

Tatagwa Parkway Master Plan 2007



Prepared by

DAVID POWELL
LANDSCAPE ARCHITECT
202, 2222 Albert Street
Regina, Sask. S4P 2V2
(306) 569-1599

December 2007

For the City of Weyburn



Tatagwa Parkway Master Plan 2007

Table of Contents	Page
1. Introduction	1
2. Master Planning Process	2
Framework	
Public Input	
3. Existing Setting, Analysis and Priorities	4
Opportunities and Constraints	6
Schematic Linkages	6
Parkway Priorities	13
4. Tatagwa Parkway Themes	15
5. Development Units	17
General Description & Division of Units	
6. Individual Units	
[Each includes: -Theme, -Existing character, -Land use and recreation strategy,	
-Priorities and sequential development strategy]	
Riverfront Boardwalk	22
Red Coat Trails	29
River Park	34
Souris Valley Centre	39
Signal Hill	44
Clark Park	50
North-east Perimeter	55
Nickle Lake Corridor	60
7. Implementation	64
Comprehensive Development Strategy	64
Priority Matrix	69
Master Plan Composite	73
Appendix A	74

Tatagwa Parkway Master Plan 2007

Figures	Page
1. Study Area	5
2. Existing Conditions	9
3. Opportunities and Constraints -City	10
3b. Opportunities and Constraints - Rural	11
4. Nodes and Linkages Schematic	12
5. Development Units & Boundaries	21
6. Riverfront Boardwalk Development Strategy	28
7. Red Coat Trails Development Strategy	33
8. River Park Development Strategy	38
9. Souris Valley Centre Development Strategy	43
10. Signal Hill Development Strategy	49
11. Clark Park Development Strategy	54
12. North-east Perimeter Development Strategy.....	59
13. Nickle Lake Extension Development Strategy	63
14. Master Plan	endpiece folder

Acknowledgments

Thanks for guidance, input, interest and other assistance to:

City of Weyburn

Claude Morin, Manager Park Services
Blain Frank, Director of Engineering
Shauna Bourassa, Director of Leisure Services

City of Weyburn Parks Board

Marlene Nedelcov, Chairman	Gary Anderson
Sherwood Birrell	Chantall Ernst
Ray Hamm	Bill McKenzie, Councillor
Nancy Styles, Councillor	Blaine Frank
Claude Morin	Amanda Kaufman

Service and Interest Groups

Weyburn & District Lions Club
Rotary Club of Weyburn
Kin Club of Weyburn
Weyburn in Motion

Other interested parties attending the open house

Consultant

The Master Plan was prepared by
David Powell, Amanda Lang
and Laurinda Morhart

Photos by David Powell and Amanda Lang

David Powell Landscape Architect
#202, 2222 Albert Street
Regina, Saskatchewan S4P 2V2
(306) 569-1599

December 2007

Introduction

The purpose of this master plan is to provide a logical and creative approach to ongoing development and management of the Tatagwa Parkway lands. As well, it provides an update to the previous master plan completed in 1991. That plan in turn was prompted by the establishment of the Tatagwa Parkway as a way to manage large areas of public land controlled by the City of Weyburn. Much of this is floodplain land, subject to an extensive flood control construction scheme carried out in the 1980s.

The City of Weyburn recognized the need to review and amend the master plan to reflect development to date, while guiding future development in a practical way. This is partly prompted by a recent provincial government commitment to long term funding for the Parkway. Therefore the City sought consulting services for master plan updating. The project is administered through the Park Services office in the Engineering Department.

Due to the efforts and foresight of city staff, volunteers and service clubs, many of the key elements of the 1991 master plan have been implemented. Environmental quality along the City portion of the Souris River appears to have improved in the last decade. These factors make the current task easier in many respects. The present master plan reflects the primary direction evidenced by the work completed to date:

*connecting city residents to the positive environmental qualities
of the river corridor and valley.*

Key to this direction has been successful establishment of a non-motorized trail system and efforts to improve environmental quality in the riparian areas. Current master planning efforts build on these existing elements, as well as the results of public feedback.

Implementation of any master plan is usually an evolving process, with changing opportunities and constraints affecting the ability to proceed with particular components. In contrast to the ambitions of earlier work, this master plan attempts to identify elements that can be reasonably achieved within a *twenty-five year* time span.

The master plan presents a set of concepts for parkway development and management using descriptions, sketches and plans. Opportunities are identified and priorities assigned. However, it is understood that concepts are subject to interpretation as well as the realities of site conditions, and that priorities are subject to change. Therefore, it would be wise for priority lists to be re-visited at a five year interval, and prudent for the master plan to be updated after twelve or fifteen years.

Master Planning Process

The master plan update meets the following stated objectives:

- Review, revise and amend the 1991 plan to guide future growth over twenty-five years, reflecting current priorities and recognizing existing development since parkway inception.
- Maintain conservation, preservation and ecological principles throughout the parkway.
- Provide for complementary recreation opportunities consistent with the overall parkway character.
- Set priorities for future development and land use, and address related issues.
- Build on accomplishments in the well-developed areas in revising previous plans.
- For currently un-developed land units, provide a comprehensive conceptual plan to guide development, and propose supplementary land use approaches.
- Acquire and include input from the public and other involved stakeholders.

The master planning process included several key steps.

Data gathering and analysis was carried out by reviewing existing historic and current maps and air photography, demographic data, reports as well as the previous master plan. Site visits were documented by various means.

Communication with the City of Weyburn Parks Board, city staff, the public, interest groups and other stakeholders was organized to allow direct collaboration with these groups. Community input was solicited using a public contact strategy developed with board advice. Representatives of interest groups and service clubs identified by the board were contacted to discuss their impressions and suggestions regarding current conditions, priorities and future interest.

