

WILMOT TRAILS

choose your path

TOWNSHIP OF WILMOT TRAILS MASTER PLAN

Development Services

November 2013



**TOWNSHIP
OF WILMOT**

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APPENDIX

(Appendix A and B are under separate cover)

Appendix A: Summary of Initial Public Consultation Process

Appendix B: Detailed Implementation Plan

1.0 INTRODUCTION

1.1 Purpose of Trails Master Plan

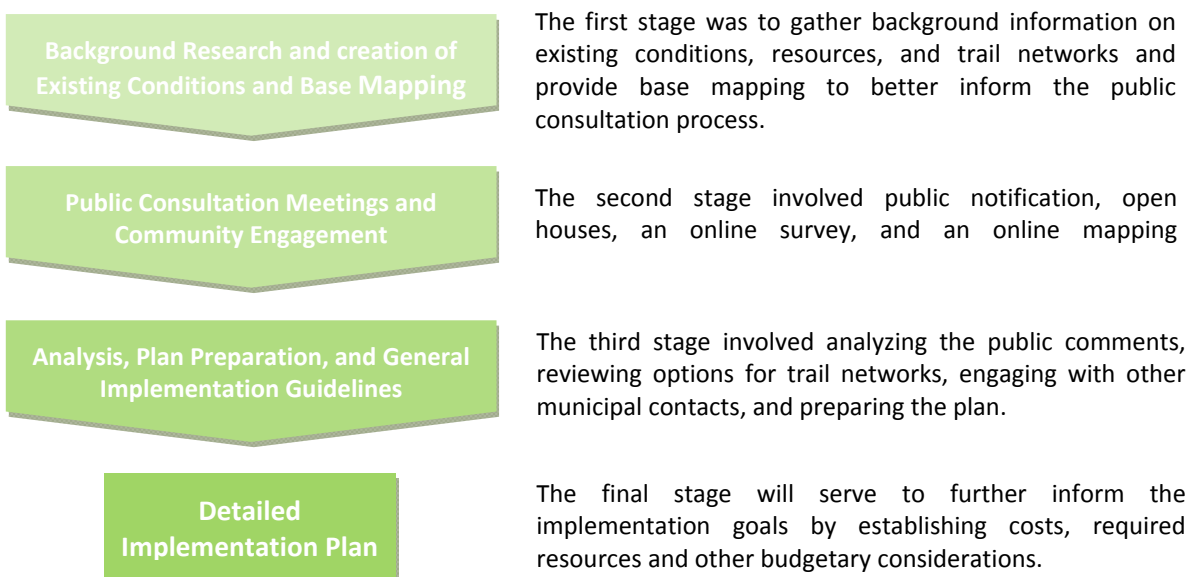
Recognizing the benefits of trails within our community, the Township of Wilmot sought to develop a vision for trail development within Wilmot. The Township of Wilmot is rich in natural features, agricultural areas and urban environments. Trails provide an opportunity to explore the Township both in its urban and rural areas, while educating individuals on the diverse landscape of the Township, promoting a healthy lifestyle through physical activity, and providing alternative ways to reach points of interest throughout the Township. The Trails Master Plan process was undertaken to engage the community in choosing the path for trail development in Wilmot Township and to establish the goals, objectives, and policies to implement this vision.



Petersburg Regional Forest

1.3 Study Process

The Trails Master Plan study was completed in three stages. A fourth phase, a detailed implementation plan, is intended to follow the approval of the Master Plan.



2.0 The Need for Trails in Wilmot

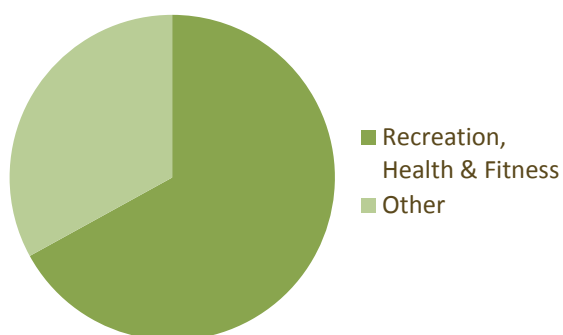
2.1 Public Consultation

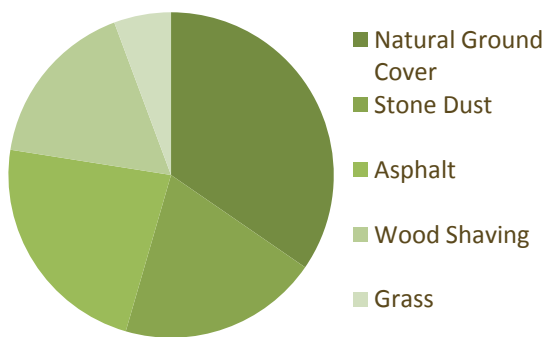
At the outset of the trails planning process, public consultation was deemed to be critical to the success of the plan. The idea that Wilmot citizens would determine the future of trail development in the Township was carried forward in the reveal of the Wilmot Trails logo: Wilmot Trails, Choose Your Path. The public consultation process was designed specifically to reach out to as many people as possible. The use of news media and community sign advertisements, social media applications, online mapping resources, online surveying, and open format community meetings resulted in a very positive response rate. With over 260 survey responses, 80 open house participants, and numerous followers of @WilmotTrails, there was very clear interest in Wilmot Trails. In fact 90% of survey respondents indicated that they would like to see completed trails within five years or less. Appendix A to this report includes a summary report of public consultation including mapping and complete survey responses.



2.1.1 The Path

Having been asked to “choose your path”, participants in the consultation process outlined the priorities for trails in Wilmot. Trails are desired for recreational as well as for health and fitness purposes in the form of walking, cycling, hiking, and running.





Respondents indicated that the trails constructed in natural environments using natural ground cover was the most desired. The establishment of multi-use stone dust or asphalt trails was also a common request especially in relation to destination oriented trails.



Images from Wilmot Trails Survey

When asked to identify three issues most important for trail users, natural surroundings was selected as the leading consideration, followed by trail maintenance, connectivity, trail maps and information, and points of access.

Through all methods of public consultation, the most common statements that were made were that there are not enough trails in Wilmot, that existing trails are not well advertised, that trail development is essential for recreation and health, and that existing trails, natural features, neighbourhoods, and community facilities need to be connected.

2.2 Township of Wilmot Strategic Plan

The strong interest and demand for trails expressed in the Wilmot Trails consultation was echoed when residents of the Township were asked, “*What’s YOUR Wilmot?*”, in defining a strategic vision and goals for Wilmot. Trail development in Wilmot Township serves to implement the four goals of the Township of Wilmot Strategic Plan.

