities

Facilities

There are six Municipally owned facilities located throughout Trent Lakes: the Galway Community Centre, Cavendish Community Centre, Buckhorn Library, Buckhorn Tourist Centre, Buckhorn Outdoor Sports Pad, and Lakehurst Community Centre. The Buckhorn Community Centre (Figure 2-10) shares property with Buckhorn Sports Pad and is not municipally-owned. The Oak Shores Community Centre is also a privately owned and operated facility in Trent Lakes. The facilities range in amenities provided but typically include some type

of meeting space for the community and are occasionally accompanied by some green space. Figure 2-9 shows the existing facilities located across Trent Lakes. They are also described in Table 2-4. These facilities were considered when creating recommendations for the trails network.



Figure 2-10: Buckhorn Community Centre Trail Entrance



Table 2-4: Current Supply of Facilities

#	Name	Location	Description
f1	Galway Community Centre	Galway	<ul style="list-style-type: none"> • Within walking distance to Dettman’s Park • Popular spot for locals to engage in various clubs and events • Shares the property with a fire hall and a roads depot • Recent improvements include a new HVAC system and new siding • Plans to completely renovate the kitchen in 2023
f2	Cavendish Community Centre	Cavendish	<ul style="list-style-type: none"> • Located on County Road 507, a considerable distance from other parks and facilities • Shares land with a fire hall, OPP community policing office, and a roads storage depot • Adjacent park has a sports pad/skating rink, baseball diamond, pavilion, and playground • Within the community centre there is a library branch
f3	Buckhorn Library	Buckhorn	<ul style="list-style-type: none"> • Located near Ode’Naang Park • Within the building is a second-hand charity shop and an OPP satellite office
f4	Buckhorn Tourist Centre	Buckhorn	<ul style="list-style-type: none"> • Shares a plot of land with the Buckhorn LCBO from whom the property is leased • Great source of information for visitors and locals
f5	Buckhorn Community Centre	Buckhorn	<ul style="list-style-type: none"> • Shares property with Buckhorn Sports Pad • Within walking distance of Central Buckhorn • Not Municipally-owned
f6	Buckhorn Sports Pad	Buckhorn	<ul style="list-style-type: none"> • Covered rink/pad that is open to the public • Flooded to make ice in the winter and is used for various sports throughout the warmer months • Within walking distance of Central Buckhorn
f7	Lakehurst Community Centre	Harvey	<ul style="list-style-type: none"> • Situated between Buckhorn and Gannon Narrows • Popular spot for locals to gather for events and clubs
f8	Oak Shores Community Centre	Harvey	<ul style="list-style-type: none"> • Owned and operated by by the Oak Shores Estates Community Association • Not Municipally-owned



Trails

Currently, the Municipality of Trent Lakes does not own or operate any trails except for the new trails in Dettman's Park. Several other groups such as the Kawartha Land Trust, Ontario Parks and private organizations operate trails in Trent Lakes. There are also organizations operating trails for snowmobiling and ATVing in and around the Trent Lakes area. Figure 2-12 shows the existing supply of trails in Trent Lakes. They are also described in Table 2-5.

There are several unofficial and unconfirmed trails in the Municipality. While these trails can often be found online, they may not always be in good condition or properly labeled, and ownership is often unknown. They include:

- Heron's Way Path
- Loom Lake Loop
- Catchacoma Narrows Trail
- Tower Hill Trail*
- Porcupine Trail*
- Cloudy Lake Trail*
- Hansa and Cloudy Lake Trail*
- Bald Lake Trail
- Mystic Point Trail

Figure 2-13 shows other regional trails located outside of Trent Lakes.

* Denotes trails located in Kawartha Highlands Signature Park

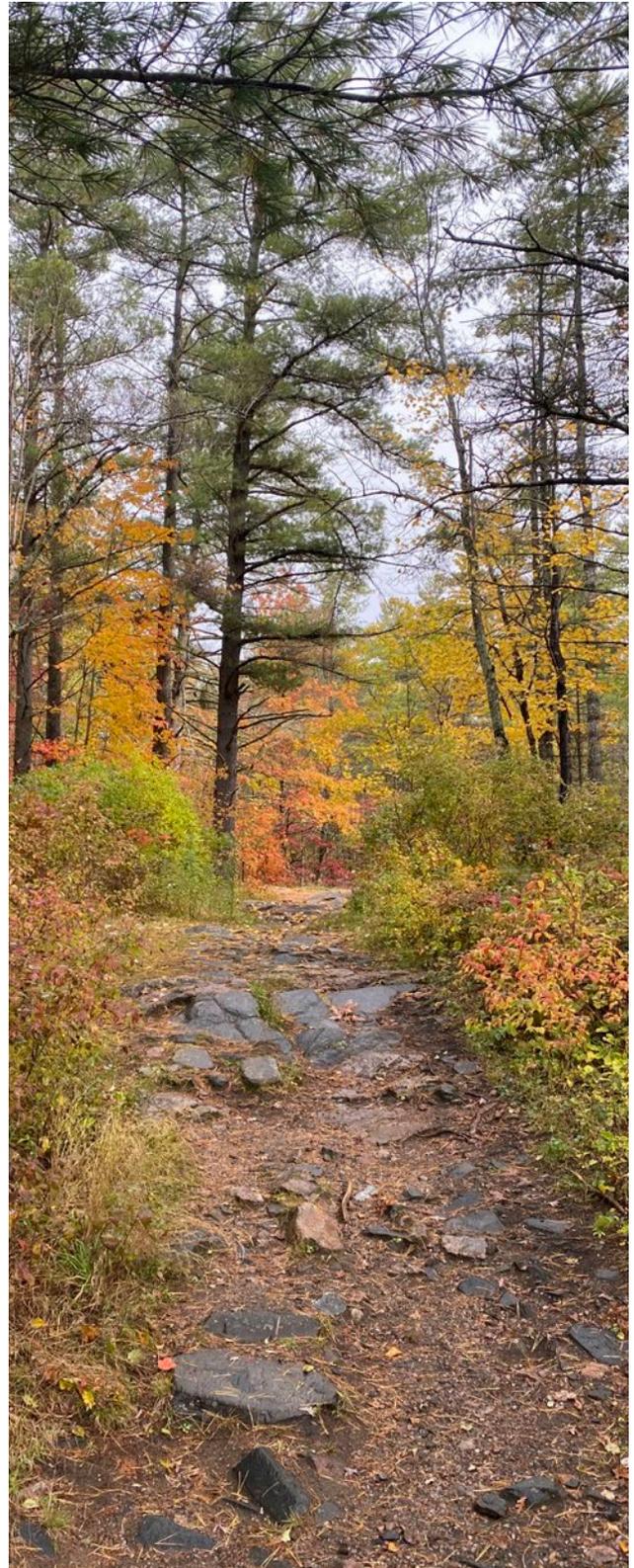


Figure 2-11: Mississauga River Trail



Table 2-5: Current Supply of Trails

#	Name	Location	Length (km)	Description
t1	Dettman's Park	Galway	TBD	<ul style="list-style-type: none"> • Only municipally-owned trails in Trent Lakes • Newly built trails
t2	Bobcaygeon Wilderness Park*	Kawartha Lakes	3.7	<ul style="list-style-type: none"> • Easy terrain • Used for hiking and walking • Owned and operated by Kawartha Lakes
t3	Big (Boyd/Chimins) Island Trails	Harvey	8.4	<ul style="list-style-type: none"> • Boat access only • Multiple picnic spots • Two docks/trail heads • Owned and operated by Kawartha Land Trust (open to public)
t4	Mississagua River Trail	Harvey	1.6	<ul style="list-style-type: none"> • Easy terrain, year-round trail • Used for hiking, snowshoeing, and walking • Located in Kawartha Highlands Provincial Park • Operated by Ontario Parks
t5	Buckhorn Community Centre Trails	Harvey	TBD	<ul style="list-style-type: none"> • Maintained by Buckhorn Community Centre • Easy-Moderate difficulty trail connecting the Buckhorn Community Centre to its overflow parking lot
t6	John Earle Chase Memorial Park and Trails	Harvey	5.9 (combined trail length)	<ul style="list-style-type: none"> • Easy terrain • Used for birding, hiking, and walking • Owned by Government of Canada and operated by Kawartha Land Trust (open to public)

* Denotes Trails located outside of Trent Lakes



- Provincial Park
- Crown Land
- First Nations Reserve
- Non-Municipal Parks
- Municipally Owned Properties
- Existing Park/Beach
- Existing Facility
- Logging Road
- Motorized Vehicle Trail
- Canoe Route
- Unconfirmed/Unofficial Trail
- Existing Trail

Trails

- t1 Dettman's Park
- t2 Bobcaygeon Wilderness Park
- t3 Big (Boyd/Chiminis) Island Trails
- t4 Mississauga River Trail
- t5 Buckhorn Community Centre and Sports Pad Trails
- t6 John Earle Chase Memorial Park and Trails

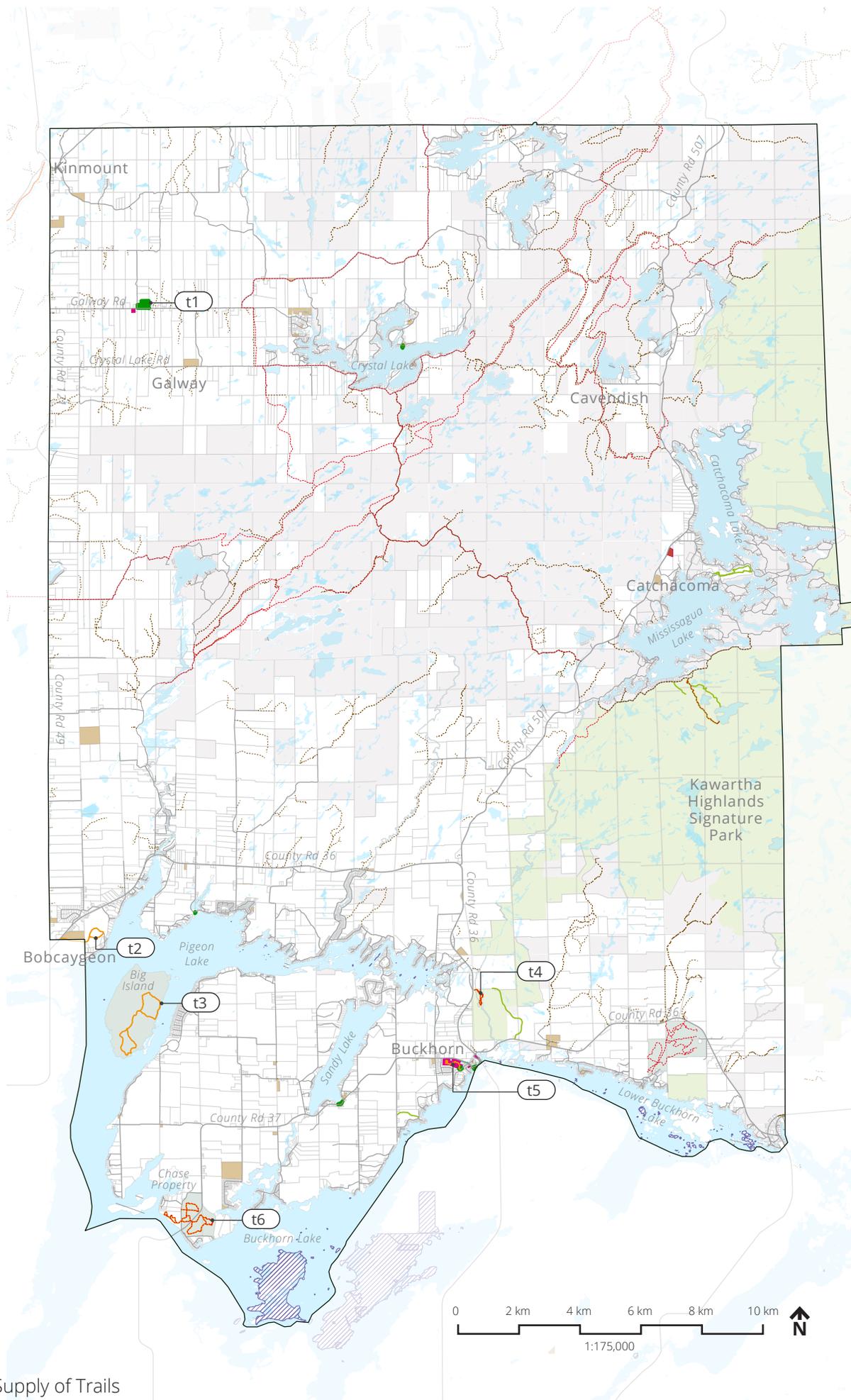


Figure 2-12: Existing Supply of Trails

- Provincial Park
- Crown Land
- First Nations Reserve
- Hydro Line
- Motorized Vehicle Trail
- Canoe Route
- Unconfirmed/Unofficial Trail
- Existing Trail

Trails

- t7 Sommerville Tract Loop
- t8 Victoria Rail Trail
- t9 Kawartha Conservation Camp Trail
- t10 Ken Reid Conservation Area
- t11 Dunsford Nature Trail
- t12 Ennismore Heritage Trail
- t13 Lakefield Trail
- t14 Rotary Greenway Trail
- t15 Otonabee River Loop
- t16 The Great Trail (Trans Canada)

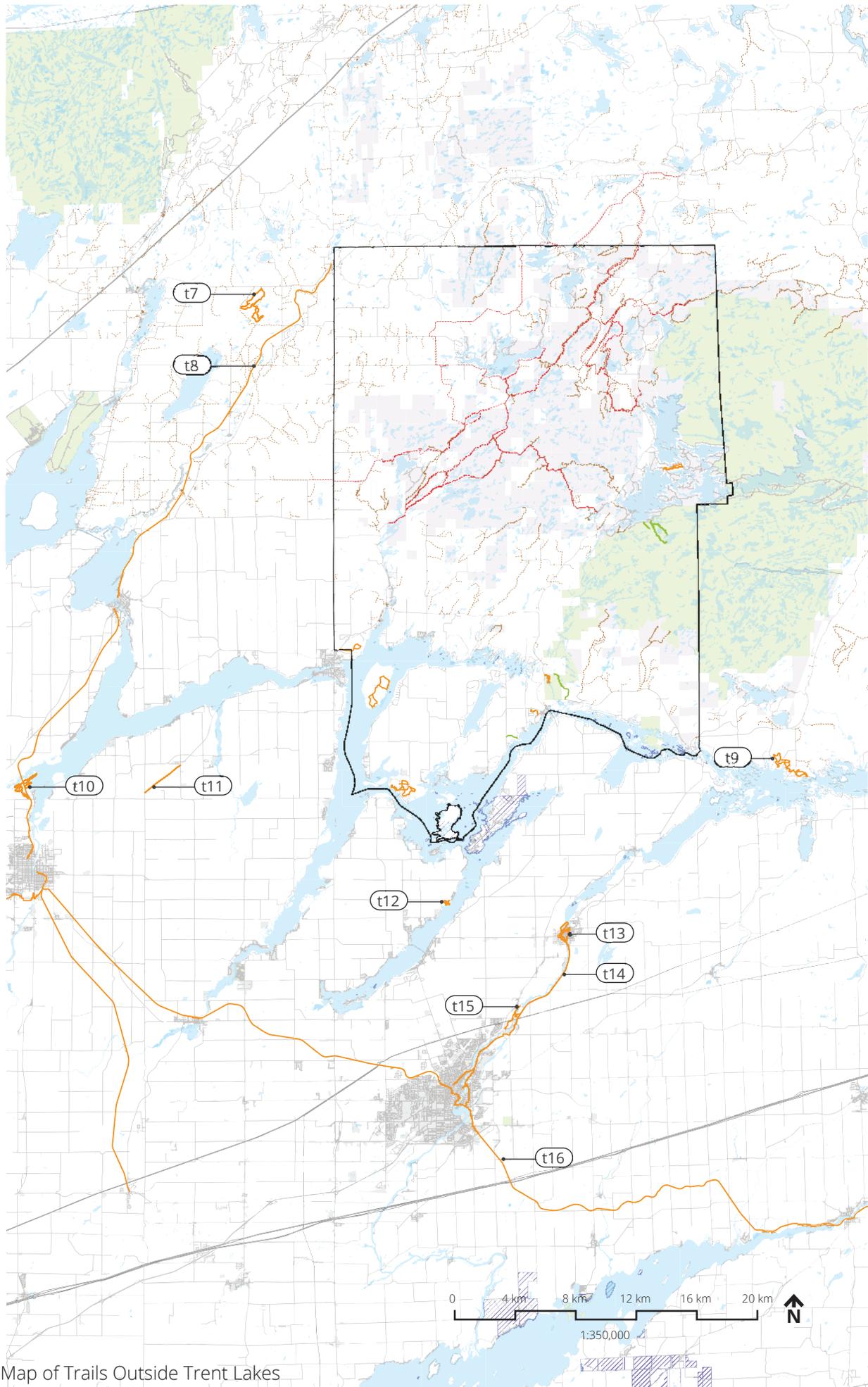


Figure 2-13: Regional Map of Trails Outside Trent Lakes

Boat Launches and Water Access Points

Trent Lakes has 12 public boat launches split between non-municipal and municipal ownership, and five water access points.

Many of the boat launches have limited parking and some also have docks next to the launch. Tables 2-6 and 2-7 describe the existing supply of boat launches and water access points, respectively. Figure

2-14 maps these locations within Trent Lakes. These sites have been inventoried and evaluated to identify potential new opportunities and enhancements. They will also be taken into consideration when creating recommendations for the trails network.

Within Trent Lakes there are four water access points for Kawartha Highlands Provincial Park. One is just north of Buckhorn at the southern tip of the provincial park while the other three are in the Catchacoma area.

Table 2-6: Current Supply of Boat Launches

#	Name	Location	Description
b1	Salacoa Boat Launch	Cavendish	<ul style="list-style-type: none"> • Water access to Salmon Lake • Parking
b2	Pencil Lake Boat Launch	Cavendish	<ul style="list-style-type: none"> • Water access to Pencil Lake
b3	West Clear Bay Boat Launch	Galway	<ul style="list-style-type: none"> • Water access to Crystal Lake • Parking
b4	Caine's Lane Boat Launch	Galway	<ul style="list-style-type: none"> • Water access to Crystal Lake • Dock
b5	West Bay Boat Launch	Cavendish	<ul style="list-style-type: none"> • Water access to Mississauga Lake • Parking
b6	Bass Lake Boat Launch	Harvey	<ul style="list-style-type: none"> • Water access to Bass Lake • Parking
b7	Nogies Creek Boat Launch	Harvey	<ul style="list-style-type: none"> • Water access to Pigeon Lake • Dock • Parking
b8	Northern Avenue Boat Launch	Harvey	<ul style="list-style-type: none"> • Water access to Big Bald Lake • Dock • Parking



Table 2-6: Current Supply of Boat Launches (continued)

#	Name	Location	Description
b10	Sandy Point Boat Launch	Harvey	<ul style="list-style-type: none"> • Water access to Pigeon Lake • Parking
b11	Elim Lodge Boat Launch	Harvey	<ul style="list-style-type: none"> • Water access to Pigeon Lake • Dock • Parking • Washrooms
b12	Kawartha Hideaway Boat Launch	Harvey	<ul style="list-style-type: none"> • Water access to Buckhorn Lake • Parking
b13	Six Foot Bay Boat Launch	Harvey	<ul style="list-style-type: none"> • Water access to Buckhorn Lake • Dock • Parking • Washrooms

Table 2-7: Current Supply of Water Access Points

#	Name	Location	Description
w1	Bottle Lake Access	Cavendish	<ul style="list-style-type: none"> • Water access to Bottle Lake • Canoe/Kayak Launch • Access to Kawartha Highlands Provincial Park
w2	Cold Lake Access	Cavendish	<ul style="list-style-type: none"> • Water access to Cold Lake • Canoe/Kayak Launch • Access to Kawartha Highlands Provincial Park
w3	Mississauga River Access	Cavendish	<ul style="list-style-type: none"> • Water access to Mississauga River • Canoe/Kayak Launch • Access to Kawartha Highlands Provincial Park
w4	Mississauga River Take Out	Harvey	<ul style="list-style-type: none"> • Water access to Mississauga River • Canoe/Kayak Launch • Access to Kawartha Highlands Provincial Park
w5	Bear Creek Water Access Point	Harvey	<ul style="list-style-type: none"> • Water access to Pigeon Lake • Canoe/Kayak Launch • Parking



- Provincial Park
- Crown Land
- First Nations Reserve
- Non-Municipal Parks
- Municipally Owned Properties
- Existing Park/Beach
- Existing Facility
- Canoe Route
- Boat Launches
- Water Access Points

Boat Launches

- b1 Salacoa Boat Launch
- b2 Pencil Lake Boat Launch
- b3 West Clear Bay Boat Launch
- b4 Caine's Lane Boat Launch
- b5 West Bay Boat Launch
- b6 Bass Lake Boat Launch
- b7 Nogie's Creek Boat Launch
- b8 Northern Avenue Boat Launch
- b9 Sandy Point Boat Launch
- b10 Elim Lodge Boat Launch
- b11 Kawartha Hideaway Boat Launch
- b12 Six Foot Bay Boat Launch

Water Access Points

- w1 Bottle Lake Acces
- w2 Cold Lake Access
- w3 Mississauga River Access
- w4 Mississauga River Take Out
- w5 Bear Creek Water Access Point

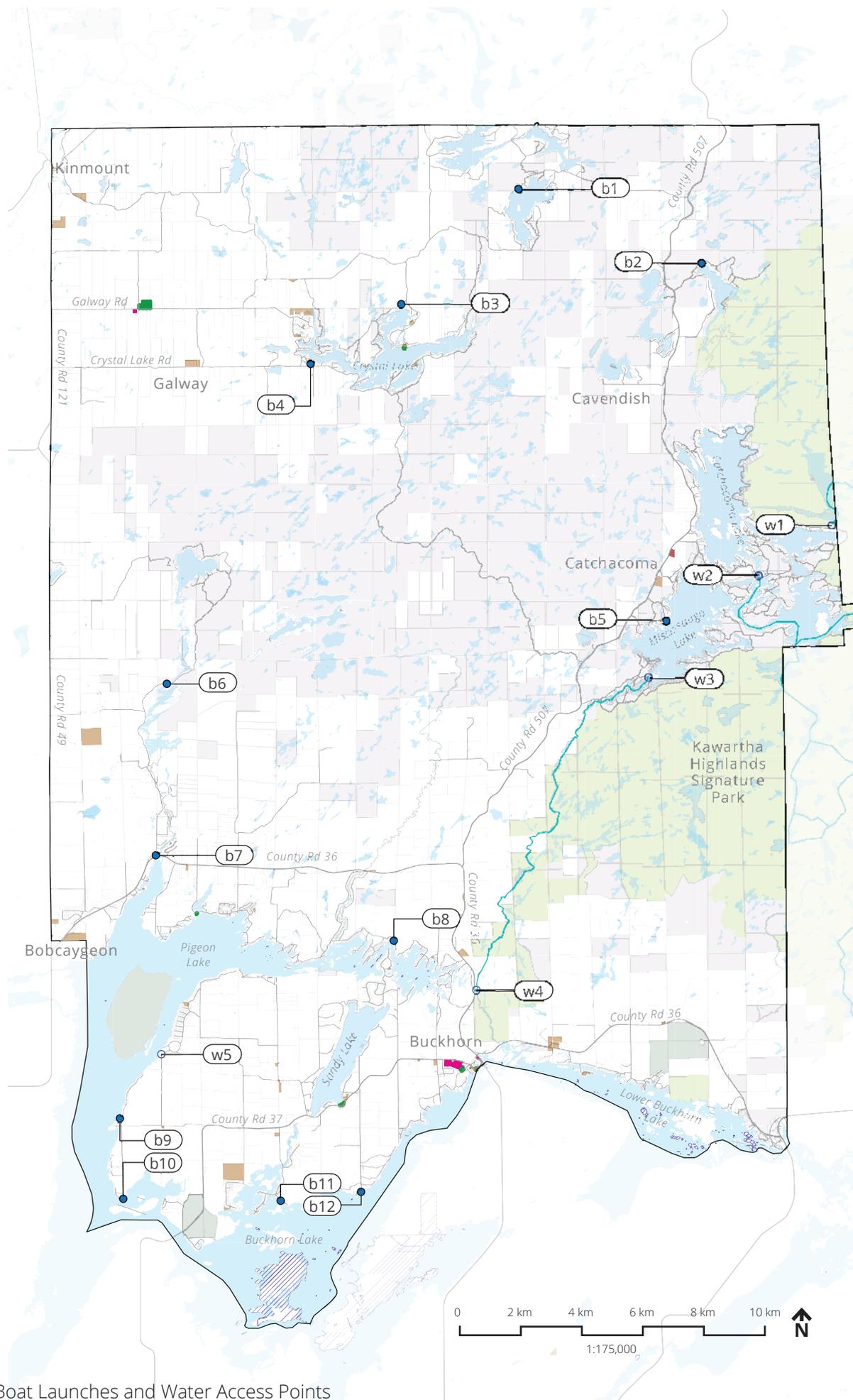


Figure 2-14: Map of Boat Launches and Water Access Points

Other Municipal Properties

There are additional types of municipally-owned properties relevant to the Open Spaces Master Plan including cemeteries, landfills, extraction sites, pump houses, and municipally-owned parcels. A map of these properties can be found in Figure 2-16.

Cemeteries

There are three municipally-owned cemeteries in Trent Lakes (Table 2-8). Sandy Lake Cemetery is an active cemetery and is the largest of the three cemeteries. The two other cemeteries are inactive, with 49 Cemetery being the smallest. All cemeteries are open to the public from sunrise to sunset.

Table 2-8: Current Supply of Cemeteries

Name	Area (ha)	Address
49 Cemetery	0.1	1110 County Road 49
Nogies Creek Cemetery	0.4	32 Gypsy Point Road
Sandy Lake Cemetery	1.2	75 Cemetery Road

Former Landfills

There are three inactive landfill sites in Trent Lakes (Table 2-9). The properties are large and range from 1.8 to 8.3 hectares.



Figure 2-15: Sandy Lake Cemetery



Table 2-9: Current Supply of Former Landfills

Name	Area (ha)	Address
Crystal Lake Transfer Station	13.0	Crystal Lake Rd
Galway Road Former Landfill	1.8	1215 Galway Rd
Kawartha Hideaway Former Landfill	1.8	Kawartha Hideaway Rd
Reid Street Former Landfill	7.4 (2 parcels)	205 Reid St

Extraction Sites

The Municipality owns the lands of two extraction sites (Table 2-10). The Bobcaygeon Quarry remains active and is located next to the Bobcaygeon Transfer Station. The Sandy Lake Pit, the largest of the two extraction sites, is closed.

Table 2-10: Current Supply of Extraction Sites

Name	Area (ha)	Address
Sandy Lake Pit	41.6	192 Allen's Rd
Bobcaygeon Quarry	20.0	42 County Rd 36

Pump Houses

Pump houses, or pump stations, are facilities containing pumps and equipment for water and wells. There are two pump houses located on Trent Lakes properties. The Alpine Lake property is small and likely cannot support other uses, while the Sumcot Drive property is almost two hectares.

Table 2-11: Current Supply of Pump Houses

Name	Area (ha)	Address
Alpine Lake Road Pump House	0.02	192 Alpine Lake Rd
Sumcot Drive Pump House	1.9	170 Sumcot Dr

Municipally Owned Parcels

There are 8 other municipally owned parcels that do not fall into any of the aforementioned categories (Table 2-12). They range in size from 0.8 hectares to over 41 hectares and contain a mixture of existing conditions. While there are considerable opportunities for recreation in these parcels, there are challenges. Within the timeline of this Plan, the development of these parcels is not recommended as further analysis regarding level of access, land use, existing terrain, and public safety will need to be completed to determine their capacity for recreation. Potential uses for these parcels have been identified in Table 2-12 as a guide for the Municipality.



Table 2-12: Additional municipally owned properties

Property Name	Area (ha)	Description	Potential Use
County Road 121 Property	15.5	<ul style="list-style-type: none"> • Unevaluated Wetlands • Located close to proposed trail t1 	<ul style="list-style-type: none"> • Potential future park and trails
East Clear Bay Road Property	2.2	<ul style="list-style-type: none"> • Unevaluated Wetlands • Located along proposed trail t2 	<ul style="list-style-type: none"> • Need to determine is site had water access • Rest stop along t2 • Potential additional parking
Elim Lodge Road Property	0.8	<ul style="list-style-type: none"> • Located recommended trail t14 	<ul style="list-style-type: none"> • Rest stop along trail t14
Lakehurst Road Property	3.7	<ul style="list-style-type: none"> • Unevaluated Wetlands 	<ul style="list-style-type: none"> • Formalize trail network with connection to Lakehurst Community Centre
Philrick Drive Property	0.8	<ul style="list-style-type: none"> • Located near recommended trail t12 • Water access 	<ul style="list-style-type: none"> • Potential future waterfront park • t12 trailhead
Pigeon Lake Property	2.5	<ul style="list-style-type: none"> • Located on Pigeon Lake with water access • Near Big Island 	<ul style="list-style-type: none"> • Potential future waterfront park
Pirates Glen Drive Property	1.1	<ul style="list-style-type: none"> • Located near recommended trail t12 • Landlocked 	<ul style="list-style-type: none"> • Potential future park • t12 trailhead
White Valley Property	41.7	<ul style="list-style-type: none"> • KRCA Regulated Area • Unevaluated Wetlands • Landlocked 	<ul style="list-style-type: none"> • Potential to be used to develop part of the alternate route for t10



- Provincial Park
- Crown Land
- First Nations Reserve
- Non-Municipal Parks
- Municipally Owned Spaces
- Existing Park/Beach
- Cemeteries
- Former Landfills
- Extraction Sites
- Pump Houses

Cemeteries

- 49 Cemetery
- Nogies Creek Cemetery
- Sandy Lake Cemetery

Former Landfills

- Crystal Lake Road
- Galway Road Former Landfill
- Kawartha Hideaway Former Landfill
- Reid Street Former Landfill

Extraction Sites

- Kawartha Hideaway Gravel Pit
- Bobcaygeon Quarry

Pump Houses

- Alpine Lake Road Pump House
- Sumcot Drive Pump House

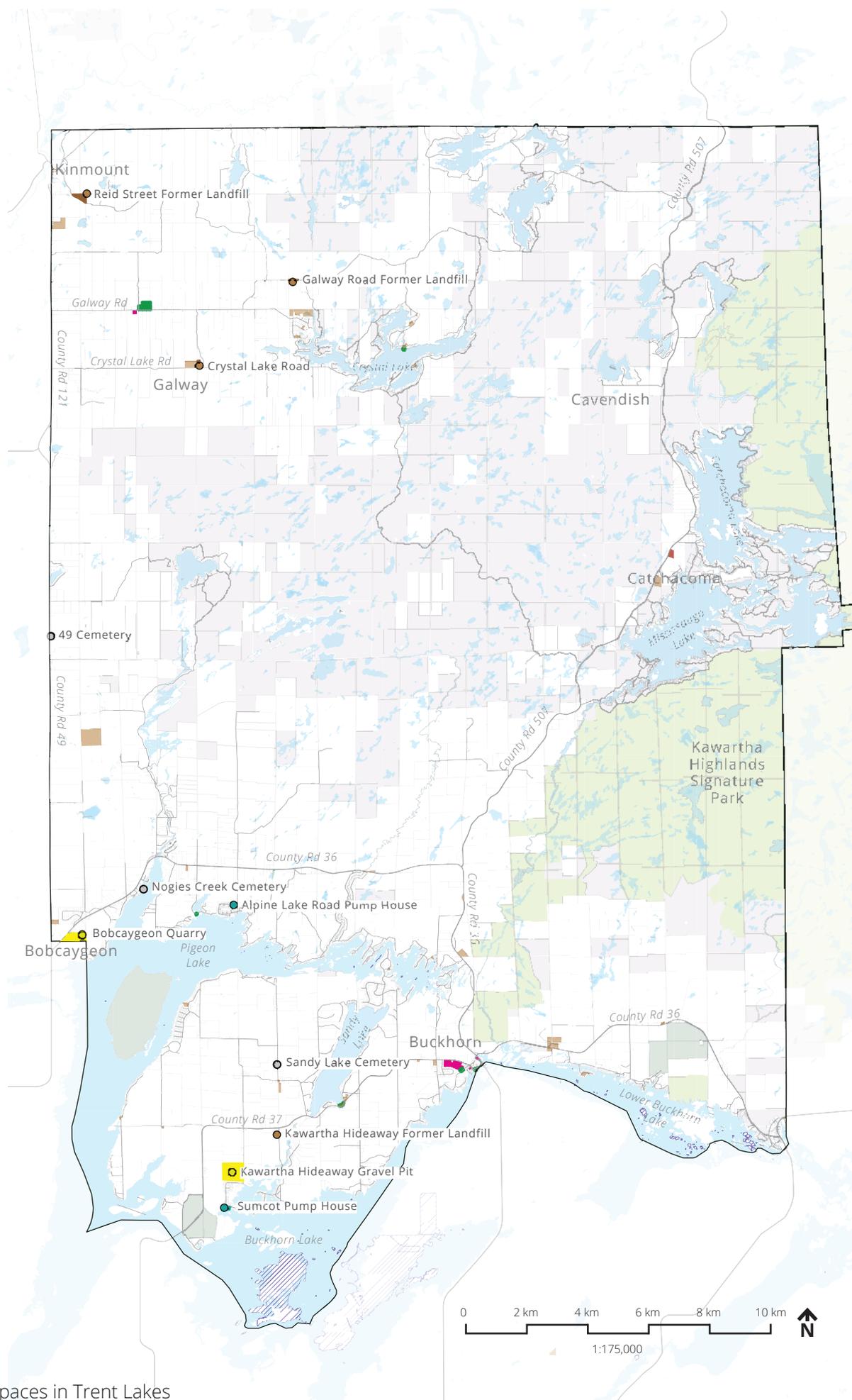


Figure 2-16: Open Spaces in Trent Lakes



3.0 What We Heard

3.1 Overview

To leverage the community's knowledge, ideas, and expertise on current and future delivery of the Municipality's open spaces, a multi-faceted engagement strategy was conducted during the summer and fall of 2022. Residents, municipal representatives (including Trent Lakes staff and members of Council) and key stakeholders, such as parks and recreation user groups, were consulted to share their input. The resulting opinion, ideas and comments will be used to develop and refine the recommendations described in this Plan.

In keeping with Public Health's recommendation on physical distancing and limited gatherings to prevent the spread of COVID-19, all meetings, interviews and discussions were held virtually using Zoom/conference calls.

The consultation process is discussed here under the following headings:

1. Consultation Activities
2. Consultation Highlights



3.2 Consultation Activities

Stakeholder Interviews

During the summer and fall of 2022, 23 interviews with key stakeholders were carried out. These included key staff, Council and community leaders. The interviews included the following people:

Staff and Council:

- Mayor Janet Clarkson
- Councillor at Large Terry Lambshead
- Harvey Councillor Peter Franzen
- Galway-Cavendish Councillor Carol Armstrong
- CAO/Treasurer Donna Teggart
- Director of Corporate Services Jessie Clark
- Deputy Clerk Ann Rooth
- Director of Recreation and Facilities Dylan Cosh
- Recreation and Facilities Supervisor Matt Perkins
- CBO Barb Waldron and Planner Adele Arbor
- ED Officer Lynn Holtz

Internal Stakeholders

- Bob Taylor-Vaisey (PRCAC)
- Sheila Perry (PRCAC)
- Dave Reid (EDAC)
- Christine Brickman (EDAC)

External Stakeholders

- Bill Kent (Buckhorn Community Centre)
- Gwen Connel (Lakehurst Hall)
- Bill Lee (Galway Community Centre)
- Kathy Warren (Cavendish Hall)
- Marlys Kerkman (Buckhorn Trails Association)



Online Engagement Platform

An online engagement platform dedicated to the project, trentlakesopenspaces.ca, served as a virtual hub for ongoing community feedback with tools such as an ideas board, map it tool, discussion board, and Q&A. Appendix C shows detailed data for all tools on the online engagement platform.

Map It!