The public was invited to an open house in May 2007. Background information and plans were provided. Feedback was solicited by questionnaires provided at the open house and circulated by attendees. Two types of information were sought: level of use and satisfaction with the current parkway offerings, and direction on themes and future

priorities. Similar information was sought from board members.

The results of the public and board input assisted in an evaluation of themes, objectives and priorities for the parkway in light of existing conditions. Previously identified themes were supplemented by additional ones. Physical evaluation of existing conditions included an analysis of opportunities and constraints. A schematic approach evaluating the city's activity nodes and potential linkages shed light on appropriate directions for development. Synthesis of these results gave rise to an overall parkway framework.

The next step was consideration of individual component areas of the parkway in some detail. Themes were articulated for each area. Based on the current level of development , strategies for future land use and recreation were developed. Suggested priorities for development components were identified. This information is supplemented by graphic depictions of conceptual and development plans.

To assist in development planning and budgeting, long-term comprehensive strategies and priorities for the whole parkway were compiled. A final master plan graphic is presented as a composite of the individual area plans.

Existing Setting, Analysis and Priorities

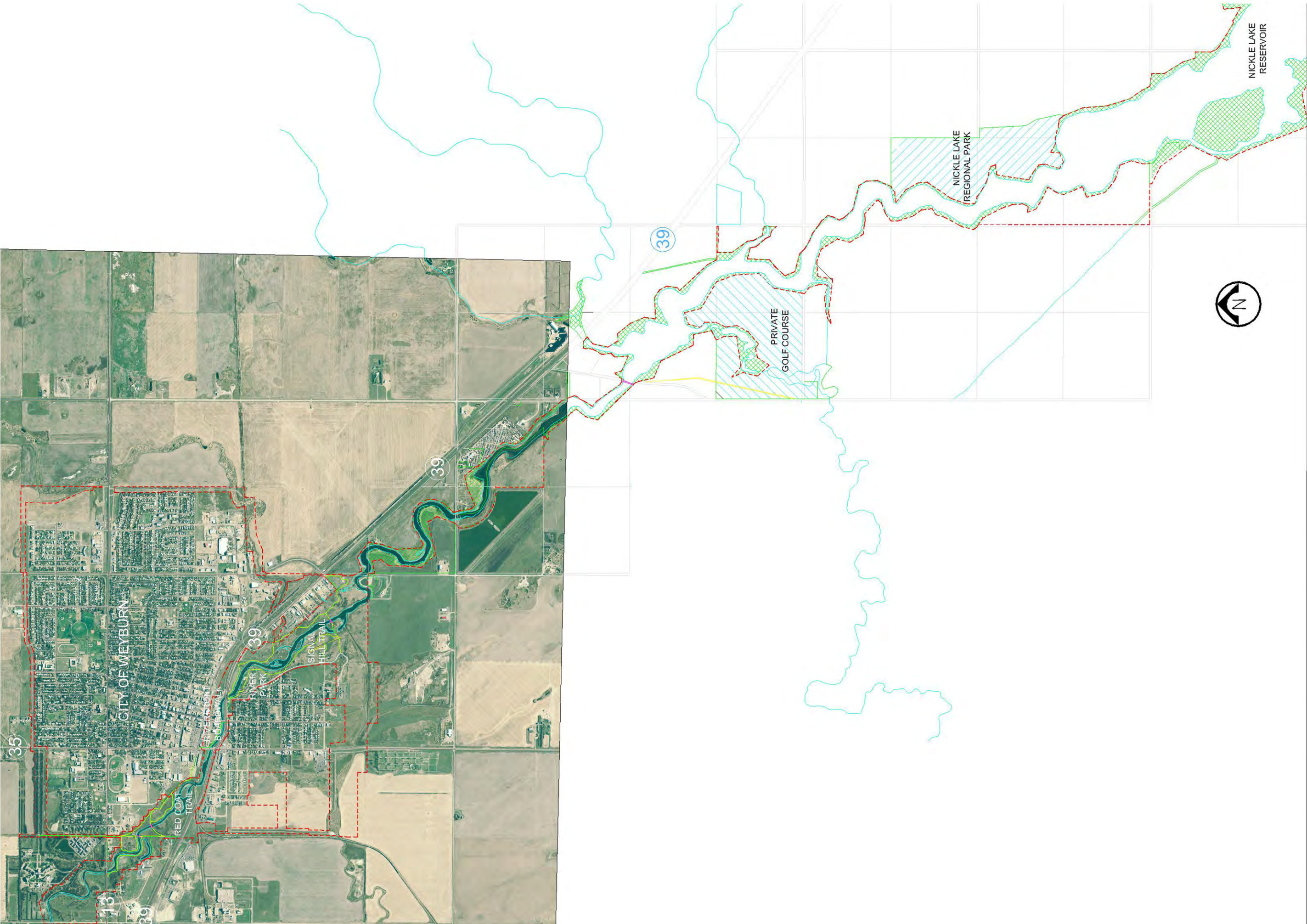
Parkway Setting

Tatagwa Parkway is an urban conservation park located in the City of Weyburn, a community of about 10,000 in southern Saskatchewan. It shares its urban park status with organizations such as Wascana Centre Authority in Regina and Meewasin Valley in Saskatoon. The master plan completed in 1991 was a comprehensive and ambitious blueprint intended to guide parkway implementation over a hundred years.

Development to date has occurred mostly in three areas designated as Signal Hill Trail, Red Coat Trails, and the Riverfront Boardwalk. Parkway development emphasizes the Souris River which passes through town, but is not restricted to riverbank areas. Development includes over 9 km of paved multi-use trails, conversion of railroad bridges, planting of thousands of trees, installation of site furniture, a boardwalk, outdoor lighting and sculptures. Themes for these areas are relatively well established. Other areas have been appropriately zoned but not yet developed. The plan will assist in developing characters for these areas. As in other places, changing priorities and opportunities have resulted in some development deviating significantly from the original parkway master plan.