2.2.1 We enjoy our quality of life

Trail development in Wilmot builds on two strategies identified to facilitate this goal. The promotion of existing trail resources, the creation of new recreational trails ranging from

hiking trails to accessible multi use trails, and the establishment of trails connecting neighbourhoods and Township facilities will provide recreational opportunities for everyone and enhance mobility.

2.2.2 We are an engaged community

The establishment of trails in Wilmot provides a significant opportunity to involve volunteers and integrate community groups which was identified as a strategy to implement this goal. Walker Woods trail, constructed in the fall of 2012, was a clear example of how community members, a community group, and the Township can work together to create a resource that can be enjoyed by all. The branding of Wilmot Trails was deemed to be an important step in



Walker Woods Trail Build Day

commencing the master plan process. The use of the Wilmot Trails logo on maps, trail identifiers, and other publications is a step forward in establishing a well recognized brand and identity, another strategy in implementing the goal of being an engaged community.

2.2.3 We have a prosperous economy

Throughout the province of Ontario and beyond, trails have been identified as having a positive economic impact. While trail development benefits the local community, a well planned, connected trail network also provides a significant tourism opportunity. One strategy of the Strategic Plan to have a prosperous economy is to have bustling year-round tourism. Events gathered around cycling in Wilmot would build on extensive on road cycling opportunities both existing and potential in the Township as well as the rich resource of existing and potential mountain bike facilities. Hiking and cross-country skiing

in Wilmot is a growing interest, and through the establishment of new trails focused around the Nith River, Alder Creek and extensive forested areas, there is potential to grow tourism opportunities with trails. One current example of trails and tourism in Wilmot is the use of the Walker Woods by the Avon Trail group. In September of 2013, approximately one year after the trail was first built, the Avon Trail group hosted an 8km “Walker Woods Loop” hike. Participants were invited to meet downtown New Hamburg and walk the sidewalks from downtown to Stonecroft, and then following the stone dust trail along Haysville Road to Walker Woods. On the return walk, a stop was made at the Oak Gove Cheese Factory followed by lunch at Me Me’s Café; trails, tourism, and economic development working together to promote a prosperous economy.

2.2.4 We protect our natural environment

Trail development can directly result in the protection of green space corridors. The trail can serve to define a natural area and further solidify the permanency of a natural area. By establishing trails and re-routing random and informal paths, trails can serve to keep users away from sensitive environmental areas. Trails can also further awareness and stewardship of the natural environment through the use of trail maps and interpretive signage to help educate trails users of their surroundings. Ultimately trail development can facilitate the protection of our green space and also represents responsible use of resources, two strategies established to protect our natural environment.

3.0 Goals for Wilmot Trails

Wilmot Trails will be planned, connected, diverse, enviable, accessible, and sustainable.

3.1 Planned

Wilmot Trails both existing and planned will form an integral part in all aspects of municipal operations including, but not limited to any future land use planning considerations, storm water management area design, park development, and road construction and improvement projects. Inclusion of trail development considerations in

these areas will preserve the ability to ensure proper integration of existing, new and planned trails through future growth in the Township.

3.2 Connected

Wilmot Trails will serve to connect neighbourhoods, communities, facilities and recreational areas through a continuous network that is off-road wherever possible supported by on-road links where necessary. Trail networks will provide direct



Riverside Drive to Jacob Street Pedestrian Bridge

connections between streets and neighbourhoods.

Community trails for both destination oriented use and recreational purposes will be connected to minimize the necessity to drive between destinations. Trails will provide alternative methods of connection to core points of

interest in the Township such as the Wilmot Recreation Complex, schools, and new and existing recreational trail areas such as the Petersburg Regional Forest and Walker Woods. Trails will connect communities within Wilmot Township and beyond by use of both on road and off road trail facilities.

3.3 Diverse

Wilmot Trails will be diverse in both their appeal to users as well as the opportunities for public involvement in their establishment and maintenance. Trails will be designed to encourage and permit all community members to use trails and to participate in the planning and implementation of a trail system. Trails will be planned, constructed and maintained to be as safe as reasonably possible recognizing that trails will vary in their location, purpose, surface and other factors. Wilmot Trails will include on and off-road facilities designed primarily for walking, hiking, cycling and other non-motorized activities.

Joint use of trails with snowmobiles will be given consideration in established snowmobile corridors as well as new areas that can be logically and safely developed and provide a desired multi-use function.

3.4 Envable

Wilmot Trails will promote and encourage use and enjoyment of Wilmot's rich natural features, agricultural areas, recreational amenities, cultural assets and urban environments. Wilmot Trails will, through purposeful fiscal planning and community engagement will be developed into another asset that further exemplifies the Township of Wilmot as a desirable place to live, work, and play. As Wilmot Trails grow, opportunities for trail related events such as Hike Wilmot, Bike Wilmot and the creation of a Wilmot Trails guide can be used to advertise to Wilmot residents and visitors alike that Wilmot Trails are an enviable resource.



Petersburg Regional Forest

3.5 Accessible

Wilmot Trails will be a system of trails providing a range of recreational and destination oriented opportunities accessible to people of all ages and abilities. Some trail conditions such as slope, surface, or location may restrict certain uses or people. In these instances, wherever possible, alternative trail options within a reasonable proximity to restricted use trails will be available.

3.6 Sustainable

Wilmot Trails will be developed and managed in a manner that preserves the environment, is financially responsible, and encourages opportunities for partnership and stewardship. Adequate municipal resources will be assigned to ensure that trail development, maintenance, and partnerships can be managed and explored.

4.0 Existing Resources

Existing resources include existing developed and informal trail networks through public and private lands as well as other publicly owned lands having potential for new or further trail development. These lands are described in the following sections and illustrated on *Maps 1-3*, found on pages 26-28.

4.1 Existing Trails

4.1.1 Petersburg Regional Forest

The Petersburg Regional Forest is a popular recreational area located east of Petersburg on the north side of Snyder's Road East. Access is gained by way of a right-of-way at 1974 Snyder's Road East. A parking lot has been created for trail users at the entrance to the woodlot. The woodlot contains approximately 25km of single track mountain biking/hiking trails as well as multi-use trails. Trails are maintained by the Waterloo Cycling Club through an agreement with the Region of Waterloo.



4.1.2 Walker Woods

Walker Woods is made up of two parcels of land owned by the Region of Waterloo and the Township of Wilmot located between the Stonecroft adult lifestyle community and Walker Road. Access to the north portion of the property is gained via a trail along Haysville Road, or by way of a stone dust trail leading from a small parking lot off of Bonaventure Drive. Access to the south portion of the property is off of Walker Road. Presently Walker Woods contains approximately 3km of hiking trails. The woodlot and trails are presently maintained by the Township of Wilmot, Region of Waterloo, and several volunteers.



