

LOWER TRENT TRAIL

Batawa Waterfront Section

Friends of the Trail Inc. and the Batawa Development Corporation

Prepared by Heartland Environmental Design
Stirling Ontario
September 2009

2 Conceptual Plan For Waterfront Trail and Park Development

SHEET LEGEND

Potential River Crossing Points

- (X) Not recommended
 - (?) To be determined
 - (✓) Existing
- #### Potential Road Crossing Points
- (X) Not recommended
 - (?) To be determined
 - (✓) Recommended

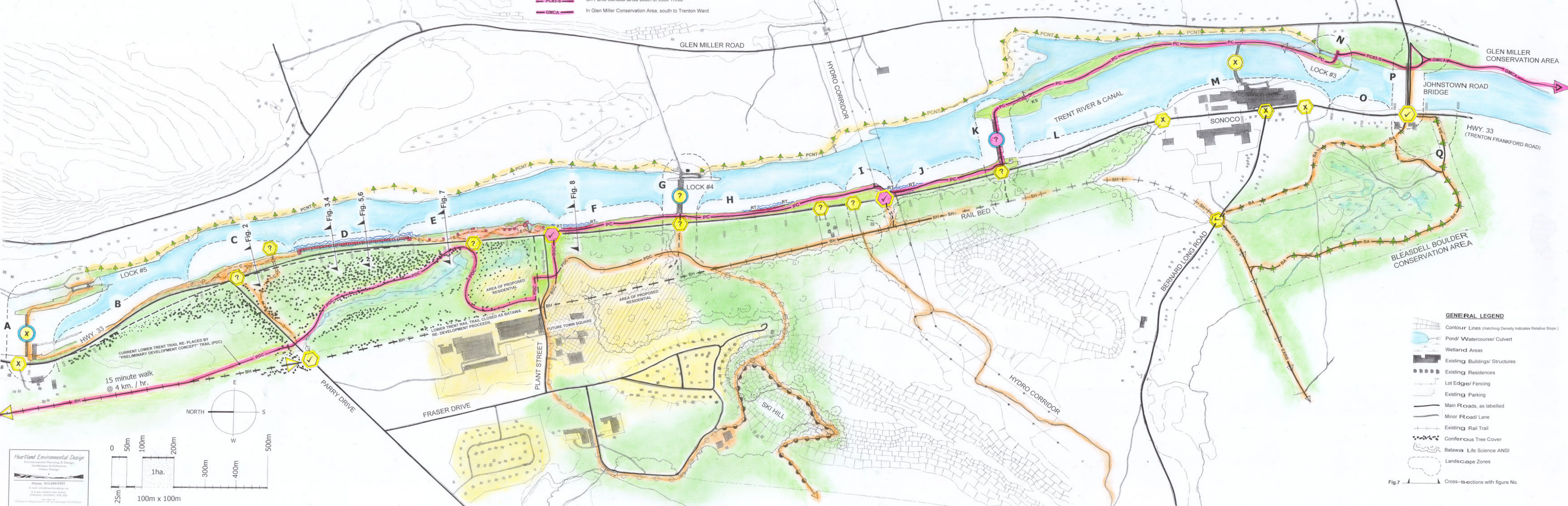
- #### Main Trail Continuity Options
- BH Existing Rail Bed through Batawa Holdings
 - SH Existing Rail Bed through Sonoco Holdings
 - EXRB Existing Rail Bed to 401 underpass, Stockdale Rd., or Hwy. 33/401 underpass
 - PDC As per Batawa Preliminary Development Concept
 - PC On Parks Canada Lands, to be determined
 - BGCA Batawa Gateway connection
 - BA Bleasdel Boulder C.A. on existing parkland
 - BA Bleasdel Boulder C.A. on parkland and private land
 - FCD Flood Control Dam crossing at Zone K to Zone N
 - PC#1-S On Parks Canada lands south of Lock Three
 - GMCA In Glen Miller Conservation Area, south to Trenton Ward

- #### Secondary Trails, as Labelled
- C Parry Dr. Traditional Swimming Area, Zone C
 - E Trails in Gateway Waterfront Park, Zone E
 - PCNT Potential east bank nature trail on Parks Canada Land
 - Connections and interior community trails, existing
 - Connections and interior community trails, potential
 - Seasonal floating or cantilevered segment as future attraction, Zone D and B
 - Rock Terrace Treatment, As noted
 - Hwy. Road-Shift Option, Zone D
 - H Hydro Corridor Link

GENERAL LEGEND

- Contour Lines (Hatching Density Indicates Relative Slope)
- Pond/ Watercourse/ Culvert
- Wetland Areas
- Existing Buildings/ Structures
- Existing Residences
- Lot Edge/ Fencing
- Existing Parking
- Main Roads, as labelled
- Minor Road/ Lane
- Existing Rail Trail
- Coniferous Tree Cover
- Batawa Life Science ANSI
- Landscape Zones

Fig.7 Cross-sections with figure No.