Map it is an interactive tool, where participants can share their thoughts and ideas on a map. Map It allows respondents the ability to add pins on a map of Trent Lakes with notes and ideas. The tool received 6 pins on the map.

Ideas/Discussion Board

The ideas section of the community engagement platform allows participants to share their ideas on virtual sticky notes. Other participants are able to like and comment on these ideas allowing interaction and discussion among respondents leading to more ideas. Discussion board is very similar to the ideas section, however discussion board is designed to discuss topics and thoughts people share in more detail than in ideas. The ideas board received 14 posts, while the discussion board received 3.

Q&A

Q&A allows participants to ask questions to the team listening and collecting the public's input. The team is then able to answer these questions and take what has been asked into consideration moving forward. No questions were posted.

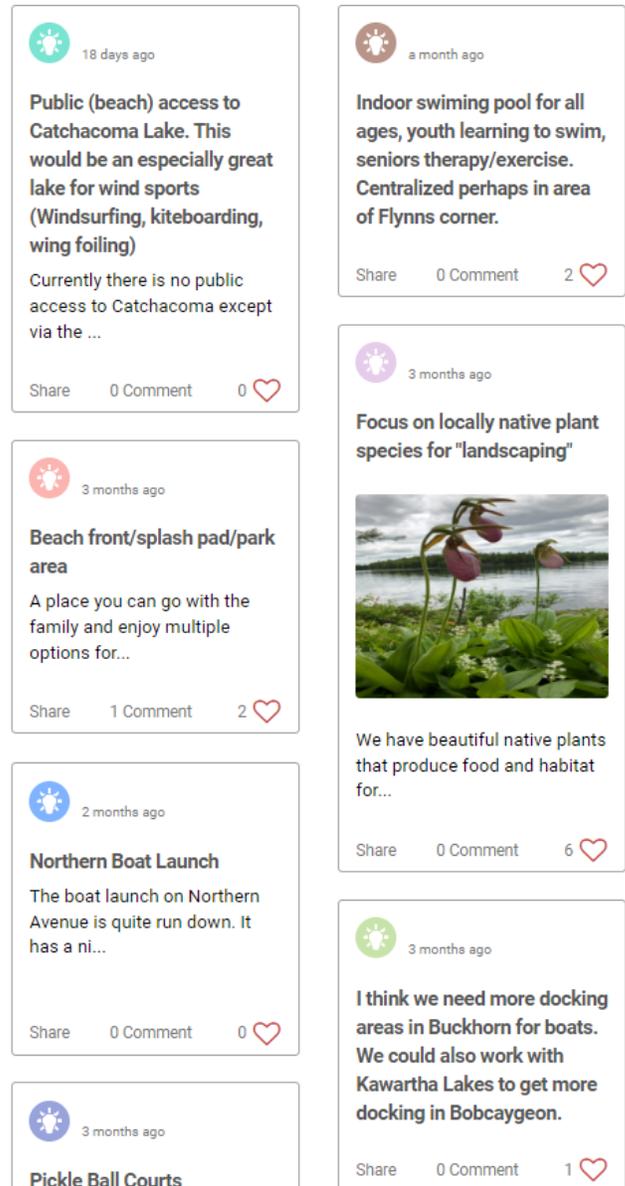


Figure 3-1: Ideas board



Municipality of Trent Lakes Open Space Master Plan



Welcome to the Municipality of Trent Lakes Open Space Master Plan Community Consultation Hub!

The Municipality of Trent Lakes understands the significance of trails, parks, beaches, and recreation to members of the community. The Municipality is developing an Open Space Master Plan that will improve the provision of these recreation lands and services over the next 10 years.



Your input is a critical part of this process!

The Municipality of Trent Lakes wants to develop a Plan that will best serve the community. To find out your thoughts about parks, beaches, trails and recreation, and get your ideas about the future, we want to hear from YOU!

Use the consultation tools below to participate by asking questions, sharing your ideas and comments relating to the Master Plan. If you would like to speak to someone working on the project directly, please contact us via email.

Please Note: Both registered and unregistered participants can use the site's consultation tools. Unregistered participants of the site still require an email and a screen name to be able to post.

MAP IT! IDEAS DISCUSSION BOARD Q&A SURVEY

Map It!

about 2 months



The Municipality of Trent Lakes is working with [thinc design](#) and [Happy Trails Construction](#) to develop an Open Space Master Plan.

REGISTER to get involved!

Who's Listening

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Project Timeline

- Phase 1: Project Initiation, Data Gathering and Analysis**
Spring/Summer 2022
- Phase 2: Stakeholder Engagement**
Summer 2022
- Phase 3: Draft Open Space Master Plan**
Summer/Fall 2022
- Phase 4: Final Open Space Master Plan**
Fall/Winter 2022/2023

Figure 3-2: The Online Engagement Platform, trentlakesopenspaces.ca



Surveys

Two surveys were conducted for this Open Spaces Master Plan, which includes the Trent Lakes Open Spaces Survey and the Draft Recommendations Survey, discussed below. Additionally, data gathered from the Parks, Recreation and Culture Master Plan survey (PRC survey) was reviewed. The PRC survey was administered from February 1st to March 31st, 2020, and received 536 responses. It focused on all aspects of recreation within Trent Lakes, including parks, beaches, facilities, and programming. This survey had significantly more responses than the surveys for this Plan because it was provided to all residents directly, rather than on a volunteer basis. A summary of the PRC survey findings can be found ##.

Trent Lakes Open Spaces Survey

An online survey was administered on trentlakesopenspaces.ca, which gathered 128 responses. This survey focused mainly on information related to trails, parks, beaches, and boat launches within Trent Lakes. Detailed survey data can be found in Appendix B.

Draft Recommendations Survey

Following the January 9th open house, the Draft Recommendations Survey was made available. This survey addressed the draft recommendations and priorities for implementation. The survey closed on January 31st and received 62 responses. Detailed survey data can be found in Appendix B.

Table 3-1: Trent Lakes Open Spaces Survey resident type profile

Resident Type	% of Survey respondents	% of Population
Full Time	76.6%	36%
Seasonal	21.1%	64%
Unsure	2.3%	N/A

Table 3-2: Parks, Recreation and Culture survey resident type profile

Ward	% of Survey respondents	% of Population
Full Time	62%	36%
Seasonal	38%	64%

Table 3-3: Trent Lakes Open Spaces Survey resident location profile

Ward	% of Survey respondents	% of Population
Cavendish	22.7%	20%
Galway	6.3%	17%
Harvey	57.0%	63%
Unsure	9.3%	N/A
I Don't Live in Trent Lakes	4.7%	N/A
Total	100%	100%

Table 3-4: Parks, Recreation and Culture Master Plan Survey resident location profile

Ward	% of Survey respondents	% of Population
Cavendish	28%	20%
Galway	18%	17%
Harvey	54%	63%
Total	100%	100%



3.3 Consultation Findings

General

Trent Lakes sees a significant increase in population during the summer season. This means that recreational activities have typically followed that trend. However, stakeholders indicated they would like to have year round recreation in the Municipality. There is concern among stakeholders that seasonal residents have a harder time receiving information regarding recreational activities than permanent residents. Many survey respondents indicated similar issues regarding access to recreational information. Additionally, concerns were raised about crowding in recreation spaces.

Respondents are generally happy with the state of parks and beaches in Trent Lakes, as well as facilities and programs. However, it was universally acknowledged throughout all forms of public consultation that trails are lacking in the Municipality.

Of the general recommendations presented at the draft recommendations open house, survey respondents prioritized the following recommendations as the most important:

- Land Access Strategy
- Online Trails Portal
- Open Space Promotion Strategy
- Signage Strategy
- Recreation Programming

Many of these survey respondents noted their concerns regarding how these recommendations will be funded. Concerns about increases in taxes, suggestions for alternative ways to fund these projects or better allocations of the money were all brought up. These were common concerns brought up in the following sections as well.

Trails

Stakeholders and open spaces survey respondents want to see the creation and expansion of trails in Trent Lakes. Concerns regarding motorized vs. non-motorized trails usage was expressed. Stakeholders were particularly concerned for the safety of non-motorized trail users on motorized trails (ATV and Snowmobile trails).

Other safety concerns noted by both stakeholders and survey respondents focused on cycling. Both groups felt the current state of cycling on roads in Trent Lakes is very unsafe. Those who cycle mostly do so within their own neighborhoods and on side roads. Lakefield trail, Mississagua Dam Road, and Beaver Lake Road were all noted by multiple respondents as places they like to cycle.

Awareness of trails differed between the Open Spaces Survey and the Parks, Recreation and Culture Survey (PRC). Respondents to the Open Spaces Survey indicated they were less aware of trails than respondents to the PRC Survey. The PRC Survey also found trails to be the



most important recreation space in Trent Lakes (71%), and that 59% of respondents used trails in Trent Lakes, indicating that they are well used. In the Open Spaces Survey, most respondents indicated they use trails at least once a month. Respondents mostly drive to get to trails, however many also walk and cycle when possible.

Most Open Spaces Survey respondents agree that a trails network in Trent Lakes would be beneficial. If new trails were to be added respondents would prefer the following:

- Trails between 1-5 km was the most popular distance requested, followed by 6-10 km
- Trails should be used to connect various parks and existing trails to each other to create a multi-use network
- The Catchacoma Lake area, Buckhorn, and the 507 corridor were the most common recommended locations for new trails in Trent Lakes

If trails were to be built, open spaces survey respondents would prefer to use them in the following ways:

- For walking and hiking
- In all seasons
- In partnership with existing organizations such as: the ATV club, Snowmobile Clubs, and Eastern Ontario Trails Alliance, CATTLE, etc.

With the information gathered in the Open Spaces Survey, several maps were created with potential trails routes

throughout Trent Lakes. These trails were presented as part of the draft recommendations open house, and were ranked by respondents in the follow up survey. Respondents rank the following as the top five trail routes to be prioritized:

- Bald Lake Trail (3.44)¹
- Buckhorn to Mississagua River Trail (3.91)
- Crowe's Line Connection (4.71)
- Kinmount to Dettman's Park (4.91)
- Adam and Eve Rocks to Buckhorn Community Centre (4.91)

In addition draft recommendations survey respondents were also asked to rank the priority of several long term/optional trails. These trails were presented in addition to the main recommendations. The top five trails ranked as the highest priority include:

- Buckhorn Lake Trail
- Catchacoma Forest Hiking Trails
- Bald Lake Trail Extension to Crowe's Line
- Galway-Cavendish Connection
- County Road 507 Paved Shoulder Extension

Parks and Beaches

Stakeholders noted that Trent Lakes' beaches are very well used, with Sandy Beach being the most popular. The Parks, Recreation and Culture (PRC) Survey indicated the knowledge rate of parks among respondents is high. The PRC Survey also found 40% of respondents

¹ Average ranking provided in brackets



use parks, and 68% would use new parkland if available.

The need for additional amenities at beaches was mentioned by both survey respondents and stakeholders. Desired amenities included more parking, waste receptacles, and washrooms. Other suggested amenities were change rooms, swimming platforms, playgrounds, and outdoor grills. The Open Spaces Survey identified that Sandy Beach is the most commonly used park or beach. Respondents felt Sandy Beach, Dettman's Park, and Ode'Naang Park are in most need of improvement.

Open Spaces Survey respondents suggested the following improvements for parks and beaches in Trent Lakes:

- Crowe's Line: More picnic tables
- Dettman's Park: More signage and opportunities for families
- Ode'Naang Park: More parking, things to do (for families, gardens), garbage bins. Safety on this site was a major concern due to boat traffic and the busy roadway.
- Sandy Beach: Improve/expand facilities (parking, waste bins, washrooms, etc.). More things to do and areas for families. Link with walking/cycling trails
- White's Beach: More seating, shade structure

The most popular responses for additional amenities in Trent Lakes include waste receptacles, playgrounds, washrooms, and tennis/pickleball courts.

Respondents of the draft recommendations survey ranked the

priority of improvements for the parks and beaches of Trent Lakes. They generally matched what was shared in the previous surveys regarding which parks need the most improvement. They ranked the following parks as the top five most in need of improvement:

- Sandy Beach
- Ode'Naang Park
- Adam and Eve Rocks
- Dettman's Park
- White's Beach

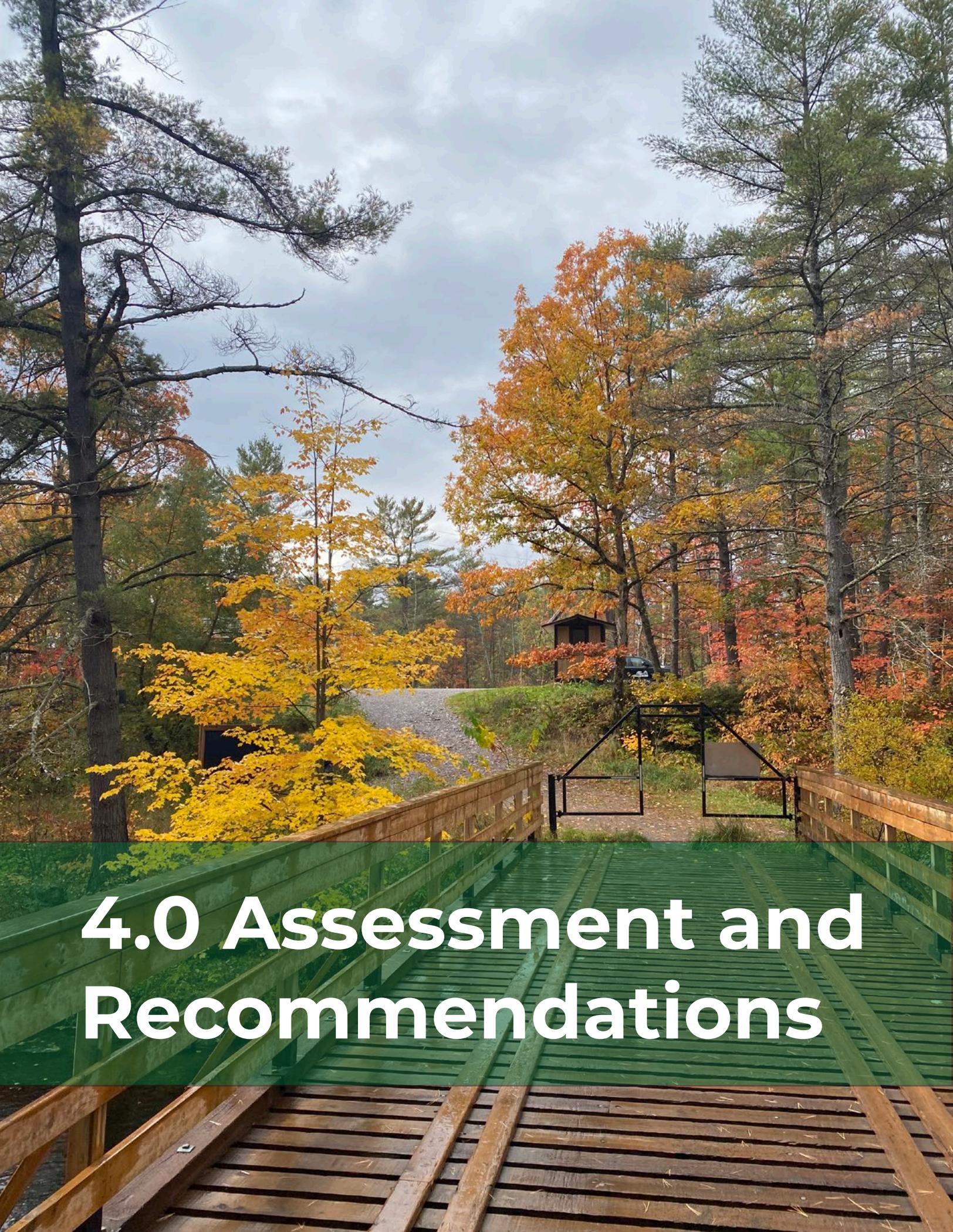
Boat Launches

Stakeholders felt additional signage was needed to help improve awareness of boat launch locations. The boat launches are not commonly used by respondents. Respondents are generally unaware of the number of boat launches in Trent Lakes and where they were located. Of the respondents who do use boat launches, Northern Avenue and Six Foot Bay were the most popular. Open Spaces Survey respondents felt washrooms, waste receptacles, and parking were the most important improvements for the boat launches.

Respondents to the draft recommendations survey felt that of the three main water access recommendations they ranked in the following order of priority:

- Water Access Strategy
- Create Trailheads for Water Routes
- Boat Washing Stations





4.0 Assessment and Recommendations

For this Plan, the term “open spaces” refers to parks, beaches, water access points and trails. This section summarizes the assessment open spaces and subsequent recommendations which address gaps in service and community interest. This includes both general (municipal-wide) and site-specific recommendations in Trent Lakes. These 85 recommendations are discussed under the following seven headings:

- 4.1 Overall Open Space Recommendations (8)
- 4.2 Park and Beach Recommendations (33)
- 4.3 Facility Recommendations (3)
- 4.4 Water Access Recommendations (4)
- 4.5 Overall Trails Recommendations (5)
- 4.6 Trail Maintenance Recommendations (4)
- 4.7 Proposed Trail Recommendations (28)



4.1 Overall Open Space Recommendations

The following eight (8) recommendations are applicable to all open spaces in Trent Lakes, including parks, beaches, water access points, and trails. The Open Spaces Survey identified a need to communicate better with residents of Trent Lakes, especially those that are seasonal, about recreation opportunities in the Municipality. A need to increase awareness of trails in Trent Lakes was identified in both the PRC Survey and the Open Spaces Survey. The following section aims to increase access and awareness of open spaces by providing the Municipality with amenities, tools and strategies.

These eight strategies include:

- o1 Signage Strategy
- o2 Land Access Strategy
- o3 Public Washroom Strategy
- o4 Open Space Promotion Strategy
- o5 Online Trails Portal
- o6 Incorporate the Trent Severn Waterway
- o7 Recreation Programming
- o8 Boot Brush Stations

o1 Signage Strategy

A signage strategy will provide the direction necessary to create visual consistency for the placement and design of open spaces signage throughout Trent Lakes. These have been organized into the following types: safety, wayfinding, education, and trailheads (Table 4-1). While signage provides critical information, and in many cases, the more information the better, when signs are added gradually, it can result in cluttered and confusing messaging which is an eye sore. A strategy will help the Municipality provide the required information that is both helpful to the reader and visually appealing.

The strategy should be developed taking other plans and developments into consideration including but not limited to the Economic Development, Tourism and Recovery Strategic Plan¹, Buckhorn Community Improvement Plan, and existing trail projects. Overall the strategy should:

- Provide location, hierarchy, and graphic style/design for all types of signage
- Include road and highway signage to local and regional destinations
- Include signage for water access points,

¹ According to the Trent Lakes Economic Development, Tourism and Recovery Strategic Plan, the following was recommended to improve the commercial core of Buckhorn and its streetscape:

- Implement an active transportation wayfinding signage program to tie together the Buckhorn businesses in both the Trent Lakes and Selwyn
- Implement signage specific to public parking locations in Buckhorn designated for public parking and perform winter maintenance on lots to promote Buckhorn as all season and open for business.



Table 4-1: Types of Signage

Type of Signage	Description
Safety signage	<p>Safety signage should include, but is not limited to:</p> <ul style="list-style-type: none"> • Cycling and share-the-road signage • Paint markings along paved shoulders, on-road routes, and pedestrian crossings • No parking signage • Emergency signage standards, with longitude and latitude coordinates for easy locating • Hunting season signage and safety precautions
Wayfinding signage	<p>Wayfinding signage should include, but is not limited to:</p> <ul style="list-style-type: none"> • A template with unifying elements (logo, colours, etc.) • Include road and highway directional signage to allow easy navigation to local and regional destinations • Include map with local and regional destinations • Park signage at entrances
Education signage	<p>Education signage should include, but is not limited to:</p> <ul style="list-style-type: none"> • A template with unifying elements (logo, colours, etc.) • Assign interpretive signage projects to specific organizations, departments, committees, etc. • Explore potential smart-phone links • Identify narrative/educational themes • Identify narrative/education themes specific to the trail or location (environmental, cultural or historical context)
Trailhead signage	<p>Trailhead signage should include, but is not limited to:</p> <ul style="list-style-type: none"> • A trail map • Difficulty, length, recommended user type for the trail • Trail etiquette and rules



no parking signage, beach rules and regulations

- Be implemented over time in conjunction with park, trail and open space improvement/development projects
- Be considered when budgeting for park, trail and open space improvement projects
- Incorporate the Trent Lakes logo
- Include standards for the strategic placement of signage
- Consider pre-existing signage of other organizations and jurisdictions and defer to those pre-existing signs when appropriate

While new signage to address missing or inadequate signage should be prioritized, once the network of new signs is implemented, a phased approach to replacing and improving existing signage should be used.

Table 4-2 describes the components the signage strategy document should include.

Table 4-2: Components of the Signage Strategy

Component	Recommendation
Guidelines	<ul style="list-style-type: none"> • Standards for strategic placements and location of signage • Considerations of accessibility (AODA compliant) and effective communication by utilizing intuitive design, consistency, lighting, etc.
Budget	<ul style="list-style-type: none"> • Full cost analysis including construction, manufacturing, installation, maintenance, and lifespan of signage
Implementation Plan	<ul style="list-style-type: none"> • Cohesive, x year implementation plan in conjunction with trail improvements, Economic Development, Tourism and Recovery Strategic Plan, Buckhorn Community Improvement Plan, and other developments • Implementation plan to be included in budgeting for trail projects
Design	<ul style="list-style-type: none"> • Final design concept including specifications for materials, dimensions, installation requirements, and branding based on location and hierarchy • Incorporation of the Trent Lakes logo on signs when possible • Consideration of flexibility for updating signs (eg. Population numbers, change of location) • Editable working files for staff



o2 Land Access Strategy

The Municipality should develop a land access strategy using the Planning Act and/or tools listed below. This recommendation was ranked the highest priority in the overall open spaces section of the Draft Recommendation Survey. The land access strategy should continue to use the existing Park Fund for land access, easements, and purchases when opportunities arise. Land easement agreements may be required as new trails get developed, though agreements should be made before trails become 'public' (appear on maps, social media, etc.). Partnerships are another option to provide public access to private lands at a lower cost.

Land Access Tools

The Planning Act provides Trent Lakes with tools to provide public access through the planning approval (subdivision) process and parkland dedication (Planning Act, s.51.1). This is important as lands are subdivided and parcels for parks and open spaces are created. While the Planning Act is limited to new developments, there are other planning tools that can be used to help gain access to private lands for trails. These include:

- Purchase
- Option to purchase
- Right-of-First-Refusal
- Easement/Right-of-Way
- Lease/License
- Land Swap
- Inter vivos gift (donation)
- Testamentary disposition/bequest
- Traditional Land Use or Regulatory

Controls

- Land Trust
- Conservation Easement

Crown Land

Crown lands provide additional opportunities for trails. The use of Crown land and shore lands is regulated under the Public Lands Act (PLA). Under the PLA, approval for new trails is required. The process can be started by contacting the local Ministry of Natural Resources and Forestry Regional and District Offices. Trent Lakes' local office is the Southern Region - Peterborough. There are local examples of trails on Crown lands, such as Orono Crown Lands southwest of Peterborough.

Crown land is also used for hunting in Trent Lakes, as well as on some private property if permission is given. Concerns about shared use spaces for hunting and recreation were raised in the Draft Recommendations Survey, however hunting is a safe recreational activity in Ontario and non-hunters should feel comfortable using the woods at any time of the year. The Municipality's website lists Be Safe, Be Seen precautions for non-hunters during hunting seasons. Hunting seasons are regulated by the Ministry of Natural Resources and Forestry and the Government of Canada. Trail safety signage, according to the signage strategy, will help keep visitors informed and aware of shared trail uses.

Future Land Acquisition

The Municipality is also well served by its existing parks and beaches and does not require more in the timeline of this Plan. One parcel that is recommended



for acquisition by the Municipality, within the 10-year timeline, to facilitate the development of t22 (see page 96). In some instances, acquiring land where trails are recommended could help in their development and avoid the need for easements through private property. Additionally, beyond 10 years, the Municipality would benefit from acquiring additional beach property for public use.

o3 Public Washroom Strategy

Access to public washrooms was mentioned frequently by respondents in the Draft Recommendations Survey. This Plan recommends that all parks and beaches throughout the Municipality should continue to provide washrooms throughout the summer and if possible during seasons as respondents to the Draft Recommendations Survey indicated a desire for washroom access during the spring and fall as well. The washrooms should be portable or self-sustaining (such as the facility at the Mississagua River Take Out. The Municipality should also explore options for washrooms with solar lighting wherever possible to limit the need for electrical connection. Washrooms should be provided at community centres all year, especially if the site is a trailhead supporting winter activities.

o4 Open Space Promotion Strategy

The Municipality should develop a promotion strategy to inform permanent and seasonal residents and visitors about open spaces in Trent Lakes. The strategy

should consider the carrying capacity of parks, beaches, trails, water access points, and facilities. It may be helpful to look at other agencies to understand if and how they have succeeded in their promotional efforts. The promotion strategy should:

- Focus on promoting open spaces in Trent Lakes
- Provide a marketing approach/campaign
- Identify opportunities to work with travel authors, Youtubers, and others in travel industry to promote tourism

o5 Online Trails Portal

The Municipality should explore the potential to develop an online trails portal for all users as an effective user-friendly approach to convey trail information. An ESRI platform should be explored as a potential tool for this. This recommendation was ranked the second highest priority in the overall open spaces section of the Draft Recommendation Survey. The online portal should:

- Provide detailed and up-to-date trail information
- Provide interactive trip planning tools
- Allow for the connection to personal GPS devices
- Allow trail users to attach georeferenced comments to inform staff about potential hazards (i.e. fallen trees or washed out sections of trail)

In addition to trails, information pertaining to existing parks, beaches, water access points, and facilities should be current on all relevant online maps



and information sources, including but not limited to:

- Google maps
- Ontario trails council 'Find a Trail' map
- AllTrails.com

o6 Incorporate the Trent Severn Waterway

Through interpretive signage and lookout areas, the Trent Severn Waterway (TSW) should be celebrated and illuminated wherever possible in Trent Lakes open spaces. With existing park improvement plans already in place, it is recommended interpretive signage about the Trent Severn be added to Ode'Naang Park first. Other potential locations where this could happen include:

- Existing Chase Property trails (work with Kawartha Land Trust)
- Existing Big Island trails (work with Kawartha Land Trust)
- Proposed new trail route: Buckhorn Lake Trail (t21)
- Proposed new trail route: Wolf Island Provincial Park connection (t23)
- Locations part of the TSW, but inland from the canal (e.g. the Mississagua Dam)

o7 Recreation Programming

Respondents to the Draft Recommendations Survey suggested more youth programs and recreation programs are needed in Trent Lakes to encourage people to be more active. The Municipality should hold a brainstorming session with staff and key stakeholders about new outdoor

recreation opportunities in Trent Lakes made possible by this Plan, especially for youth. Research should be done into local groups, organizations, and schools for program links and potential program providers. New recreation programming should be considered when designing new and updating existing open spaces (shade structure, group seating, gathering areas, etc.). New recreation opportunities may include, but are not limited to:

- Guided walks
- Forest bathing
- Tree and plant identification
- Bird watching
- Child and youth hikes
- School field trips

o8 Boot Brush Stations

In some instances, small additions to open spaces can have a big impact. To help reduce the spread of invasive species, lower maintenance time/costs on removal and get the public involved in helping to reduce harm, the Municipality should install boot brushes at key open space locations. Ideal locations include, but are not limited to:

- Park entrances
- Trailheads
- Boat launches/accesses

Signage should be installed nearby to provide an explanation about the purpose of the boot brushes (preventing the spread of invasive species by limiting seed dispersal, etc.) with instructions on how to use them. This initiative should start as a pilot project and be expanded over time as support and budget allows.



Recommendations

- o1. Develop and implement a signage strategy (o4., p2.1, p2.2, p3.3, p3.4, p3.5, p4.1, p5.2, p5.3, p6.2, p6.3, f2, f3, w2.1)
- o2. Develop and implement a land access strategy
- o3. Develop and implement a public washroom strategy
- o4. Develop and implement an open space promotion strategy (o1.)
- o5. Create an online trails portal
- o6. Add interpretive signage for the Trent Severn Waterway at Ode'Naang Park (o1, p5.3,)
- o7. Identify and plan for new recreation opportunities, especially for youth
- o8. Incorporate information about invasive species management and implement boot brush stations (w4.1)



4.2 Park and Beach Recommendations

Given the wide spread of Parks and Beaches throughout the Municipality, no additional parks or beaches are recommended at this time. However the following seven (7) recommendations outline recommended improvements to the Municipality's existing parks and beaches including:

p1 Dettman's Park

p2 White's Beach

p3 Cavendish Community Centre Park

p4 Crowes Line Beach

p5 Ode'Naang Park

p6 Adam and Eve Rocks

p7 Sandy Beach

p1 Dettman's Park

Dettman's Park is located in the Municipality's northwest corner in the Galway area, opposite corner to the Galway Community Centre. This municipal park is significantly underutilized and recent improvements to the parking lot and trail system are relatively unknown to residents.

The Municipality should prepare a 'concept plan' for Dettman's Park which helps to define the number, type and configuration of amenities and facilities. Public engagement should be part of the design process with community feedback allowed to review and comment on the 'concept plan' before it is finalized. There

is great potential to develop partnerships/ collaborations with local schools and students (such as Fleming College), to help maintain the park and study its environment. The 'concept plan' should include the following:

- Wayfinding signage to direct people to site amenities and trailhead
- Interpretive signage (birds, animals, plants, etc)
- Pruning in key locations, such as the entryway, to create views from the street
- Paths connecting park amenities, parking and trails
- A trailhead and trail connections to the proposed Dettman's Park to Kinmount trail (t2), which include connections to Galway Community Centre, Reid Street Former Landfill Trails (t1), Kinmount, and the Victoria Rail Trail

Potential elements and amenities to include in the design of the 'concept plan' include, but are not limited to:

- Playground
- Shade structure
- Half basketball court
- Naturalized forest edges through a low-maintenance natural attenuation regime, creating habitat for birds and pollinators while reducing the amount of mowing and maintenance

Recommendations

- p1. Develop a concept plan for Dettman's Park (t1, t2)



p2 White's Beach

White's Beach is a secluded beach on Crystal Lake primarily used by local residents. Local clubs and committees also frequently host events at this location. The beach is in good condition and is regularly maintained and updated. However, small improvements to White's Beach are recommended to improve signage, property delineation, and deter ATV traffic.

Recommendations

- p2.1. Update the park sign according to the signage strategy at White's Beach (o1, t2, w1)
- p2.2. Add new signage to direct visitors to the beach, according to the signage strategy at White's Beach (o1)
- p2.3. Vegetation screens and/or fencing to create privacy and delineation between neighbouring properties at White's Beach
- p2.4. Continue to deter ATV traffic by adding large rocks to the gate area while ensuring emergency vehicle access is still possible at White's Beach (o2)

p3 Cavendish Community Centre Park

This park is shared with the community centre building. The park contains a playground, skating rink, and softball/slo-pitch diamond.

According to the Facilities Master Plan, the playground is scheduled to be updated in 2024. When updated, AODA (Accessibility

for Ontarians with Disabilities Act) standards should be addressed including but not limited to safety surfaces, paths leading to the playground, and play equipment. Beyond the playground, new paths should be provided to link amenities with the parking lot and community building. Signage should be added along the path to direct visitors to park amenities. To improve regional connectivity and align with the trail recommendations, a trailhead should be developed on the property in alignment with the signage strategy. The park's signage should also be updated.

Upgrades are recommended to other existing facilities as well. An infield area should be added to the softball/slo-pitch diamond to increase the potential for more formal gameplay. New amenities to support the skating rink include rubber mats, benches, a small change room area, and a covered roof.

Recommendations

- p3.1. Update playground and surfacing according to the Facilities Master Plan and ensure AODA standards are being met at Cavendish Community Centre Park (o7, t9, t5, t7)
- p3.2. Add paths to improve overall connectivity and accessibility of the site (paths between amenities, etc.) at Cavendish Community Centre Park
- p3.3. Add signage to direct people to amenities and facilities on site at Cavendish Community Centre Park (o1)



- p3.4. Develop a trailhead at Cavendish Community Park according to the signage strategy (o1)
- p3.5. Update the park sign at Cavendish Community Park (o1)
- p3.6. Add an infield to the softball/slo-pitch diamond at Cavendish Community Park
- p3.7. Add new amenities to support the skating rink such as rubber mats, benches, a small change room area, and covered roof at Cavendish Community Park

p4 Crowe’s Line Beach

This small secluded park is located down the road from the Municipal Office. It is a popular spot for people looking to fish and have family picnics. Recommended improvements to Crowe’s Line Beach are centred around signage, washrooms, and new canoe/kayak infrastructure. The Municipality should update the park sign and add directional signage leading to the park. It should continue to provide washroom facilities seasonally. The Municipality should consider adding small craft infrastructure and amenities, as discussed in the Water Access Recommendations.

Recommendations

- p4.1. Update the park sign and add directional signage leading to the park at Crowe’s Line Beach (o1, t11, t12, w4)
- p4.2. Consider adding small craft infrastructure and amenities, as discussed in the Water Access Recommendations at Crowe’s Line Beach (w1)

p5 Ode’Naang Park

Ode’Naang Park is a prominent park situated on the Trent Severn Waterway and in the heart of Buckhorn. Some improvements are already underway on site, including a new playground, and viewing platform. Improvements for Ode’Naang Park were ranked the second highest priority in the parks and beaches section of the Draft Recommendation Survey.

As new elements are introduced to the park, they should be connected to each other and to parking areas and sidewalks via an accessible path network. Signage should also be added to direct visitors to the various park amenities. Interpretive signage should also be added regarding the Trent Severn Waterway. The Municipality should aim to develop partnerships and collaborations with local businesses for events in the park, helping to activate it as a community space. Public washrooms should continue to be provided seasonally. The Municipality should also consider adding small water craft infrastructure and amenities, as discussed in the Water Access Recommendations.

One of the major issues affecting Ode’Naang Park and the Buckhorn area in general is parking, which is often crowded in the summer months. There are two parking lots for the park, one is off of Lakehurst Road and the other is on John Street. Next to the Mainstreet Bar & Grill there is a large rock surface with the potential to become an additional parking area. If this occurs, the parking area should not detract from the geological beauty of the exposed rock. Creative solutions may need to be explored to



create a safe and unique parking area. If a parking area is not developed on the rock, it should become a picnic area to deter cars from parking there. The picnic area could contain picnic tables, planter boxes, and umbrellas. Other solutions to improve parking in Buckhorn include providing more information about additional parking options nearby.

Recommendations

- p5.1. Add paths to connect park amenities, parking areas, and the sidewalk at Ode'Naang Park (p5.2)
- p5.2. Add directional signage to park amenities at Ode'Naang Park (o1, p5.1)
- p5.3. Add interpretive signage about the Trent Severn Waterway at Ode'Naang Park (o1)
- p5.4. Develop partnerships with and collaborations with local businesses for events at Ode'Naang Park (w3)
- p5.5. Continue to provide public washrooms seasonally at Ode'Naang Park (o3)
- p5.6. Consider adding small water craft infrastructure and amenities, as discussed in the Water Access Recommendations at Ode'Naang Park (w1)
- p5.7. Explore opportunities for rock outcropping at Ode'Naang Park (e.g picnic area, parking, etc.)

p6 Adam and Eve Rocks

Adam and Eve Rocks are located off of Adam and Eve Road in Buckhorn. The site is adjacent to the Buckhorn Community

Centre (BCC) property. The site already functions as a park and has interpretive signage and a designated parking area. It is recommended the Municipality denote the site as an official park: Adam and Eve Rocks Park. In becoming a park, the site will need a new park sign as well as directional signage according to the recommended signage strategy. Seating should be added in the form of a couple of picnic tables and/or benches. Due to its proximity to the BCC property, a trail connection should be formalized between the two sites, which is discussed in the Proposed Trail Recommendation t18.