The focus so far for the parkway has been to provide non-intensive, un-programmed outdoor recreational opportunities for local residents, as well as natural conservation benefits. The community is supportive of the parkway and its development. Controversy regarding increased and enhanced parkway development is unlikely. Use of the parkway trails is limited to non-motorized vehicles. The community is reasonably well served with intensive recreational facilities at locations outside parkway lands. Winter parkway use is limited, but organized ski trails exist. The potential of a shoreline linkage along the Souris River to Nickle Lake Regional Park south of the city has been recognized, especially as flood plain lands are controlled by the city.

The study area is illustrated in Figure 1. Note that this includes the corridor of land on either side of the Souris River, under City of Weyburn control, that extends to Nickle Lake to the south. The lake is also a reservoir providing municipal water for the city, as well as supporting Nickle Lake Regional Park on its east shoreline.



Legend

- Parkway Study Area
- Existing Pathway
- City Owned Flood Zone in RM
- Bridge

STUDY AREA
TATABWA PARKWAY - MASTER PLAN REVISIONS
CITY OF WEYBURN

Opportunities and Constraints

Existing conditions in the City of Weyburn are shown in Figure 2. The red area indicates land zoned as Parkway as well as a small area at the downtown riverfront zoned as Riverfront Market.

An analysis of opportunities and constraints focused on the areas within and adjacent to the parkway study area. This is illustrated in Figure 3, for the city, and Figure 3b for the rural part of the study area. Opportunities included facilities or activity centres in the city; these might be key areas of interest for parkway users for social or recreational purposes. Constraints were primarily obstacles for easy use of the parkway trails or other facilities. Notably, these are higher traffic roads and the rail lines in the city. Most of the constraints are concentrated in the highway 39 and rail corridor paralleling the Souris River near downtown Weyburn. Constraints south of town along the river primarily involve private property and land use close to the city-owned corridor, as well as the limited number of bridges and awkward crossings at tributaries.

Schematic Linkages

A diagram showing linkages and nodes is a useful way to look at the parkway system's potential development, and how it fits with City attributes. The diagram is shown in Figure 4.

The diagram shows existing and potential linkages that are or could be part of a pathway system. Therefore the term linkage means a physical connection that the public will be able to use in a non-motorized fashion, preferably without having to cross streets or highways. Typically, these would be hard-surfaced paths similar to existing parts of the Tatagwa system.

A linkage is likely to be stronger if it connects what can be termed nodes. In this case, nodes are looked at as existing facilities that can generate pathway traffic, i.e. people, or are desirable destinations for pathway users. Many nodes could be both use generators and destinations. In this study, several types of existing facilities that are located near parkway lands were identified as nodes: schools, parks and recreation facilities, cultural facilities, and commercial areas.

A list of the nodes includes:

- Exhibition grounds and skate park
- Queen Elizabeth School
- Weyburn Comprehensive High School

Assiniboia School
Souris School
Weyburn Junior High
Jubilee Park, Harry Church Leisure Centre
Signal Hill Arts Centre, Water Tower, T.C. Douglas Centre, Heritage Village
Soo Line Historical Museum
Elgin School ball diamonds
Clark Park
River Park campground
Downtown commercial area
Southwest commercial area
Nickle Lake Regional Park

The diagram indicates varying strengths of proposed linkages. The strongest linkages reflect higher priorities, strength of adjacent nodes, and practicality based on public input and analysis of opportunities and constraints.

The strongest proposed linkages are between the existing Red Coat Trail loops and the Riverfront Boardwalk, and the boardwalk and the River Park (Signal Hill) trails and campground. Parkway zoning already provides space for pathways to make these connections, but the links are constrained by high volume vehicle traffic on Highway 39 and Government Road, and well used railway tracks.

Currently, trail linkages have been accomplished by using sidewalks, a crossing of Highway 39 at the lights, a section of road, and a route through local business parking lots to ensure a safe route. There appears to be potential to locate a pathway alongside the north bank of the river under the four bridges involved between the Red Coat Trails and River Park. From west to east, these are: a railway bridge, a highway bridge on Government Street, a city bridge at Third Street, and a double span on Highway 39. This technique is used successfully on the city's Devonian Trail and parts of the Wascana Centre pathways in Regina, even where the pathway must pass below water level in the adjacent water bodies. Completing these linkages so that there is an un-interrupted trail from the existing western and eastern trail loops will significantly enhance the trail use options for users from all parts of the city.

The next strongest proposed linkages are identified in four areas. New trails along the northeast side of the river through the Souris Valley Centre grounds (within the area zoned for parkway) will formalize a route already used by many people. A linkage eastward along 1st Avenue North to the exhibition grounds would follow the street and could connect to the Red Coat trail loops as well as a route that would run northeast to