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1 Issues and Opportunities For Waterfront Trail and Park Development

- GENERAL LEGEND**
- Contour Lines (Hatching Density Indicates Relative Slope)
 - Pond/ Watercourse/ Culvert
 - Wetland Areas
 - Existing Buildings/ Structures
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 - Lot Edge/ Fencing
 - Existing Parking
 - Main Roads, as labelled
 - Minor Road/ Lane
 - Existing Rail Trail
 - Coniferous Tree Cover
 - Batawa Life Science ANSI
- SHEET LEGEND**
- Potential trail crossing
 - Landscape Zone
 - Discussion point for issues and opportunities



- Zone A: LOCK 5/ FRANKFORD GENERATING STATION (OPG)**
- A1 Crossing not recommended due to road curvature/sight lines and travel speed (80km/hr)
 - A2 Dam spillway is exciting but potentially dangerous
 - A3 Potential river crossing on the power dam (subject to approval)
 - A4 Linkage along this island possible if crossing at A1 can be resolved though signage and reduced speed
 - A5 Potential canal crossing at Lock 5 with connection to service road
- Zone B: NORTH OF PARRY DRIVE**
- B1 This section could accommodate a trail, however it would be short with no potential for connection southward
 - B2 This very narrow section would require expensive constructed solution.
 - B3 The proposed realignment of Hwy 33 at this location will create new open space along the river and will greatly improve the sight lines at Parry Rd.
- Zone C: PARRY DIVE INTERSECTION**
- C1 Crossing not recommended due to road curvature/sight lines and travel speed (80km/hr)
 - C2 This section could accommodate trail with grading and low retaining wall
 - C3 Traditional Batawa community river swimming area
 - C4 Existing minor trail sections lead up to road as the terrace narrows towards the south
 - C5 Lone cedar tree at guiderrail indicates the end of potential trail alignment southward
 - C6 High profile signage area for future industrial park
 - C7 Hwy 33 West right-of-way could accommodate a trail as an alternate to river front

- Zone D: THE SHORE CLIFF**
- D1 Available trail space gets narrower and steeper, southward from here
 - D2 With a combination of a very narrow alignment behind the guiderrail, maximum traffic exposure, maximum shore cliff elevation, and crumbling bedrock, this section presents the greatest challenge to trail continuity along the riverbank
 - D3 Hwy 33 West right-of-way could accommodate a trail
- Zone E: WATER STATION and COMMUNITY ENTRANCE AREA**
- E1 Shore cliff elevation diminishes southward as road gradually drops to river level
 - E2 Berms have been added to this area during past road construction. They provide trail interest and improve views and buffer the riverside from traffic noise. They also offer sufficient soil depth for shade tree planting yet allow views of the river.
 - E3 An operational pumping station provides water for snow-making and is the current water supply for Batawa. It could retain its function yet be refurbished with an attractive roof to shade a porch/deck constructed over an existing concrete platform. Hydro is available for lighting, etc.
 - E4 An existing service entrance will remain in operation. The existing graded access area could easily park several cars and could be expanded. A trail crossing Hwy 33 may be possible at this location. There is an established entrance on the riverside and the landward side would align with the proposed internal trail system, where an extensive boardwalk would be required due to wetland conditions.
 - E5 This area has the best potential for park development due to: low height of the river bank, sufficient soil depth, a level area with the greatest physical dimensions along the river, attractive mature tree vegetation offers shade.
 - E6 Existing informal picnic and campfire area.
 - E7 Existing large multi-stem willow tree adds a sense of maturity and scale
 - E8 A major pedestrian crossing would be ideal in this location, connecting a riverside park with the core of the community, only a short walk away. Sight lines are good, and it's a well known entrance along Hwy 33.
 - E9 Proposed double parkway entrance style as shown in the Batawa Preliminary Development Concept.
 - E10 Conceptual Development Area pending review of ANSI extent.
 - E11 Hwy 33 West right-of-way could accommodate a trail.