4.1.3 Petersburg Crown Lands

The Petersburg Crown Lands are a popular hiking and cross-country skiing venue. Located south of Highway 7/8 on the east side of Queen Street, this forest is administered by the Ministry of Natural Resources. The woodlot contains over 4km of multi-use trail as well as additional informal trails. The MNR lands extend approximately halfway to Trussler Road from Queen Street. There is an informal trail that follows the Highway 7/8 road allowance terminating at the easterly off ramp of Highway 7/8 and Trussler Road.



4.1.4 Avon Trail

The Avon Trail is a linear hiking trail running from St. Marys to Conestogo established and maintained by volunteers. The trail is developed largely through private property agreements with generous and willing landowners. Through Wilmot, the Avon Trail involves 24km of trail containing both on and off-road segments.



4.1.5 Morningside Trail

The Morningside Trail extends from the end of Bergey Court to the property boundary of the Morningside retirement village. The trail consists of a concrete sidewalk from Bergey Court to the Highway 7/8 bridge, where it bends south and turns to a wide natural ground cover trail the



remainder of the way to Morningside. Travelling in one direction, this component of the trail is approximately 1.2km. The trail also extends to the north under the Highway 7/8 bridge to connect to the Riverside Drive to Jacob Street pedestrian bridge and walkway.

4.1.6 Christner Trail

The Christner Trail extends between Hostetler Road and Christner Road in New Hamburg. The trail is a stone dust path winding through an old tree line and farm lane. The trail is presently 0.5km in one direction.



4.2 Public Lands

4.2.1 Storm Water Management Areas

The design of storm water management areas can coincide with the creation of a valuable trail resource. Storm ponds often include a maintenance access that could jointly be used as a trail. In some instances the design could be adjusted such that, although not required for the engineering of the pond, a trail surrounds the facility providing a valuable recreation resource while defining the limits of public and private land. Existing storm water management areas, when not already developed with perimeter trails or other connecting trails, where possible, should be reevaluated for trail potential.

Baden

In Baden, the storm water maintenance access off of Livingston Boulevard could be jointly used and extended to provide an off-road trail connection between Livingston Boulevard and Hammacher Street.

The maintenance access from Samuel Foster Court to the storm water management pond could surround the pond so as to provide a continuous loop for recreational use. Additionally the access could be extended to include a connection to the presently informal trail between Schneller Drive and Country Creek Drive; this informal trail through the storm water management facility could also be formalized in the form of a boardwalk or bridge.

Mannheim

Storm water management areas and related open space areas surrounding the Mannheim Estates development (Milne Drive), consisting of approximately 6ha, could be utilized as a connecting and looping trail system.

New Hamburg

The storm water management pond behind Smith's Creek Drive and Walter Perry Place was designed with a looping maintenance access that also serves as a recreational trail. This facility could be further improved with a connection to Eby Crescent through the Township owned storm water outlet from Eby Crescent. Additional trails could be developed in the remainder of the lands, discussed later in this report under Smith's Creek Flats. The storm water management facilities off of Laschinger Boulevard and immediately north of Waterloo Street off of Hostetler Road can be utilized for a future connection to the Christner Trail and subsequent trail development within Laschinger Woods.

4.2.2 WRC Woods, Baden

The Wilmot Recreation Complex (WRC) includes a significant woodlot resource consisting of approximately 12.5ha. These lands will be developed with off-road trail facilities in the form of natural walking and hiking trails and, as possible given environmental constraints and topography, a multi-use accessible trail connecting Gingerich Road to the WRC.

4.2.3 Gibney Regional Forest

Gibney Regional Forest is owned by the Region of Waterloo consisting of approximately 8.9ha made up of two forest stands and a large field area located on Sandhills Road north of the Public Works and Utilities Yard. There is an existing trail that winds through the forest stands, but is overgrown and can be difficult to find. The topography of the site makes access difficult, but responsible trail creation in cooperation with the Region of Waterloo would benefit examination.

4.2.4 Laschinger Woods, New Hamburg

Laschinger Woods consists of approximately 16.8ha; a small portion is located on the north side of Laschinger Boulevard, but the majority is on the south side between the street and the CN railway. Sidewalk and trail linkages are already provided from Laschinger Boulevard to both forested properties. The developers of the subdivision have also donated a Forest Glen Trail fund to the Township of Wilmot for trail development through these lands. Trail development would consist of looping networks in addition to the potential commencement of a westerly trail towards the WRC.

4.2.5 Kaster Woods, New Hamburg

Kaster Woods is an approximately 4ha woodlot located on the west side of Nafziger Road south of Kaster Court. The woodlot is presently used by the Nith Valley Sno-Surfers as part of a New Hamburg to Baden snowmobile trail. The woodlot has potential to be used for recreational trails as well as part of a multi-use New Hamburg to the WRC connection including a potential partnership with the snowmobile club.

4.2.6 Smith's Creek Flats, New Hamburg

Smith's Creek Flats consist of approximately 22.5ha which includes the storm water management area as well as flood plain lands to the rear of Smith's Creek Drive and Walter Perry Place. The lands follow the Nith River offering scenic views of the CN Rail bridge over the Nith River. The flats are currently utilized as crop lands, and a perimeter trail would not interfere with this continued use.

4.2.7 Townline Regional Forest

Townline Regional Forest is owned by the Region of Waterloo located on the south side of Cedar Grove Road west of Wilmot Line. The forest is approximately 6.2ha located in close proximity to the Avon Trail. These lands have an informal trail passing through the property, but additional potential for hiking and cross-country skiing trails exists.

4.2.8 Unopened Road Allowances

The Township has several unopened road allowances that have been identified as desirable locations for potential trail establishment. While all unopened road allowances should be considered in the creation of future trail connections and networks, the following were of interest through public consultation.

Notre Dame Drive to Cedar Grove Road

The Avon Trail is interested in pursuing a trail connection along the unopened road allowance between Notre Dame Drive and Cedar Grove Road. This connection would allow a portion of the trail, currently following Gerber Road and Notre Dame Drive, to be moved off-road. This connection would also provide an alternate way to access the Townline Regional Forest.

Mannheim Road to Trussler Road

There is an unopened road allowance that would form the extension of Witmer Road from Mannheim Road to Trussler Road. This road allowance is already used informally by the public. A formalized multi-use trail in this area would provide a recreational amenity, but also serve as an alternate cycling route to connect to the exiting cycling facilities on Trussler Road.

Witmer Road to Nafziger Road

There is an unopened road allowance that would form the extension of Witmer Road to Nafziger Road and Deer Court as well as further west to the Nith River. This road allowance is located largely through a forested area offering a desirable pathway to appreciate the Township's natural environment.