Recommendations

- p6.1. Denote Adam and Eve Rocks as an official park (t18, t19, t21)
- p6.2. Add a new park sign at Adam and Eve Rocks (o1)
- p6.3. Add directional signage at Adam and Eve Rocks (o1)
- p6.4. Add seating at Adam and Eve Rocks

p7 Sandy Beach

Sandy Beach is the most popular destination in the Municipality. It hosts swimming, picnicking, walking, and sunbathing. Improvements for Sandy Beach were ranked the highest priority in the parks and beaches section of the Draft Recommendation Survey. Through the consultation process, it is clear people are concerned about overcrowding and parking.

The Municipality should update the parking lots with a paved surface and add line markings to help maximize



the full extent of the space. Along with these updates, the Municipality should consider implementing a pay-and-display seasonal parking system to help pay for maintenance costs. Additional opportunities to improve the parking situation at Sandy Beach include expanding the upper parking lot into the adjacent treed area or to add a parking lot into the municipally owned lands to the west of the beach. The Municipality should also explore traffic calming measures and signage to increase safety and access to the parking lot for vehicles, as well as pedestrians and cyclists.

The path to the beach should be updated to minimize erosion and improve accessibility. According to the signage strategy, signage on site should be consolidated and updated. Recommended new amenities for the site include a playground, public barbeques, additional seating and picnic areas. The Municipality should also consider adding small craft infrastructure and amenities, as discussed in the Water Access Recommendations. The Municipality should consult with local residents before developing this recommendation.

Recommendations

- p7.1. Update parking lot surfacing and add line markings at Sandy Beach (t21, w5)
- p7.2. Explore implementing a low-pay parking system at Sandy Beach
- p7.3. Explore expanding the upper parking area at Sandy Beach
- p7.4. Work with the County to develop traffic calming measures and

signage along Lakehurst Road near Sandy Beach

- p7.5. Update and regrade the path to the beach to make it accessible at Sandy Beach
- p7.6. Add a playground at Sandy Beach
- p7.7. Add public barbeques, additional seating and picnic areas at Sandy Beach
- p7.8. Consider adding small water craft infrastructure and amenities, as discussed in the Water Access Recommendations at Sandy Beach (w1)



4.3 Facility Recommendations

This section discusses recommendations for three municipal community centres and two private community centres, as well as the Buckhorn Library and Buckhorn Tourist Centre. In general, the facility recommendations centre around improving access to active transportation and trails, as well as accessibility.

Since the Buckhorn Community Centre and the Oak Shores Community Centre are privately owned, recommendations for these sites will focus on collaboration and continuing to build relationships for the provision of public recreation with the Municipality. With this in mind, it is recommended that the Municipality works with the Buckhorn Community Centre group to improve accessibility on-site, especially around the sports pad. Accessible improvements could include paths between amenities, signage, and parking.

The Citizens for Alternative Transportation in Trent Lakes (CATTLE) group is working hard to install bike racks and bike repair stations at facilities across the Municipality. Refer to the Background section for sites where these items are already installed. Additional bike racks and bike repair stations are planned for installation at the following facilities:

- Galway Community Centre: bike rack
- Cavendish Community Centre: bike rack and bike repair station
- Buckhorn Library: bike rack
- Buckhorn Tourist Centre: bike rack and bike repair station

- Buckhorn Community Centre: bike rack
- Lakehurst Community Centre: bike rack

As part of the recommended trail network, discussed below in the Proposed Trail Recommendations section, some locations are designated as trailheads while others act as nodes on the trail. The Buckhorn Library and Buckhorn Tourist Centre are proposed nodes on the trail. Community Centres to become trailheads include:

- Galway Community Centre
- Cavendish Community Centre
- Oak Shores Community Centre
- Buckhorn Community Centre
- Lakehurst Community Centre

Recommendations

- f1. Install bike racks and bike repair stations as per existing plans in partnership with CATTLE
- f2. Create trailheads at Galway, Cavendish, Oak Shores, Buckhorn, and Lakehurst Community Centres (o1, t1, t2, t9, t5, t7, t12, t15, t16, t18)
- f3. Add signage and wayfinding to Buckhorn Library and Buckhorn Tourist Centre (o1)



4.4 Water Access Recommendations

As its name suggests, Trent Lakes is full of lakes and water bodies. Ensuring public access and safety around water is imperative for the provision of recreation in the Municipality. The following text discusses recommendations for water access points and boat launches throughout Trent Lakes.

w1 Water Access Strategy

A municipal water access strategy will provide direction on assessing, updating, and enhancing the boat launches and water access points. Developing a water access strategy was ranked the highest priority in the water access section of the Draft Recommendation Survey. Protecting the natural environment, resident privacy and enhancing public access must be considered in the planning process. Safety protocols and policies are a critical aspect of the Plan to help avoid liability issues. The water access strategy should take into account all public water access points, as well as private access points such as marinas. The Municipality should continue to develop relationships with private water access providers for the provision of public recreation, as well as Oak Shores Community Centre and water access points.

The water access strategy should:

- Determine ownership, existing amenities, and type of vessels each access point can serve and create a classification system
- Create a classification system to guide maintenance and any development to

occur on the sites

- Inventory aging infrastructure and parking needs and develop a plan for improving the sites over time
- Undertake a detailed assessment of each site, identifying required improvements, scheduling repairs, and regular monitoring after improvements
- Collaborate with neighbouring municipalities to create standards for physical design, signage, amenities, and messaging to help mitigate environmental impacts

w2 Water Routes

With ample lakes and rivers for the public to enjoy, providing designated water routes will help focus and guide the public for their safety and enjoyment of the water. Water routes are recommended for the following lakes:

- Crystal Lake
- Mississagua Lake
- Pigeon Lake
- Sandy Lake

Local neighbourhood and cottage associations should be consulted. At Pigeon Lake specifically, the Municipality should consult with the Kawartha Land Trust about water route connections from the mainland to Big Island. Respondents voiced a desire for canoe and kayak trailheads with signage and washroom facilities (see Overall Open Spaces Recommendations above). Water route trailheads should include, but are not limited to:



- A wayfinding map and safety signage
- A designated launch area for canoes and kayaks
- Canoe and kayak storage racks
- Washroom facility

w3 Business Collaborations

The Municipality may work with local outfitters to explore opportunities to provide access to small watercraft for the public to rent near to water route trailheads. If there is no outfitter nearby, the Municipality should consider purchasing and installing lockers at designated water route trailheads for the purpose of storage and rentals. However, the reason to contract this service out is to reduce the burden and liability on the Municipality. Appropriate signage and safety information should be provided.

This recommendation would allow residents to securely store their small watercraft in close proximity to the water rather than having to carry or tow it from home. Lockers would use a code system that could be reset with each new user. The Municipality should keep some of these lockers to provide rental opportunities for those without their own boat. The Municipality may look for other examples of these lockers to help build a business case.

Water route trailheads should be developed at the following sites:

- White's Beach
- Cold Lake Access
- Crowe's Line Park
- Bear Creek Water Access
- Sandy Point Boat Launch

- Chase Property
- Sandy Beach

w4 Boat Washing Stations

The Municipality should install boat washing stations at key boat launches and water access locations to deter the spread of invasive species between lakes and rivers. Boat washing stations are supported by respondents in the Draft Recommendations Survey. Signage should be provided nearby, which should include:

- Interpretive signage explaining the purpose of boat washing station (i.e. to prevent the spread of invasive species, etc.)
- Instructions on how to use the boat washing station

Based on information gathered from the water access strategy and local knowledge of problem areas, the Municipality should determine which sites are a priority for this recommendation. It may be beneficial to pilot a boat washing station at one or two sites and gather feedback before expanding the program.

Recommendations

- w1. Develop and implement a water access strategy (p7.8, p5.8)
- w2. Create water routes and trailheads at recommended sites (o1)
- w3. Explore a business case and collaborate with local outfitters to provide small craft rentals and lockers near water routes and trailheads (p5.4)
- w4. Develop a boat wash station at one or two sites as a pilot project (o8)



4.5 Overall Trails Recommendations

The following overall recommendations are directed to all trails in Trent Lakes. They are discussed below under the following headings:

ot1 Trent Lakes Trails Committee

ot2 Trail Standards and Guidelines

ot3 Trail Collaborations

ot4 Site Rehabilitation and Feasibility

ot1 Trent Lakes Trails Committee

The creation of a Trent Lakes Trails Committee was tied for first ranking in the overall trails section of the Draft Recommendation Survey. With the success of the former Buckhorn Trails Association (BTA) and their creation of trails on Big Island and the Mississagua River Trail, it is clear trail groups have worked in Trent Lakes in the past. Though the BTA has disbanded, the Municipality should create a Trent Lakes Trails Committee, which would be a subcommittee of Municipal Council provided with proper tools, materials, and training. With this Open Spaces Master Plan in place, the new committee could focus on implementing the recommendations of this Plan. The scope of the Trails Committee could include, but is not limited to:

- Acting as a liaison for the Municipality between neighbourhood and cottage associations, private landowners, snowmobile and ATV clubs, the Ministry

of Natural Resources and Forestry, Ontario Parks, and the County

- Interpretive signage development
- Providing input on trail construction projects
- Trail related event planning and fundraising
- Trail mapping (GIS data collection)
- Simple trail maintenance
- Relaying information on trail hazards and required updates to Staff

The actions recommended for the Trails Committee should align with the Parks Recreation and Culture Plan and this Open Spaces Master Plan. The committee could – for example – set a goal of creating one or two trails (or segments of a trail) per year.

ot2 Trail Standards and Guidelines

The Municipality should adopt good industry standards for trail design and building. A summary document should be created to use as a quick reference when designing and developing trails. Potential trails standards documents to refer to include, but are not limited to:

- Best Practices for Parks Canada Trails
- Guidelines for a Quality Trail Experience by the International Mountain Bicycling Association

These and other best practices should be refined for the Trent Lakes context. Trail standards and guidelines to focus



on include but are not limited to, accessibility, trail classification, design and construction, safety, trail elements, and trail users. For example, the health and wellness of trail users are one of the top priorities when designing trails. Accessible elements, such as rest stops, should be incorporated into all routes, including active transportation trails. Amenities at rest stops should include seating, shade, and wayfinding signage.

ot3 Trail Collaborations

Active Transportation on County Roads

According to the Peterborough County Active Transportation Master Plan, the following routes are recommended in Trent Lakes:

- County Road 36 between Bobcaygeon and Burleigh Falls, through Buckhorn
- County Road 37 (Lakehurst Road) between Gannon’s Narrows and Buckhorn
- County Road 503, east of Kinmount
- County Road 23 and 29 between Buckhorn and Lakefield

The Trails Committee (ot1) should work with the County as they develop these active transportation routes. The Trails Committee should ensure the presence of wayfinding and informational signage and markings, such as cycling and share-the-road signage together with paint markings along paved shoulders and on-road routes. They should propose an additional active transportation route on County Road 507, as discussed in the Proposed Trail Recommendations below.

Respondents to the Draft Recommendations Survey expressed concerns about speed along County Road 36. The Trails Committee should collaborate with the County to explore traffic calming measures in busier areas and near trails.

Ontario Parks Trails

The Municipality should assign the Trails Committee to work with Ontario Parks to develop more trails in Kawartha Highlands Provincial Park. Ideal locations for new trails include: in the south of the park near Buckhorn and near Mississagua Lake. The Trails Committee should ensure new trails are in line with the signage strategy and trail standards and guidelines described in this Plan. New trails in the provincial park should connect to the Trent Lakes trail network.

ot4 Site Rehabilitation and Feasibility

The Municipality should explore the possibility of developing trails on key industrial sites in Trent Lakes, including:

- Bobcaygeon Quarry
- Crystal Lake Transfer Station
- Kawartha Hideaway Gravel Pit
- Reid Street Landfill

The initial exploration should include discussions between Staff and industry experts to determine if trail development is possible and safe. If trail development is recommended, additional studies will be required, which may include a number of assessments such as an environmental assessment and concept plans. Site rehabilitation may also be required,



which may include tree and native species planting, soil restoration and/or capping, water testing, and monitoring over time.

Recommendations

- ot1. Establish a Trent Lakes Trails Committee as a committee of Council (t1, t2, t3, t4, t5, t6, t7, t8, t9, t10, t11, t12, t13, t14, t15, t16, t17, t18, t19, t20, t21, t22, t23, f3)
- ot2. Formally adopt good industry standards for trail design and construction (tm4)
- ot3. Work with the County as they develop active transportation routes from the their Active Transportation Master Plan (ot1)
- ot4. Work with Ontario Parks to develop more trails in Kawartha Highlands Provincial Park (ot1)
- ot5. Explore the feasibility of trail development on recommended industrial sites



4.6 Trail Maintenance Recommendations

Identifying and Funding Maintenance

It is recommended the Municipality keep trail maintenance records digitally (using MESH or ESRI software) allowing Staff to inventory assets with georeferenced locations. A similar method should be used for parks. MESH software is currently used by Staff but it is recommended they should explore transitioning to ESRI to allow information to be viewed online. The Municipality should register with Ontario Trail Council's Trails Count program, which allows trail users to share feedback with Staff digitally.

The Municipality should continue to inspect and maintain trails and parks in accordance with RLOS and continually evaluate this standard or update to a different standard if/when needed. Working closely with the new Trent Lakes Trails Committee, the Municipality should provide training to allow members to complete trail inspections and basic maintenance.

The Municipality should collect a percentage of revenue from trail-related events to go towards trail maintenance. These funds should be set aside for maintenance for when repairs are needed that might require outside help (a contractor).

Trails Best Practices

The Municipality should establish a trail maintenance best practices document to synchronize maintenance techniques with Staff and the Trails Committee, as established in the Trent Lakes Recreational Level of Service Policy. Based on these best practices, the Municipality should host trail building training programs for Staff, the Trails Committee, and volunteer groups.

Recommendations

- tm1 Explore transitioning to ESRI for digital maintenance records to allow information to be viewed online
- tm2 Host trail building and maintenance training programs for Staff, the Trails Committee, and volunteer groups (ot1)
- tm3 Set aside funds from trail-related events for maintenance when external repairs are needed
- tm4 Establish trail maintenance best practices document (ot2)



4.7 Proposed Trail Recommendations

Overview

Both the Parks Recreation and Culture Survey and the Open Spaces Survey indicate trails are missing in Trent Lakes and are highly desired above all other recreational elements. Based on the consultation process, this Plan recommends 23 new trails located across the Municipality. The trails range from small recreational loops to active transportation routes connecting communities together. All 23 trails are discussed below under Recommended Trails. To reiterate, the focus of this Plan is non-motorized trails, therefore snowmobile and ATV trails are outside of this Plan’s scope. However, this Plan supports and proposes shared trails between motorized and non-motorized users.

The following text describes the rationale and overarching themes for how the 23 trail recommendations were developed. They are discussed under the following headings:

- Types of Trails
- Using Existing Trails
- Trail Design and Phasing

Types of Trails

This Plan recommends five types of trails, which are identified in Table 4-3. The table also indicates recommended widths and materials for each trail type. In this Plan, off-road trails include multi-use trails, sidewalks, and dedicated cycle lanes. Trails that will share the road include paved shoulders and on-road routes.

Table 4-3: Recommended Trail Types

Component	Recommendation	
Secondary	Varies 1.2 m minimum	Natural surface
Multi-use	Varies 1.8 to 3.0 metres wide	Asphalt, concrete, limestone screening
Sidewalk	1.8 metres minimum	Concrete
Dedicated cycle lane	2.0 metres minimum	Asphalt, with line painting
Paved shoulder	2.0 metres minimum	Uses existing road surface, with line painting
On-road route	n/a	Uses existing road surface, with line painting



Using Existing Trails

Trent Lakes is a large Municipality with an expansive amount of natural space between existing communities. However, the existing snowmobile and ATV trail networks are vast, and there are many existing and former logging roads. These existing trail networks offer possibilities for the creation of shared trails between motorized and non-motorized uses. Peterborough County's Active Transportation Master Plan (ATMP) recommends paved shoulders along County Road 503, County Road 507, County Road 36, and County Road 37 (Lakehurst Road). This Plan aims to coordinate with the County's ATMP and connect to it wherever possible. Selwyn Township's Recreational Trails Master Plan also coordinates with the County's plan. A thoughtful and creative collaboration between all parties involved will help expand Trent Lakes' recreational potential one trail at a time. As each of the 23 recommended trails is discussed below, locations for potential collaborations are identified.

Motorized vehicle trail organizations are prominent in Trent Lakes (see Non-Municipal Groups on page 22). Most of these organizations have established agreements with private landowners for the use of their lands for recreational trails. If other recreational uses were to be added to these agreements, permission from the clubs and landowners would be necessary. Discussions with stakeholders during the consultation process showed there is potential for collaboration between motorized and non-motorized trail users. Information at trailheads

about shared trails and 'share the trail' signage will be a key part of developing trail safety and knowledge.

For logging roads to be viable trail options, their ownership will need to be determined, as well as their existing condition. Some logging roads are inactive in the Municipality while others remain active. New trails should not interfere with logging operations. Permission from the owner will be required for any trails to be developed on logging roads, such as from the Ministry of Natural Resources and Forestry if the trails are on Crown lands, or from private land owners.

Fire routes provide access for emergency vehicles where a municipal road is not present or possible. There are countless fire routes in Trent Lakes where no other connection exists. Fire routes are often owned by residents and are therefore private except for those with permission to use it. Any trail on a fire route should not interfere with emergency vehicle access. When and if trail development occurs, ownership of fire routes will need to be determined and permission gathered.

Trail Design and Phasing

While Trent Lakes does have a large network of motorized trails, it is essentially a blank slate for non-motorized recreational trails. This Plan utilizes information gathered from the consultation process to design a new/expanded trail network. For example, respondents to the Open Spaces Survey indicated their preference for trails between one and five kilometres, seconded by trails between six and ten



kilometres. Therefore, shorter trails and loops are a priority. Since Trent Lakes and its communities are spread out from each other, providing regional connectivity is also a priority.

According to the Draft Recommendations Survey, respondents want to use trails all season. As new trails get developed in Trent Lakes, the Municipality should consider winter maintenance as part of the design process and should identify and design some trails to be easier for winter maintenance. Wherever possible, winter activities should be considered when designing trails, such as snowshoeing and cross-country skiing.

The Implementation Section of this Plan provides phased costing for each recommendation in this Plan, including trails. Within the ten-year timeline of this Plan, it likely will not be possible to develop all 23 recommended trails. Therefore, many of the trails in this Plan are on-road connections, because they will be easier and faster to complete within the timeline of this Plan. However, these on-road trails are meant to act as temporary solutions until a time when off-road trail infrastructure may be possible, such as during road redevelopment or widening. The ultimate state of all recommended trails is to be off-road.

Recommended Trails

The following 23 trails are recommended for the Municipality of Trent Lakes. Figure 4-1 shows the overall trail map, with more detailed zoom-ins. The Implementation section below identifies which trails take priority over others as well as costs for budgeting purposes. Many of the

recommended trails are made up of smaller segments of more than one type of trail (see Appendix A for details). Recommended trails include:

- t1 Kinmount to Dettman's Park
- t2 North Crystal Lake Trail
- t3 Galway-Cavendish Connection
- t4 Catchacoma Forest Hiking Trails
- t5 County Road 507 Connection
- t6 County Road 507 Extension
- t7 Kawartha Barrens Small Loop
- t8 Kawartha Barrens Large Loop
- t9 Cold Lake Access Connection
- t10 Bass Lake Road Trail
- t11 Crowe's Line Beach Connection
- t12 Bald Lake Trail
- t13 County Road 507 to Northern Avenue
- t14 Bear Creek Water Access Connection
- t15 Lakehurst Community Centre Trail
- t16 Lakehurst Community Centre to Buckhorn
- t17 Buckhorn to County Road 507
- t18 Adam and Eve Rocks to Buckhorn Community Centre
- t19 Buckhorn Tourist Centre to Lakehurst Road
- t20 Fulton Lane to William Street Connection
- t21 Buckhorn Lake Trail
- t22 Chase Property to Lakehurst Road
- t23 Wolf Island Provincial Park Connection



Trent Lakes Trails

- Provincial Park
- Crown Land
- First Nations Reserve
- Non-Municipal Parks
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails
- Existing Land Trails
- Proposed County Active Transportation Route
- Proposed Land Trail
- Alternate Off-Road Land Trail
- Existing Water Route
- Proposed Water Route
- Proposed Land Trailhead
- Proposed Water Route Trailhead

Existing Parks

- p1 Dettman's Park
- p2 White's Beach
- p3 Cavendish Community Centre Park
- p4 Crowe's Line Beach
- p5 Ode'Naang Park
- p6 Adam and Eve Rocks Park
- p7 Sandy Beach

Existing Facilities

- f1 Galway Community Centre
- f2 Cavendish Community Centre
- f3 Buckhorn Library
- f4 Buckhorn Tourist Centre
- f5 Buckhorn Community Centre
- f6 Buckhorn Sports Pad
- f7 Lakehurst Community Centre
- f8 Oak Shores Community Centre

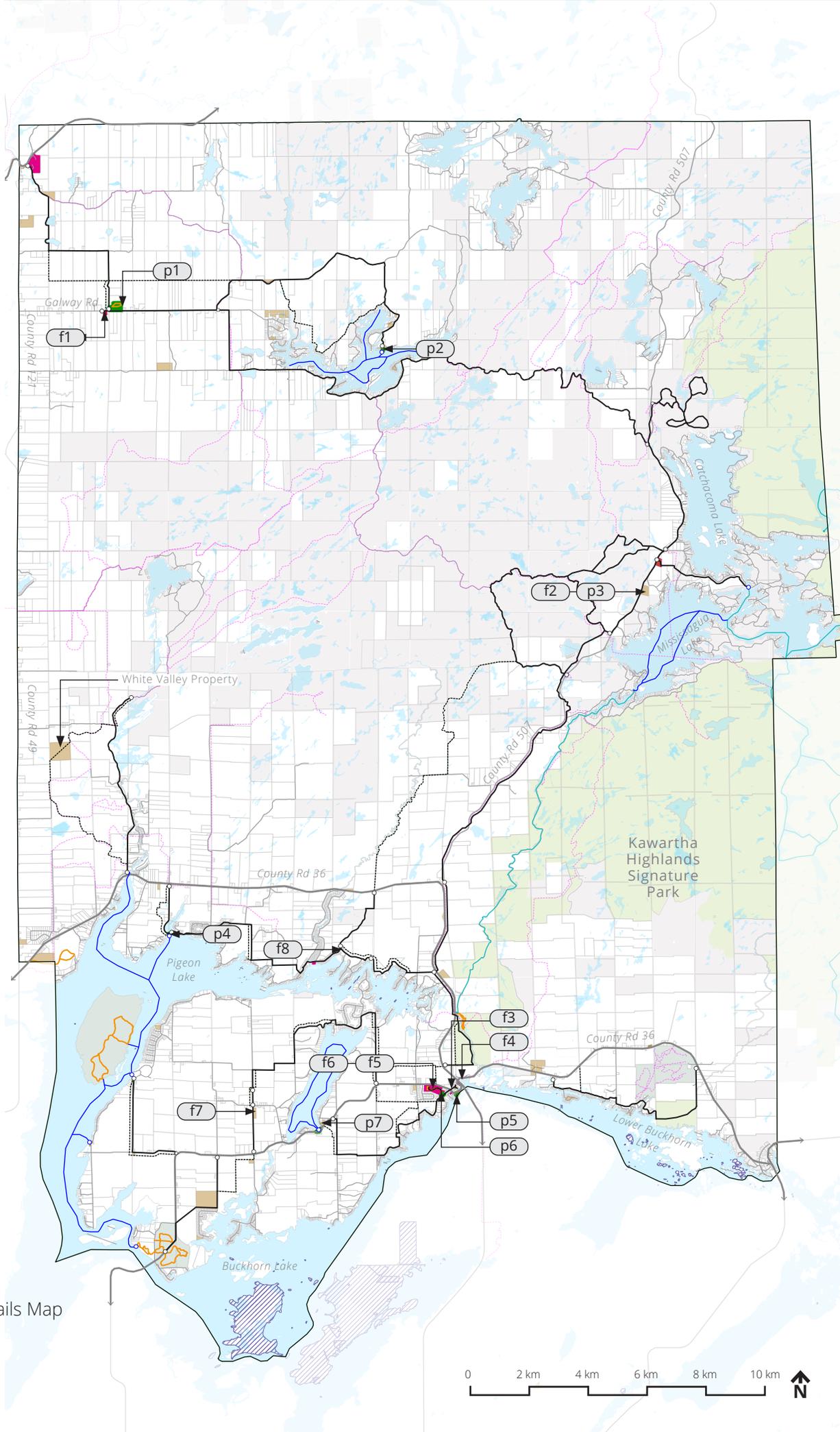


Figure 4-1: Overall Trails Map

t1 Kinmount to Dettman's Park

The Kinmount to Dettman's Park trail was ranked the fourth highest priority in the proposed trails section of the Draft Recommendation Survey. There is a desire to connect Trent Lakes to the existing Victoria Rail Trail, which terminates in Kinmount. Since Dettman's Park and Galway Community Centre are nearest to Kinmount, it is recommended to provide this active transportation connection.

There are many route options available for this trail connection with varying amounts of on- and off-road trail types Figure 4-2. The option recommended by this Plan contains mainly on-road trails since it will be the most implementable in the timeline of this Plan. Reid Street is a two-lane road with a gravel shoulder and a 40 km/h speed limit, Dutch Line Road is a two-lane road with no shoulder and a 50 km/h speed limit, and Galway Road is a two-lane road with no shoulder and a 60 km/h speed limit. None of these roads are able to accommodate a dedicated bike lane at this time, however, there are alternate off-road options using unopened rights-of-way and easements (see Alternate Off-Road Trails in Figure 4-2). The Trails Committee should begin the conversation with private landowners in the area and investigate the provision of a trail on their lands. More information about this trail can be found in Table A1 in Appendix A.

Recommendations

- t1. Develop t1 Kinmount to Dettman's Park (ot1, f2)

t2 North Crystal Lake Trail

The North Crystal Lake Trail is one of the longest active transportation routes recommended in this Plan and connects Dettman's Park and the Galway Community Centre to White's Beach on Crystal Lake Figure 4-3. The lands south of Galway Road are wet and marshy, with many small lakes. To be implementable, the recommended route for this trail is entirely on-road at this time. More information about this trail can be found in Table A2 in Appendix A.

There is an option to create an additional connection along Fire Route 364 and West Clear Bay Road, which would require at least one bridge (See Alternate Off-Road Trails in Figure 4-2 and Figure 4-3). Ownership of the fire route will need to be determined and permission granted from the owner(s) and fire services staff in Trent Lakes. Since this option would connect directly to the community of north Crystal Lake, community members may be okay with allowing a trail on the fire route (depending on ownership).

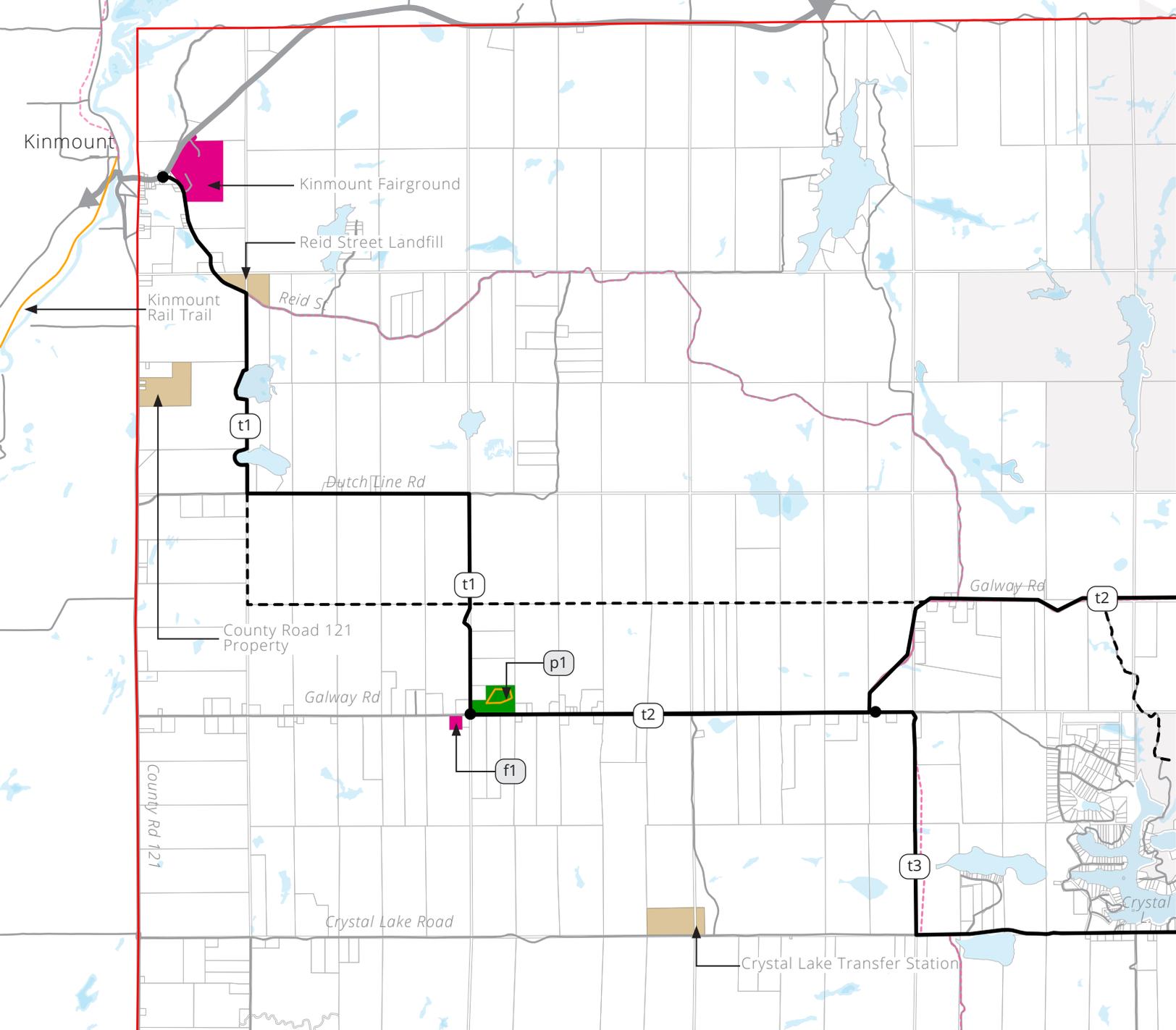
Recommendations

- t2. Develop t2 North Crystal Lake Trail (ot1, f2)

t3 Galway-Cavendish Connection

The Galway-Cavendish Connection is another long active transportation route, connecting Galway to County Road 507, north of the Cavendish Community Centre Figure 4-2, Figure 4-3, and Figure 4-4. This trail and t2 both utilize a portion of Galway Road. The trail follows the community of south Crystal Lake closely





Galway Trails

- Municipal Boundary
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails

- Existing Land Trails
- Proposed County Active Transportation Route
- Proposed Land Trail
- Alternate Off-Road Land Trail

Parks

p1 Dettman's Park

Facilities

f1 Galway Community Centre

Land Trails

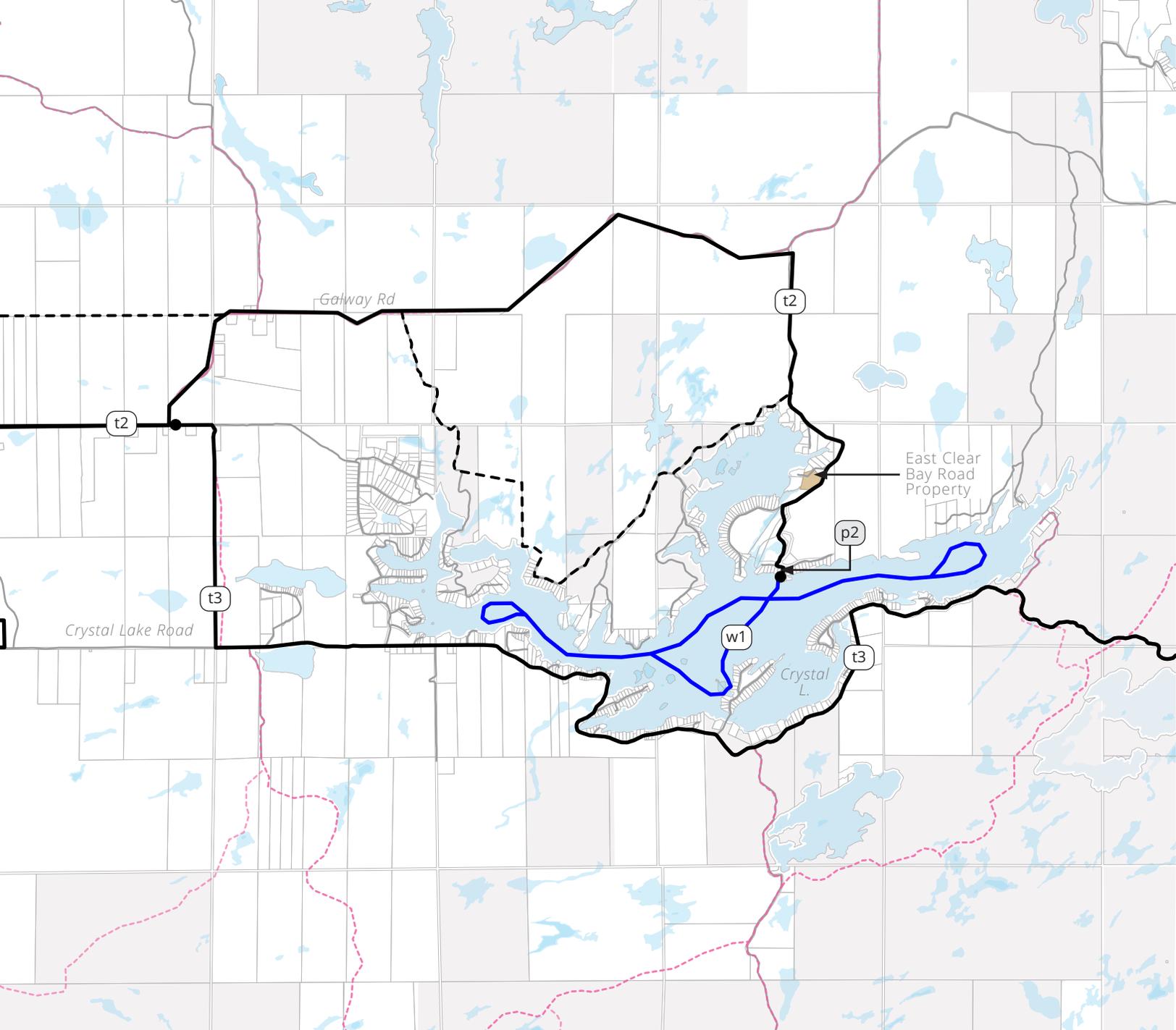
t1 Kinmount to Dettman's Park

t2 North Crystal Lake Trail

t3 Galway-Cavendish Connection



Figure 4-2: Galway Trails Map



Crystal Lake Trails



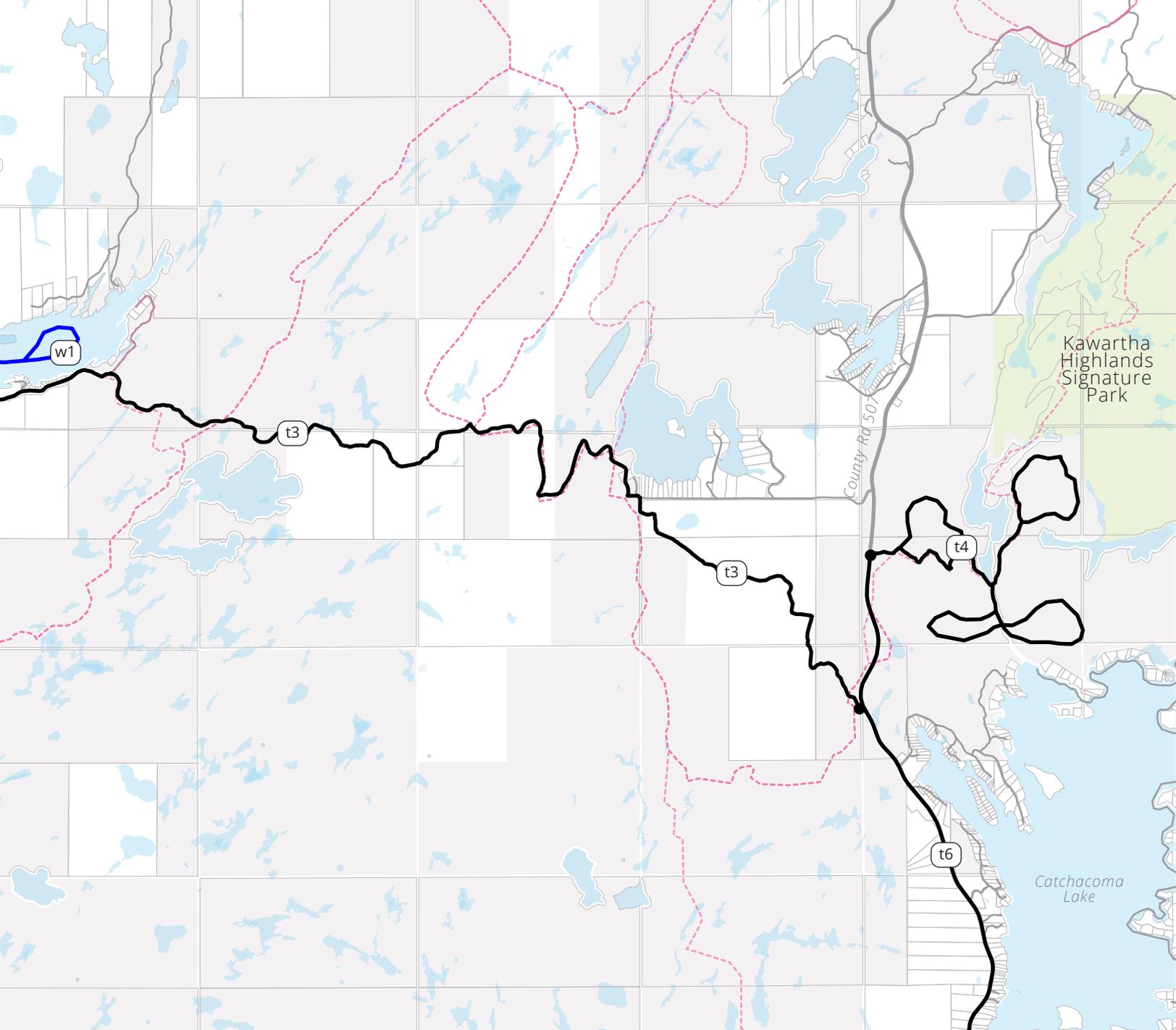
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails
- Proposed Land Trail
- Alternate Off-Road Land Trail
- Proposed Water Route

- Parks
- p2 White's Beach

- Land Trails
- t2 North Crystal Lake Trail
 - t3 Galway-Cavendish Connection

- Water Trails
- w1 Crystal Lake Water Route

Figure 4-3: Crystal Lake Trails



North Catchacoma Trails

- Provincial Park
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails
- Proposed Land Trail
- Alternate Off-Road Land Trail

Land Trails

- t3 Galway-Cavendish Connection
- t4 Catchacoma Forest Hiking Trails
- t6 County Road 507 Extension

Water Trails

- w1 Crystal Lake Water Route



Figure 4-4: North Catchacoma Trails Map

around the lake along Crystal Lake Road. Segments of this trail are located on existing logging roads and motorized trails. The appropriate authorities will need to be determined and consulted for the development of this trail. More information about this trail can be found in Table A3 in Appendix A.