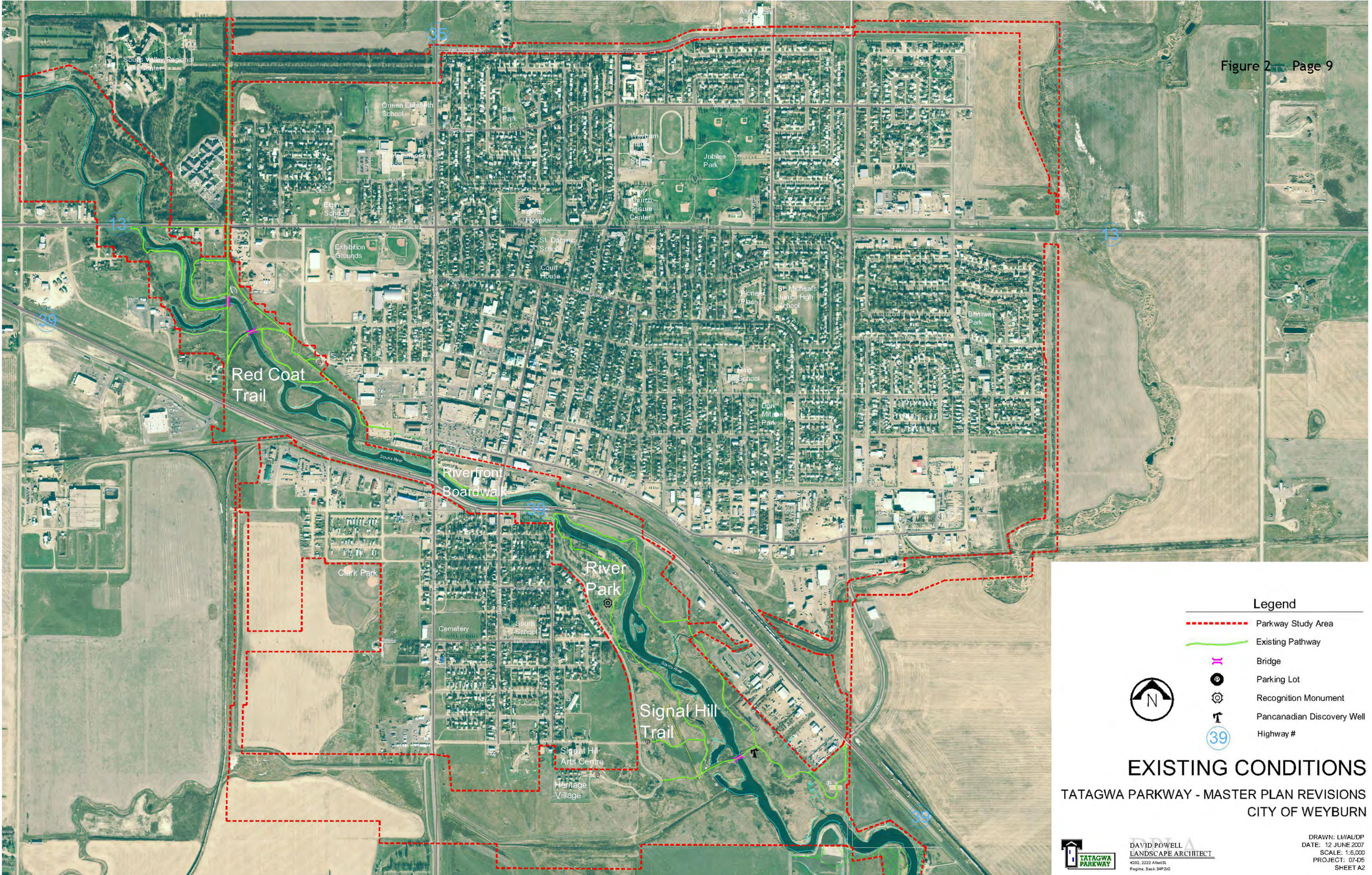
the high school, following public property. A third linkage would form the beginning of a northern perimeter trail, running east from the end of the recently paved rail line extension, along the entrance drive to the Souris Valley Centre and east to a point north of the High School. Another firm linkage is suggested between the Red Coat Trails with the commercial area to the southwest. There is already a gravel path following a former rail line. If a public road crossing of the rail line and highway is put in place, the trail could be safely extended on either side of the highway.

Future linkages are also identified. These include: a northern and eastern loop, a prairie loop south of Signal Hill, an southwestern loop connecting Signal Hill with Clark Park and on to the SW commercial area, and western and northern links around the Souris Valley Centre.

The northern and eastern loop follows the parkway easement at the perimeter of the city. This passes right by Assiniboia Elementary School and close to the Weyburn Comprehensive High School, Jubilee Park and Henry Church Leisure Centre, where a trail extension to connect with this whole area may be practical. On the east side, the linkage follows a dike along the small creek until 1st Avenue North, along eastern city limits southward, and then again follows the course of the creek to the river, at which point a link to the River Park trails is complete.

A short loop south of Signal Hill would pass through a area to be managed as prairie, providing additional interpretive opportunities to visitors to the Heritage Village. A route along the dike in the southwest limits of the city would allow a connection to the commercial area to the west, as well as a spur to Clark Park. In the northwest, further linkages along the west side of the river and to the north of the property would create a loop around the Souris Valley Centre, and connect with the northern perimeter loop.

Potential linkages are presented as well. These may not be part of the Tatagwa parkway system, but could be designated city path linkages that would complete a community wide trail system. For example, a designated route east from Jubilee Park following First Avenue (where a trail is partly in place between the middle of the park and 16th Street) would connect to the eastern loop. Similarly, route from upper River Park below Signal Hill past Souris School along existing streets and right-of-ways could link to Clark Park. A route through public lands running behind Queen Elizabeth School, east of the Comprehensive High School and to the southwest behind the former Elgin School would link up to 1st Avenue near the Exhibition Grounds.