4.3 Road resources

The Township is serviced by a growing cycling network located primarily on Regional Roads. For the purpose of this plan, although not all areas are identified as cycling lanes, any road having a paved surface of approximately 0.9m beyond the travelled portion of the road (to the right of the white line) is considered to form part of a cycling route. There are currently cycling facilities on Gerber Road between Nafziger Road and Moser Young

Road; on Erb's Road from Sandhills Road through to Wilmot Line; on Waterloo Street between Huron Street and Nafziger Road; on Snyder's Road West between Nafziger road and Charlotta Street; on Gingerich Road from Sandhills Road to Snyder's Road East; from Snyder's Road East to Trussler Road; on Notre Dame Drive between Petersburg and St. Agatha; on Bleams Road from Highway 7/8 to Trussler Road; on Trussler Road from just south of Highway 7/8 to Bridge Street; on Bridge Street from Trussler Road to Queen Street; and on Queen Street from Bridge Street to Water Street. These facilities form part of the standards for all Regional Road reconstructions within Wilmot Township. There is a desire to connect these Regional Road cycling facilities with Township Roads and as such standards for road construction need to be improved on connecting Township Roads.

The use of road allowances for multi-use trails can also combine the function of a sidewalk and cycling lane. In areas where significant pedestrian traffic and other non-motorized uses is expected, consideration should be given to the appropriateness of a multi-use trail separate from the travelled portion of the road, but within the road allowance. Upon request by the Township, Gingerich Road between Sandhills Road and Foundry Street is identified in the Region of Waterloo's draft Active Transportation Master Plan as having a boulevard multi-use trail.

The Highway 7/8 road corridor includes substantial road allowance that traverses the Township. This corridor would be a significant attribute for a multi-use east to west connection through the Township. The Ministry of Transportation (MTO) has indicated that they are reviewing their policies with respect to trail use on MTO road allowances.

5.0 Proposed Trail Networks and Priorities

The potential projects and time frames outlined in this section reflect and or implement the most common requests and priorities herd through the public consultation process. Priorities and timing may change based on detailed cost analysis, detailed site analysis and conditions, interest from community groups, volunteer participation, and

opportunities within future land development. Proposed trail networks and priorities are shown on *Maps 1-3*, found on pages 26-28.

5.1 0-5 Years

5.1.1 Laschinger Woods, New Hamburg

The Township of Wilmot received a financial donation that has been placed in the Forest Glen Trail fund. The money is to be used to develop a trail system within Laschinger Woods, and potentially beyond the woodlot boundary. Given there is already a fund for this trail development it should be considered for development. Use of volunteer resources could be a key contributor for parts of this trail construction.

5.1.2 Walker Woods, New Hamburg

The existing well utilized looping trail system through Walker Woods was constructed by volunteers who are very enthusiastic about Wilmot Trails. The existing trail system essentially passes around the perimeter of both the Township and Region owned properties. There is significant opportunity for further development of trails, boardwalks, and interpretive signage within this woodlot. The Region of Waterloo has a fund established specifically for the stewardship of Walker Woods. The intent for the woodlot is that it be used only for passive recreational use, so trail development will be maintained, in as much as possible, in natural ground cover. A volunteer group is willing to participate in additional trail development and maintenance within Walker Woods.

5.1.3 WRC Woods, Baden

The woodlot forming part of the Wilmot Recreation Complex lands is intended to contain recreational trails. In addition, as conditions will allow, the woodlot should be developed with a multi-use trail intended to serve as a connection between Gingerich Road and the WRC. Given the active use of this facility, recreational trail development, interpretive signage, and the creation of a multi-use trail spine through the woods should be a priority.

5.1.4 Smith's Creek Flats, New Hamburg

To build on the existing joint maintenance access and recreational trail around the storm water management pond behind Smith's Creek Drive and Walter Perry Place, a perimeter loop around Smith's Creek Flats along the Nith River along with a connection to Eby Crescent by way of the existing storm water outlet, would add approximately 1.5km of trail. Given there is no forest cover to stop plant growth along a trail and as it will be located in an area prone to flooding, this trail will need be constructed of a stone dust surface.

5.1.5 Kaster Woods, New Hamburg

This woodlot will form part of a connecting link between New Hamburg and the WRC. This trail will involve discussions with the Nith Valley Sno-Surfers to establish a joint use multi-use trail through the woods with a goal to continue through the remaining woodlots into New Hamburg. Upon the establishment of a safe means of pedestrian crossing on Nafziger Road, additional recreation trail development beyond the multi-use trail link will have potential.

5.1.6 Inter Neighbourhood and Street Connections

5.1.6a Schneller Drive to Country Creek Drive, Baden

There is presently an asphalt path leading from Schneller Drive and a concrete sidewalk from Country Creek Drive disconnected by approximately 50m. The paths are connected informally through the wet areas with wood pallets and patio stones. A more permanent yet simple connection, such as a boardwalk, is necessary in this area to formally connect these two streets and neighbourhoods.

5.1.6b Samuel Foster Court to Schneller Drive, Baden

The pond and storm water management area behind Samuel Foster Court and Schneller Drive are enjoyable to view and walk around. The current maintenance access from Samuel Foster Court terminates where there would be potential to loop around the pond and also connect to the Schneller Drive to Country Creek pathway. The trail will also serve as boundary to discourage encroachments onto the Township owned lands. A connection

can also be made to Gingerich Road to coincide with a boulevard multi-use trail along the north side of this road.

5.16c Schneller Drive to Elizabeth Street, Baden

Schneller Park, located between Schneller Drive and Elizabeth Street contains a small playground, but is primarily open grass field with intermittent trees. A stone dust trail linking the two streets would provide an additional amenity to this park.

5.16d Livingston Boulevard to Hammacher Street, Baden

There are three maintenance accesses leading from Livingston Boulevard to the storm water management areas. While one terminates at one of the ponds, the other two could be extended into a trail system connecting Livingston Boulevard ultimately to the asphalt path between Hammacher Street and Isaac Shantz Drive. This network could contain a primary stone dust spine along with additional loops.

5.1.6e Brewery Street to Foundry Street, Baden

The lands surrounding the Baden Fire Hall connect Brewery Street to Foundry Street on the north side of the fire hall. They also connect to a public lane to the north leading to the intersection of Beck Street and Foundry Street. This trail would necessitate the improvement of the existing creek crossing, but would provide a desirable neighbourhood connection.

5.1.6f Wagler Avenue to Snyder's Road West, Baden

Numerous people walk between the stone dust loop off of Wagler Avenue and the Township Administration Complex over the existing grass. This connection will be improved with a stone dust trail. The wood mulch tails that pass through the wooded area east of the Administration Complex provide a connection to the Baden commercial plaza. This connection should be extended up to the Administration Complex and through the wooded area to the gazebo and fountain.

5.1.7 Baden to WRC

Boulevard Multi-Use Trail

Gingerich Road has been identified in the Region's Active Transportation Master Plan as a proposed boulevard multi-use trail. This will provide a non-motorized connection between Sandhills Road and Foundry Street. The timing of this construction was not available when this report was produced. The Township component of Gingerich Road will be developed with, at minimum a shoulder bike lane, but with preference being given to a boulevard multi-use trail separated from the travelled portion of the road.