Recommendations

- t3. Develop t3 Galway-Cavendish Connection (ot1)

t4 Catchacoma Forest Hiking Trails

The Catchacoma Forest is an old growth hemlock mixed forest next to Catchacoma Lake in an area of Crown land. According to the Wilderness Committee, with trees between 150 to 350 years old, it may be the largest known forest of its kind in Canada and there is a push to help protect the forest from logging. During the consultation process for this Plan, many expressed their desire to help protect the forest. This trail was ranked the second highest priority in the proposed optional/long-term trails section of the Draft Recommendation Survey. Respondents want to see the forest protected before it is logged.

One of the priorities of the Trent Lakes Trails Committee should be to work with the Ministry of Natural Resources and Forestry (MNRF) and Ontario Parks to expand the Kawartha Highlands Provincial Park boundary to include the Catchacoma Forest for its protection. There are a number of informal hiking trails in the Catchacoma Forest, which are currently

used by groups such as the Catchacoma Forest Stewardship Committee to provide organized nature hike programs, as mentioned in the Background Section of this Plan. The Trails Committee should collaborate with the Ministry of Natural Resources and Forestry and/or Ontario Parks to formalize these trails and make them safe for public use.

As a first step, an assessment of the existing trails should be conducted. Then, a concept plan should be developed to identify which trails should be formalized, which (if any) should be decommissioned, and if any new trails need to be constructed. Figure 4-5 illustrates an example of a trail system in the Catchacoma Forest. It is recommended that multiple trail loops and trail difficulties be provided, as well as a trailhead and signage. There is an existing parking area for a local snowmobile club along County Road 507 where the trailhead could be. There is no specific budget for this trail because its exact route and type(s) are still to be determined in collaboration with stakeholders.

Recommendations

- t4. Work with the MNRF and Ontario Parks to formalize and develop trails in the Catchacoma Forest and protect it from logging (ot1)

t5 County Road 507 Connection

County Road 507 is the main north-south road in Trent Lakes, located on the east side of the Municipality. The road is two



lanes with a gravel shoulder and an 80 km/h speed limit. This Plan recommends developing a connection between the Buckhorn and the Cavendish Community Centre (CCC), and there are a couple of options. One option is a paved shoulder along County Road 507 since there is no space for a dedicated bike lane at this time. As well, this will coincide with the County of Peterborough Active Transportation Master Plan which uses paved shoulders as the primary type of active transportation routes¹.

There is, however, an existing snowmobile trail that runs adjacent to the road. An assessment will need to be conducted to determine the feasibility of a shared route using the existing snowmobile trail in collaboration with the local snowmobile clubs. If a shared route is possible, it should be developed in place of a paved shoulder. The assessment may determine that some sections of the snowmobile trails are conducive to a shared trail, while others may not be. In this case, a combination of shared trails and paved shoulders is recommended. For paved shoulders along the road, the Trails Committee should work with the County since they own the road.

The snowmobile trail ends just south of Kings Road in Mississagua Landing, leaving a gap between there and the CCC. The Trails Committee should work with snowmobile clubs in the area to explore opportunities for collaborating on a trail extension to the CCC. Until then, the north segment of the trail should be a paved shoulder along the road. Figure

4-5 depicts the route along the existing snowmobile trail and road. It also shows an alternate route using existing logging roads and easements through private property and Crown land. There is no specific budget assigned to this trail because its exact route and trail type(s) are still to be determined.

Recommendations

- t5.1. Determine the feasibility of a shared trail using the existing snowmobile route adjacent to County Road 507 between Buckhorn to Catchacoma (ot1, f2)
- t5.2. Work with snowmobile clubs to extend the existing snowmobile trails between Kings Road and the Catchacoma Community Centre (ot1)

t6 County Road 507 Extension

An extension of t5, this trail extends the County Road 507 Connection north towards the Catchacoma Forest. Near the forest, there are existing snowmobile and ATV trails where there is potential for a shared trail in collaboration with local clubs. The Trails Committee should work with the snowmobile and ATV clubs in the area to explore opportunities for collaborating on a trail extension between the Cavendish Community Centre Community Centre (CCC) and the existing motorized trails near the Catchacoma Forest. Until then, some of this trail should be a paved shoulder along the road. For paved shoulders along the

¹ Taken from the County of Peterborough Active Transportation Master Plan, 2022



road, the Trails Committee should work with the County since they own the road. Figure 4-5 depicts the route along the road and existing motorized trails. There is no specific budget for this trail because its exact route and trail type(s) are still to be determined and is dependent on the development of t4 and t5.

Recommendations

- t6.1. Determine the feasibility of a shared trail using the existing snowmobile route adjacent to County Road 507 between the CCC to the Catchacoma Forest (ot1)
- t6.2. Work with snowmobile clubs to extend the existing snowmobile trails between the CCC to the Catchacoma Forest (ot1)

t7 Kawartha Barrens Small Loop

The Kawartha Barrens Small Loop is a 6.2 kilometre trail recommended for the Crown lands located west of the Catchacoma Community Centre (CCC) Figure 4-5. The trail utilizes existing snowmobile trails and forges a new trail on Crown lands to create a complete loop. The local snowmobile clubs will need to be consulted to coordinate this shared trail. Additionally, the Ministry of Natural Resources and Forestry should be contacted by the Trails Association to start the process of trail development on Crown land.

A trailhead should be provided on the west side of County Road 507 near the start of the trail. Ideally, a parking area is also located here. If a parking lot is not possible on the west side, the CCC could

be used. Either way, it is important to provide a safe connection between the CCC and the new trail. A safe crossing should be provided across County Road 507, in coordination with t5 and t6. More information about this trail can be found in Table A4 Appendix A.

Recommendations

- t7.1. Develop t7 Kawartha Barrens Small Loop (ot1, f2)
- t7.2. Work with the MNRF to develop trails in the Kawartha Barrens Crown lands (ot1)

t8 Kawartha Barrens Large Loop

The Kawartha Barrens Large Loop is a 12 kilometre trail west of County Road 507 Figure 4-5. The loop is closed with a section of t5 that runs along the road. The trail is entirely located on existing logging roads, which are now used for snowmobile trails. Local snowmobile clubs will need to be consulted to coordinate a shared trail at this location. There is an existing parking lot for the snowmobile clubs located where the south end of the trail meets County Road 507, which could be used for the new trail. More information about this trail can be found in Table A5 in Appendix A.

Recommendations

- t8.1. Develop t8 Kawartha Barrens Large Loop (ot1)
- t8.2. Determine the feasibility of a shared trail using the existing snowmobile routes in the Kawartha Barrens (ot1)



t9 Cold Lake Access Connection

The Cold Lake Access Connection connects the Cavendish Community Centre (CCC) with the Cold Lake Access Point (Figure 4-5). Since the road connection in this area, Beaver Lake Road, is narrow and busy, this trail is entirely off-road. From the CCC, the trail will require an easement across private property before it reaches Crown lands. Once in Crown lands it travels beside Beaver Lake Road until it reaches the water access point. More information about this trail can be found in Table A6 in Appendix A.

Recommendations

- t9. Develop t9 Cold Lake Access Connection (ot1, f2)

t10 Bass Lake Road Trail

Verbal interest in a trail along Bass Lake Road was expressed at the Public Open House in January 2023. The trail connects County Road 36 with Nogies Creek Canoe & Kayak Access Point where Bass Lake Road is two lanes with no shoulder and a 50 km/h speed limit. It is not wide enough to support a dedicated bike lane at this time, so the recommended trail is an on-road route (Figure 4-6). While there are existing snowmobile trails in the general area west of Bass Lake Road that could provide an off-road alternate route, they are far from the road and the built-up area. Should Bass Lake Road get redeveloped in the future, road widening for a dedicated bike lane is strongly recommended. More information about

this trail can be found in Table A7 in Appendix A.

Recommendations

- t10. Develop t10 Bass Lake Road Trail (ot1)

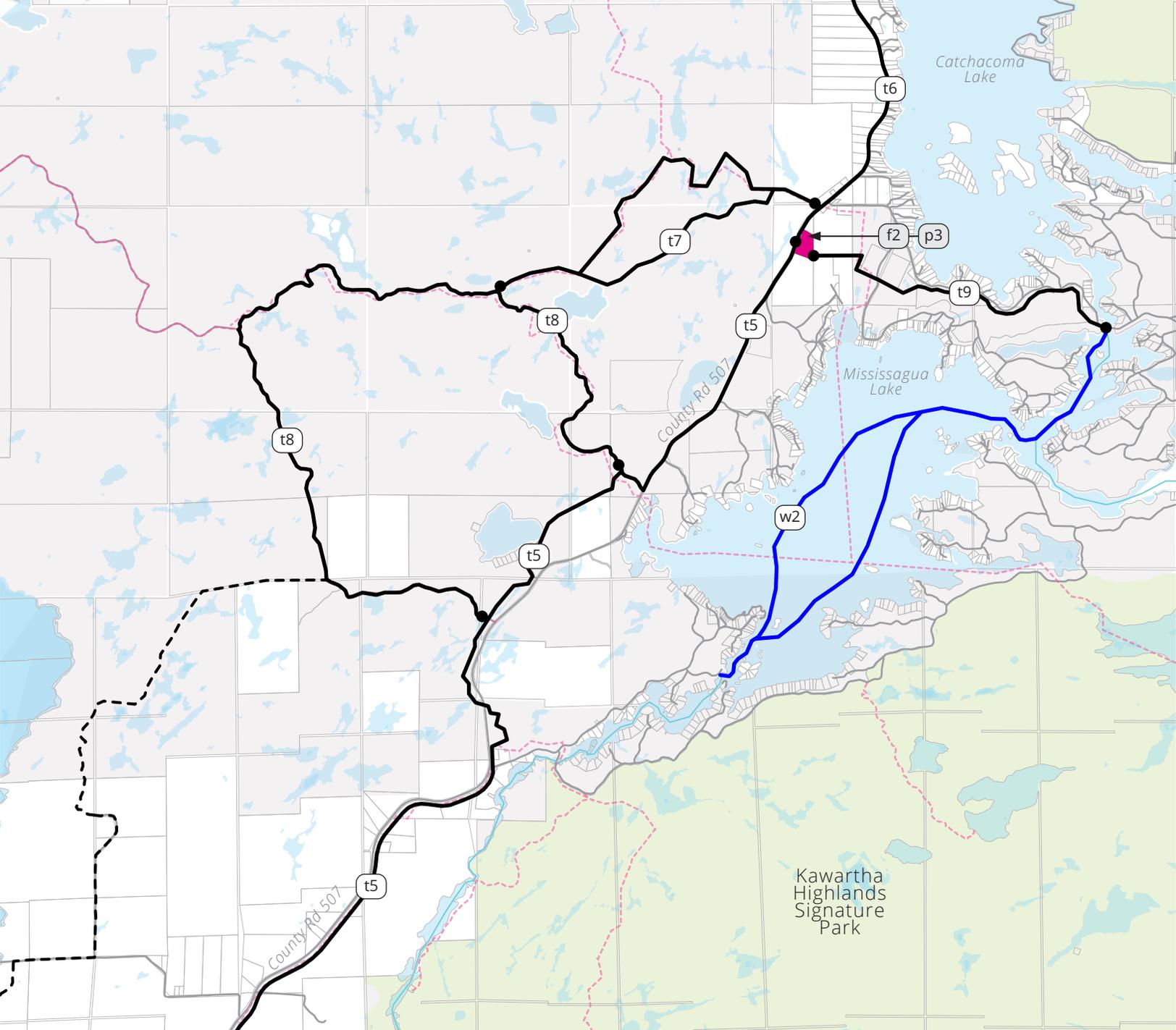
t11 Crowe's Line Beach Connection

This trail connects County Road 36 to Crowe's Line Beach along Crowes Line Road/Fire Route 98 (Figure 4-6). This trail was ranked the third highest priority in the proposed trails section of the Draft Recommendation Survey. Crowe's Line Road is a two-lane road with no shoulder and a 50 km/h speed limit. With no shoulder, it is not wide enough to accommodate dedicated bike lanes or a paved shoulder at this time. Should the road get redeveloped in the future, road widening for a dedicated bike lane, or at least a paved shoulder, is strongly recommended. An alternate off-road option involves easements across several private properties. Since public interest in this trail is high, the Trails Committee should begin discussions with these landowners to determine interest and feasibility in the off-road trail option. More information about this trail can be found in Table A8 in Appendix A.

Recommendations

- t11. Develop t11 Crowe's Line Beach Connection (ot1)





Catchacoma Trails

- Provincial Park
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails

- Proposed Land Trail
- Alternate Off-Road Land Trail
- Existing Water Route
- Proposed Water Route

Parks

- p3 Cavendish Community Centre Park

Facilities

- f2 Cavendish Community Centre

Land Trails

- t5 County Road 507 Connection
- t6 County Road 507 Extension

- t7 Kawartha Barrens Small Loop
- t8 Kawartha Barrens Large Loop
- t9 Cold Lake Access Loop

Water Trails

- w2 Mississagua Lake Rout



Figure 4-5: Catchacoma Trails Map

t12 Bald Lake Trail

This 12.7 kilometre trail was ranked the highest priority in the proposed trails section of the Draft Recommendation Survey. It provides an alternative route to the paved shoulder along County Road 36 by following the upper contours of Bald Lake (Figure 4-6 and Figure 4-7) and connects directly to t11 and Crowe's Line Beach. Table A9 in Appendix A describes each segment of the trail, which includes easements, on-road routes, and fire routes. In all instances, the appropriate groups will need to be contacted and provide approval. Alternate off-road options are possible and would include additional easements adjacent to roads. Since public interest in this trail is high, the Trails Committee should begin discussions with landowners to determine interest and feasibility in the off-road trail option using easements.

Recommendations

t12. Develop t12 Bald Lake Trail (ot1)

t13 County Road 507 to Northern Avenue

This trail connects County Road 36 to t12 using an unopened right-of-way, easement, and existing logging road (Figure 4-7). It also connects to an alternate off-road option for t5. The trail helps to connect the north Bald Lake community with proposed County active transportation routes and the recommended trail network in this Plan. More information about this trail can be found in Table A10 in Appendix A.

Recommendations

t13. Develop t13 County Road 507 to Northern Avenue (ot1)

t14 Bear Creek Water Access Connection

This trail follows Elim Lodge Road and Bear Creek Road, connecting County Road 27 to Bear Creek Water Access Point near Big Island (Figure 4-8). Elim Lodge Road and Bear Creek Road are both two-lane roads with no shoulder and a 50 km/h speed limit. Since there is no shoulder, there is no space for a paved shoulder or dedicated bike lane at this time. Therefore the recommended trail is on-road. An alternate off-road option could be provided adjacent to the roads, using easements. Landowners will need to be contacted and provide their permission. More information about this trail can be found in Table A11 in Appendix A.

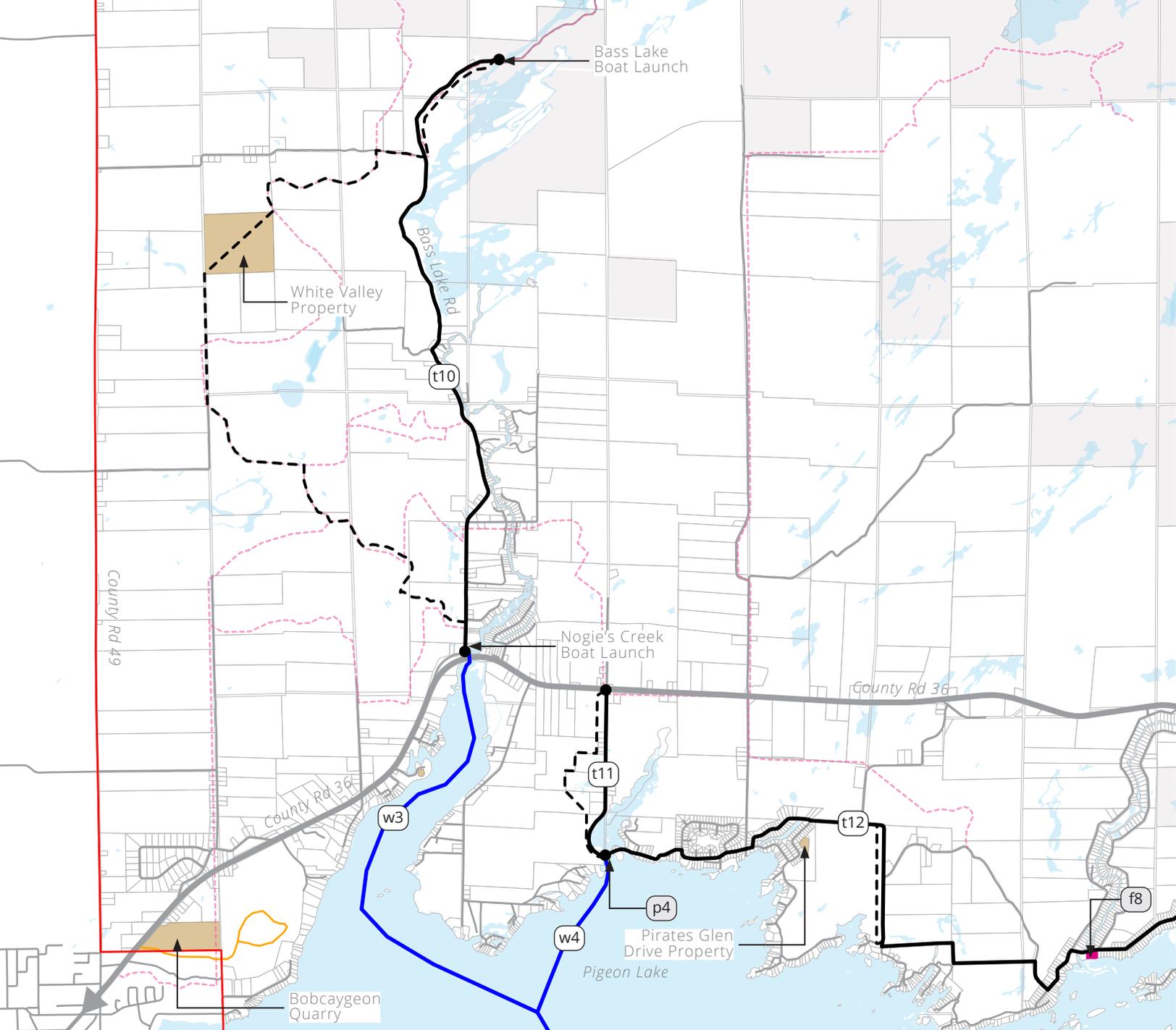
Recommendations

t14. Develop t14 Bear Creek Water Access Connection (ot1)

t15 Lakehurst Community Centre Trail

The Lakehurst Community Centre Trail recommendation is an update to the existing trail, which often collects water, needs to be improved (as heard in the consultation process). The off-road trail connects the Lakehurst Community Centre to Lakehurst Road, as well as the alternate off-road option for t22 (Figure 4-8). The trail should be updated to a paved asphalt surface and may need





Bobcaygeon Trails



- Municipal Boundary
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails
- Existing Land Trails

- Proposed County Active Transportation Route
- Proposed Land Trail
- Alternate Off-Road Land Trail
- Proposed Water Route

Municipal Parks

- p4 Crowe's Line Beach

Facilities

- f8 Oak Shores Community Centre

Land Trails

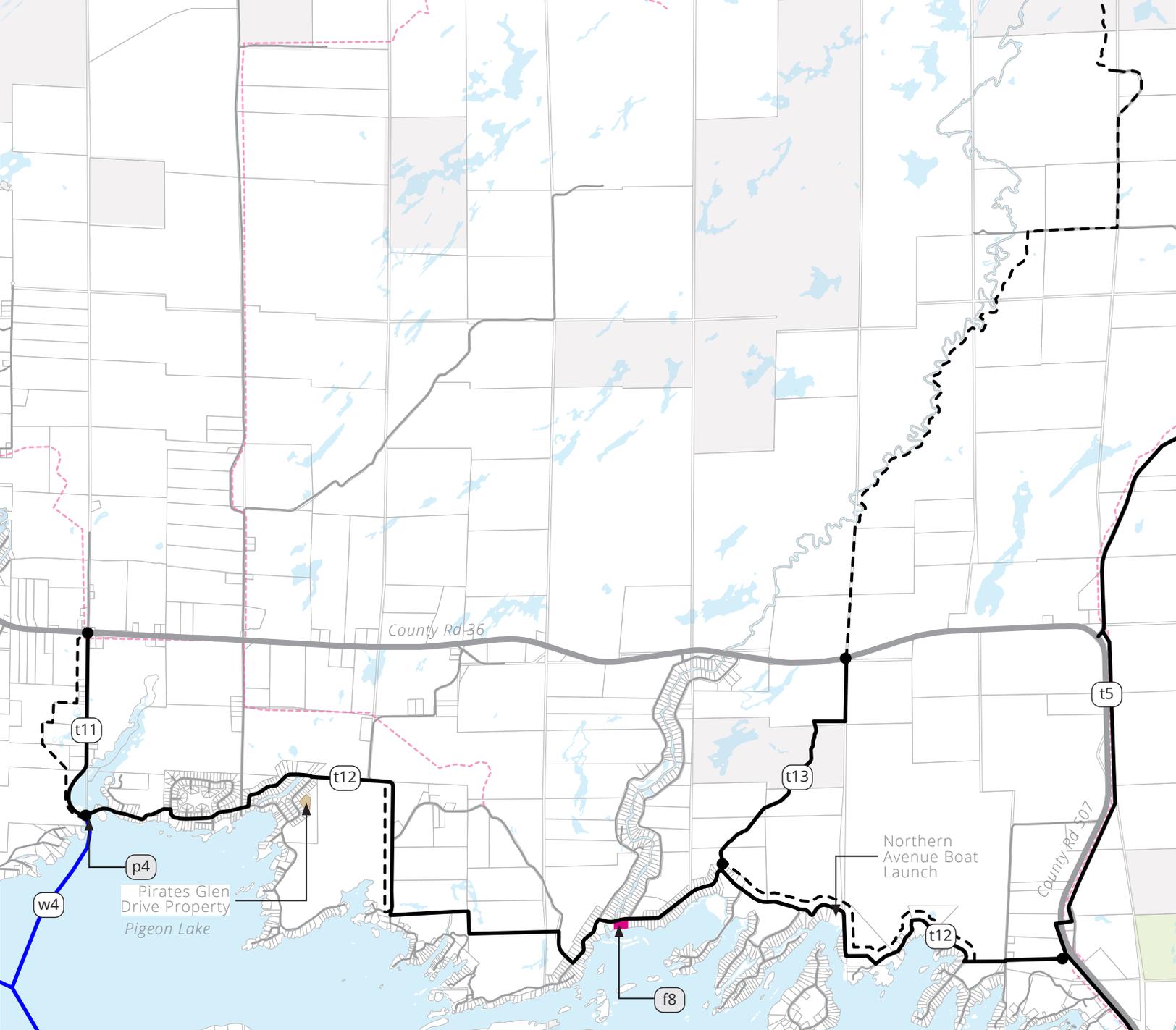
- t10 Bass Lake Road Trail
- t11 Crowes Line Beach Connection

- t12 Bald Lake Trail Extension to Crowe's Line

Water Trails

- w3 Nogies Creek Boat Launch to Big Island
- w4 Crowe's Line Park to Big Island

Figure 4-6: Bobcaygeon Trails Map



North Pigeon Lake Trails



- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails

- Proposed County Active Transportation Route
- Proposed Land Trail
- Alternate Off-Road Land Trail
- Proposed Water Route

Parks

p4 Crowe's Line Beach

Facilities

f8 Oak Shores Community Centre

Land Trails

t5 County Road 507 Connection

t10 Bass Lake Road Trail

t11 Crowes Line Beach Connection

t12 Bald Lake Trail Extension to Crowe's Line

t13 Bald Lake to County Rd 3 Connection

Water Trails

w4 Crowe's Line Park to Big Island

Figure 4-7: North Pigeon Lake Trails Map

to be raised out of wet areas. More information about this trail can be found in Table A12 in Appendix A.

Recommendations

t15.1 Update t15 Lakehurst Community Centre Trail (ot1)

t16 Lakehurst Community Centre to Buckhorn

This long trail connects the Lakehurst Community Centre (LCC) to Buckhorn around the north of Sandy Lake (Figure 4-8 and Figure 4-9). Table A13 in Appendix A describes each segment of the trail, which includes easements, on-road routes, and unopened rights-of-way. For easements, landowners will need to be contacted and provide approval. Alternate off-road options are possible and would include additional easements adjacent to on-road routes. The Trails Committee should begin discussions with landowners to determine interest and feasibility in the off-road trail option using easements.

Recommendations

t16. Develop t16 Lakehurst Community Centre to Buckhorn (ot1)

t17 Buckhorn to County Road 507

This trail was ranked the second highest priority in the proposed trails section of the Draft Recommendation Survey. It connects Buckhorn to County Road 507, meeting up with the Bald Lake Trail (t12) and connection to the Lakehurst Community Centre (t16) (Figure 4-9).

The trail also connects to the existing Mississauga River Trail in the Kawartha Highlands Provincial Park (KHPP). The trail travels through an unopened right-of-way, along the Mississauga River in the KHPP, and on existing snowmobile trails on both sides of County Road 36. The trail within the provincial park will need to be approved and confirmed by Ontario Parks since some areas are marshy and should be avoided if possible. More information about this trail can be found in Table A14 in Appendix A.

The Trails Committee should lead an assessment to determine the feasibility of a shared route using the existing snowmobile trail in collaboration with the local snowmobile clubs. If a shared route is possible, it should be developed. The assessment may determine that some sections of the snowmobile trails are conducive to a shared trail, while others may not be. In this case, a combination of shared trails and paved shoulders is recommended. If a shared route is not possible at all, the trail should follow the recommended paved shoulder on County Road 36 based on the County's Active Transportation Plan.

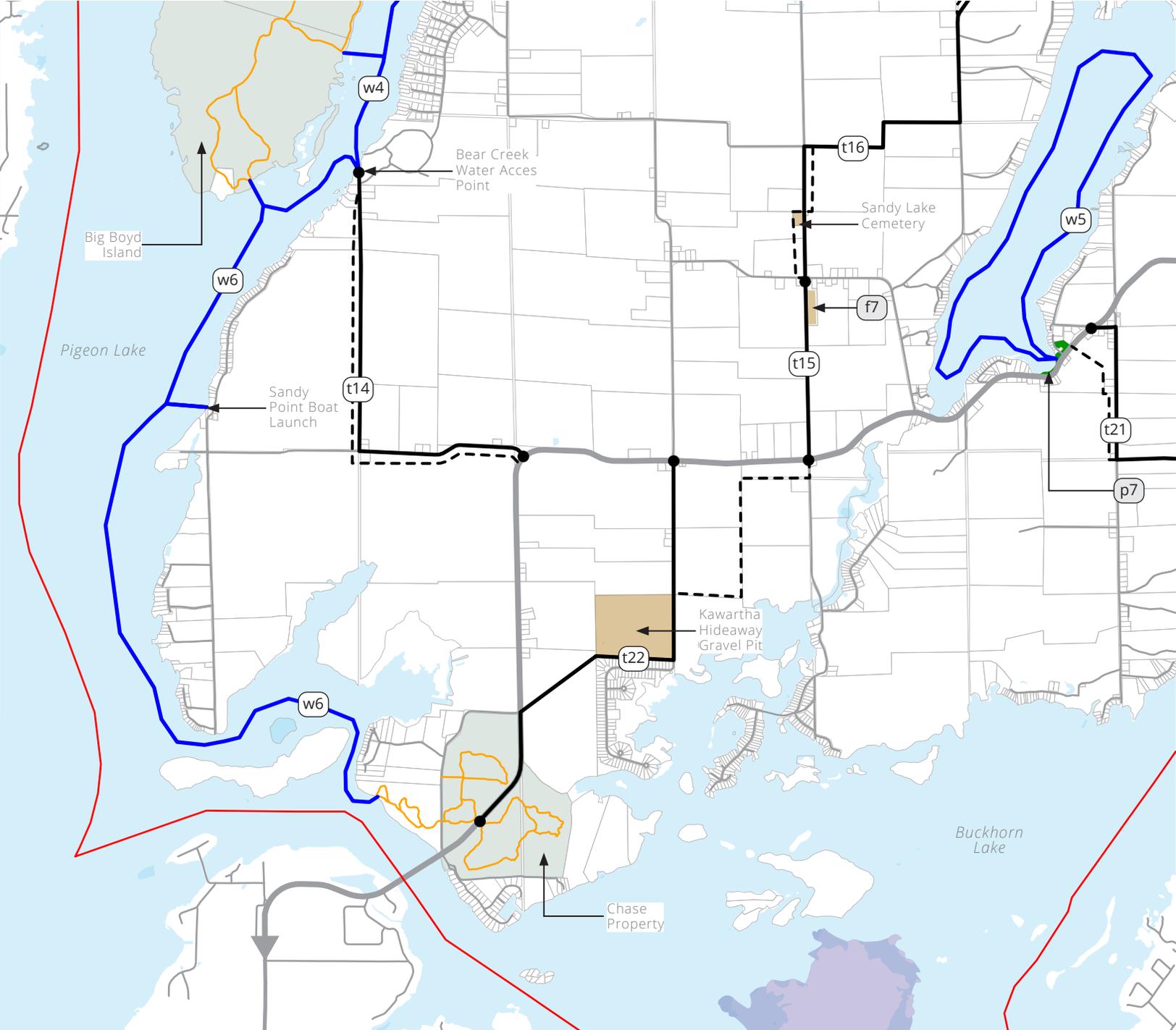
Recommendations

t17. Develop t17 Buckhorn to County Road 507 (ot1)

t18 Adam and Eve Rocks to Buckhorn Community Centre

This recommendation aims to formalize a trail connection between the Buckhorn Community Centre (BCC) and Adam and





Lakehurst Trails



- Municipal Boundary
- Non-Municipal Parks
- First Nation Reserve
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails
- Existing Land Trails
- Proposed County Active Transportation Route
- Proposed Land Trail
- Alternate Off-Road Land Trail
- Proposed Water Route

Parks

p7 Sandy Lake Beach

Facilities

f7 Lakehurst Community Centre

Land Trails

t14 Bear Creek Water Access Trail

t15 Lakehurst Community Centre Trail

t16 Lakehurst Community Centre to Buckhorn Connection

t22 Kawartha Hideaway Gravel Pit Connection

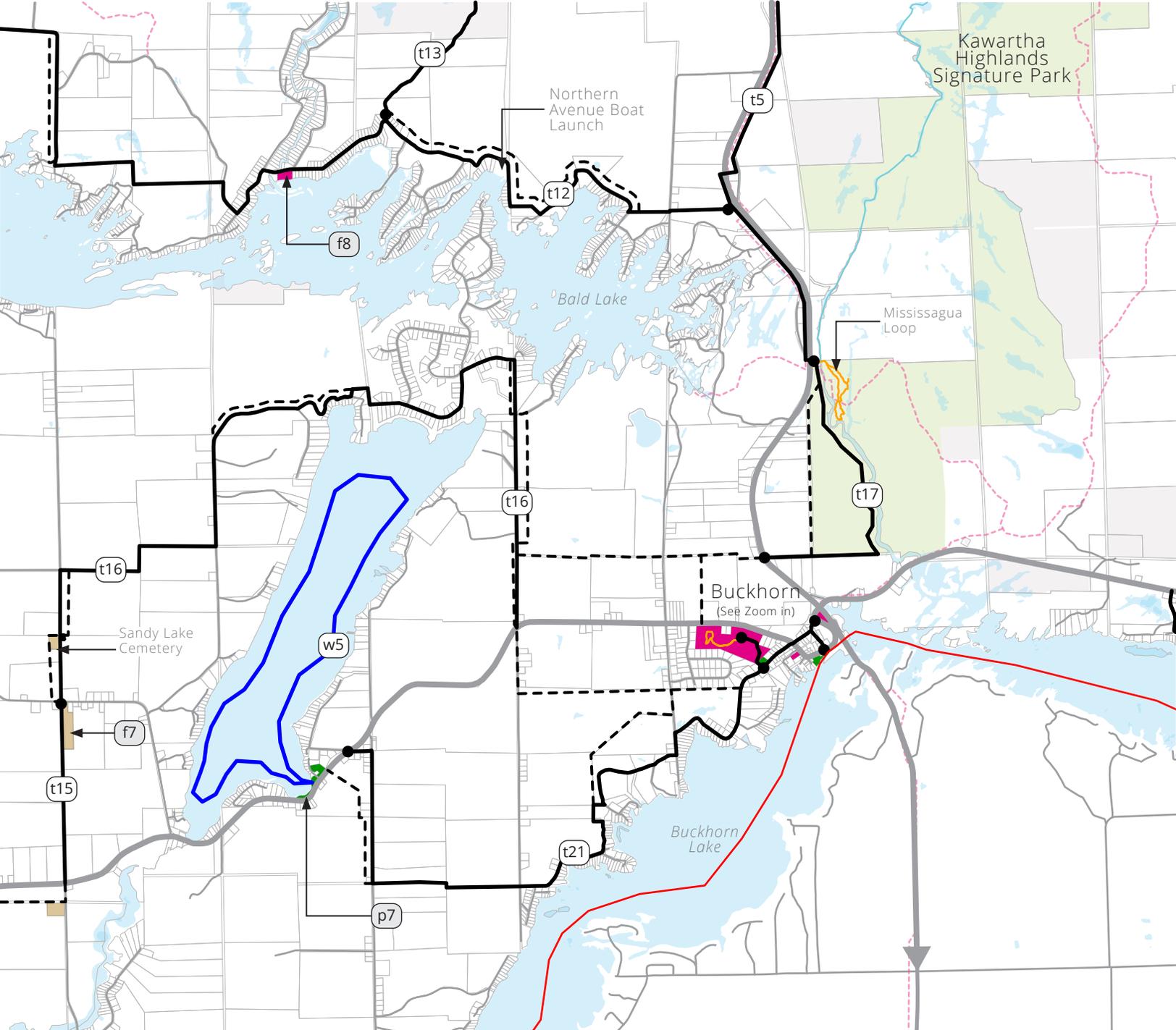
Water Trails

w4 Crows Line Park to Big Island

w5 Sandy Lake Route

w6 Chase Property to Big Island

Figure 4-8: Lakehurst Trails Map



Sandy Lake Trails

- Municipal Boundary
- Provincial Park
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails
- Existing Land Trails
- Proposed County Active Transportation Route

- Proposed Land Trail
- Alternate Off-Road Land Trail
- Existing Water Route
- Proposed Water Route

Municipal Parks

p7 Sandy Lake Beach

Facilities

f7 Lakehurst Community Centre

f8 Oak Shores Community Centre

Land Trails

- t5 County Road 507 Connection
- t12 Bald Lake Trail Extension to Crowe's Line
- t13 Bald Lake to County Rd 3 Connection

t15 Lakehurst Community Centre Trail

- t16 Lakehurst Community Centre to Buckhorn Connection
- t17 Buckhorn to County Road 507
- t21 Kawartha Hidaway Gravel Pit Connection

Water Trails

w5 Sandy Lake Route



Figure 4-9: Sandy Lake Trails Map

Eve Rocks (Figure 4-10). The trail should connect to existing trails on BCC property in coordination with the BCC group. This trail was ranked the fifth highest priority in the proposed trails section of the Draft Recommendation Survey. More information about this trail can be found in Table A15 in Appendix A.