Legend

- Parkway Study Area
- Existing Pathway
- ⌈ Bridge
- ⊙ Parking Lot
- ⊙ Recognition Monument
- ⌈ PanCanadian Discovery Well
- 39 Highway #

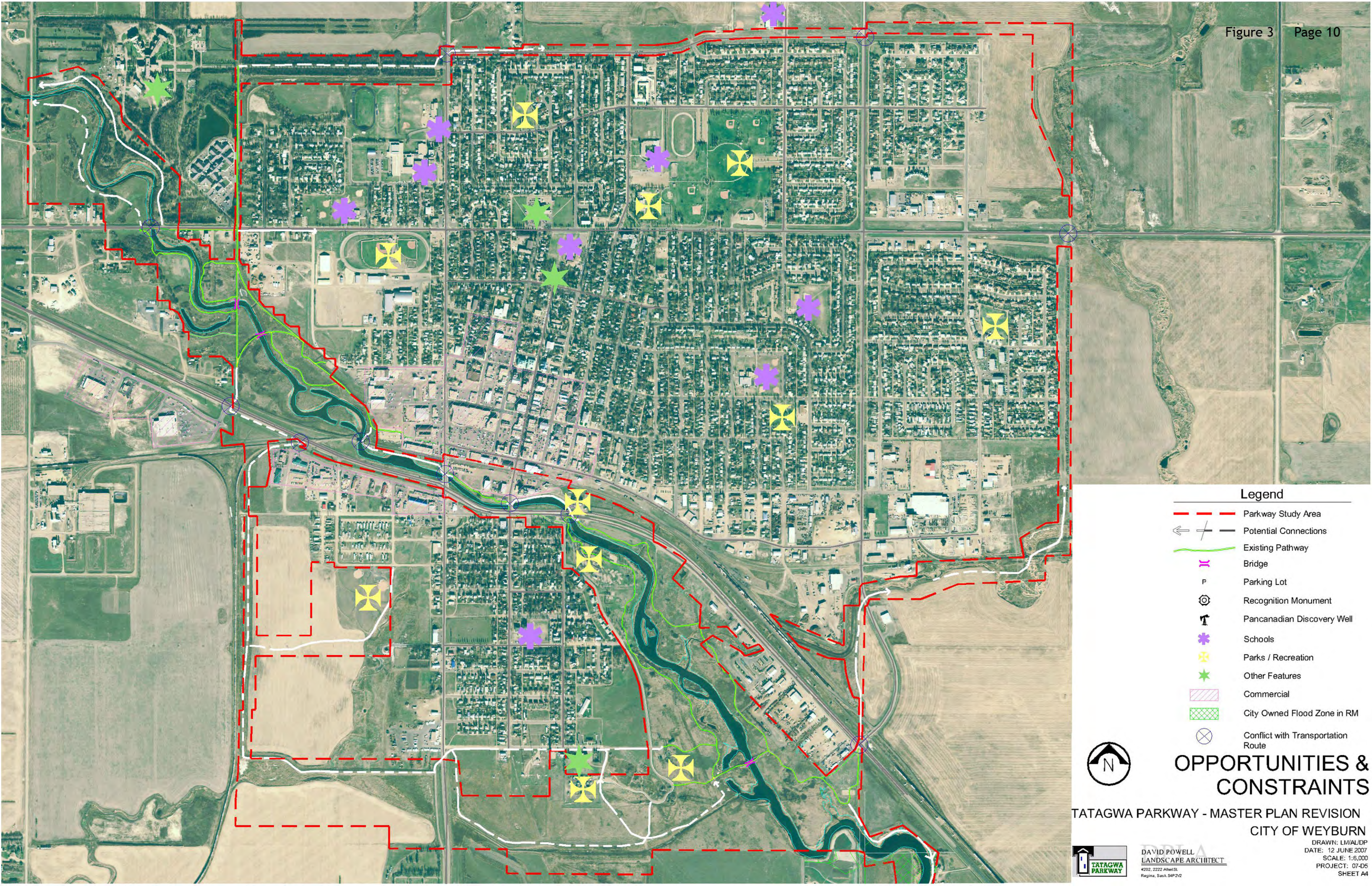


EXISTING CONDITIONS
TATABWA PARKWAY - MASTER PLAN REVISIONS
CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#002, 2222 Alameda
Regina, Sask. S4P 2V2

DRAWN: LM/ADP
DATE: 12 JUNE 2007
SCALE: 1:6,000
PROJECT: 07-D5
SHEET A2



- Legend**
- Parkway Study Area
 - Potential Connections
 - Existing Pathway
 - Bridge
 - Parking Lot
 - Recognition Monument
 - Pancanadian Discovery Well
 - Schools
 - Parks / Recreation
 - Other Features
 - Commercial
 - City Owned Flood Zone in RM
 - Conflict with Transportation Route