Off-Road Connection

From the turnaround at the end of Gingerich road to the WRC, an off-road multi-use trail will complete the connection to the WRC. In instances where an off road connection is not possible, the exiting driveway access should be widened to accommodate a dedicated cycling lane complete with line painting.

Opportunities for private property agreements and joint development with the Nith Valley Sno-Surfers should be explored north of Gingerich Road with the potential to connect Beck Street, Charles Street, and/or St. George Street to the WRC. This trail development will be reviewed in conjunction with the planned GO Transit overnight facility.

5.1.8 New Hamburg to WRC

Boulevard Multi-Use Trail

Through the development of the employment lands it is anticipated that there will be a road connecting Hamilton Road and Nafziger Road. This road will also serve as a connection to the WRC and should include sidewalks and cycling lanes or a boulevard multi-use trail.

Off-Road Connection

North of the CN railway, the Nith Valley Sno-Surfers have a snowmobile trail that extends along the creek between Waterloo Street and Nafziger Road. Through the pursuit of

private property agreements this trail should be explored for multi-purpose year round use.

South of the CN Railway, the Nith Valley Sno-Surfers have a snowmobile trail that passes through Kaster Woods through the connecting woodlots west to the midpoint of the future employment lands. This corridor in addition to a potential connection to the road allowance south of Pestell Group or Boullee Street would provide a connection to the WRC, but will require private property agreements at this time. A trail under the CN Railway to connect to the Forest Glen Trail would be a desired connection if site conditions are favourable and private property agreements are attainable.

5.1.9 Cycling Routes

Sandhills Road between Gerber Road and Bridge Street and Nafziger Road between Highway 7/8 and Bleams Road were identified as desirable locations for cycling facilities. These roads have been shown in the Region's Active Transportation Master Plan as local connections of regional significance. As an interim solution, where the paved surface of these roads exceeds the required lane widths, white line painting should be used to delineate the driving lane and provide some room for cyclists outside of this driving lane.

5.1.10 Signage of Existing Trails

Christner Trail, New Hamburg

Trail markers including the Wilmot Trails Logo, trail distance, destination and trail warnings/rules will identify this trail as a municipal facility. These markers should be installed at both the ends of the trail.

Morningside Trail, New Hamburg

Trail markers including the Wilmot Trails Logo, trail distance, destination and trail warnings/rules will identify this trail as a municipal facility. Four markers should be installed: at Bergey Court, at the trail divide to Morningside and the Highway 7/8 underpass, the Morningside property limit, and where the trail meets the Riverside Drive to Jacob Street pedestrian bridge. The markers would include distances, and in particular identify that public use of the trail to Morningside ends at Morningside.

5.2 5-10 Years

5.2.1 Nith River Trail, New Hamburg

Winding through New Hamburg, the Nith River is a rich natural amenity that would form a logical conduit for a recreational and educational trail connection through New Hamburg. Although there are several publicly owned parcels intermittently located along the Nith River, a connected route will require the extensive use of private property agreements. Although all opportunities should be explored with willing land owners and through development approvals, the connection from the Norm S. Hill Park to Union Street would be a good starting point.

Providing a rural – urban connection, a Nith River Trail through use of private property agreements could connect the Christner Trail to the storm water management facility north of Theodore Schuler Boulevard.

5.2.2 Witmer Road Extension

The unopened road allowance between Mannheim Road and Trussler Road should be developed with a stone dust multi-use trail connecting to the cycling lanes on Trussler Road.

5.2.3 Bleams Court to Scott Park, New Hamburg

The unopened road allowance at the east end of Bleams Court connects directly with the access road / trail through Scott Park. This road allowance should include a stone dust multi-use trail to connect to Scott Park.

5.2.4 Sir Adam Beck Park, Baden

Existing sidewalks extend from Erbach Crescent, Schneller Drive, and Stiefelmeyer Crescent, but terminate at the boundary of Beck Park. A trail network through the park connecting these linkages would be beneficial.

5.2.5 Mannheim Estates, Mannheim

The interconnecting storm water management areas and open space lands surrounding the Mannheim Estates subdivision lend themselves towards a recreational trail linkage essentially around the perimeter of the development.

5.2.6 Bergey Court

Bergey Court should include sidewalks and cycling lands or a boulevard multi-use trail to connect the cycling lanes and existing/proposed sidewalks on Bleams Road to the Morningside Trail.

5.2.7 Baden Pond Loop

In conjunction with the Grand River Conservation Authority, a looping stone dust trail around the Baden Pond would formalize existing informal use of these GRCA lands. A connection north to Charles Street may have potential should redevelopment along Charles Street occur along with a south to the Louisa Street road allowance and a potential trail to the WRC.

5.2.8 Notre Dame Drive to Cedar Grove Road

The Avon Trail has expressed interest in the use of this unopened road allowance and would be an asset in considering a trail connection. Extensive use of boardwalks through wet areas will be required. The road allowance is jointly owned with the Township of Wellesley who should be approached, but who's participation would not be mandatory given the Wilmot owned portion contains more than sufficient width for a trail.

5.2.9 Townline Regional Forest

These lands have been used recreationally in the past and, in cooperation with the Region of Waterloo, passive recreational trails could be created, improved and/or reestablished.

5.2.10 Gibney Regional Forest

These lands have been used recreationally in the past and, in cooperation with the Region of Waterloo, passive recreational trails could be created, improved and/or reestablished.

5.2.11 Cycling Routes

Additional paving of Sandhills Road between Gerber Road and Bridge Street and Nafziger Road between Highway 7/8 and Bleams Road should be completed, including white lines at the outer edge of the travelled lane, to ensure a minimum of 0.9m of asphalt beyond the travelled lane (to the right of the white line).

5.3 10+ Years

5.3.1 Nith River Trail beyond New Hamburg

Long term trail development should attempt to be based around, or close to the Nith River north from New Hamburg to Wellesley. This trail connection could, in parts, be jointly used and developed with the Nith Valley Sno-Surfers. The trail could also serve to connect to a potential east-west trail following the hydro corridor through the central part of the Township.

5.3.2 New Hamburg to Kitchener and Waterloo

Opportunities for a connection between Kitchener and Waterloo potentially exist along the hydro corridor through the central part of the Township, in parts owned by Hydro One and in other areas subject to an easement. This corridor, in part, is already used by the Nith Valley Sno-Surfers, so a potential joint use of this trail should be explored.

The southern periphery of the Highway 7/8 road corridor also serves as a potential link from New Hamburg to Kitchener and Waterloo. Ministry of Transportation regulations for trail use on the road allowance would need to be clarified.