Currently, Adam and Eve Rocks are elevated above the parking area, connected only by steps and does not meet AODA standards for accessibility. Ideally, this trail recommendation is a fully accessible trail, allowing all visitors to access Adam and Eve Rocks via the BCC. The Trails Committee should conduct a study to determine if the existing trails on BCC property are accessible and how an accessible trail might be possible connecting to Adam and Eve Rocks. Due to the existing terrain, an elevated wood trail may be required.

Recommendations

- t18.1. Develop t18 Adam and Eve Rocks to Buckhorn Community Centre
- t18.2. Conduct a study to develop t18 into an accessible trail

t19 Buckhorn Tourist Centre to Lakehurst Road

This trail is one of the short active transportation routes recommended in this Plan. Along with t20, this connection would help create a mini trail loop in downtown Buckhorn. This trail connects the Buckhorn Tourist Centre to Lakehurst Road via a multi-use trail on an easement extending from William Street (Figure

4-10). Permission from the landowner will need to be obtained. More information about this trail can be found in Table A16 in Appendix A.

Recommendations

- t19. Develop t19 Buckhorn Tourist Centre to Lakehurst Road

t20 Fulton Lane to William Street Connection

Similar to t19, this trail recommendation helps to complete a small active transportation route in Buckhorn. This trail connects Fulton Lane to William Street via a multi-use easement extending from Fulton Lane (Figure 4-10). Permission from the landowner will need to be obtained. More information about this trail can be found in Table A17 in Appendix A.

Recommendations

- t20. Develop t20 Fulton Lane to William Street Connection

t21 Buckhorn Lake Trail

The Buckhorn Lake Trail connects Buckhorn to Sandy Beach, following the contours on Buckhorn Lake's northwest edge. It was ranked the highest priority in the proposed optional/long-term trails section of the Draft Recommendation Survey. The east end of the trail is located in Buckhorn at Adam and Eve Rocks, adjacent to the Buckhorn Community Centre (Figure 4-9 and Figure 4-10). The west end of the trail is located at Sandy Beach where a crosswalk should be added



to facilitate the safe crossing of Lakehurst Road. The trail is made up of on-road routes, fire routes, and easements. Alternate off-road options are available using additional easements. For fire routes and easements, permission from landowners will need to be obtained. The Trails Committee should begin discussions with landowners to determine interest and feasibility in the off-road trails option using easements and fire routes. More information about this trail can be found in Table A18 in Appendix A.

Recommendations

t21. Develop t21 Buckhorn Lake Trail

t22 Chase Property to Lakehurst Road

Verbal interest in this trail was expressed at the Public Open House in January 2023. The trail provides a connection between Lakehurst Road and the Chase Property using on-road routes and easements (Figure 4-8). As discussed in ot4 Site Rehabilitation and Feasibility on page 73, the development of this trail depends on the Kawartha Hideaway Gravel Pit, for at least a portion of the site, being cleared for public use. However, a trail along the edge of the site should not interfere with site operations or cause too much disturbance. The Municipality should consider purchasing the parcel southwest of the Kawartha Hideaway Gravel Pit (PIN 19141), adjacent Lakehurst Road, to complete the trail connection.

Additionally, the Chase Property is separated from mainland to the north by a small channel of water. Two existing bridges already exist over this channel, one on Lakehurst Road and one on Anchor Bay Road. A paved shoulder is already planned for Lakehurst Road as part of the County's Active Transportation Master Plan (and is also included in the Selwyn Recreational Trails Plan). This route is recommended over constructing a new bridge. If the Lakehurst Road bridge is ever reconstructed or improved, the Municipality should advocate for the new bridge to be wide enough to accommodate dedicated bike lanes. An alternate off-road trail provides a connection to t15 and the Lakehurst Community Centre.

More information about this trail can be found in Table A19 in Appendix A.

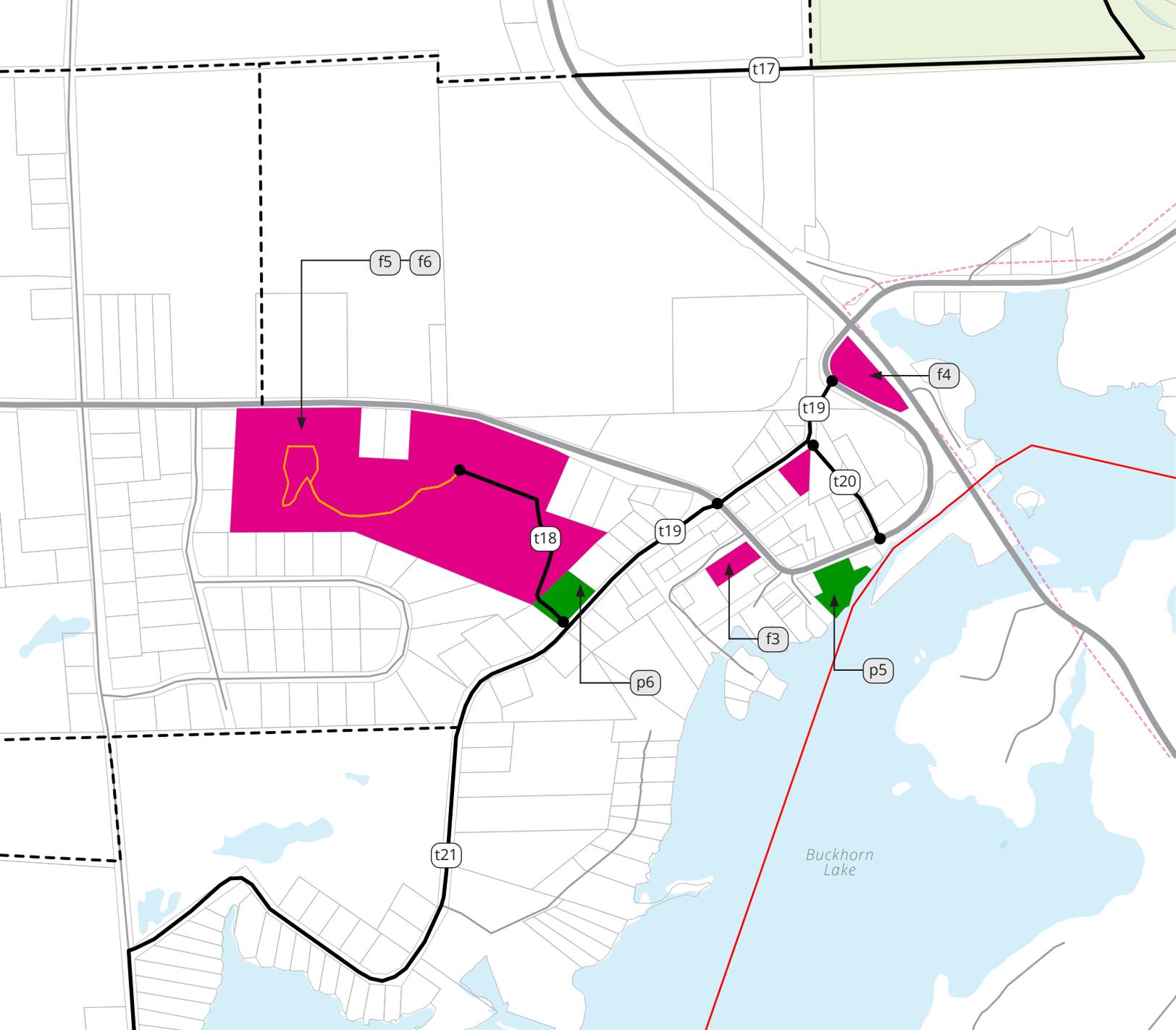
Recommendations

t22. Develop t22 Chase Property to Lakehurst Road

t23 Wolf Island Provincial Park Connection

The Wolf Island Provincial Park Connection starts and ends from County Road 36, travelling along Lower Buckhorn Lake and through Wolf Island Provincial Park towards the Tecacy Ranch (Figure 4-11). The trail uses on-road routes, easements, fire routes, and an unopened right-of-way. The Trails Committee should coordinate with Ontario Parks to understand the existing conditions





Buckhorn Trails



- Municipal Boundary
- Provincial Park
- Crown Land
- Municipally Owned Properties
- Facilities
- Municipal Parks
- Motorized Trails

- Existing Land Trails
- Proposed County Active Transportation Route
- Proposed Land Trail
- Alternate Off-Road Land Trail

Municipal Parks

- p5 Ode'Naang Park
- p6 Adam and Eve Rocks

Facilities

- f3 Buckhorn Library
- f4 Buckhorn Tourist Centre
- f5 Buckhorn Community Centre
- f6 Buckhorn Sports Pad

Land Trails

- t17 Buckhorn to County Road 507
- t18 Adam and Eve Rocks to Buckhorn Community Centre
- t19 Buckhorn Tourist Centre to Lakehurst Road
- t20 Fulton Lane to William Street Connection
- t21 Buckhorn Lake Trail

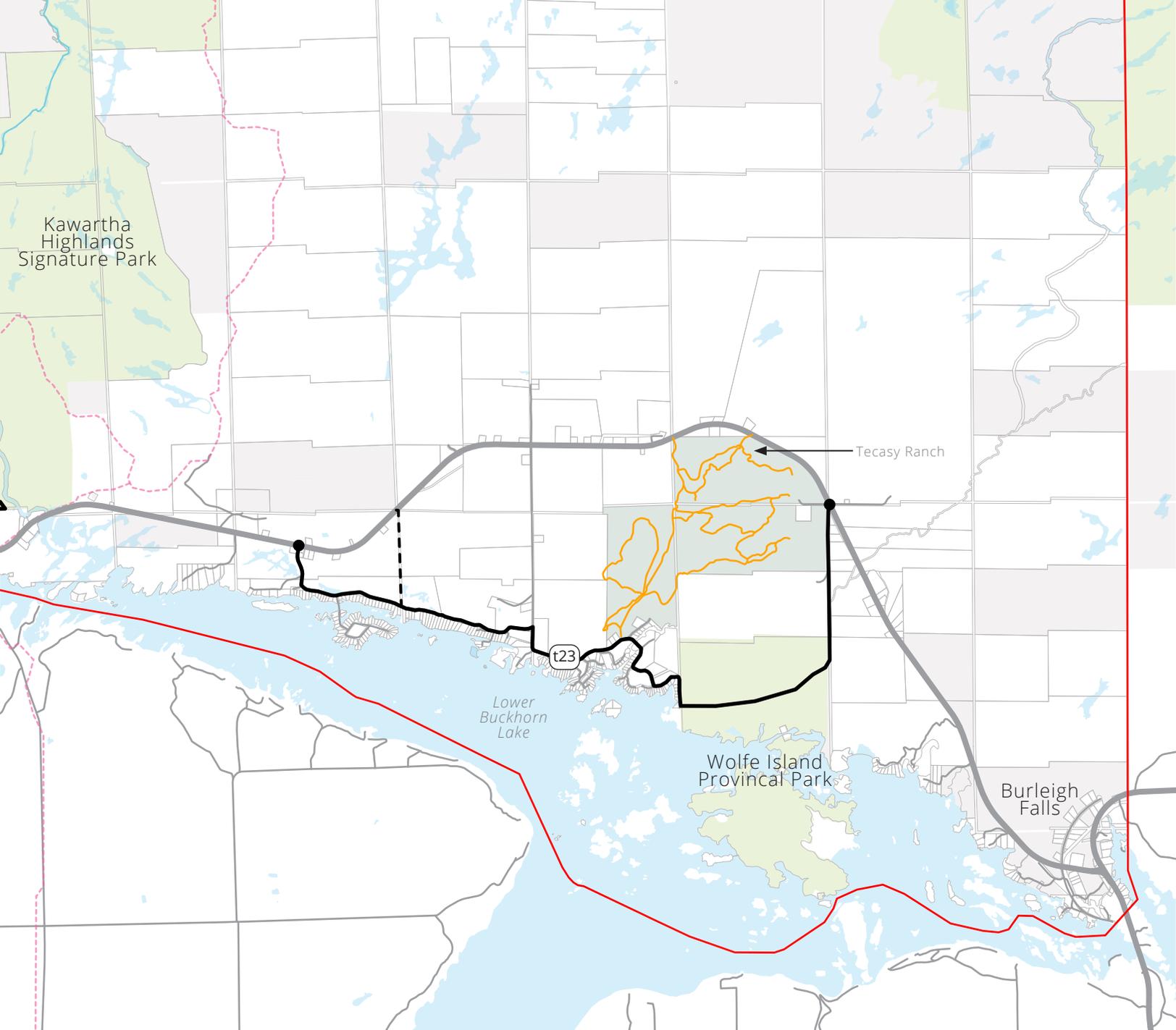
Figure 4-10: Buckhorn Trails Map

and determine the feasibility of public trails on provincial park property. With approval from Ontario Parks, the exact alignment would need to be investigated. Private landowners would also need to be consulted for easements across private lands and fire routes.

Recommendations

- t23. Work with Ontario Parks to understand the existing conditions and determine the feasibility of t23





Lower Buckhorn Lake Trails



- | | |
|---|---|
| — Municipal Boundary | Proposed County Active Transportation Route |
| Non-Municipal Parks | Proposed Land Trail |
| Provincial Park | Alternate Off-Road Land Trail |
| Crown Land | — Existing Water Route |
| Municipally Owned Properties | |
| Facilities | |
| Municipal Parks | |
| Motorized Trails | |
| Existing Land Trails | |
- Land Trails
- t23 Wolf Island Provincial Park Connection

Figure 4-11: Lower Buckhorn Lake Trails Map



5.0 Implementation



5.1 Overview

This section outlines the proposed implementation strategy for the Master Plan’s 85 recommendations. In outlining the proposed implementation sequence of recommendations, an array of factors have been considered including but not limited to

- community priorities
- balancing the expenditure of funds each year
- available staff resources
- estimated costs/available budget

Based on these factors, the recommendations are organized into short, medium and long term under each service area (parks, facilities, water access points, trails) with the balance of recommendations placed under the ‘beyond 10 years’ category. This schedule includes anticipated costs as described in section 5.4. For a more complete explanation of each recommendation, please refer to the corresponding discussion in the preceding sections.

However, this implementation strategy should be considered a living document. In monitoring and evaluating the Plan, changes that result from work completed should be reflected in systematic reviews that track the initiation, progress and completion of each item as they are implemented in annual work plans and budgets.



5.2 Prioritization Considerations

The prioritization of recommendations is based on the following considerations while balancing factors such as cost/ available budget (refer to section 5.4) to provide a balanced and feasible approach to the Plan's implementation.

Foundational Work

A number of this Plan's recommendations provide the foundation for future projects. These are primarily strategies, guidelines, and concepts which will set the stage for future projects and provide guidance and consistency in the implementation of other recommendations. This includes:

- o1 Develop and implement a signage strategy
- o2 Develop and implement a land access strategy
- o3 Develop and implement a public washroom strategy
- o4 Develop and implement an open space promotion strategy
- p1 Develop a concept plan for Dettman's Park
- w1 Develop and implement a water access strategy
- ot1 Establish a Trent Lakes Trails Committee as a committee of Council
- ot2 Formally adopt good industry standards for trail design and construction
- ot5 Explore the feasibility of trail development on recommended industrial sites

- tm4 Establish trail maintenance best practices document

Address Climate Change and Environmental Enhancements

It has become clear that climate change can have a significant impact on human health and safety and the economy. Therefore, physical improvements to Trent Lakes' open space network which provide opportunities to help restore, protect, and enhance the ecological health and biodiversity of the landscape should be sought and given priority. Specific recommendations which may provide this opportunity include:

- o8 Incorporate information about invasive species management and implement boot brush stations
- w4 Develop a boat wash station at one or two sites as a pilot project
- ot5 Explore the feasibility of trail development on recommended industrial sites
- t4.1 Work with the MNRF and Ontario Parks to formalize and develop trails in the Catchacoma Forest and protect it from logging

Supports Improved Access to Parks, Trails and Open Spaces

Promoting healthy active living for the residents of Trent Lakes is an important consideration for prioritization. While virtually all of the recommendations



in this Plan contribute in some way towards improved outdoor recreation, recommendations that enhance the community's access to existing parks, trails and open spaces through improved pathways, communications and promotion should be prioritized. Some of the key recommendations associated with improved access for residents include:

- o1 Develop and implement a signage strategy (incl. p2.1, p2.2, p3.3, p3.4, p3.5, p4.1, p5.2, p5.3, p6.2, p6.3, f2, f3, w2.)
- o3 Develop and implement a public washroom strategy (incl.
- o4 Develop and implement an open space promotion strategy
- o5 Create an online trails portal
- o7 Identify and plan for new recreation opportunities, especially for youth
- p3.1 Update playground and surfacing according to the Facilities Master Plan and ensure AODA standards are being met at Cavendish Community Centre Park
- p3.2 Add paths to improve overall connectivity and accessibility of the site (paths between amenities, etc.) at Cavendish Community Centre Park
- p5.1 Add paths to connect park amenities, parking areas, and the sidewalk at Ode'Naang Park
- p5.5 Continue to provide public washrooms seasonally at Ode'Naang Park
- p7.5 Update and regrade the path to the beach to make it accessible at Sandy Beach

- f2 Create trailheads at Galway, Cavendish, Oak Shores, Buckhorn, and Lakehurst Community Centres
- w1 Develop and implement a water access strategy
- t18.2 Conduct a study to develop t18 into an accessible trail

Ease of Implementation

To help expedite and facilitate the implementation of the Plan, recommendations that are relatively quick and easy to implement should be prioritized. These include:

- tm4 Establish trail maintenance best practices document
- tm3 Set aside funds from trail-related events for maintenance when external repairs are needed

Consultation and Level of Community Support

Parks identified as a priority in the Draft Recommendations Survey were given priority, this includes Ode'Naang Park (p5) and Sandy Beach (p7). While recommendations for trails should generally be prioritized over parks and beaches as trails were identified as the most desired item according to the PRCAC Survey and Open Spaces Survey. Furthermore, the Catchacoma and Buckhorn areas were identified as the most desired locations for new trails in the Open Spaces Survey. Recommendations for trails in these areas include:

- t4 Work with the MNRF and Ontario Parks to formalize and develop trails in the Catchacoma Forest and protect it from logging



- t5.1 Determine the feasibility of a shared trail using the existing snowmobile route adjacent to County Road 507 between Buckhorn to Catchacoma
- t5.2 Work with snowmobile clubs to extend the existing snowmobile trails between Kings Road and the Catchacoma Community Centre
- t17 Develop t17 Buckhorn to County Road 507
- t18.1 Develop t18 Adam and Eve Rocks to Buckhorn Community Centre
- t19 Develop t19 Buckhorn Tourist Centre to Lakehurst Road
- t20 Develop t20 Fulton Lane to William Street Connection

Dependencies and Efficiencies

While Section 4 describes the recommendations as individual initiatives, many are interrelated and need to be considered in the larger context of achieving efficiencies in implementation. Some recommendations must be initiated and completed before other recommendations can begin (dependencies), while others may benefit from being undertaken simultaneously in terms of process efficiency and providing a more fulsome approach to physical improvements. The following Table 5-3 lists these interrelated recommendations which need to be considered when prioritizing and scheduling recommendations.

Staff Resources

The need for Municipal staff to help facilitate the work required to implement the Plan requires the distribution of tasks/projects over time and, in some cases, may require hiring additional staff to manage and oversee implementation. It will also require that staff work closely with the proposed Trails Committee, Council and the public to ensure the Plan's implementation reflects the desires and needs of the Municipality and aligns with the skills and resources available.

As noted below in section 5.4 Cost, a percentage of the hard (construction) costs and soft (consulting) fees have been applied to each recommendation to help off-set the internal staffing costs of overseeing the implementation of the Plan. These funds may be applied to hiring part-time (seasonal) staff to help with implementing projects, or these funds may contribute to subsidizing new full-time staff positions which may be required to address both the plan's implementation and increased maintenance responsibilities.

The following recommendations have been identified as initiatives which can be primarily managed by Municipal staff with input and support of the proposed Trails Committee (ot1) as described in Section 4.

Overall Open Space Recommendations

- o1 Develop and implement a signage strategy
- o2 Develop and implement a land access strategy
- o3 Develop and implement a public washroom strategy



- o4 Develop and implement an open space promotion strategy
- o5 Create an online trails portal
- o6 Add interpretive signage for the Trent Severn Waterway at Ode'Naang Park
- o7 Identify and plan for new recreation opportunities, especially for youth
- o8 Incorporate information about invasive species management and implement boot brush stations

Parks and Beach Recommendations

- p1.1 Develop a concept plan for Dettman's Park
- p2.4 Continue to deter ATV traffic by adding large rocks to the gate area while ensuring emergency vehicle access is still possible at White's Beach
- p5.5 Continue to provide public washrooms seasonally
- p6.1 Denote Adam and Eve Rocks as an official park
- p7.2 Explore implementing a low-pay parking system
- p7.3 Explore expanding the upper parking area
- p7.4 Work with the County to develop traffic calming measures and signage along Lakehurst Road near Sandy Beach

Water Access Recommendations

- w1.1 Develop and implement a water access strategy
- w3.1 Explore a business case and collaborate with local outfitters to

provide small craft rentals and lockers near water routes and trailheads

Overall Trails Recommendations

- ot1 Establish a Trent Lakes Trails Committee as a committee of Council
- ot2 Adopt good industry standards to refer to for trail design and building
- ot3 Work with the County as they develop active transportation routes from their Active Transportation Master Plan
- ot4 Work with Ontario Parks to develop more trails in Kawartha Highlands Provincial Park

Trails Maintenance Recommendations

- tm1 Explore transitioning to ESRI for digital maintenance records to allow information to be viewed online
- tm2 Work closely with Trent Lakes Trails Committee and train them to do trails inspections and basic maintenance
- tm3 Set aside funds from trail-related events for maintenance when external repairs are needed
- tm4 Establish trail maintenance best practices document

Proposed Trails Recommendations

- t4 Work with the MNRF and Ontario Parks to formalize and develop trails in the Catchacoma Forest and protect it from logging
- t5.1 Determine the feasibility of a shared trail using the



existing snowmobile route adjacent to County Road 507 between Buckhorn to Catchacoma

- t5.2 Work with snowmobile clubs to extend the existing snowmobile trails between Kings Road and the Catchacoma Community Centre
- t6.1 Determine the feasibility of a shared trail using the existing snowmobile route adjacent to County Road 507 between the CCC to the Catchacoma Forest
- t6.2 Work with snowmobile clubs to extend the existing snowmobile trails between the CCC to the Catchacoma Forest
- t7.2 Work with the MNRF to develop trails in the Kawartha Barrens Crown lands
- t8.2 Determine the feasibility of a shared trail using the existing snowmobile routes in the Kawartha Barrens
- t13.2 Start the conservation with landowners for the development of t13
- t18.2 Conduct a study to develop t18 into an accessible trail
- t23 Work with Ontario Parks to understand the existing conditions and determine the feasibility of t23



5.3 Financing

Through the yearly capital budget process, Council may direct municipal funds to specific projects identified in this Master Plan. It is assumed the current budget assigned to parks capital projects and specifically trail-related initiatives, will need to be increased to realize the vision for this Master Plan as the cost associated with this plan exceed the current budget. This includes the need to increase the budget associated with regular maintenance of Trent Lake's parks, trails and open spaces.

It should also be noted that some projects and their respective budget numbers are likely too expensive to be undertaken solely by the Municipality. For these, securing financial partnerships will be considered a necessity in order to realize full implementation. Having an Open Spaces Master Plan such as this will allow Trent Lakes to pursue partnerships and take advantage of other funding opportunities from upper levels of government should they arise. This may include but is not limited to Provincial or Federal funding pertaining to community building, climate change, active transportation and healthy communities. Staff should look for opportunities to capitalize on receiving grants from upper levels of government to help finance specific projects. Having a master plan approved by Council is the first step in qualifying for and/or being successful on a grant application.



5.4 Cost

Operational vs. Capital Projects

Of the 85 recommendations, 52 are operational in nature. This means the implementation of these recommendations would be undertaken by staff as part of their day-to-day activities. The remaining 46 capital recommendations require discrete budget allocations for execution. The capital cost estimates for parks and trails include design fees, initial project start-up permits, insurance, protection fencing, construction signage, contingency and a cash allowance. This information has been provided to the municipality under a separate cover for future reference and refinements as each recommendation is further explored and refined.

Budget Considerations

The implementation sequence attempts to evenly distribute the costs of recommendations over the Master Plan's 10-year time frame. This includes costs associated with operations, planning/design and implementation. The total cost of all projects over the 10-year schedule is approximately \$4,800,000. The costs below are high-level, Class C estimates based on an understanding of the project's requirements at this time and in 2023 dollars. However, further community consultation and the development of the recommendations into detailed plans and tender drawings will result in more accurate budget estimates.

It is important to note the following assumptions regarding the budget numbers provided:

1. They are based on 2023 dollars
2. Indicated soft cost/design fees to cover additional community consultation to confirm project scope, surveys, engineering studies, concept design, contract documents and contract administration
3. An 8% markup has been added to address the Municipality's internal/administrative costs
4. A 10% contingency has been added to address unforeseen issues/changes in scope
5. More detailed design and planning will be required to help establish a more accurate construction/implementation budget



Table 5-1: Detailed Cost Summary

#	Recommendation	Hard Costs ¹	Soft Costs ²	MTL (8%) ³	Contingency (10%) ⁴	Total ⁵
p2.1	Update the park sign according to the signage strategy at White's Beach	\$2,000.00	\$200.0	\$176.00	\$238	\$2,614
p2.2	Add new signage to direct visitors to the beach, according to the signage strategy at White's Beach	\$2,000.00	\$200.0	\$176.00	\$238	\$2,614
p2.3	Vegetation screens and/or fencing to create privacy and delineation between neighbouring properties at White's Beach	\$18,000.00	\$1,800.0	\$1,584.00	\$2,138	\$23,522
p3.1	Update playground and surfacing according to the Facilities Master Plan and ensure AODA standards are being met at Cavendish Community Centre Park	\$100,000	\$10,000	\$8,800	\$11,880	\$130,680
p3.2	Add paths to improve overall connectivity and accessibility of the site (paths between amenities, etc.) at Cavendish Community Centre Park	\$200,000	\$20,000.	\$17,600	\$23,760	\$261,360
p3.3	Add signage to direct people to amenities and facilities on site at Cavendish Community Centre Park	\$4,000	\$400	\$352	\$475	\$5,227
p3.5	Update the park sign at Cavendish Community Centre Park	\$2,000	\$200	\$176	\$238	\$2,614
p3.6	Add an infield to the softball/slo-pitch diamond at Cavendish Community Park	\$100,000	\$10,000	\$8,800	\$11,880	\$130,680
p3.7	Add new amenities to support the skating rink such as rubber mats, benches, a small change room area, and covered roof at Cavendish Community Centre Park	\$100,000	\$10,000	\$8,800	\$11,880	\$130,680

1 They are based on 2023 dollars

2 Indicated soft cost/design fees to cover additional community consultation to confirm project scope, surveys, engineering studies, concept design, contract documents and contract administration

3 An 8% markup has been added to address the Municipality's internal/administrative costs

4 A 10% contingency has been added to address unforeseen issues/changes in scope

5 More detailed design and planning will be required to help establish a more accurate construction/implementation budget



5-1: Detailed Cost Summary

#	Recommendation	Hard Costs ¹	Soft Costs ²	MTL (8%) ³	Contingency (10%) ⁴	Total ⁵
p4.1	Update the park sign at Crowe's Line Beach	\$2,000	\$200	\$176	\$238	\$2,614
p4.2	Consider adding small craft infrastructure and amenities, as discussed in the Water Access Recommendations, at Crowe's Line Beach	\$50,000	\$5,000	\$4,400	\$5,940	\$65,340
p5.1	Add paths to connect park amenities, parking areas, and the sidewalk at Ode'Naang Park	\$120,000	\$12,000	\$10,560	\$14,256	\$156,816
p5.2	Add directional signage to park amenities at Ode'Naang Park	\$4,000	\$400	\$352	\$475	\$5,227
p5.3	Add interpretive signage about the Trent Severn Waterway at Ode'Naang Park	\$2,000.00	\$200.0	\$176.00	\$238	\$2,614
p5.6	Consider adding small craft infrastructure and amenities, as discussed in the Water Access Recommendations at Ode'Naang Park	\$50,000	\$5,000	\$4,400	\$5,940	\$65,340
p5.7	Explore opportunities for rock outcropping at Ode'Naang Park (e.g picnic area, parking, etc.)	\$100,000	\$10,000	\$8,800	\$11,880	\$130,680
p6.2	Add a new park sign at Adam and Eve Rocks Park	\$2,000	\$200	\$176	\$238	\$2,614
p6.3	Add directional signage at Adam and Eve Rocks Park	\$2,000	\$200	\$176	\$238	\$2,614
p6.4	Add seating at Adam and Eve Rocks Park	\$11,600	\$1,160	\$1,021	\$1,378	\$15,159
p7.1	Update parking lot surfacing and add line markings at Sandy Beach	\$100,000	\$10,000	\$8,800	\$11,880	\$130,680
p7.5	Update and regrade the path to the beach to make it accessible at Sandy Beach	\$100,000.00	\$10,000.0	\$8,800.00	\$11,880.00	\$130,680
p7.6	Add a playground at Sandy Beach	\$150,000.00	\$15,000.0	\$13,200.00	\$17,820.00	\$196,020
p7.7	Add public barbeques, additional seating and picnic areas at Sandy Beach	\$21,600	\$2,160	\$1,901	\$2,566	\$28,227
p7.8	Consider adding small craft infrastructure and amenities, as discussed in the Water Access Recommendations at Sandy Beach	\$50,000	\$5,000	\$4,400	\$5,940	\$65,340



Table 5-1: Detailed Cost Summary

#	Recommendation	Hard Costs ¹	Soft Costs ²	MTL (8%) ³	Contingency (10%) ⁴	Total ⁵
w4	Develop a boat wash station at one or two sites as a pilot project	\$10,000	\$1,000	\$880	\$1,188	\$13,068
t1	Develop t1 Kinmount to Dettman's Park	\$261,900	\$26,190	\$23,047	\$31,114	\$342,251
t2	Develop t2 North Crystal Lake Trail	\$201,200	\$20,120	\$17,706	\$23,903	\$262,929
t3	Develop t3 Galway-Cavendish Connection	\$177,400	\$17,740	\$15,611	\$21,075	\$231,826
t7.1	Develop t7 Kawartha Barrens Small Loop	\$146,100	\$14,610	\$12,857	\$17,357	\$190,924
t8.1	Develop t8 Kawartha Barrens Large Loop	\$86,200	\$8,620.0	\$7,585.60	\$10,240.56	\$112,646.16
t9	Develop t9 Cold Lake Access Connection	\$264,000	\$26,400	\$23,232	\$31,363	\$344,995
t10	Develop t10 Bass Lake Road Trail	\$89,400	\$8,940	\$7,867	\$10,621	\$116,828
t11	Develop t11 Crowe's Line Beach Connection	\$26,000	\$2,600	\$2,288	\$3,089	\$33,977
t12	Develop t12 Bald Lake Trail	\$435,400	\$43,540	\$38,315	\$51,726	\$568,981
t13	Develop t13 County Road 507 to Northern Avenue	\$82,100	\$8,210	\$7,225	\$9,753	\$107,288
t14	Develop t14 Bear Creek Water Access Connection	\$55,700	\$5,570	\$4,901	\$6,617	\$72,789
t15	Update t15 Lakehurst Community Centre Trail	\$143,000	\$14,300	\$12,584	\$16,988	\$186,872
t16	Develop t16 Lakehurst Community Centre to Buckhorn	\$516,400	\$51,640	\$45,443	\$61,348	\$674,831
t17	Develop t17 Buckhorn to County Road 507	\$269,000	\$26,900	\$23,672	\$31,957	\$351,529
t18.1.	Develop t18 Adam and Eve Rocks to Buckhorn Community Centre	\$60,500	\$6,050	\$5,324	\$7,187	\$79,061
t19	Develop t19 Buckhorn Tourist Centre to Lakehurst Road	\$26,800	\$2,680	\$2,358	\$3,184	\$35,022
t20	Develop t20 Fulton Lane to William Street Connection	\$19,500	\$1,950	\$1,716	\$2,317	\$25,483
t21	Develop t21 Buckhorn Lake Trail	\$205,400	\$20,540	\$18,075	\$24,402	\$268,417
t22	Develop t22 Chase Property to Lakehurst Road	\$165,500	\$16,550	\$14,564	\$19,661	\$216,275
Totals		\$4,584,700	\$458,470	\$403,454	\$544,662	\$5,991,286



The budgets proposed are based on an amount that would support a design solution that addresses the key considerations in this Plan. However, as new information becomes available and the community's priorities change, these budget amounts may be higher or lower than those shown here to achieve the community's final expectations. Where possible, projects may be combined to maximize potential efficiencies regarding design and implementation.

seasonal), equipment and machinery, training, or new technology.

Operating and Maintenance Costs

In association with the implementation of many of these projects/ recommendations, additional time and resources will be required. This consideration will be particularly important with the development of new public spaces and amenities that will expand the responsibilities of municipal staff. This includes regular inspection and maintenance, and repairs can be addressed in a timely manner. This may require investment in materials, equipment, and personnel to accommodate new operations, site inspections and ongoing maintenance demands. Therefore, it is recommended that in conjunction with budget considerations for implementing any of the recommendations, staff identify and include in a project's costs any ongoing additional resources required to address operating, inspection and maintenance costs. In particular, any anticipated cost that may be above and beyond what staff are currently able to address using existing resources. This may include the addition of new staff (full-time or



5.5 Schedule

Tables 5-3 through 5-9 illustrate the proposed roll-out of recommendations over a 10-year period, organized into Immediate, Short, Medium, and Long-term. Since it is not feasible to implement all recommendations within 10 years the balance of recommendations placed in the Beyond 10 Years category. The recommended prioritization is based on the various factors described above in section 5.1 (i.e. dependencies and efficiencies, budget considerations and staff resources). Tables 5-3 through 5-9 include the total cost of each recommendation with the total spending under each term provided across the bottom.