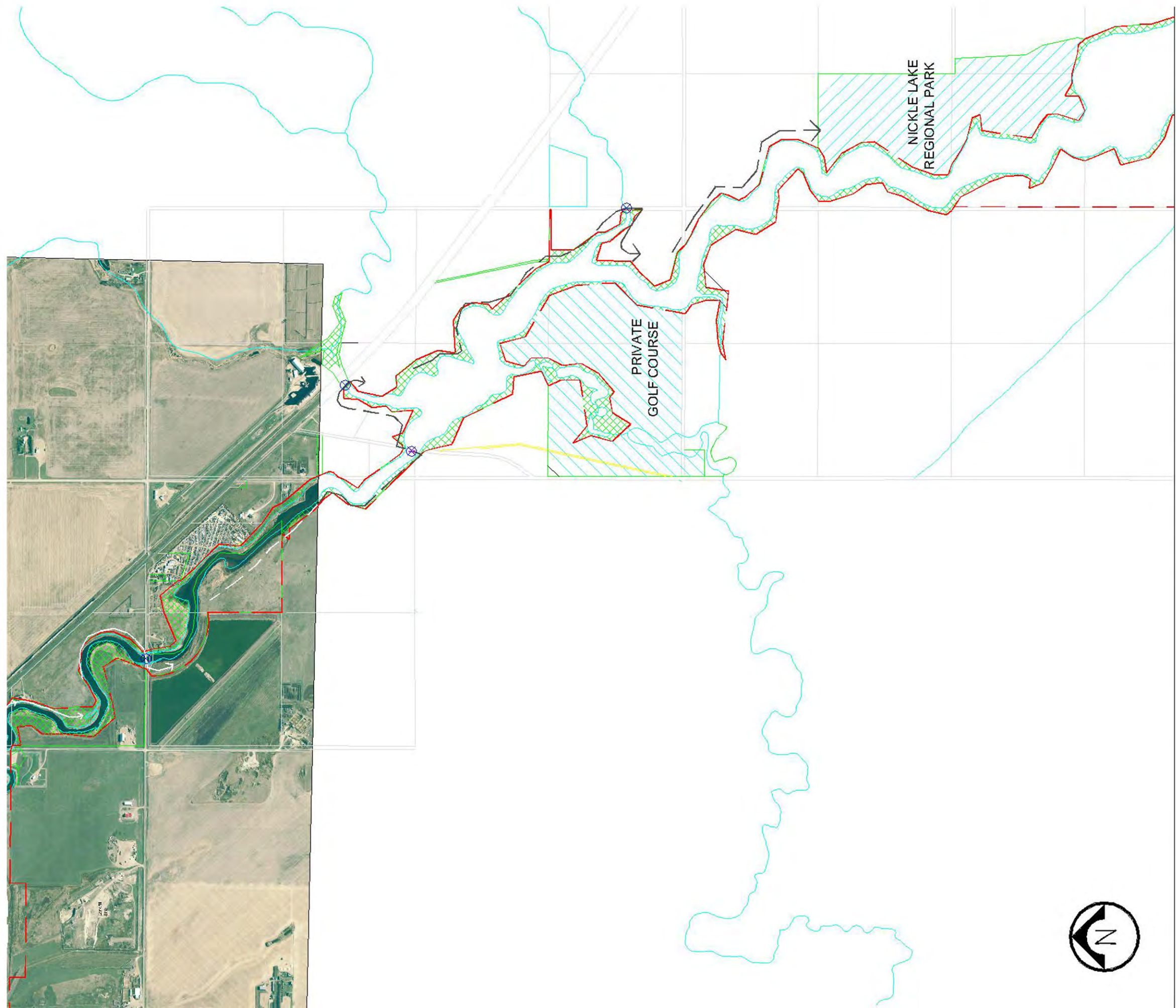
OPPORTUNITIES & CONSTRAINTS

TATAGWA PARKWAY - MASTER PLAN REVISION
CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#202, 2222 Alwal St
Regina, Sask. S4P 2Y2

DRAWN: LM/AJDP
DATE: 12 JUNE 2007
SCALE: 1:6,000
PROJECT: 07-D5
SHEET A4



Legend

- Parkway Study Area
- Potential Connections
- Existing Pathway
- Bridge
- Parking Lot
- City Owned Flood Zone in RM
- Conflict with Transportation Route

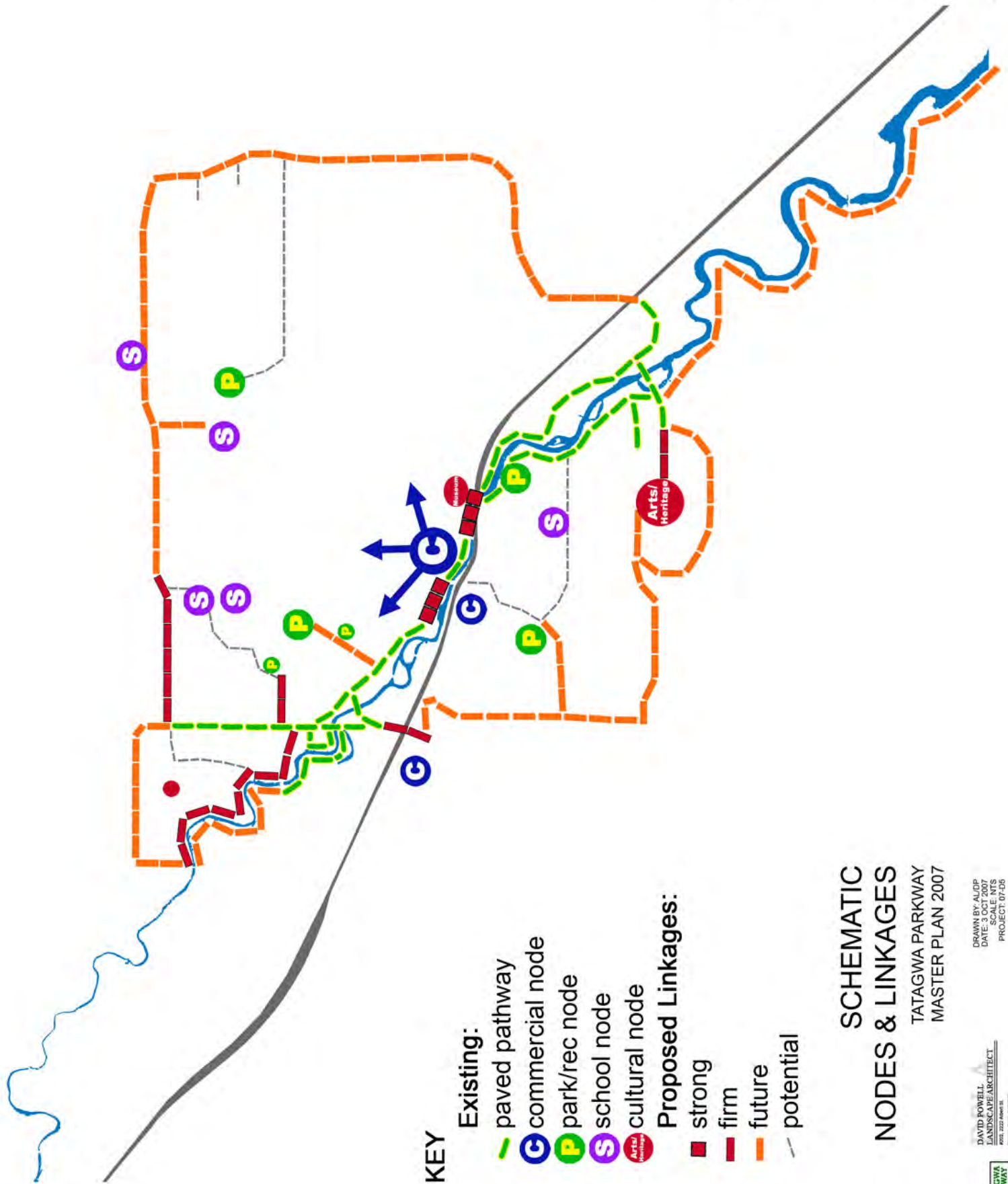
OPPORTUNITIES & CONSTRAINTS RURAL

TATAGWA PARKWAY - MASTER PLAN REVISIONS
CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#202, 2222 Albert St.
Regina, Sask. S4P 2V2