5.3.3 Witmer Road unopened road allowance

This road allowance is located largely through a forested area, and would likely involve the creation of a trail with use of natural ground cover.

5.3.4 Alder Creek Trail

The Alder Creek, like the Nith River, traverses a significant portion of the Township. The creation of a trail based loosely on the location of Alder Creek would provide a

connection from New Dundee to Mannheim. Extensive use of private property agreements would be required.

5.3.5 Victoria Street Rail Crossing, New Hamburg

Victoria Street, north of Neville Street is divided by the CN railway. Pedestrians do pass over the railway in this location by way of an informal washed out path. A pedestrian bridge would be needed to improve this desired connection.

5.3.6 Victoria Street to Mill Street, New Hamburg

A connection from Victoria Street at Neville Street to Mill Street would provide an ideal link to downtown New Hamburg. This trail would require private property agreements and ultimately a bridge over the Nith River.

5.3.7 Boullee Street to Neville Street, New Hamburg

A trail in this location, subject to private property agreements, would provide a unique vantage point of the Nith River from above and below. The connection would tie into a potential Victoria Street to Mill Street trail.

5.3.8 Cycling Lanes

Hamilton Road – Neville Street – Arnold Street

This corridor is identified in the Region's Active Transportation Master Plan as a local connection of regional significance. Cycling lanes would connect existing cycling lanes on Bleams Road and Waterloo Street.

Haysville Road

This road is identified in the Region's Active Transportation Master Plan as a local connection of regional significance.

Huron Road

This entire road is identified in the Region's Active Transportation Master Plan as a local connection of regional significance.

Bridge Street

Between Queen Street and Sandhills Road, this road is identified in the Region's Active Transportation Master Plan as a local connection of regional significance.

Mannheim Road

Cycling lanes would connect to facilities on Bleams Road, the Witmer Road extension trail between Mannheim Road and Trussler Road, and potential facilities on Huron Road.



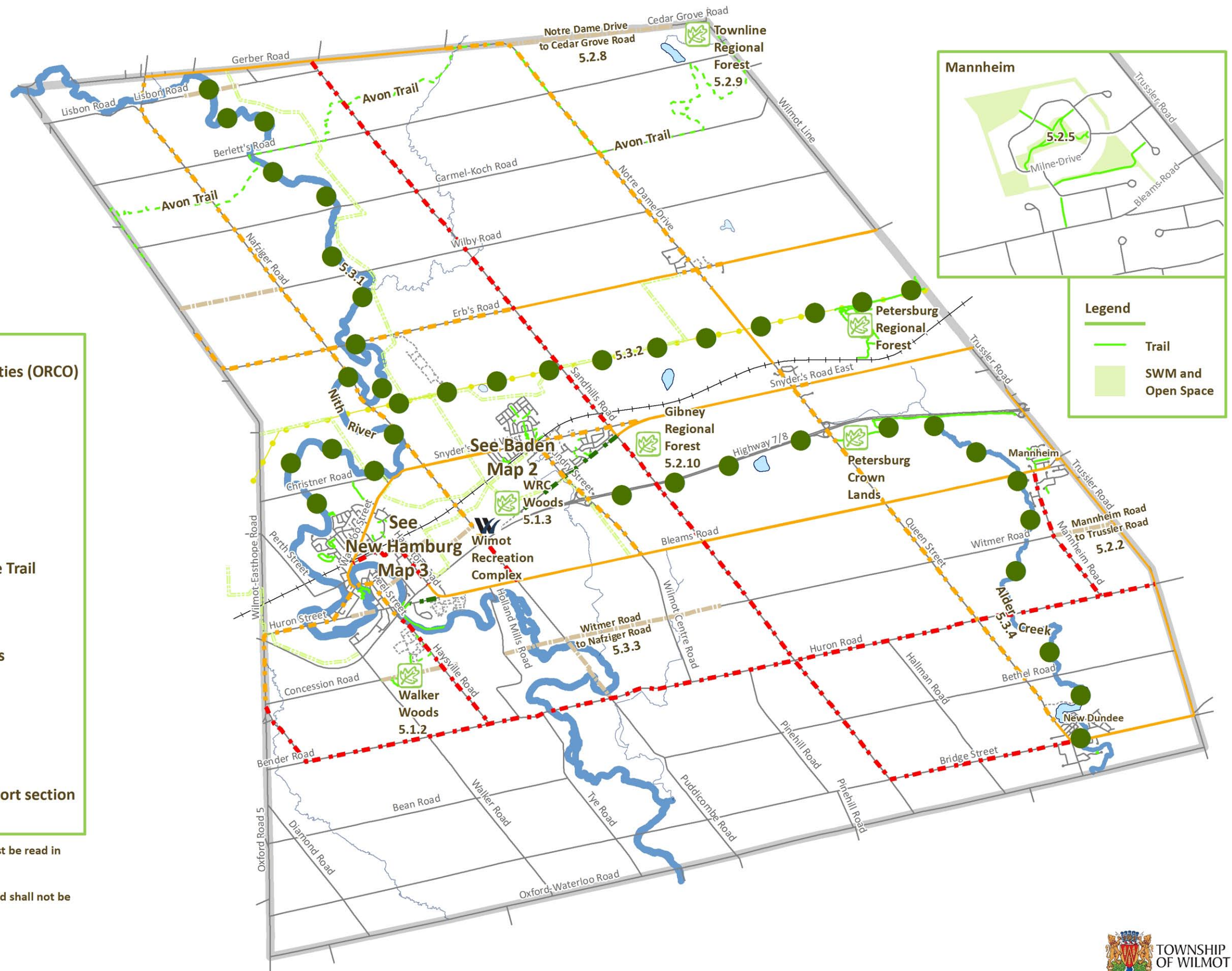
Wilmot Trails Master Plan Map 1 Existing and Proposed Resources

LEGEND

- On Road Cycling Opportunities (ORCO)
- Future ORCO (Wilmot)
- Future ORCO (Region)
- Trail
- Trail (private land)
- Future Boulevard Multi-Use Trail
- Conceptual Trail Corridors
- Unopened Road Allowances
- Hydro Corridor
- Existing Snowmobile Trails
- 5.1.1 Reference to applicable report section

This map forms part of the Wilmot Trails Master Plan and must be read in conjunction with the entire plan.

Conceptual Trail Corridors are illustrated for reference only and shall not be interpreted as an actual established or planned route.