The proposed schedule reflects a reasonable roll-out, assuming no major

obstacles to activation. However, it is expected that some projects may need to be delayed due to unforeseen circumstances. There may also be opportunities to ‘fast-track’ other initiatives, and these should be leveraged wherever possible. While the recommendations are deemed feasible and were supported by those who chose to participate in the consultation process at the time of the Plan’s preparation, it is expected that some of the recommendations may be more challenging and will receive more or less support over time. Adoption of a plan of this scale and duration needs to allow for flexibility to address new information, new opportunities and evolving perspectives as the Municipality of Trent Lakes evolves.

Table 5-2: Cost Schedule Summary

Recommendation	Timing					Total Estimated Cost
	Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
Overall Open Spaces Recommendations ¹	Operating costs (staff) may require additional staff and resources					
Park and Beach Recommendations ²	\$17,600	\$158,600	\$220,000	\$300,960	\$745,800	\$1,442,960
Facility Recommendations ³	Operating costs (staff) may require additional staff and resources					
Water Access Recommendations ³	\$0	\$0	\$11,000	\$0	\$0	\$11,000
Overall Trail Recommendations ³	Operating costs (staff) may require additional staff and resources					
Trail Maintenance Recommendations ³	Operating costs (staff) may require additional staff and resources					
Proposed Trail Recommendations ³	\$117,480	\$276,210	\$521,840	\$342,760	\$2,296,360	\$3,554,650
Totals	\$135,080	\$434,810	\$752,840	\$643,720	\$3,042,160	\$5,008,610

1 All costs absorbed in operating budget/staff responsibilities

2 Some costs absorbed in operating budget/staff responsibilities

3 Costs either TBD, within existing/forecasted budgets or cost estimates already, or absorbed by other recommendations



Table 5-3: Overall Open Spaces Recommendations, Suggested Timeline and Estimated Cost

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)		
o1.	Develop and implement a signage strategy (o4., p2.1, p2.2, p3.3, p3.4, p3.5, p4.1, p5.2, p5.3, p6.2, p6.3, f2, f3, w2.1)	Absorbed in operating budget/staff responsibilities					
o2.	Develop and implement a land access strategy			Absorbed in operating budget/staff responsibilities			
o3.	Develop and implement a public washroom strategy		Absorbed in operating budget/staff responsibilities				
o4.	Develop and implement an open space promotion strategy (o1.)		Absorbed in operating budget/staff responsibilities				
o5.	Create an online trails portal	Absorbed in operating budget/staff responsibilities					
o6.	Add interpretive signage for the Trent Severn Waterway at Ode'Naang Park (o1, p5.3,)		Absorbed in operating budget/staff responsibilities				
o7.	Identify and plan for new recreation opportunities, especially for youth	Ongoing Initiative					
o8.	Incorporate information about invasive species management and implement boot brush stations (w4.1)		Absorbed in operating budget/staff responsibilities				
	Total Overall Open Spaces Recommendations	\$0	\$0	\$0	\$0	\$0	\$0

 Operating costs (staff) may require additional staff and resources

 Capital costs

 Study to be undertaken



Table 5-4: Park and Beach Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
p1 Dettman's Park							
p1.	Develop a concept plan for Dettman's Park (t1, t2)		\$20,000				\$20,000
p2 White's Beach							
p2.1.	Update the park sign according to the signage strategy at White's Beach (o1, t2, w1)					\$2,200	\$2,200
p2.2.	Add new signage to direct visitors to the beach, according to the signage strategy at White's Beach (o1)					\$2,200	\$2,200
p2.3.	Vegetation screens and/or fencing to create privacy and delineation between neighbouring properties at White's Beach					\$19,800	\$19,800
p2.4.	Continue to deter ATV traffic by adding large rocks to the gate area while ensuring emergency vehicle access is still possible at White's Beach (o2)					Absorbed in operating budget/staff responsibilities	
p3 Cavendish Community Centre Park							
p3.1.	Update playground and surfacing according to the Facilities Master Plan and ensure AODA standards are being met at Cavendish Community Centre Park (o7, t9, t5, t7)					\$110,000	\$110,000

Operating costs (staff) may require additional staff and resources
 Capital costs
 Study to be undertaken



Table 5-4: Park and Beach Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
p3.2.	Add paths to improve overall connectivity and accessibility of the site (paths between amenities, etc.) at Cavendish Community Centre Park					\$220,000	\$220,000
p3.3.	Add signage to direct people to amenities and facilities on site at Cavendish Community Centre Park (o1)					\$4,400	\$4,400
p3.4.	Develop a trailhead at Cavendish Community Park according to the signage strategy (o1)					Costs absorbed by other recommendations	
p3.5.	Update the park sign at Cavendish Community Park (o1)					\$2,200	\$2,200
p3.6.	Add an infield to the softball/slo-pitch diamond at Cavendish Community Park					\$110,000	\$110,000
p3.7.	Add new amenities to support the skating rink such as rubber mats, benches, a small change room area, and covered roof at Cavendish Community Park					\$110,000	\$110,000
p4 Crowe's Line Beach							
p4.1.	Update the park sign and add directional signage leading to the park at Crowe's Line Beach (o1, t11, t12, w4)				\$2,200		\$2,200

Operating costs (staff) may require additional staff and resources

Capital costs

Study to be undertaken



Table 5-4: Park and Beach Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
p4.2.	Consider adding small craft infrastructure and amenities, as discussed in the Water Access Recommendations at Crowe's Line Beach (w1)				\$55,000		\$55,000
p5 Ode'Naang Park							
p5.1.	Add paths to connect park amenities, parking areas, and the sidewalk at Ode'Naang Park (p5.2)		\$132,000				\$132,000
p5.2.	Add directional signage to park amenities at Ode'Naang Park (o1, p5.1)		\$4,400				\$4,400
p5.3.	Add interpretive signage about the Trent Severn Waterway at Ode'Naang Park (o1)		\$2,200				\$2,200
p5.4.	Develop partnerships with and collaborations with local businesses for events at Ode'Naang Park (w3)	Ongoing Initiative					
p5.5.	Continue to provide public washrooms seasonally at Ode'Naang Park (o3)		Absorbed in operating budget/staff responsibilities				

Operating costs (staff) may require additional staff and resources
 Capital costs
 Study to be undertaken



Table 5-4: Park and Beach Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
p5.6.	Consider adding small water craft infrastructure and amenities, as discussed in the Water Access Recommendations at Ode'Naang Park (w1)					\$55,000	\$55,000
p5.7.	Explore opportunities for rock outcropping at Ode'Naang Park (e.g picnic area, parking, etc.)					\$110,000	\$110,000
p6 Adam and Eve Rocks							
p6.1.	Denote Adam and Eve Rocks as an official park (t18, t19, t21)	Absorbed in operating budget/staff responsibilities					
p6.2.	Add a new park sign at Adam and Eve Rocks (o1)	\$2,200					\$2,200
p6.3.	Add directional signage at Adam and Eve Rocks (o1)	\$2,200					\$2,200
p6.4.	Add seating at Adam and Eve Rocks	\$13,200					\$13,200
p7 Sandy Beach							
p7.1.	Update parking lot surfacing and add line markings at Sandy Beach (t21, w5)			\$110,000			\$110,000
p7.2.	Explore implementing a low-pay parking system at Sandy Beach			Absorbed in operating budget/staff responsibilities			
p7.3.	Explore expanding the upper parking area at Sandy Beach			Absorbed in operating budget/staff responsibilities			

 Operating costs (staff) may require additional staff and resources

 Capital costs

 Study to be undertaken



Table 5-4: Park and Beach Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
p7.4.	Work with the County to develop traffic calming measures and signage along Lakehurst Road near Sandy Beach			Absorbed in operating budget/staff responsibilities			
p7.5.	Update and regrade the path to the beach to make it accessible at Sandy Beach			\$110,000			\$110,000
p7.6.	Add a playground at Sandy Beach				\$165,000		\$165,000
p7.7.	Add public barbeques, additional seating and picnic areas at Sandy Beach				\$23,760		\$23,760
p7.8.	Consider adding small water craft infrastructure and amenities, as discussed in the Water Access Recommendations at Sandy Beach (w1)				\$55,000		\$55,000
	Total Park and Beach Recommendations	\$17,600	\$158,600	\$220,000	\$300,960	\$745,800	\$1,442,960

Operating costs (staff) may require additional staff and resources
 Capital costs
 Study to be undertaken



Table 5-5: Facility Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
f1.	Install bike racks and bike repair stations as per existing plans in partnership with CATTL					Within existing/forecasted budgets or cost estimates	
f2.	Create trailheads at Galway, Cavendish, Oak Shores, Buckhorn, and Lakehurst Community Centres (o1, t1, t2, t9, t5, t7, t12, t15, t16, t18)	Costs absorbed by other recommendations					
f3.	Add signage and wayfinding to Buckhorn Library and Buckhorn Tourist Centre (o1)					Costs TBD as nearby trails get developed	
	Total Facility Recommendations	-	-	-	-	-	-

 Operating costs (staff) may require additional staff and resources

 Capital costs

 Study to be undertaken



Table 5-6: Water Access Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
w1.	Develop and implement a water access strategy (p7.8, p5.8)			Absorbed in operating budget/staff responsibilities			
w2.	Create water routes and trailheads at recommended sites (o1)	Costs absorbed by other recommendations					
w3.	Explore a business case and collaborate with local outfitters to provide small craft rentals and lockers near water routes and trailheads (p5.4)					Absorbed in operating budget/staff responsibilities	
w4.	Develop a boat wash station at one or two sites as a pilot project (o8)			\$11,000			\$11,000
	Total Water Access Recommendations	-	-	\$11,000	-	-	\$11,000

 Operating costs (staff) may require additional staff and resources

 Capital costs

 Study to be undertaken



Table 5-7: Overall Trail Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
ot1.	Establish a Trent Lakes Trails Committee as a committee of Council (t1, t2, t3, t4, t5, t6, t7, t8, t9, t10, t11, t12, t13, t14, t15, t16, t17, t18, t19, t20, t21, t22, t23, f3)	Absorbed in operating budget/staff responsibilities					
ot2.	Formally adopt good industry standards for trail design and construction (tm4)			Absorbed in operating budget/staff responsibilities			
ot3.	Work with the County as they develop active transportation routes from the their Active Transportation Master Plan (ot1)					Absorbed in operating budget/staff responsibilities	
ot4.	Work with Ontario Parks to develop more trails in Kawartha Highlands Provincial Park (ot1)					Absorbed in operating budget/staff responsibilities	
ot5.	Explore the feasibility of trail development on recommended industrial sites		Absorbed in operating budget/staff responsibilities				
	Total Overall Trail Recommendations	-	-	-	-	-	

Operating costs (staff) may require additional staff and resources
 Capital costs
 Study to be undertaken



Table 5-8: Trail Maintenance Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
tm1	Explore transitioning to ESRI for digital maintenance records to allow information to be viewed online					Absorbed in operating budget/staff responsibilities	-
tm2	Host trail building and maintenance training programs for Staff, the Trails Committee, and volunteer groups (ot1)					Absorbed in operating budget/staff responsibilities	-
tm3	Set aside funds from trail-related events for maintenance when external repairs are needed	Absorbed in operating budget/staff responsibilities					-
tm4	Establish trail maintenance best practices document (ot2)			Absorbed in operating budget/staff responsibilities			-
	TOTAL Trail Maintenance Recommendations	-	-	-	-	-	-

 Operating costs (staff) may require additional staff and resources

 Capital costs

 Study to be undertaken



Table 5-9: Proposed Trail Recommendations, Suggested Timeline and Estimated Costs

#	Recommendation	Timing				Beyond 10 Years	Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)		
t1 Kinmount to Dettman's Park							
t1.	Develop t1 Kinmount to Dettman's Park (ot1, f2)					\$288,090	\$288,090
t2 North Crystal Lake Trail							
t2.	Develop t2 North Crystal Lake Trail (ot1, f2)					\$221,320	\$221,320
t3 Galway-Cavendish Connection							
t3.	Develop t3 Galway-Cavendish Connection (ot1)					\$195,140	\$195,140
t4 Catchacoma Forest Hiking Trails							
t4.	Work with the MNRF and Ontario Parks to formalize and develop trails in the Catchacoma Forest and protect it from logging (ot1)	Absorbed in operating budget/ committee responsibilities					-
t5 County Road 507 Connection							
t5.1.	Determine the feasibility of a shared trail using the existing snowmobile route adjacent to County Road 507 between Buckhorn to Catchacoma (ot1, f2)		Absorbed in operating budget/ committee responsibilities				-
t5.2.	Work with snowmobile clubs to extend the existing snowmobile trails between Kings Road and the Catchacoma Community Centre (ot1)		Absorbed in operating budget/ committee responsibilities				-

 Operating costs (staff) may require additional staff and resources

 Capital costs

 Study to be undertaken



Table 5-9: Proposed Trail Recommendations, Suggested Timeline and Estimated Costs (continued)

#	Recommendation	Timing					Beyond 10 Years	Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)			
t6 County Road 507 Extension								
t6.1.	Determine the feasibility of a shared trail using the existing snowmobile route adjacent to County Road 507 between the CCC to the Catchacoma Forest (ot1)			Absorbed in operating budget/ committee responsibilities				-
t6.2.	Work with snowmobile clubs to extend the existing snowmobile trails between the CCC to the Catchacoma Forest (ot1)			Absorbed in operating budget/ committee responsibilities				-
t7 Kawartha Barrens Small Loop								
t7.1.	Develop t7 Kawartha Barrens Small Loop (ot1, f2)				\$160,710			\$160,710
t7.2.	Work with the MNRF to develop trails in the Kawartha Barrens Crown lands (ot1)			Absorbed in operating budget/ committee responsibilities				-
t8 Kawartha Barrens Large Loop								
t8.1.	Develop t8 Kawartha Barrens Large Loop (ot1)					\$94,820		\$94,820
t8.2.	Determine the feasibility of a shared trail using the existing snowmobile routes in the Kawartha Barrens (ot1)				Absorbed in operating budget/ committee responsibilities			-
t9 Cold Lake Access Connection								
t9.	Develop t9 Cold Lake Access Connection (ot1, f2)					\$290,400		\$290,400

Operating costs (staff) may require additional staff and resources
 Capital costs
 Study to be undertaken



Table 5-9: Proposed Trail Recommendations, Suggested Timeline and Estimated Costs (continued)

#	Recommendation	Timing					Beyond 10 Years	Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)			
t10 Bass Lake Road Trail								
t10.	Develop t10 Bass Lake Road Trail (ot1)						\$98,340	\$98,340
t11 Crowe's Line Beach Connection								
t11.	Develop t11 Crowe's Line Beach Connection (ot1)		\$28,600					\$28,600
t12 Bald Lake Trail								
t12.	Develop t12 Bald Lake Trail (ot1)						\$478,940	\$478,940
t13 County Road 507 to Northern Avenue								
t13.	Develop t13 County Road 507 to Northern Avenue (ot1)		\$90,310					\$90,310
t14 Bear Creek Water Access Connection								
t14.	Develop t14 Bear Creek Water Access Connection (ot1)						\$61,270	\$61,270
t15 Lakehurst Community Centre Trail								
t15.1	Update t15 Lakehurst Community Centre Trail (ot1)		\$157,300					\$157,300
t16 Lakehurst Community Centre to Buckhorn								
t16.	Develop t16 Lakehurst Community Centre to Buckhorn (ot1)						\$568,040	\$568,040
t17 Buckhorn to County Road 507								
t17.	Develop t17 Buckhorn to County Road 507 (ot1)			\$295,900				\$295,900
t18 Adam and Eve Rocks to Buckhorn Community Centre								
t18.1.	Develop t18 Adam and Eve Rocks to Buckhorn Community Centre	\$66,550						\$66,550

Operating costs (staff) may require additional staff and resources

Capital costs

Study to be undertaken



Table 5-9: Proposed Trail Recommendations, Suggested Timeline and Estimated Costs (continued)

#	Recommendation	Timing					Total Estimated Cost
		Immediate (Year 1)	Short (Years 2-3)	Medium (Years 4-7)	Long (Years 8-10)	Beyond 10 Years	
t18.2.	Conduct a study to develop t18 into an accessible trail	Absorbed in operating budget/ committee responsibilities					-
t19 Buckhorn Tourist Centre to Lakehurst Road							
t19.	Develop t19 Buckhorn Tourist Centre to Lakehurst Road	\$29,480					\$29,480
t20 Fulton Lane to William Street Connection							
t20.	Develop t20 Fulton Lane to William Street Connection	\$21,450					\$21,450
t21 Buckhorn Lake Trail							
t21.	Develop t21 Buckhorn Lake Trail			\$225,940			\$225,940
t22 Chase Property to Lakehurst Road							
t22.	Develop t22 Chase Property to Lakehurst Road				\$182,050		\$181,996
t23 Wolf Island Provincial Park Connection							
t23.	Work with Ontario Parks to understand the existing conditions and determine the feasibility of t23			Absorbed in operating budget/ committee responsibilities			-
Total Proposed Trail Recommendations		\$117,480	\$276,210	\$521,840	\$342,760	\$2,296,360	\$3,554,650

Operating costs (staff) may require additional staff and resources

Capital costs

Study to be undertaken



5.6 Next Steps

With each of the recommendations, a separate process will need to be initiated to work out the finer details of the planning, design, and implementation. While this Plan provides the road map for implementation by highlighting key elements and considerations, future Councils, in consultation with Municipal staff, will determine if, how and when these projects should be implemented with further public consultation.

For many of the recommendations, further site investigative work, consultation and design are required to properly scope, develop and refine each recommendation. This may include but is not limited to

- Community engagement, including consultation with First Nations, user groups, and the general public
- Detailed site inventory and analyses and site-specific studies as appropriate (i.e. a stage 1 archaeological assessment which may identify the need for future archaeological work, topographic and/or legal surveys, ownership and property boundary clarifications, geotechnical investigations, and environmental impact assessments)
- Design work, including the development of design options, detailed design, and construction documents along with more detailed Class A and B cost estimates.

Community Engagement

Many of the recommendations proposed in this Plan will require additional consultation with Council, staff, stakeholders and the public. While this Plan did consult with various groups and individuals, it was at the master planning level with a focus on identifying issues and opportunities for improvements to Trent Lakes' open space network. Now that specific initiatives/recommendations have been identified, a more focused discussion with affected and interested parties should be undertaken at the implementation stage. This includes confirming key issues and opportunities on specific recommendations, the review and commenting on design options, engaging with specific stakeholders that may be most impacted by improvements (e.g. adjacent land owners) and confirming the level of investment (budget).

The extent of engagement will vary from project to project with not all projects requiring further consultation. For those projects warranting further engagement, it should include the opportunity to review and comment on proposed improvements before the finalization of designs either through a public meeting/presentation at Council or online. However, while community feedback is important it is only one aspect of the decision-making process that must be considered. As always the ultimate decision would rest with Council.



Recommendations which warrant further community engagement include by not limited to:

- o7 Identify and plan for new recreation opportunities, especially for youth
- p1 Develop a concept plan for Dettman's Park
- p3.1 Update playground and surfacing according to the Facilities Master Plan and ensure AODA standards are being met at Cavendish Community Centre Park
- p7.4 Work with the County to develop traffic calming measures and signage along Lakehurst Road near Sandy Beach
- p7.6 Add a playground at Sandy Beach
- w4 Develop a boat wash station at one or two sites as a pilot project
- t1 Develop t1 Kinmount to Dettman's Park
- t2 Develop t2 North Crystal Lake Trail
- t3 Develop t3 Galway-Cavendish Connection
- t7.1 Develop t7 Kawartha Barrens Small Loop
- t8.1 Develop t8 Kawartha Barrens Large Loop
- t9 Develop t9 Cold Lake Access Connection
- t10 Develop t10 Bass Lake Road Trail
- t11 Develop t11 Crowe's Line Beach Connection
- t12.1 Develop t12 Bald Lake Trail
- t13.1 Develop t13 County Road 507 to Northern Avenue
- t14 Develop t14 Bear Creek Water Access Connection

- t16 Develop t16 Lakehurst Community Centre to Buckhorn
- t17 Develop t17 Buckhorn to County Road 507
- t18.1 Develop t18 Adam and Eve Rocks to Buckhorn Community Centre
- t19 Develop t19 Buckhorn Tourist Centre to Lakehurst Road
- t20 Develop t20 Fulton Lane to William Street Connection
- t21 Develop t21 Buckhorn Lake Trail
- t22 Develop t22 Chase Property to Lakehurst Road

Design Process

Many of this plan's capital improvement recommendations (i.e. park, trail and open space improvements) will require a more detailed site analysis, design and detailing to implement the project. This will require that the Municipality retain the services of consultants who specialize in the planning, design and implementation of each type of project.

While each project is unique in terms of its requirements, the design process may include but is not limited to:

Background Review

- assemble mapping and site surveys (topographic and legal)
- engage with specialist (engineers, planners, landscape architects, ecologists, etc.) as required to complete site assessments to confirm existing conditions (environmental, ecological, heritage, cultural, existing infrastructure, current user patterns)
- based on the site assessment identify the site's opportunities and challenges



Concept Design

- prepare design options based on the desired program and project intent
- engage with the Trent Lakes Community to solicit input and feedback on design options
- prepare design concepts to illustrate a range of options
- prepare cost estimates for each option to confirm program and design options are inline with desired budget
- Refine preferred design option based on feedback (e.g. Council, staff and community input)

Detailed Design

- refine design based on preferred concept
- for trails, confirm design aligns with intent regarding accessibility, trail difficulty, intended use, managed use and designed use
- prepare detailed Class B cost estimate to confirm design remains within approved budget

Contract Documents

- refine detailed design based on preferred concept (layout, grading, site restoration and associated amenities)
- prepare construction specifications meeting industry standards
- prepare final Class A cost estimate prior to tender to ensure design remains within approved budget

Contract Administration

- oversee the tendering and construction process
- ensure the project is executed as per drawing and specifications

- liason between contractor and Municipality of Trent Lakes

Updating this Plan

Flexibility in planning and implementation is particularly important to projects further out in the implementation timeline since new information or opportunities may emerge, community preferences may shift, and changes to the local economy and market may necessitate changes to the Plan. Therefore, this Plan must be viewed as a living document to be updated and adjusted over time. This includes advancing, delaying or amending projects to address the current and future directions of the Municipal Council.

As this is a 10-year plan it should undergo a review every 10 years to track progress on implementing the recommendations and to ensure the recommendations still align with the needs of the community. Some key considerations when undertaking this update include:

- Regular updating and tracking of progress on this plan's recommendations
- Review recommendations in light of new funding opportunities provincially and federally
- Review of key recommendations in light of market trends and demand; changing community dynamics
- Changing provincial legislation



Appendix A: Trail Segments

Contents

This appendix contains tables which break down each trail into segments. A trail type, length, and description is provided for each segment. Please note, the following recommended trails are not included in this appendix because their route and trail type(s) still need to be determined through a feasibility study and/or consultation with stakeholders:

- t4 Catchacoma Forest Hiking Trails
- t5 County Road 507 Connection
- t6 County Road 507 Extension
- t23 Wolf Island Provincial Park Connection

A1.1 Trail Segment Tables

Table A-1: t1 Trail Segments for Kinmount to Dettman's Park

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	1,500	Reid Street, 40 km/h Two lanes with gravel/sandy shoulder Existing snowmobile trail Paved shoulder not possible Uses existing road, no surfacing required
B	Multi-use trail	700	Unopened ROW between Reid Street and Dutch Line Road Wet area, at least one bridge will be required
C	Multi-use trail	400	Easement around large water area
D	Multi-use trail	500	Unopened ROW between Reid Street and Dutch Line Road
E	Multi-use trail	300	Easement around large water area



Table A-1: t1 Trail Segments for Kinmount to Dettman's Park

Trail Segment	Trail Type	Length (Meters)	Description
F	Multi-use trail	300	Unopened ROW between Reid Street and Dutch Line Road
G	On-road route	2,000	Dutch Line Road, 50 km/h Two lanes, no shoulder (vegetation) Paved shoulder not possible Uses existing road, no surfacing required
H	On-road route	2,000	Queens Line Existing conditions TBD Uses existing road, no surfacing required
I	On-road route	300	Galway Road, 60 km/h Two lanes, no shoulder (vegetation) Between Dettman's Park and Galway Community Centre Paved shoulder not possible Uses existing road, no surfacing required
	Total	8,400	

Table A-2: t2 Trail Segments for North Crystal Lake Trail

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	10,700	Galway Road, 60 km/h Two lanes, no shoulder (vegetation) Existing snowmobile trail along a portion of Galway Road between Reid Road and School House Road Paved shoulder not possible Uses existing road, no surfacing required



Table A-2: Trail Segments for North Crystal Lake Trail (Continued)

Trail Segment	Trail Type	Length (Meters)	Description
B	On-road route	2,900	Clear Bay Road Existing conditions TBD Uses existing road, no surfacing required
C	On-road route	800	Eastview Drive Existing conditions TBD Uses existing road, no surfacing required
	Total	14,400	

Table A-3: t3 Trail Segments for Galway-Cavendish Connection

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	400	Backbay Road/Fire Route 365 Existing snowmobile trail Uses existing road, no surfacing required
B	On-road route	400	School House Road/Fire Route 366 Existing snowmobile/ATV trail Uses existing road, no surfacing required
C	Multi-use trail	1,700	Easement Trail proposed on existing logging road
D	On-road route	9,500	Crystal Lake Road Existing snowmobile trail Uses existing road, no surfacing required
E	Multi-use trail	11,000	Trail proposed on existing logging road
	Total	14,400	



Table A-4: t7 Kawartha Barrens Small Loop

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	3,800	Trail proposed on snowmobile trail
B	Multi-use trail	2,400	Trail proposed through Crown lands
	Total	6,200	

Table A-5: t8 Kawartha Barrens Large Loop

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	400	Connection to t7 Trail proposed on snowmobile trail Trail proposed on existing logging road Uses existing surface, no surfacing required
B	Multi-use trail	11,600	Trail proposed on snowmobile trail Trail proposed on existing logging road Uses existing surface, no surfacing required
	Total	12,000	

Table A-6: t9 Cold Lake Access Connection

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	400	Easement
B	Existing surface	500	Trail proposed on snowmobile trail Uses existing surface, no surfacing required
C	Multi-use trail	2,800	Crown lands
	Total	3,700	



Table A-7: t10 Bass Lake Road Trail

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	7,000	Bass Lake Road Two lane road, no shoulder No space for dedicated bike lane at this time 50 km/h
	Total	7,000	

Table A-8: t11 Crowe's Line Beach Connection

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	1,900	Crowe's Line Road Two lanes, no shoulder No space for dedicated bike lane at this time 50 km/h
	Total	1,900	

Table A-9: t12 Bald Lake Trail

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	1,000	Unopened ROW
B	On-road route	800	Philrick Drive
C	On-road route	600	Fire Route 89
D	Multi-use trail	300	Easement between Fire Route 89 and Northern Avenue
E	On-road route	3,000	Northern Avenue
F	On-road route	500	Kennedy Drive
G	On-road route	300	Oakridge Road



Table A-9: t12 Bald Lake Trail (Continued)

Trail Segment	Trail Type	Length (Meters)	Description
H	Multi-use trail	1,800	Easement between Oakridge Road and Nichols Cove Road
I	On-road route	1,200	Nichols Cove Road
J	Multi-use trail	800	Easement between Nichols Cove Road and Pirates Glen Drive
K	On-road route	800	Pirates Glen Drive
L	On-road route	700	Alpine Lake Road
M	Multi-use trail	200	Easement between Alpine Lake Road and Crowe's Line Road
N	On-road route	700	Crowe's Line Road
	Total	12,700	

Table A-10: t13 County Road 507 to Northern Avenue

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	600	Unopened ROW
B	Multi-use trail	300	Easement
C	Existing surface	1,800	Trail proposed on existing logging road
	Total	2,700	

Table A-11: t14 Bear Creek Water Access Connection

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	1,600	Elim Lodge Road Two lanes, no shoulder No space for dedicated bike lane at this time 50 km/h
B	On-road route	2,600	Bear Creek Road
	Total	4,200	



Table A-12: 15 Lakehurst Community Centre Trail

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	1,700	Unopened ROW Update existing trail
	Total	1,700	

Table A-13: t16 Lakehurst Community Centre to Buckhorn

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	1,200	Cemetery Road
B	Multi-use trail	700	Unopened ROW
C	Multi-use trail	300	Easement
D	Multi-use trail	700	Unopened ROW
E	On-road route	2,600	Adam Cummings Road
F	Multi-use trail	200	Easement
G	Multi-use trail	200	Unopened ROW
H	Multi-use trail	100	Easement
I	On-road route	1,100	Sand Lake Circle
J	On-road route	500	Forestview Drive
K	On-road route	2,500	Elbow Point Road
L	Multi-use trail	2,400	Unopened ROW
M	Multi-use trail	600	Easement
	Total	13,100	



Table A-14: t17 Buckhorn to County Road 507

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	1,000	Unopened ROW
B	Multi-use trail	2,000	Easement through Provincial Park
C	Existing surface	5000	Trail proposed on existing snowmobile trail
	Total	8,000	

Table A-15: t18 Adam and Eve Rocks to Buckhorn Community Centre

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	800	Connect to existing trails on Buckhorn Community Centre Property
	Total	800	

Table A-16: t19 Buckhorn Tourist Centre to Lakehurst Road

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	300	Easement
	Total	300	

Table A-17: t20 Fulton Lane to William Street Connection

Trail Segment	Trail Type	Length (Meters)	Description
A	Multi-use trail	200	Easement
	Total	200	



Table A-18: t21 Buckhorn Lake Trail

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	1,800	Adam and Eve Road
B	On-road route	200	Melody Bay Road
C	On-road route	1,100	Fire Route 26
D	Multi-use trail	200	Easement between Fire Route 26 and Fire Route 28
E	On-road route	300	Fire Route 28
F	On-road route	1,000	Mystic Point Road
G	Multi-use trail	1,400	Easement
H	On-road route	1,200	Six Foot Bay Road
I	On-road route	200	Lakehurst Street
	Total	7,400	

Table A-19: t22 Chase Property to Lakehurst Road

Trail Segment	Trail Type	Length (Meters)	Description
A	On-road route	1,800	Allens Road
B	Multi-use trail	700	Easement across Gravel Pit
C	Multi-use trail	900	Easement
D	On-road route	1,200	Lakehurst Road
	Total	4,600	



Appendix B: Open Spaces Survey

Project Report

02 August 2022 - 24 October 2022

Trent Lakes Open Spaces

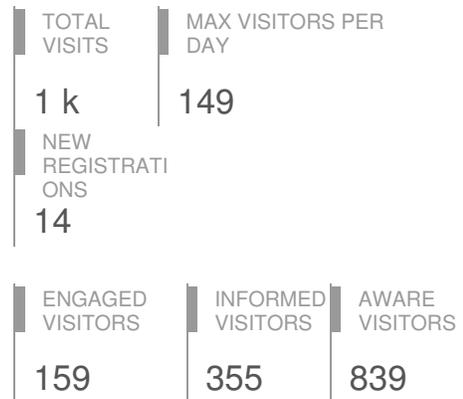
Municipality of Trent Lakes Open Space Master Plan



Visitors Summary

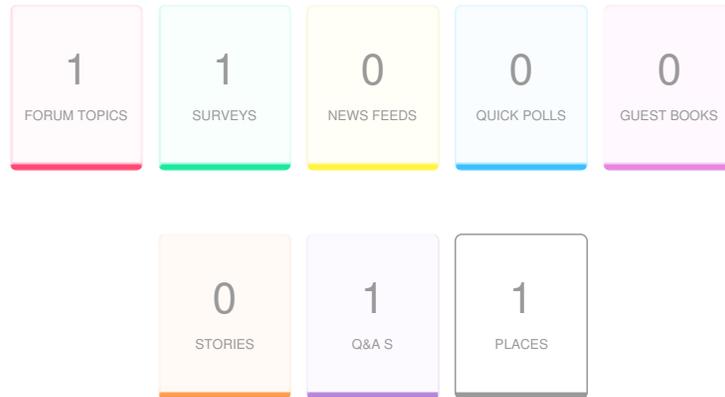


Highlights



Aware Participants		Engaged Participants			
839		159			
Aware Actions Performed	Participants	Engaged Actions Performed			
Visited a Project or Tool Page	839	Registered	Unverified	Anonymous	
Informed Participants	355	Contributed on Forums	3	0	0
Informed Actions Performed	Participants	Participated in Surveys	5	123	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	0	0	0
Downloaded a document	0	Posted on Guestbooks	0	0	0
Visited the Key Dates page	0	Contributed to Stories	0	0	0
Visited an FAQ list Page	0	Asked Questions	0	0	0
Visited Instagram Page	0	Placed Pins on Places	0	4	0
Visited Multiple Project Pages	198	Contributed to Ideas	5	12	14
Contributed to a tool (engaged)	159				

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Forum Topic	Let's Discuss!	Published	26	3	0	0
Qanda	Questions? Ask below!	Published	36	0	0	0
Place	Map It!	Published	84	0	4	0
Survey Tool	Take the Survey!	Archived	370	5	123	0
Ideas	Share Your Ideas!	Published	81	5	12	14

FORUM TOPIC

Let's Discuss!

Visitors 26	Contributors 3	CONTRIBUTIONS 3
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09 August 22			I'm addressing this comment to Bhoul...let's talk about Pickle Ball Courts...Bruce705.772.2132buckhornsports@gmail.comwww.facebook.com/groups/newtrentlakesrecreationcentre/
Bruce			
AGREES	DISAGREES	REPLIES	
0	0	0	
28 September 22			I think we need to promote Kawartha Land Trust properties. No cost to Trent Lakes! Great for hiking
Janet			
AGREES	DISAGREES	REPLIES	
0	0	0	
16 October 22			I'm all for more open/public places in our municipality, but - where have all the municipal garbage containers gone in Buckhorn? "Gone" is the answer! Is it too much to ask that the bins stay year round, and the Parks and Rec. department empties them once in a while? How can we reduce litter in public places if there's no place to put it?
Toni			
AGREES	DISAGREES	REPLIES	
0	0	0	

ENGAGEMENT TOOL: PLACE

Map It!