DRAWN: LM/ALDP
DATE: 12 JUNE 2007
SCALE: 1:15,000
PROJECT: 07-D5
SHEET A4



Parkway Priorities

Public, interest group and board input suggests several key priorities. Overall priorities are in two categories. Physical priorities are on the ground additions requiring primarily capital expenditures. These activities will result in material changes to the parkway. Promotional, Programming and Management activities are related more to how the parkway is operated. These will require more expenditures for services, staffing or consultants and will likely require support from the parks department and other parts of City administration. These types of priorities support the entire parkway regardless of the extent of the system.

A summary of these priorities follows. These priorities will also be emphasized and described in more detail in the discussion each development unit and concept plans.

Physical Priorities:

Emphasis is on the trail system. Other elements complement the parkway offerings.

Linkages to connect existing parts of the system in the highway corridor area near downtown.

- Options include passing a pathway under bridges, or safely across roads
- Enhance the Boardwalk Unit, may include a boardwalk extension
- Connection along the river of the units north and south of the highway

Extension to north side of town

- Create a new development unit
- Connect to schools, new residential area, include extension along east side

Linkages along west side of town:

- Souris Valley Centre and on to north side of town, connecting with existing Red Coat Trail.
- Connect to skate park and Exhibition grounds.
- Formalize connection to southwest commercial area when practical
- Provide public washroom access

Facilitate marketplace style development at the Riverfront Boardwalk unit

Clarify connections and suite of opportunities at Signal Hill.

- Look at this as a complex for visitors,
- Make signage clear

- Remove obstacles to sharing facilities.
- Provide public washroom access

Evaluate demand for a Nickle lake connection.

- Confirm route.
- Phase in a rustic path using the right-of-way depending on demand

Enhance River Park

- Add capability to host a festival, special event or group gathering

Promotional, Programming and Management Priorities

Emphasis is on identity and connecting to the community.

Signage system

- Consistent throughout the parkway

Interpretation - natural and cultural.

- Re-establish signs, use other media.
- Tell more cultural stories

Vegetation management

- define mowing zones,
- maintain or remove trees, add shrubs,
- prairie designation/seeding

Image/identity building

- brochures, events, other promotion

Paving renewal program for existing pathway

School curriculum support, and programming with schools

- both education and physical activity
- special events

Other elements have been identified that have lower priorities than those shown here. These will also be discussed as part of the concept plan, and assigned a priority in the long term strategy.

Parkway Themes

Based on public and stakeholder input and discussion with the parks board, themes for the parkway were evaluated as a guide to setting overall priorities for the parkway.

The philosophic vision from the 1991 master plan is still valid. The theme was stated as OASIS. Quoting from the previous master plan,

"Tatagwa Parkway provides

- respite from the often harsh prairie surroundings,
- a place for growth in fertile surroundings, and
- an opportunity to enrich the physical environment while enhancing recreational, educational and cultural opportunities. "

Secondary Themes

With the OASIS theme as a background, several secondary themes are in place. Previously identified secondary themes were re-evaluated during the public input process.

The *Environment* sub-theme includes

- rehabilitation
- increased diversity
- soil & water conservation
- water quality

Input suggests that environmental factors remain a high priority. Rehabilitation has to some extent been successful, so this aspect should place more attention to managing existing vegetative solutions, rather than on new initiatives.

The *River* sub-theme is still valid. It appears that water quality and shoreline conditions have improved and stabilized.

Afforestation has proven a success in many areas where it was undertaken. As noted above, areas that have been planted now need to be managed rather than initiating further large-scale efforts. Some new areas of tree or shrub planting would still be valuable, though. Attention should be given to the appropriateness of the species being planted in further afforestation.

Wildlife Habitat creation or enhancement is still seen as a valuable sub-theme, but like those above, to be continued rather than emphasized.

Interpretation has been applied at several locations. The information being shared is still

valuable, but the media has worn out or is missing in many places. Input suggests that interpretation is a lower priority than in the past.

The *Trail and Road System* is obviously a strong sub-theme, and the trail system in particular has been implemented substantially in many parts of parkway lands, in keeping with the previous master plan. Input indicates that this priority should be enhanced, for the trail system. The notion of a continuous path system appears extremely important. Roadway elements of the parkway were, on the other hand, rated as a low priority except to provide access or parking.

The *Tourism* sub-theme recognizes the importance of parkway facilities being available to tourists visiting the City, and the relevance of promoting them to visitors. This is most clearly successful in River Park campground. At the same time, parkway lands support or surround several tourist attractions, notably the heritage village, the water tower and the Souris Valley museum. Input suggests a slightly higher importance would be appropriate.

New secondary themes

New sub-themes were suggested as part of the public input process. Both were rated highly in the responses, and tie in to new priorities for both construction and operation of the parkway.

The *Connection* sub-theme has two aspects. One emphasizes the physical: trail system linkages between existing trail segments, as well as trail extensions to allow links to key city features. The other is connection to the community: expanding, promoting and managing the trail system to facilitate educational use, and to make it available to all residents.