- ### Legend
- Trail
 - SWM and Open Space



Wilmot Trails Master Plan Map 2 Existing and Proposed Resources

Baden

LEGEND

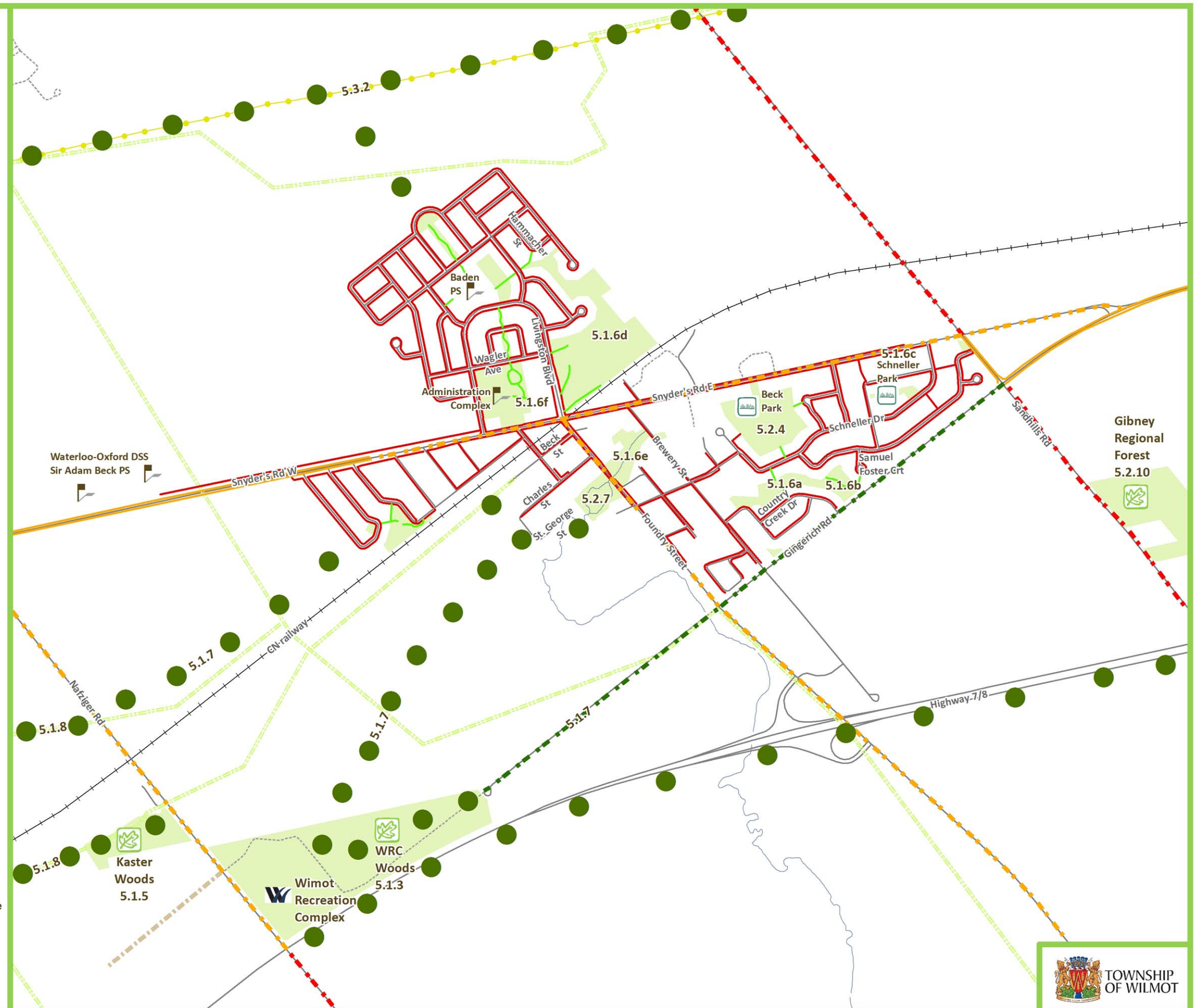
- On Road Cycling Opportunities (ORCO)
- Future ORCO (Wilmot)
- Future ORCO (Region)
- Trail
- Trail (private land)
- Future Boulevard Multi-Use Trail
- Conceptual Trail Corridors
- Unopened Road Allowances
- Hydro Corridor
- Existing Snowmobile Trails
- SWM, Open Space and Parkland
- 5.1.1 Reference to applicable report section

This map forms part of the Wilmot Trails Master Plan and must be read in conjunction with the entire plan.

Conceptual Trail Corridors are illustrated for reference only and shall not be interpreted as an actual established or planned route.



0 0.15 0.3 0.6
Km



Wilmot Trails Master Plan Map 3 Existing and Proposed Resources

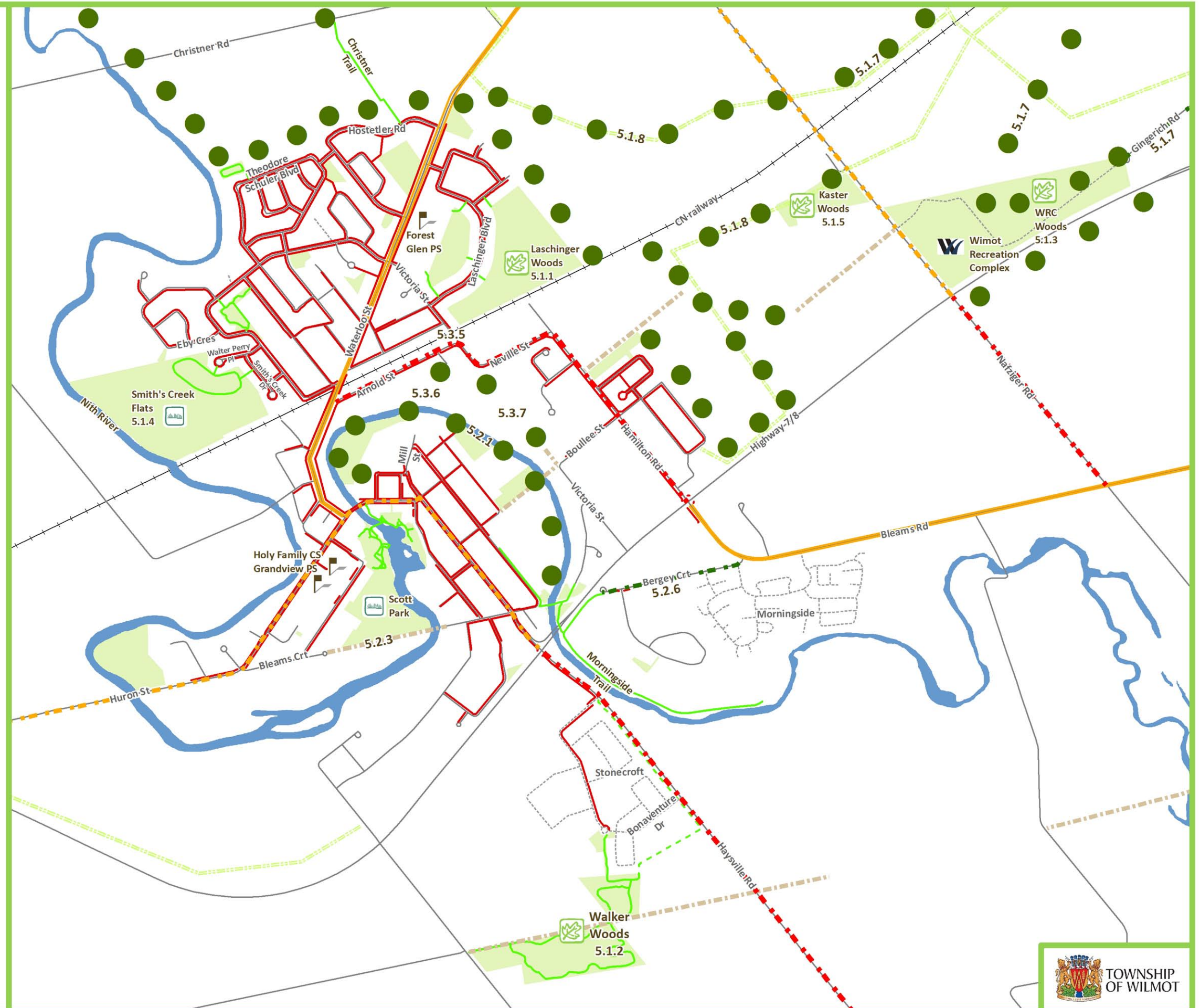
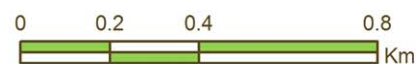
New Hamburg