- Zone F: SOUTH OF MAIN ENTRANCE AREA**
- F1 A very narrow section exists along a stretch of cubic rock fill placed as erosion protection. Options to construct a trail by adding rock or by boardwalk will be explored. A combination of enrichment and protection from the current has produced a large area of interesting aquatic vegetation in this area.
 - F2 Proposed storm water management ponds should be worked into the overall landscaping strategy for the entrance area.
 - F3 Waterfront trail alignment feasible.
 - F4 Waterfront trail alignment feasible.
 - F5 Hwy 33 West right-of-way could accommodate a trail.
- Zone G: LOCK FOUR and POWER DAM**
- G1 A trail crossing Hwy 33 would be possible at this point. Sightlines are good and there is existing maintenance access.
 - G2 Very direct possible connection into the proposed Batawa community and to the rail trail
 - G3 Recently redeveloped gravel access area
 - G4 Potential use of hydro dam for trail use to be determined. Currently open to foot traffic
 - G5 Existing canal crossing at lock 4 via the swing gates
 - G6 Gravel access road across lowland area leads out to Glen Miller Rd.
 - G7 Hwy 33 West right-of-way could accommodate a trail

- Zone H: SOUTH OF LOCK FOUR**
- H1 Sufficient space for trail alignment adjacent generator tailrace. Dramatic views but safety precautions required.
 - H2 Narrow area requires a constructed solution for a short distance.
 - H3 Available land base increases southward along with soil depth and vegetation
 - H4 Hwy 33 West right-of-way could accommodate a trail
 - H5 Area of proposed sports fields within the preliminary development concept for Batawa. ANSI review required
 - H6 Potential crossing at entrance to Batawa waste water treatment site
- Zone I: BOAT LAUNCH AT HYDRO CROSSING**
- I1 Existing informal boat launch below Hydro right-of-way. Existing entrance has good sight lines, serving a gravel turnaround with enough parking for several cars.
 - I2 This rough trail leads northward to recent garbage dumping.
 - I3 Potential crossing point has good sight lines and connects to the Hydro Corridor Trail.
 - I4 Existing informal connection
 - I5 Potential connection to Lower Trent Trail

- Zone J: SOUTH OF HYDRO CROSSING**
- J1 This severe construction will require a constructed solution to allow trail continuity along the riverbank.
 - J2 Good width and low elevation allow for trail development here.
 - J3 Intake area for the dam requires safety considerations.
 - J4 Hwy 33 West right-of-way could accommodate a trail

- Zone K: CONTROL DAM**
- K1 Potential crossing at existing maintenance entrance for this dam. Good sight lines and level gradient.
 - K2 Potential connection to the rail bed is only about 80 metres long.
 - K3 Potential connection to Lower Trent Trail
 - K4 Control dam
 - K5 Potential connection along this island from the dam at K4 to the Lock 3 area at Zone N
- Zone L: SOUTH OF CONTROL DAM**
- L1 This area is wide enough to support trail alignment and enjoys an overview of the dam tail race.
 - L2 This narrow section would require a constructed solution for a trail placement. A concrete road barrier exists along Zone L.
 - L3 This very narrow area will require an expensive constructed solution.
 - L4 Potential crossing point is not recommended due to road curvature resulting in poor sight lines.
 - L5 Existing informal trail connecting Hwy 33 with the rail bed.
 - L6 Hwy 33 West right-of-way could accommodate a trail.

- Zone M: SONOCO FRONTAGE**
- M1 This wide terrace is currently a moan lawn area with views up stream. It is part of the Sonoco property.
 - M2 The roadside character becomes semi-urban/industrial throughout the Sonoco frontage. This affords a new experience to trail users and illustrates one of many green industries in the area. The speed limit drops to 60km/hr.
 - M3 This existing intersection would be suitable for a pedestrian crossing since the sight lines are good and the close proximity of the buildings to the road naturally help slow the traffic.
 - M4 The crossing at the end of this existing lane does not provide good sight lines.
 - M5 A trail alignment is possible within the Hwy 33 right-of-way. Alterations to the road edge and shoulder would be required.
 - M6 A trail alignment on the river side would require changes to the existing culvert/bridge

- Zone N: LOCK THREE**
- N1 Potential connection along this linear island to K5 if a river crossing is proposed at K4.
 - N2 Potential canal crossing at Lock 3
 - N3 Short access road out to Glen Miller Road

- Zone O: SOUTH OF SONOCO**
- O1 This very narrow section cannot accommodate a trail alignment.
 - O2 A trail alignment within the Hwy 33 ROW would go by several residential properties.

- Zone P: JOHNSTOWN BRIDGE**
- P1 Good potential crossing point for the trail over Hwy 33 and onto the Johnstown Bridge.
 - P2 This bridge has very marginal sidewalk width and limited potential for bike-lanes.
 - P3 A connection from Johnstown road into the Glen Miller Conservation Area will require circuitous alignment to allow for appropriate gradients.
 - P4 Potential connection with existing trails within the Glen Miller Conservation Authority.
 - P5 This 200m frontage would be a key component for linkage between Lock 3 and the Glen Miller Conservation Area

- Zone Q: BLEASEDALE BOULDER AREA**
- Q1 Informal connection to off-road trails encircling large wetland area.
 - Q2 Potential roadside trail within Hwy 33 trail alignment
 - Q3 Very narrow strip of land between roadway and river.
 - Q4 Existing Conservation Area proposed as staging zone for the Lower Trent Trail

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