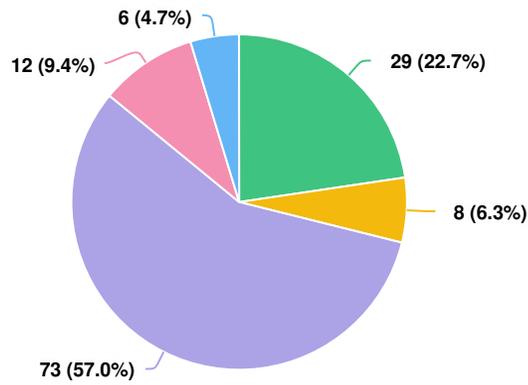
Visitors 84	Contributors 4	CONTRIBUTIONS 6
<p>2022-09-16 12:46:39 -0300</p> <p>Nick ireland</p> <p>CATEGORY</p> <p>What's not working in Trent Lakes' open spaces?</p>	<p>Boat launch tons of poison ivy difficult to get out-of unless good 4 wheel drive Address: 630 Sandy Point Road, Trent Lakes, Ontario K0L 1J0, Canada</p> <p>http://www.trentlakesopenspaces.ca/municipality-of-trent-lakes-open-space-master-plan/maps/map-it?reporting=true#marker-94717</p>	
<p>2022-09-16 12:51:52 -0300</p> <p>Nick ireland</p> <p>CATEGORY</p> <p>What's not working in Trent Lakes' open spaces?</p>	<p>As a private citizen I have to continually fix the massive lip from the hwy to the side rd due to 4 wheelers and logging truck. Is there not a way to stop the ugly lip that is hard on my vehicles not to mention. The traffic that flies makes it extremely dangerous to get out of the side rd safely Address: 3764 County Road 36, Trent Lakes, Ontario K0L 1J0, Canada</p> <p>http://www.trentlakesopenspaces.ca/municipality-of-trent-lakes-open-space-master-plan/maps/map-it?reporting=true#marker-94718</p>	
<p>2022-09-18 21:28:16 -0300</p> <p>John</p> <p>CATEGORY</p> <p>What needs to happen or change in Trent Lakes' open spaces?</p>	<p>Potential location for Trent Lakes Wellness Complex indoor pool and fitness, to start. Address: 1933 County Road 36, Trent Lakes, Ontario K0M 1A0, Canada</p> <p>http://www.trentlakesopenspaces.ca/municipality-of-trent-lakes-open-space-master-plan/maps/map-it?reporting=true#marker-94762</p>	
<p>2022-09-18 21:31:30 -0300</p> <p>John</p> <p>CATEGORY</p> <p>What needs to happen or change in Trent Lakes' open spaces?</p>	<p>Potential location for Trent Lakes Wellness Complex, indoor swimming pool, fitness centre. Address: 1723 Lakehurst Road, Trent Lakes, Ontario K0L 1J0, Canada</p> <p>http://www.trentlakesopenspaces.ca/municipality-of-trent-lakes-open-space-master-plan/maps/map-it?reporting=true#marker-94763</p>	
<p>2022-10-12 15:50:41 -0300</p> <p>carolt</p> <p>CATEGORY</p> <p>What's not working in Trent Lakes' open spaces?</p>	<p>boaters using this ramp speed through to the lake and disrupt shoreline with large wakes - scary for swimmers and non- motor craft users like canoes etc Address: 21 Dam Road, Trent Lakes, Ontario K0L 1J0, Canada</p> <p>http://www.trentlakesopenspaces.ca/municipality-of-trent-lakes-open-space-master-plan/maps/map-it?reporting=true#marker-95288</p>	
<p>2022-10-15 17:01:17 -0300</p> <p>Darlene</p> <p>CATEGORY</p> <p>What needs to happen or change in Trent Lakes' open spaces?</p>	<p>Water access for swimming and picnic tables. Washrooms. Address: Gannon's Narrows Bridge, Trent Lakes, Ontario K0L 1J0, Canada</p> <p>http://www.trentlakesopenspaces.ca/municipality-of-trent-lakes-open-space-master-plan/maps/map-it?reporting=true#marker-95332</p>	

ENGAGEMENT TOOL: SURVEY TOOL

Take the Survey!

Visitors 370	Contributors 128	CONTRIBUTIONS 128
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Which Trent Lakes ward do you live in?



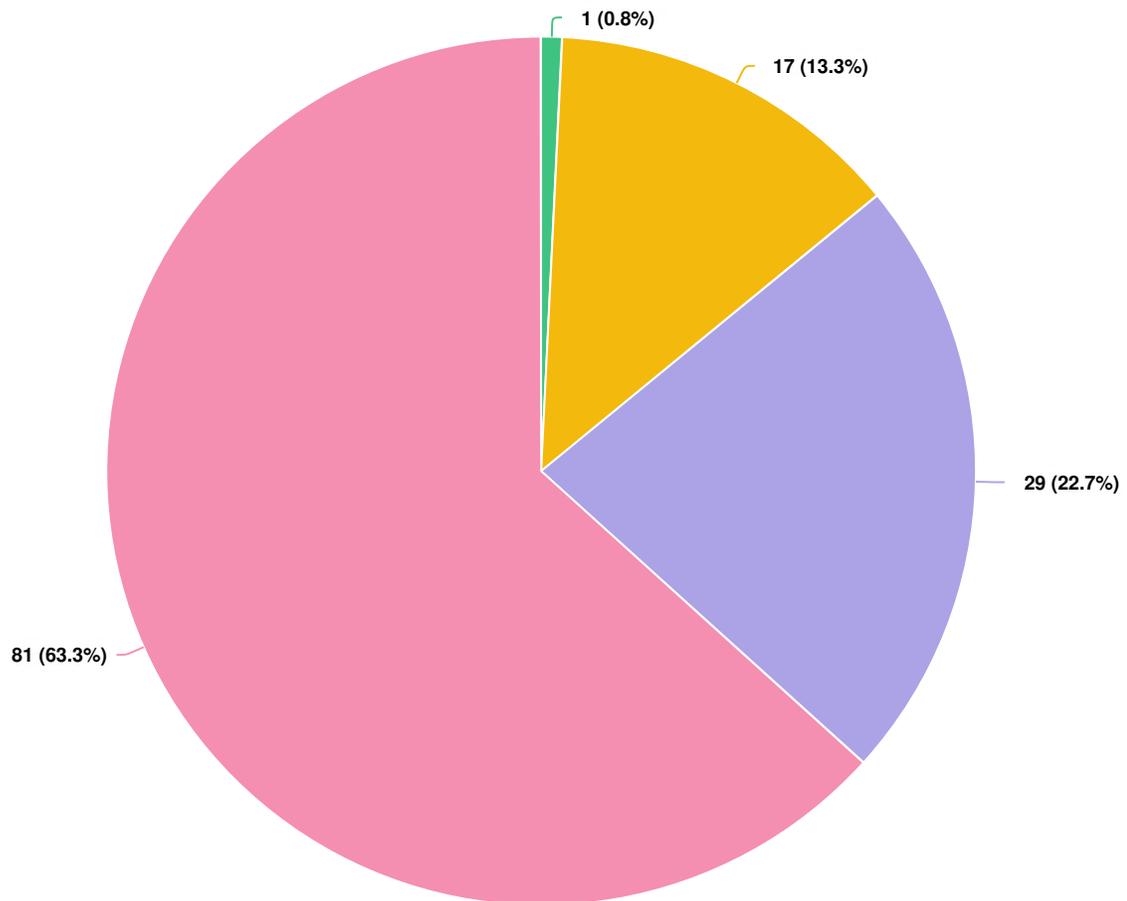
Question options

- Cavendish
- Galway
- Harvey
- Unsure
- I don't live in Trent Lakes

Optional question (128 response(s), 0 skipped)

Question type: Radio Button Question

What is your age?



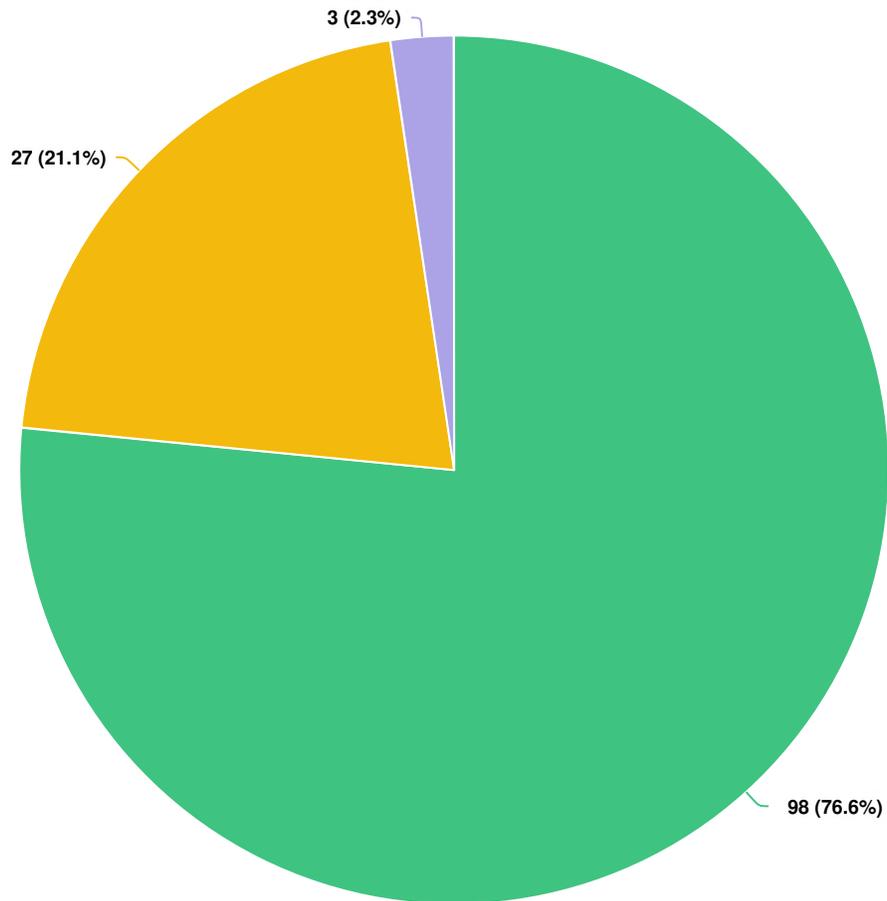
Question options

- 19 to 29 years old
- 30 to 44 years old
- 45 to 59 years old
- 60 and older

Optional question (128 response(s), 0 skipped)

Question type: Radio Button Question

Are you a permanent or seasonal resident of Trent Lakes?



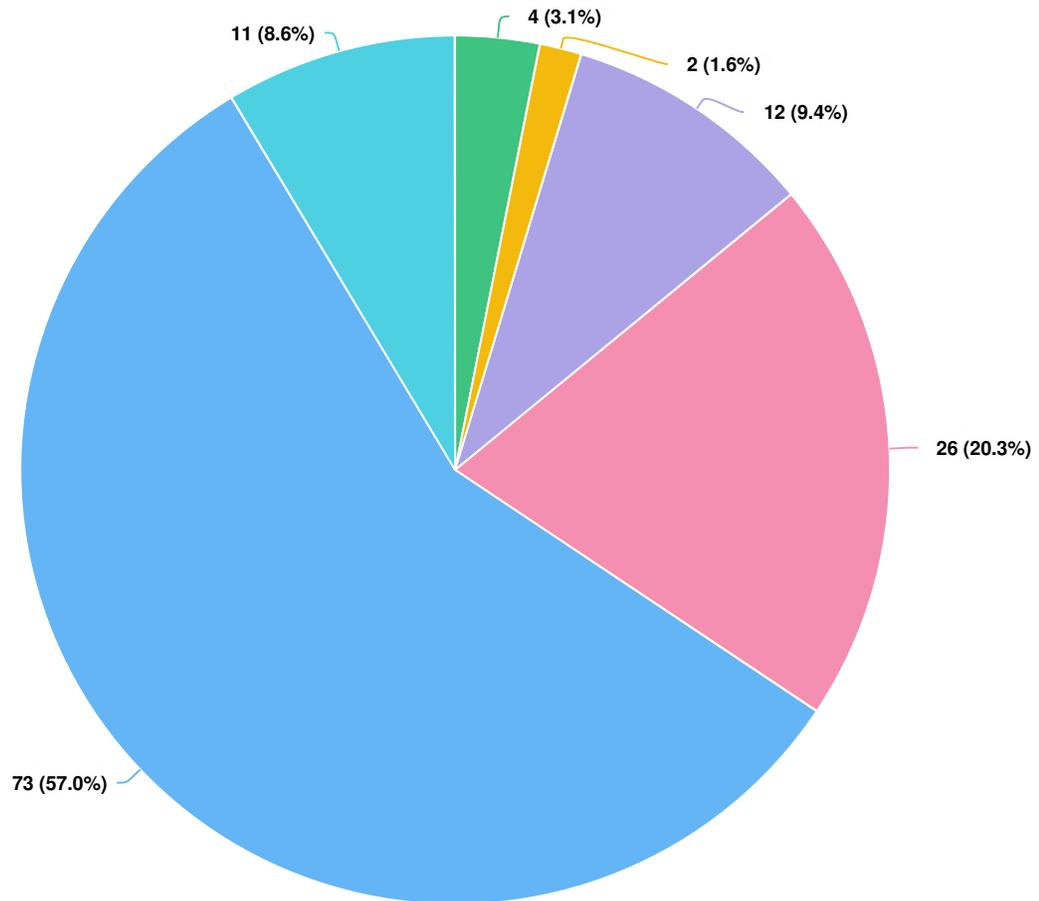
Question options

- Permanent resident
- Seasonal resident
- Unsure

Optional question (128 response(s), 0 skipped)

Question type: Radio Button Question

Which park/beach do you use the most in Trent Lakes?



Question options

- White's Beach
- Crowe's Line
- Ode'Naang Park
- Sandy Beach (Shearer Park)
- None of the above
- Other, please specify

Optional question (128 response(s), 0 skipped)

Question type: Radio Button Question

Rank the following parks and beaches by their need for improvement. The park that is in the most need for improvement should be ranked number one.

OPTIONS	AVG. RANK
Dettman's Park	2.42
Sandy Beach (Shearer Park)	2.57
Ode'Naang Park	2.71
White's Beach	2.82
Crowe's Line	3.13

Optional question (54 response(s), 74 skipped)

Question type: Ranking Question

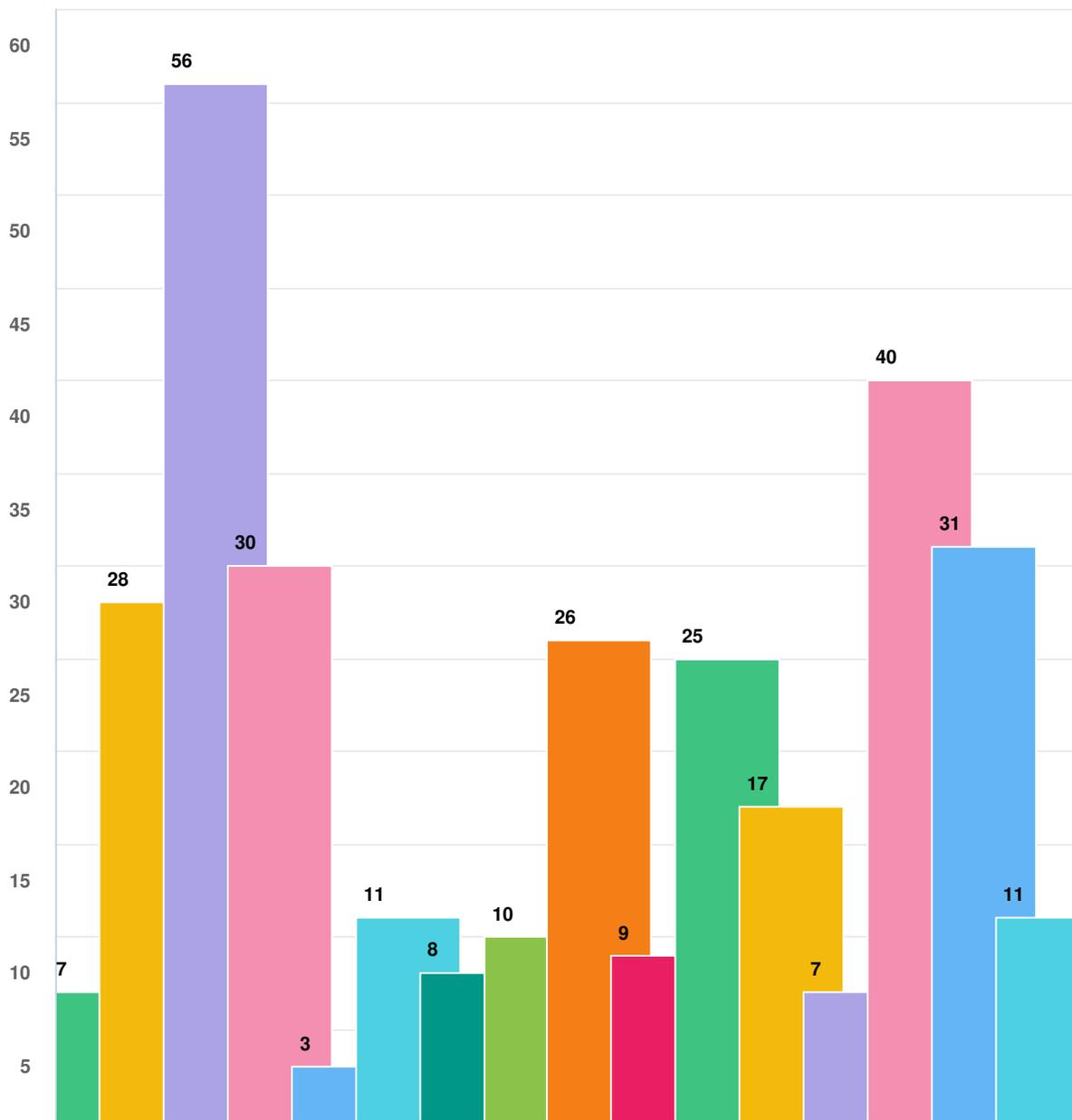
Which of the following amenities would you like to see added to Trent Lakes' parks and beaches? Please rank the following options:

OPTIONS	AVG. RANK
Washrooms	3.31
Playground	3.39
More waste receptacles	3.84
Tennis/pickleball court	3.86
More parking	4.10
Splash pad	4.41
Dog park	4.74
Outdoor skating rink	5.14
Outdoor exercise equipment	5.25
More maintenance	5.89
Skate park	6.39

Optional question (108 response(s), 20 skipped)

Question type: Ranking Question

Have you used any of the following trails? (check all that apply)



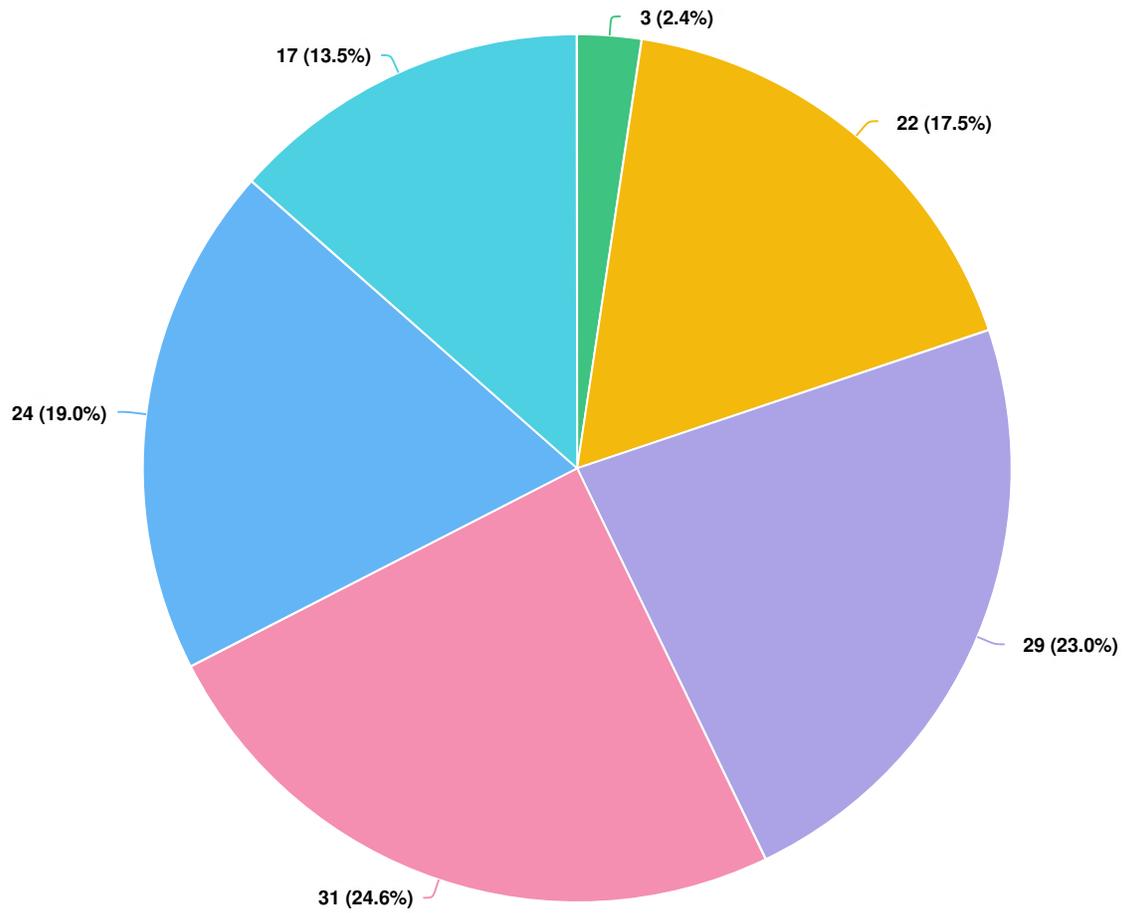
Question options

- Dettman's Park ● Buckhorn Outdoor Sports Pad Trails ● Mississauga River Loop
- John Earle Chase Memorial Park ● Porcupine Trail ● Cloudy Lake Trail ● Wolf Lake to Secret Lake
- Loon Lake ● Bottle Lake Trail ● Tecasy Ranch ● The Great Trail (Trans Canada Trail) ● Rotary Greenway Trail
- Otonabee River Loop ● Lakefield Trail ● None off the above ● Other (please specify)

Optional question (124 response(s), 4 skipped)

Question type: Checkbox Question

How often do you use trails in Trent Lakes?



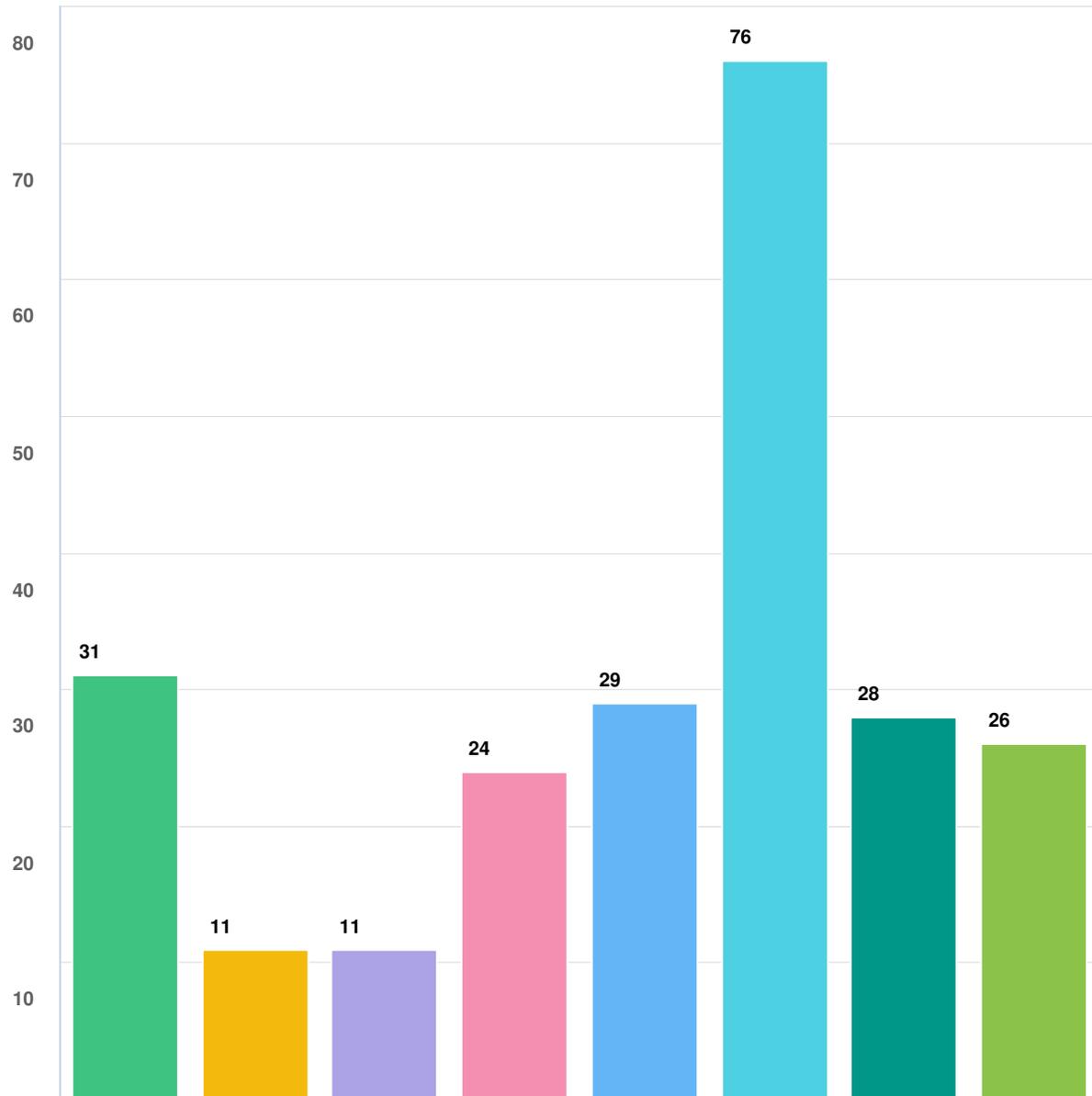
Question options

- Every day
- Once or twice a week
- Once or twice a month
- Once or twice a year
- Almost never
- Never

Optional question (126 response(s), 2 skipped)

Question type: Radio Button Question

What factors are preventing you from using Trails in Trent Lakes? (check all that apply)



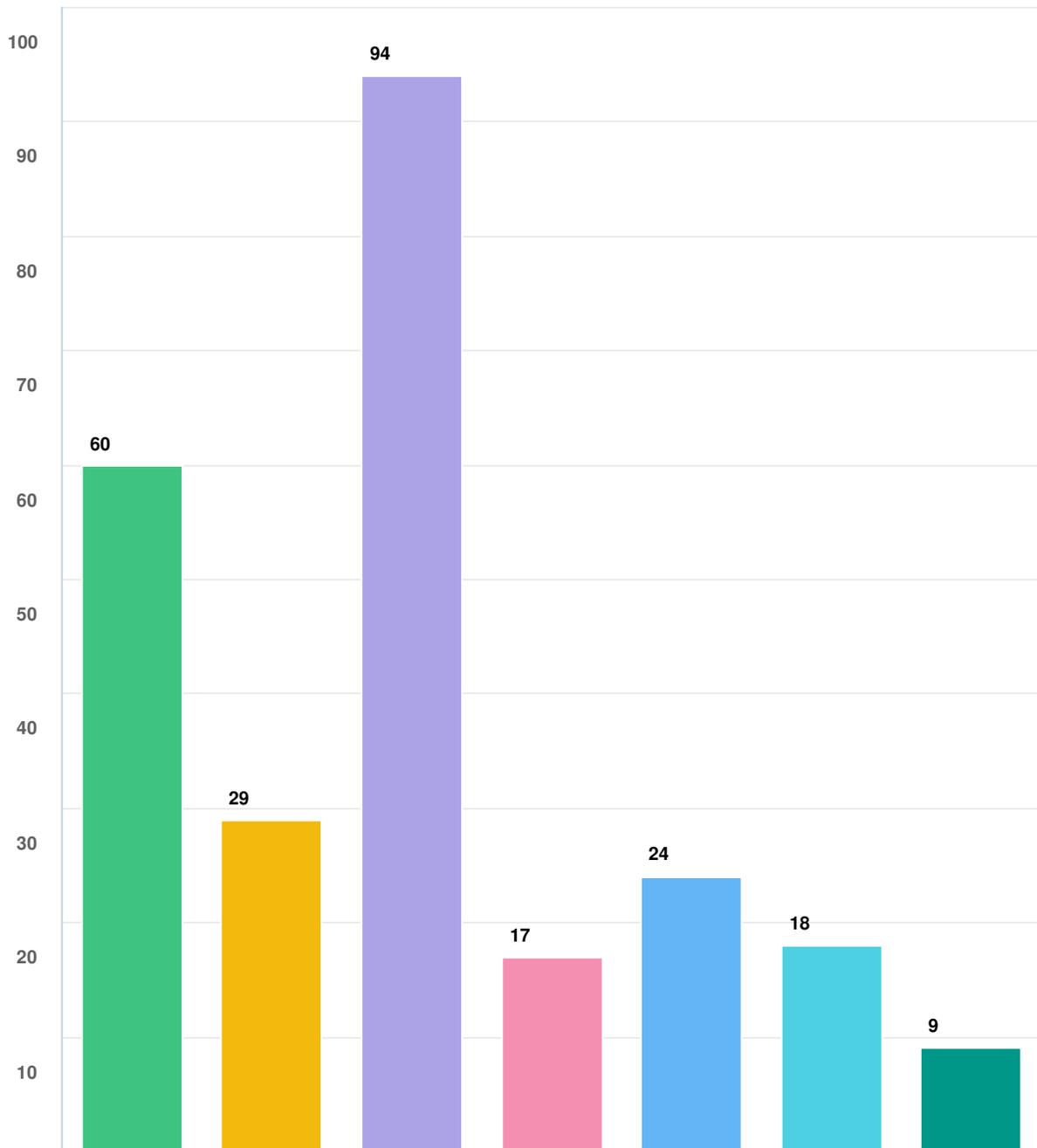
Question options

- Trails are too far from home ● Transportation difficulties getting to and from the trails
- Health condition(s) prevent(s) outings to trails ● There is no parking at the trailhead
- There are not enough trail amenities (e.g., washrooms, places to sit, shade, water fountains, etc.)
- I don't know enough information about trails in Trent Lakes ● I didn't know there were trails in Trent Lakes
- Other (please specify)

Optional question (122 response(s), 6 skipped)

Question type: Checkbox Question

How would you prefer to get to trails? (check all that apply)



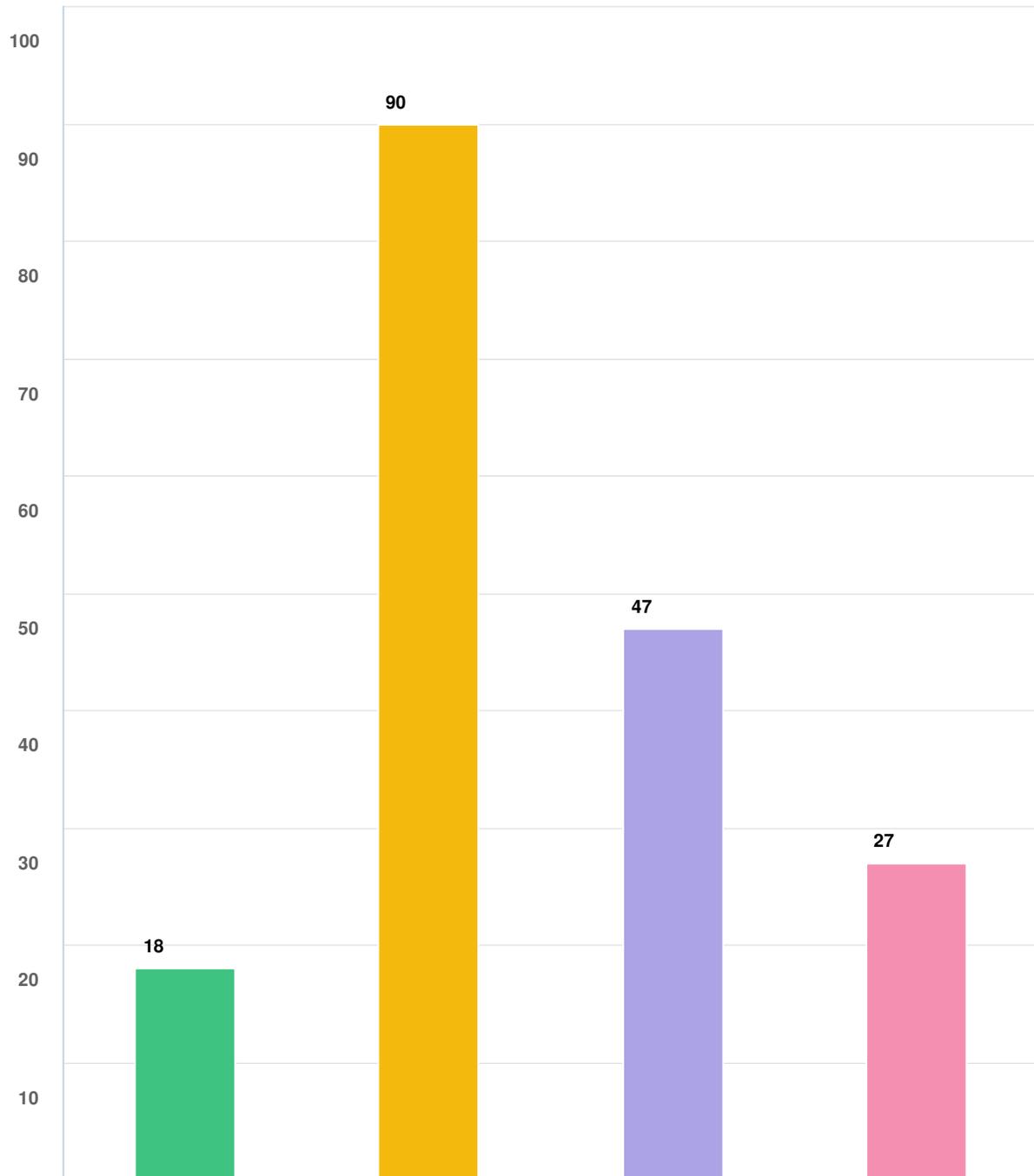
Question options

- By walking
- By cycling (non-motorized)
- By driving
- By non-motorized boat or watercraft
- By motorized boat or watercraft
- By ATV
- Other (please specify)

Optional question (123 response(s), 5 skipped)

Question type: Checkbox Question

What trail length would you prefer? (check all that apply)



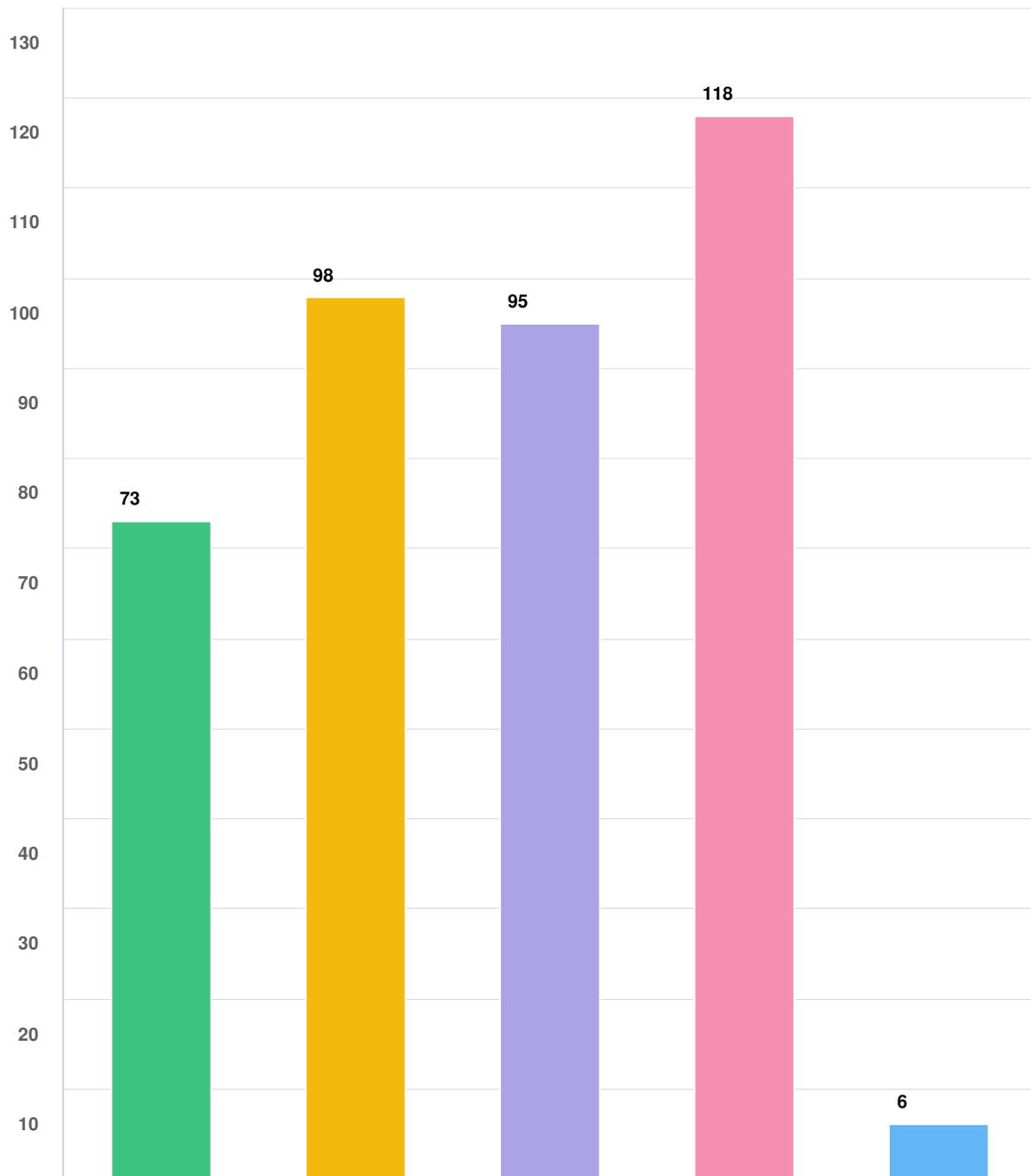
Question options

- Under 1 kilometre
- Between 1 and 5 kilometres
- Between 6 and 10 kilometres
- Over 10 kilometres