LEGEND

- On Road Cycling Opportunities (ORCO)
- - - Future ORCO (Wilmot)
- - - Future ORCO (Region)
- Trail
- - - Trail (private land)
- - - Future Boulevard Multi-Use Trail
- ● ● Conceptual Trail Corridors
- - - Unopened Road Allowances
- ● ● Hydro Corridor
- - - Existing Snowmobile Trails
- SWM, Open Space and Parkland
- 5.1.1** Reference to applicable report section

This map forms part of the Wilmot Trails Master Plan and must be read in conjunction with the entire plan.

Conceptual Trail Corridors are illustrated for reference only and shall not be interpreted as an actual established or planned route.



6.0 General Trail Design Guidelines

The following is a listing of guidelines that will be built upon within the detailed implementation plan. Trails will be developed in compliance with Provincial legislation respecting accessibility standards and requirements.

6.1 Multi-Use Trails

Multi-use trails minimum width of 3.0m, wherever possible, with exceptions where conditions necessitate a narrower trail for a shorter distance. The standard trail surface will be stone dust.



Typical stone dust trail (Stonecroft)

6.2 Hiking and Cross-Country Ski Trails

These recreational trails are intended to maintain existing conditions, topography, and natural ground cover. Efforts will be made to accommodate all types of users, but it is recognized that these trails may not be fully accessible. These trails will utilize existing ground cover, hard packed earth, or bark mulch. Trail widths and maintenance standards will be in accordance with the Bruce Trail Association Guide for Trail Workers, which has also been adopted by the Avon Trail.

6.3 Roads

New roads and road reconstructions will include 1.5m wide sidewalks on both sides of streets. In situations where road allowance widths may limit the ability to achieve municipal standards, efforts will be made to ensure designs that incorporate sidewalks, including, but not limited to curb faced sidewalks.

In areas identified as desired or priority cycling routes within this plan, an asphalt surface of a minimum of 0.9m outside the travelled lane will be incorporated into the design including a white line to delineate the travelled lane.

6.4 Signage

Trail markers or posts including the Wilmot Trails logo, trail destination and distance, and any trail specific rules will be used at the entrance points to a trail, excluding short street to street connections and other obvious inter neighbourhood connections.

Within larger recreational trail areas such as WRC Woods and Walker Woods, trail head kiosks will be installed with a map of the trails and a description of rules, uses, warnings, and emergency contacts. Trail maps with “you are here” identifications will be placed at key trail intersections and other locations that may warrant clarification of location.



Trail Kiosk



Trail Map



Property Marker

Property lines within larger recreational areas or other areas where property line delineation is important will be identified with property boundary signs.

7.0 Planning For Trails

7.1 Development Approvals

Growth within the Township will include development of new land areas around the periphery of the built-up area as well as the redevelopment of underutilized lands within existing urban and settlement areas. In both cases, the planning of trails is seen as a critical component of the land development process. Trails are an integral part of the urban fabric and are a key component of alternate modes of transportation as well as a

recreational asset. New developments and areas of redevelopment will be planned for the efficient movement of people for utilitarian and recreation purposes. This includes not only roads and sidewalks, but also trails that make connections among neighbourhood destinations and a Township wide trail network. Wherever possible off road links will be made not to replace traditional sidewalks, but rather to provide an alternate, and in some cases more direct, connection. Existing trail corridors, including sanctioned snowmobile trails will, when possible and appropriate, will be incorporated within the design of new and redeveloped areas to maintain the integrity of the trail network.

Storm water management areas and natural areas surplus to a development or redevelopment will be considered for trails. Storm water management facilities will be designed to incorporate combined maintenance access and recreational trails that loop around the storm water management area to provide for both maintenance and recreational use. Perimeter trails will also establish public use of the facility and minimize encroachments of private land owners onto public property.

Trails should be constructed as a condition of development approval and prior to or concurrently with the construction of other infrastructure and homes within the development. This timing will serve to eliminate conflicts that may occur after homes are occupied.

7.2 Roads and Trails

All road projects will be reviewed for conformity with the objectives of this plan and new roads and some road reconstructions will include such features as boulevard multi-use trails and cycling lanes when appropriate to achieve a desired outcome of the plan.

7.3 Implementation Plan

7.3.1 Detailed Implementation Plan

Subsequent to the adoption of this plan, a detailed implementation plan will be prepared. The detailed implementation plan will include, at minimum, the following:

- detailed design and construction standards for trail types discussed in the plan

- unit costs for trail construction, including surface types, trail structures such as boardwalks and bridges, and signage
- maintenance standards
- an analysis of staffing resources and necessary budget required to implement the plan.
- an analysis of the mission and key participants of a Wilmot Trails Advisory Committee and recommendations with respect to its establishment

This detailed implementation plan will form Appendix B to the Trails Master Plan

7.3.2 Trail Promotion

Knowledge of trails is integral to the success of a trail system. Trails will be promoted in the Township by:

- Broadcasting trail news, highlights, and notices by means of the Township website (wilmot.ca/trails), @WilmotTrails twitter account, and through a growing Wilmot Trails email group.
- a Wilmot Trails Guide will be produced to identify and promote trails within the Township.
- The establishment of events related to the promotion of trails and trail use in the Township.

7.3.3 5 Year Review

This plan will be reviewed every 5 years for continued accuracy, to gauge progress with achieving goals and to add or to modify standards, planned networks, and timing.