Optional question (122 response(s), 6 skipped)

Question type: Checkbox Question

What time of year do you use or would you like to use trails? (check all that apply)



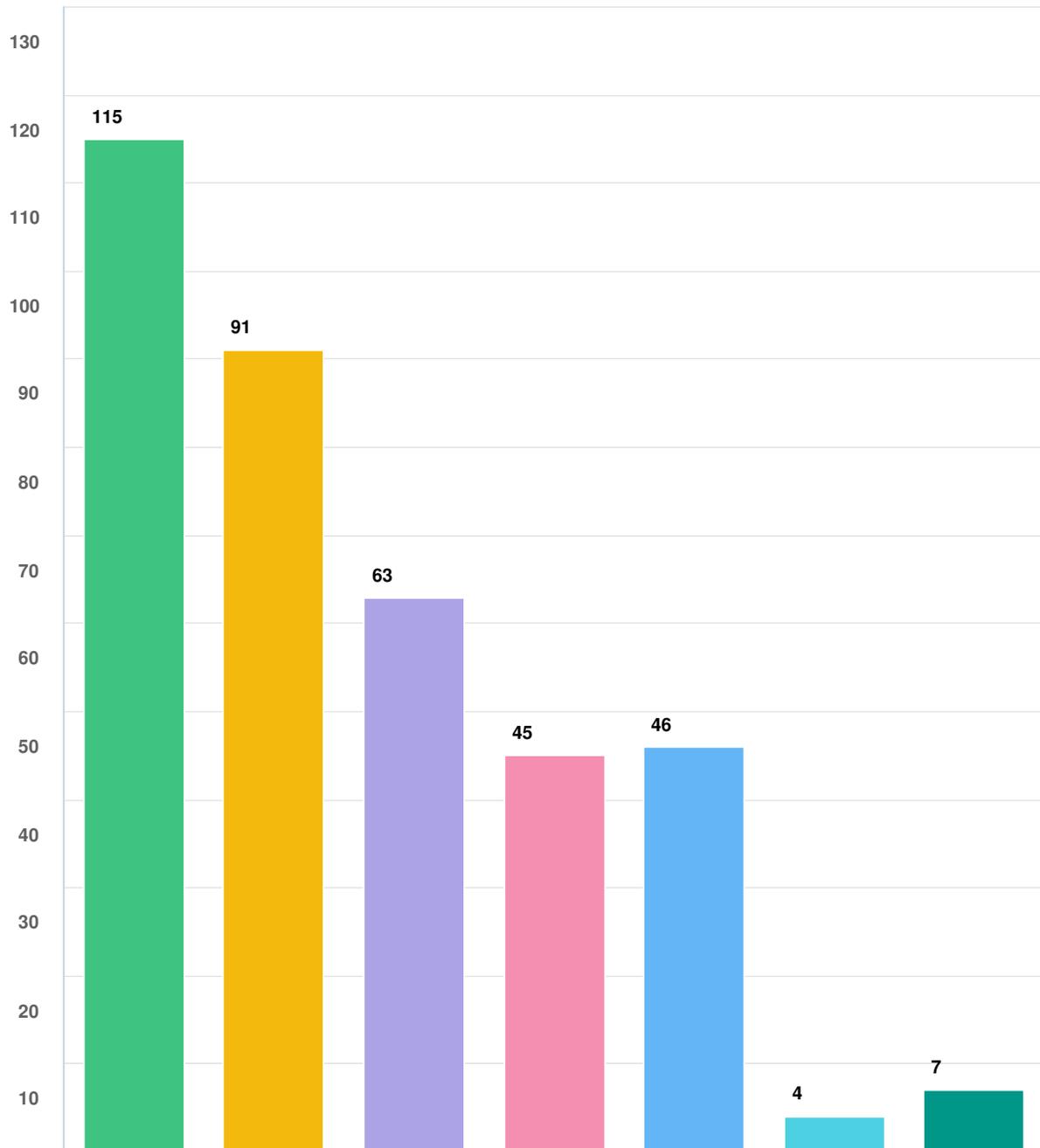
Question options

- Winter
- Spring
- Summer
- Fall
- I don't want to use trails

Optional question (127 response(s), 1 skipped)

Question type: Checkbox Question

This Plan focuses on non-motorized trail uses. What non-motorized activities would you like to use trails for? (check all that apply)



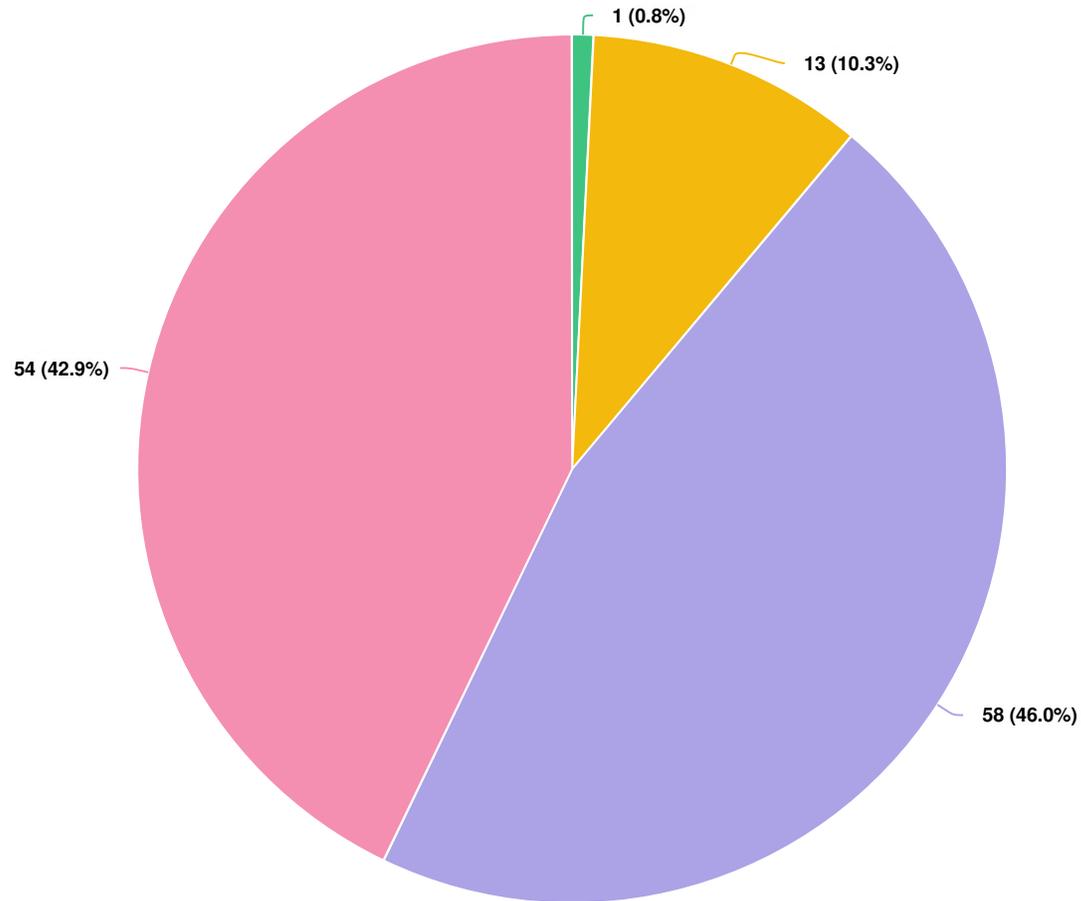
Question options

- Walking
- Hiking
- Snowshoeing
- Crosscountry skiing
- Cycling (non-motorized)
- I don't want to use trails
- Other (please specify)

Optional question (127 response(s), 1 skipped)

Question type: Checkbox Question

Do you cycle for practical reasons, such as to get to work or to run errands?



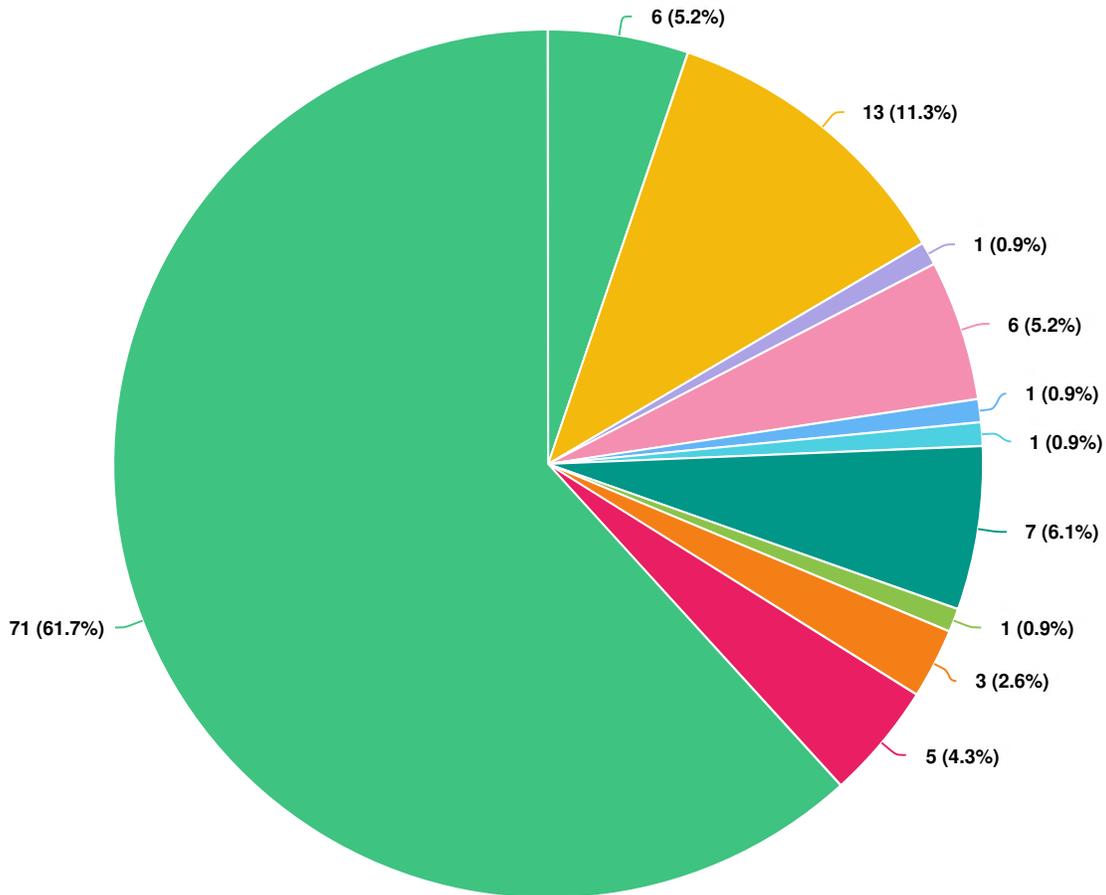
Question options

- Yes, I only cycle for practical reasons
- Yes, I cycle for practical and recreational reasons
- No, I only cycle for recreational reasons
- No, I don't cycle

Optional question (126 response(s), 2 skipped)

Question type: Radio Button Question

Which boat launch do you use most often?



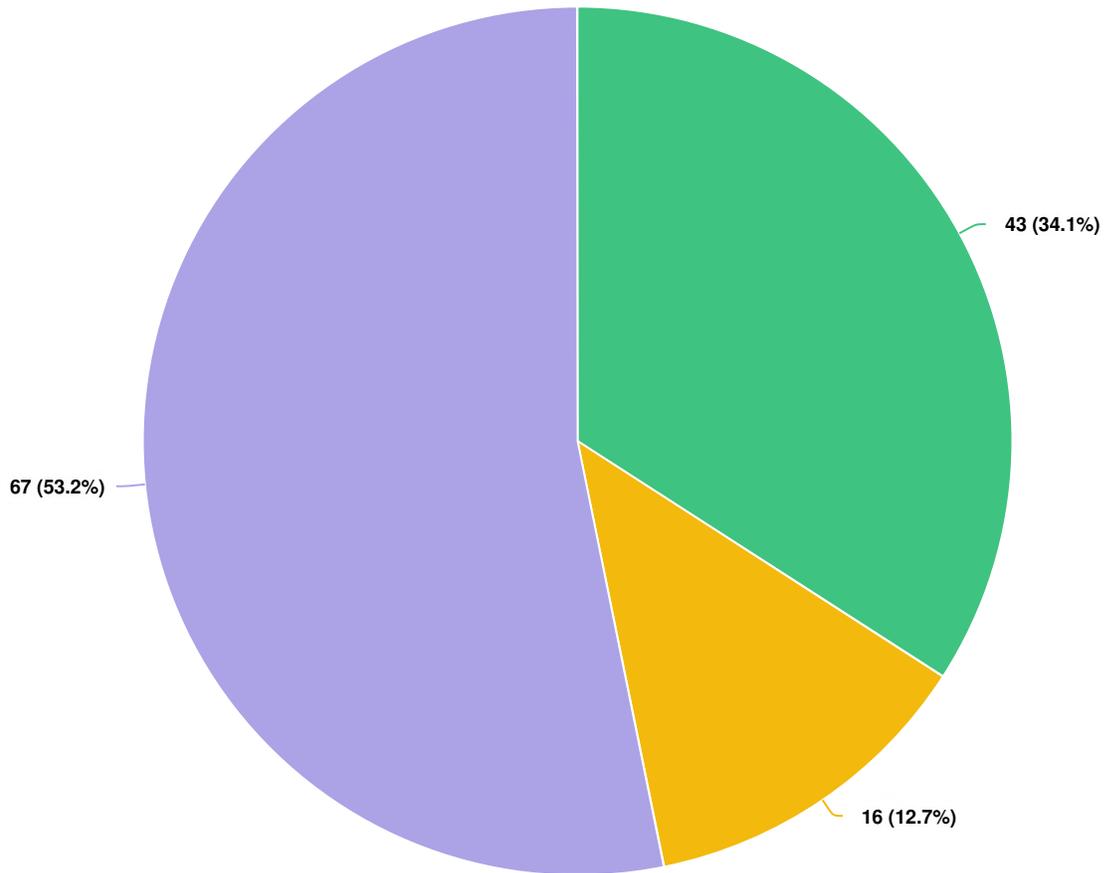
Question options

- Nogie's Creek
- Northern Avenue
- Caine's Lane
- Kawartha Hideaway
- Sandy Point
- Elim Lodge
- Six Foot Bay
- Salacoa
- Pencil Lake
- West Bay
- I don't use boat launches

Optional question (115 response(s), 13 skipped)

Question type: Radio Button Question

Do you think the number and location of boat launches in Trent Lakes are sufficient?



Question options

Yes No Unsure

Optional question (126 response(s), 2 skipped)

Question type: Radio Button Question

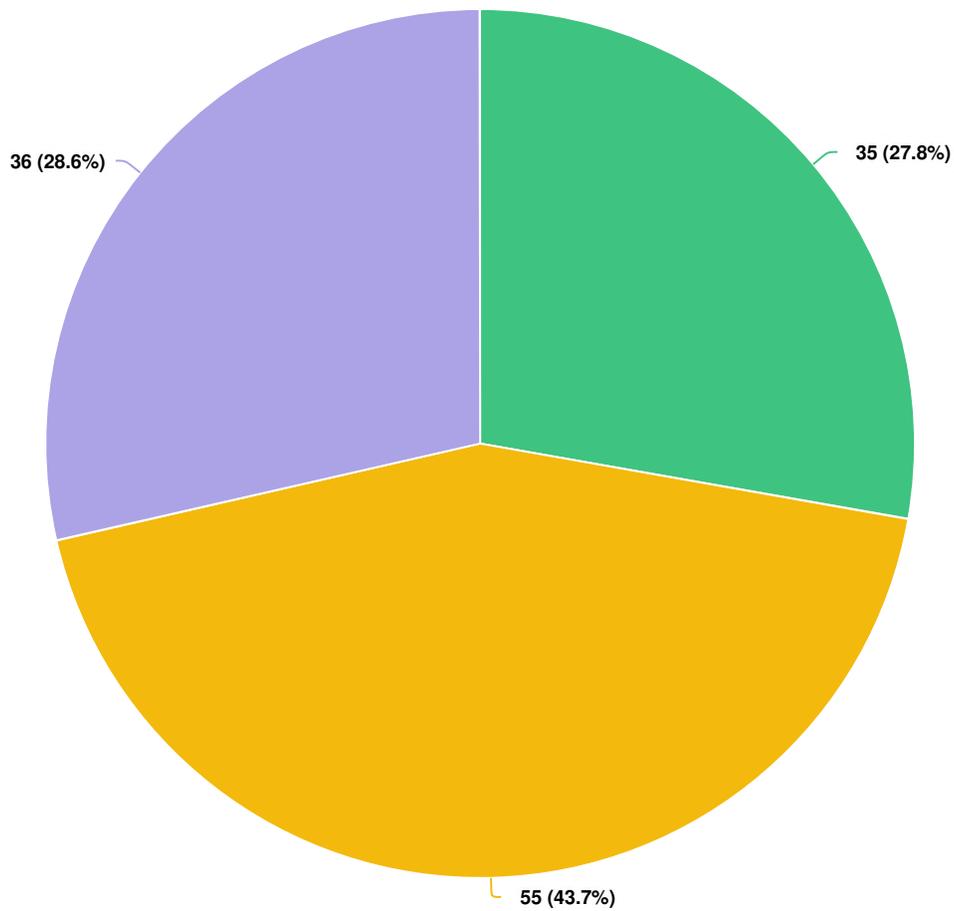
Which improvements would you like to see offered most at Trent Lakes' boat launches. Please rank the following options:

OPTIONS	AVG. RANK
Washrooms	2.23
More parking	2.34
Waste receptacles	2.45
More maintenance	3.24
Signage and information	3.46
Small-craft rentals	4.64
Small-craft storage	5.64

Optional question (72 response(s), 56 skipped)

Question type: Ranking Question

Would you be interested in becoming a volunteer for a Friends of a Trail or environmental stewardship program to help monitor and maintain municipal trails?



Question options

- Yes
- No
- Unsure

Optional question (126 response(s), 2 skipped)

Question type: Radio Button Question

IDEAS

Share Your Ideas!

Visitors 81	Contributors 31	CONTRIBUTIONS 52
03 August 22 Ash LG		Beach front/splash pad/park area A place you can go with the family and enjoy multiple options for the summer at all ages
	VOTES 2	
03 August 22 Ash LG		Community centre & park Community centre to offer swimming/skating/gyms and all park/beach options outside
	VOTES 4	
03 August 22 Fiona McCombe		I think we need more docking areas in Buckhorn for boats. We could also work with Kawartha Lakes to get more docking in Bobcaygeon.
	VOTES 1	
03 August 22 Bhout		Pickle Ball Courts I think the Municipality should invest in Pickleball Courts for Buckhorn, Cavendish, and Bobcaygeon. Pickleball is one of the fastest growing activities for people of all ages
	VOTES 4	
03 August 22 Karen		Focus on locally native plant species for "landscaping" We have beautiful native plants that produce food and habitat for our wild ecosystems; they are low maintenance, tolerant of local conditions, and are often already there. As we move through this process, I would really appreciate it if we made a focus to preserve, conserve, and re-introduce our local native plants into the open spaces, to use them preferentially instead of non-local, non-native species.
	VOTES 6	

IDEAS

Share Your Ideas!

04 August 22 Bruce	VOTES 5	<p>Committee for a a New Trent Lakes Recreation Centre www.facebook.com/groups/newtrentlakesrecreationcentre/</p> <p>More Recreational Services for Trent Lakers</p>
04 August 22 Lake	VOTES 1	<p>More areas for young children</p> <p>Playgrounds nature education areas</p>
05 August 22 Blair Bevan	VOTES 2	<p>Bikes and ebike trails</p> <p>Bike and ebike trails to access your destinations are a must. Each year they are growing in popularity. Best for residents and visitors.</p>
09 August 22 Sheila	VOTES 3	<p>Walking/Hiking Trails</p> <p>Walking trails at each Community Centre site can encourage outdoor, healthy living in all seasons. Develop maps for connecting existing trails, community centres and parks ie. Chase site, Mississauga site, Kawartha Highlands, Buckhorn CC.</p>
31 August 22 A Sims	VOTES 1	<p>Boat launch with parking</p> <p>The area needs public boat launches with appropriate parking</p>
31 August 22 Tyler	VOTES 0	<p>Northern Boat Launch</p> <p>The boat launch on Northern Avenue is quite run down. It has a nice view of the Bald Lake narrows and has lots of unused space with good waterfront that could be turned into a great area for people to enjoy.</p>
18 September 22 John	VOTES 2	<p>Indoor swimming pool for all ages, youth learning to swim, seniors therapy/exercise. Centralized perhaps in area of Flynn's corner.</p>

IDEAS

Share Your Ideas!

08 October 22		
Scott		
	VOTES	0
Public (beach) access to Catchacoma Lake. This would be an especially great lake for wind sports (Wind surfing, kiteboarding, wing foiling)		
Currently there is no public access to Catchacoma except via the marina, which is not really a suitable access point for wind sports, swimming etc.		
18 October 22		
Sharon		
	VOTES	0
There is an incredible network of existing trails throughout Trent Lakes, let's capitalize on them. TMSC, KATV, Victoria Trail links		
Utilize and enhance existing trail networks		

Appendix C: Detailed Online Engagement Platform Responses

Map It!

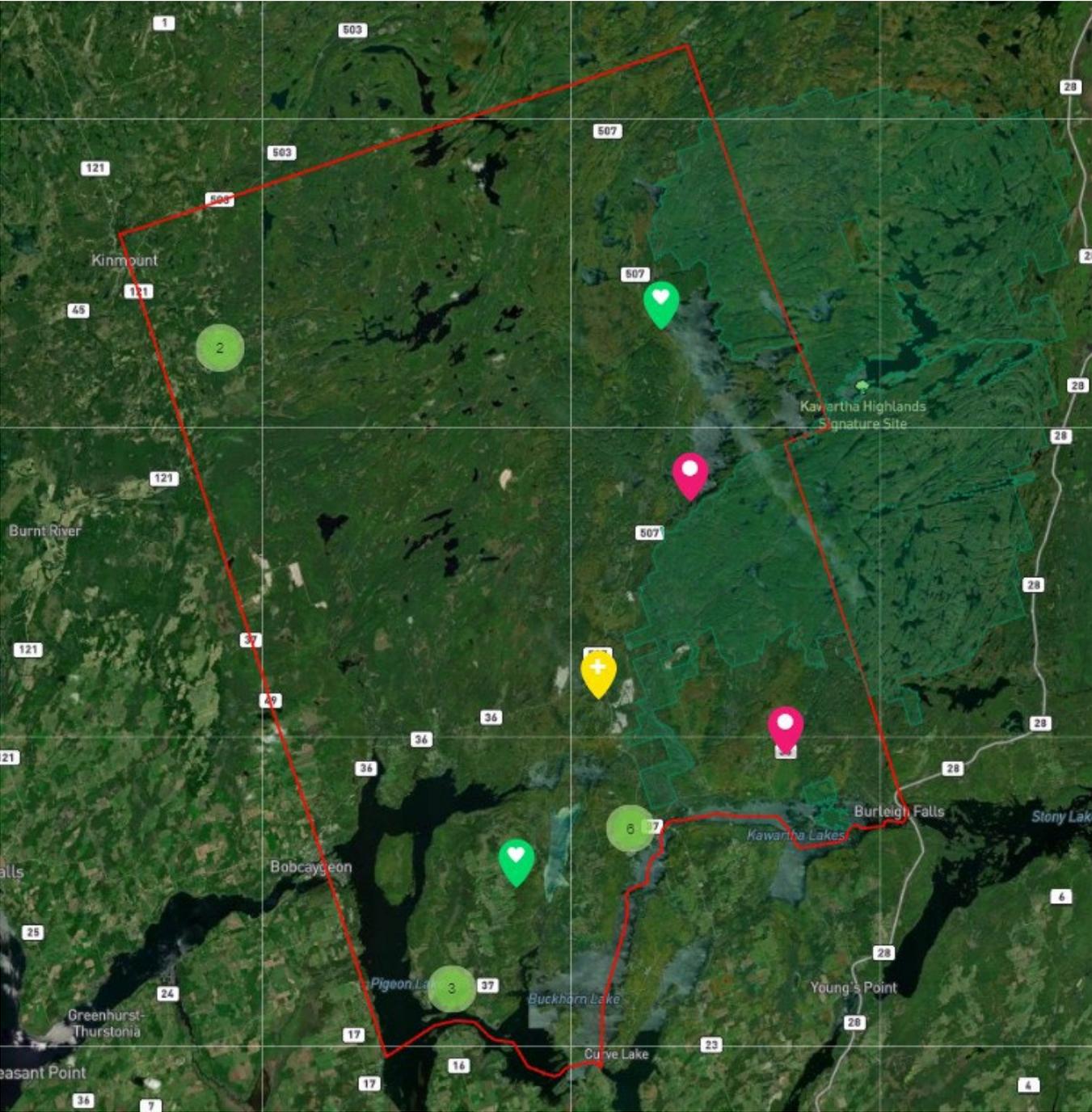


Table C-1: Map It! Comment summary

Location	User	Comment
Galway	CATTL	Bicycle parking coming to Galway Community Centre
Galway	Marlys	improvements needed to Galway Park hiking trail. Recreation facilities could be added because of the avbl space
Catchacoma Lake	CATTL	Bicycle parking and repair station coming to Cavendish Community Centre
Mississagua Lake	carolt	boaters using this ramp speed through to the lake and disrupt shoreline with large wakes - scary for swimmers and non- motor craft users like canoes etc
Flynns Turn	John	Potential location for Trent Lakes Wellness Complex indoor pool and fitness, to start
Harvey	Nick ireland	As a private citizen I have to continually fix the massive lip from the hwy to the side rd due to 4 wheelers and logging truck. Is there not a way to stop the ugly lip that is hard on my vehicles not to mention. The traffic that flies makes it extremely dangerous to get out of the side rd safely
Buckhorn	CATTL	Bicycle parking coming to Kawartha Highlands Provincial Park
Buckhorn	CATTL	Bicycle parking coming to The Welcome Centre with the Buckhorn District Tourist Association
Buckhorn	CATTL	Bicycle parking coming to Trent Lakes Library
Buckhorn	CATTL	Bicycle parking and repair station coming to The BCC
Buckhorn	John	Potential location for Trent Lakes Wellness Complex, indoor swimming pool, fitness centre.
Buckhorn	CATTL	Bicycle parking at Shearer Park, Sandy Lake Beach
Lakehurst	CATTL	Bicycle parking coming to Lakehurst Community Centre
Chase Property	Nick ireland	Boat launch tons of poison ivy difficult to get out-of unless good 4 wheel drive
Chase Property	CATTL	Bicycle parking coming to John Earle Chase Memorial Park
Chase Property	Darlene	Water access for swimming and picnic tables. Washrooms.

Ideas



Tyler
6 months ago



Northern Boat Launch

The boat launch on Northern Avenue is quite run down. It has a nice view of the Bald Lake narrows and has lots of unused space with good waterfront that could be turned into a great area for people to enjoy.

Share    

0 Comment

0 



John
6 months ago



Indoor swimming pool for all ages, youth learning to swim, seniors therapy/exercise. Centralized perhaps in area of Flynn's corner.

Share    

0 Comment

5 



Karen
7 months ago



Focus on locally native plant species for "landscaping"

We have beautiful native plants that produce food and habitat for our wild ecosystems; they are low maintenance, tolerant of local conditions, and are often already there. As we move through this process, I would really appreciate it if we made a focus to preserve, conserve, and re-introduce our local native plants into the open spaces, to use them preferentially instead of non-local, non-native species.



Share    

0 Comment

7 



Scott

5 months ago



Public (beach) access to Catchacoma Lake. This would be an especially great lake for wind sports (Windsurfing, kiteboarding, wing foiling)

Currently there is no public access to Catchacoma except via the marina, which is not really a suitable access point for wind sports, swimming etc.

Share    

0 Comment

1 



Lake

7 months ago



More areas for young children

Playgrounds nature education areas

Share    

1 Comment

2 

Write a comment... You can use @ to tag somebody in the conversation

Enter your email

Enter your screen name

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POST

Bruce

7 months ago



Thinking a splash pad would go good at a new recreation centre...please join our group...
www.facebook.com/groups/newtrentlakesrecreationcentre/

 **Sharon**
5 months ago



There is an incredible network of existing trails through out Trent Lakes, let's capitalize on them. TMSC, KATV, Victoria Trail links

Utilize and enhance existing trail networks

Share    

1 Comment

3 

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Enter your screen name

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POST

Citizens For Alternative Transportation In Trent Lakes (CATTI)

a month ago



I agree with you Sharon. Today is the last day for the priorities survey. Please check out our most recent blog post summarizing our thoughts on the active transportation routes at <https://cattipath.wordpress.com/blog/>

 **Fiona McCombe**
7 months ago



I think we need more docking areas in Buckhorn for boats. We could also work with Kawartha Lakes to get more docking in Bobcaygeon.

Share    

0 Comment

2 



Ash LG
7 months ago



Community centre & park

Community centre to offer swimming/skating/gyms and all park/beach options outside

Share    

2 Comments

6 

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POST

Jennifer

7 months ago



great point !! Surrounding towns and hamlets have their own recreation centre and I am not sure why buckhorn does not .

Ennismore , Apsley , Lakefield and Bobcaygeon so have always been confused why we don't have one .

A pool would be fantastic !!

Bruce

7 months ago



I agree...please join our group...

www.facebook.com/groups/newtrentlakesrecreationcentre/



Blair Bevan
7 months ago



Bikes and ebike trails

Bike and ebike trails to access your destinations are a must. Each year they are growing in popularity. Best for residents and visitors.

Share    

4 Comments

3 

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POST

Citizens For Alternative Transportation In Trent Lakes (CATTL)

a month ago



I agree with you Blair, Judy and Anne. Today is the last day for the priorities survey. Please check out our most recent blog post summarizing our thoughts on the active transportation routes at <https://cattlpath.wordpress.com/blog/>

Judy

2 months ago



More areas for safe biking and hiking.....away from motorized vehicles and hunting activities.

Anne

6 months ago



Definitely, bike and walking trails are a cost effective and popular solution. Much safer than walking or biking on highways and busy roads. Lots of unused land in Trent Lakes. Could link up to some of the towns in the area

Bruce

7 months ago



Hi Blair...have you checked out this group?
<https://cattlpath.wordpress.com/about-us/>

 **Ash LG**
7 months ago



Beach front/splash pad/park area

A place you can go with the family and enjoy multiple options for the summer at all ages

Share    

1 Comment

6 

Write a comment... You can use @ to tag somebody in the conversation

Enter your email

Enter your screen name

I agree to the [Terms of Use](#) and [Privacy Policy](#) for using Engagement HQ

[Register now](#)

POST

Bruce

7 months ago



I agree...please join our group...
www.facebook.com/groups/newtrentlakesrecreationcentre/

 **Bruce**
7 months ago



Committee for a New Trent Lakes Recreation Centre www.facebook.com/groups/newtrentlakesrecreationcentre/

More Recreational Services for Trent Lakers



Share    

0 Comment

7 



Sheila

7 months ago



Walking/Hiking Trails

Walking trails at each Community Centre site can encourage outdoor, healthy living in all seasons. Develop maps for connecting existing trails, community centres and parks ie. Chase site, Mississauga site, Kawartha Highlands, Buckhorn CC.

Share    

0 Comment

5 



Carly

3 months ago



Safe play for kids

The park at catchacoma is great but it's pretty much the only playground. Also lacking lakeside picnic tables.

Share    

0 Comment

0 



A Sims

6 months ago



Boat launch with parking

The area needs public boat launches with appropriate parking

Share    

0 Comment

1 



Karen
a month ago



Trail like the "Rotary Trail" on the snowmobile trail down hwy 36/507 in "off-season" would be well used.

OFSC trail down 36/507 would be easy to work with OFSC to make small improvements to the trail that would allow it to be used in the off-snowmobile season as a bike/walking trail that would remove users from the highway while still providing a direct route.

Share    

0 Comment

0 



Bhout
7 months ago



Pickle Ball Courts

I think the Municipality should invest in Pickleball Courts for Buckhorn, Cavendish, and Bobcaygeon. Pickleball is one of the fastest growing activities for people of all ages

Share    

1 Comment

4 

Write a comment... You can use @ to tag somebody in the conversation

Enter your email

Enter your screen name

I agree to the [Terms of Use](#) and [Privacy Policy](#) for using Engagement HQ

[Register now](#)

POST

Bruce

7 months ago



I agree...please join our group...

www.facebook.com/groups/newtrentlakesrecreationcentre/

Discussion Ideas

General Discussion Board

cattlpath, about 1 month ago

I think it is great that Trent Lakes is taking this on. This way the residents of Trent Lakes can plan for and guide excursions in a pro-active way, rather than a reactive way. Kudos to the Trent Lakes team for starting the process and taking it on!

Reply



cattlpath, about 1 month ago

OFSC trail down 36/507 would be easy to work with OFSC to make small improvements to the trail that would allow it to be used in the off-snowmobile season as a bike/walking trail that would remove users from the highway while still providing a direct route.

Please respond with other connecting routes!

Reply



Toni, 5 months ago

I'm all for more open/public places in our municipality, but - where have all the municipal garbage containers gone in Buckhorn? "Gone" is the answer! Is it too much to ask that the bins stay year round, and the Parks and Rec. department empties them once in a while? How can we reduce litter in public places if there's no place to put it?

Reply



Janet, 5 months ago

I think we need to promote Kawartha Land Trust properties. No cost to Trent Lakes! Great for hiking

Reply



Bruce, 7 months ago

I'm addressing this comment to Bhoul...let's talk about Pickle Ball Courts...Bruce
705.772.2132

buckhornsports@gmail.com

www.facebook.com/groups/newtrentlakesrecreationcentre/

Reply



NEW!!! Draft Recommendations

09 Jan 2023

Have your say!

Based on the feedback received thus far, we have developed draft recommendations for parks, beaches, water access points, and trails. Please review the Draft Recommendations panels (found [here](#)) and provide your comments in the forum below.

Instructions:

1. Review the Draft Recommendations. Click [here](#) to view.
2. Write any comments or suggestions at the bottom of this page.
3. Take the Draft Recommendation Survey to tell us which options you would prioritize. Find the survey [here](#).



2 comments

Recently active | Posted first

Heather L, about 2 months ago

[Alert moderator](#)

I live close to a public access beach and it has negatively affected all aspects of our lives. Unless Council is willing to fund by law ON WEEKENDS to enforce significant noise, environmental disruptors etc, residents will continue to be tortured by abusers of open land spaces close to the lake. ATVs abusing the shores and partiers are the biggest problems.

Reply

Do you agree? 0 0



PClifford, about 2 months ago

[Alert moderator](#)

These plans do not address or even mention significant worsening noise and traffic issues on trails and lakes (boats, ATV's etc.). Having bootscrapers in parking lots is irrelevant compared to open-space water being degraded throughout the summer by excessively fast and/or noisy boat traffic. This document represents a lost opportunity to address the single thing that most compromises open space use in the region.

Reply

Do you agree? 1 0