The sub-theme of *Identity* has similar aspects. The overall objective is to strengthen the parkway's image in the community. One way to effect this is to identify all parkway components on the ground using an attractive graphic approach. A clear, common signage system will of course support tourism and trail system objectives. Another aspect will be to promote opportunities for parkway use in the community.

Development Units

Tatagwa Parkway lands cover a large area with varying characteristics and complex interrelationships between a variety of sites. New land areas have been given Parkway zoning designation in recent years, these are not necessarily connected to the riparian nature of the originally designated areas.

The 1991 master plan identified a set of development units, each with a distinct character, as a way to incorporate the diversity evident in Tatagwa lands under the umbrella of a cohesive image and sense of identity. This recognizes and preserves distinguishing cultural and environmental qualities of various locations. The unique values of each development unit provide the stimulus for distinct design and management directions, within a shared parkway aesthetic. Designation of the individual units is therefore provided as a tool to facilitate rational development and management of Tatagwa, not as a way to distinguish separate areas. The Parkway sub-themes and priorities are realized in different ways in each development unit depending on its characteristics, while providing a unifying approach supporting a visually clear overall parkway identity.

Eight development units are identified as part of an overall master plan. See Figure 5 which shows all the units. Two units have been added to the six previously designated. Some changes to the boundaries between existing units have been made, but these do not affect the user experience at all. There will obviously be overlaps where the units meet. A cohesive appearance and management will not be difficult to maintain at these junctions.

A brief description of each unit's theme and boundaries is presented here. Further details follow in the remaining portions of the text. This deals with each development unit in turn, providing for each a more detailed description of the current setting and character, the enhanced theme and distinct concept, any unique opportunities and a development strategy.

Riverfront Boardwalk

The theme for this unit is a welcome to Weyburn reflecting the river form, an enticing entry to the city supplemented by cultural and commercial connections. Formerly known as the Highway Corridor unit, it provides a place for visitors to the city to stop adjacent to the city centre, as well as characteristic features visible to highway travelers and visitors alike.

This unit is located centrally, along both sides of the river where it parallels the highway corridor just south of downtown Weyburn. Previously defined boundaries of this unit run from the railroad bridge on the west to the Highway 39 twin bridges on the east. The unit extends to the railway tracks on the north and the south side of the highway on the south, with an extension at the southeast end providing a connection to River Park south of the highway. Boundaries do not need to be extended.

Red Coat Trail

Low intensity, un-programmed and non-motorized recreation in a natural riparian setting, and appreciation of the natural values of the setting is the theme. This would be supplemented by information or low-key facilities allowing nature appreciation.

The unit is located along both sides of the river, west of the downtown area and southwest of the Exhibition Grounds. It was formerly identified as the Exhibition unit. The boundaries run approximately parallel to the river, bounded by First Avenue at the north, and extend just south of the highway. The limits are determined by the floodplain and the location of dikes on the northeast. The unit almost abuts the Exhibition property. Boundaries should be adjusted slightly to fill in gaps along the northeast limit to allow easier connection to the Exhibition grounds, and to include areas at the south end adjacent to the road right-of-way to permit future connection to the southwest commercial area.

River Park

This unit has a two part theme . The priority theme for the north end is higher intensity outdoor recreation supported by appropriate infrastructure, for both visitors to the city and local residents. This supports camping (a very successful program) as well as gathering space for groups or special events. However, no organized sports facilities are to be included. The second theme for the balance of the unit is to maintain the successful trail loops through the Souris Valley riparian area with appropriate management to sustain natural values.

The unit is located along both sides of the Souris River, southeast of the city centre, between highway 39 to the northeast and the bottom of Signal Hill to the southwest. Boundaries require small adjustments on the northeast side of the river to include lands where trails have been established, and along the south boundary corner include a small area to incorporate the south bank of the river.

Souris Valley Centre

The theme for the unit adjacent to the grounds of the former mental health facility is transition - passing through a landscape established for now defunct uses. The theme will be realized by social/cultural interpretation of the setting, nearby structures and the former intensive land-use practices. For example, the Saskatchewan Drive entrance treed-lined *allée* continues to emphasize the transition of former workers and patients at the centre as the user experiences the same sense of arrival. To support a trail network, little intense development is needed. Along the river edge the natural and introduced wooded areas will be encouraged and sustained.

Located on the northwest corner of the city, the unit is made up of part of the grounds of the former Souris Valley Regional Health Centre which dates back to the 1920s. The current Parkway lands run along both sides of the river, up to the Centre's south entrance road on the east and the Queen Street city limits on the west, and in separate sections, along a narrow north-south strip covering a former rail line and a wider east-west strip covering Saskatchewan Drive (the eastern entry road to the Centre) and parallel shelterbelts and drainage-way. Boundaries should be extended to include a strip along the west side (alongside Queen Street) north of the river and along the north boundary of the Centre property to allow future trail loops.

Signal Hill

The hill is a landmark, having been a signifier of place for thousands of years. An appropriate theme is therefore appreciation of cultural and natural heritage, supplemented by the view.

The unit occupies most of the southern limits of the city, and extends around the base of the hill to the east where it occupies the broader reaches of the Souris River valley, and blends in to the River Park Unit. The southwestern extension covers a dike and diversion of the course of Tindal Creek. No significant boundary adjustments are necessary, although reduction of the designated area to include only riparian area in the very southwest could be considered.

Clark Park

Afforestation and vegetation management to enhance natural values and improve the setting for organized sports and extensive trail use is an appropriate theme for this

undistinguished area. There is an opportunity for additional sports fields and other activities. The larger area will provide linkages to allow a city perimeter trail.

The unit is at the southwest edge of the city, and as well as the established sports field at the minimally developed city park, includes dikes along the west city limits, up to the rail lines near Highway 39 to the north. No boundary adjustments appear necessary.

Northeastern Loop

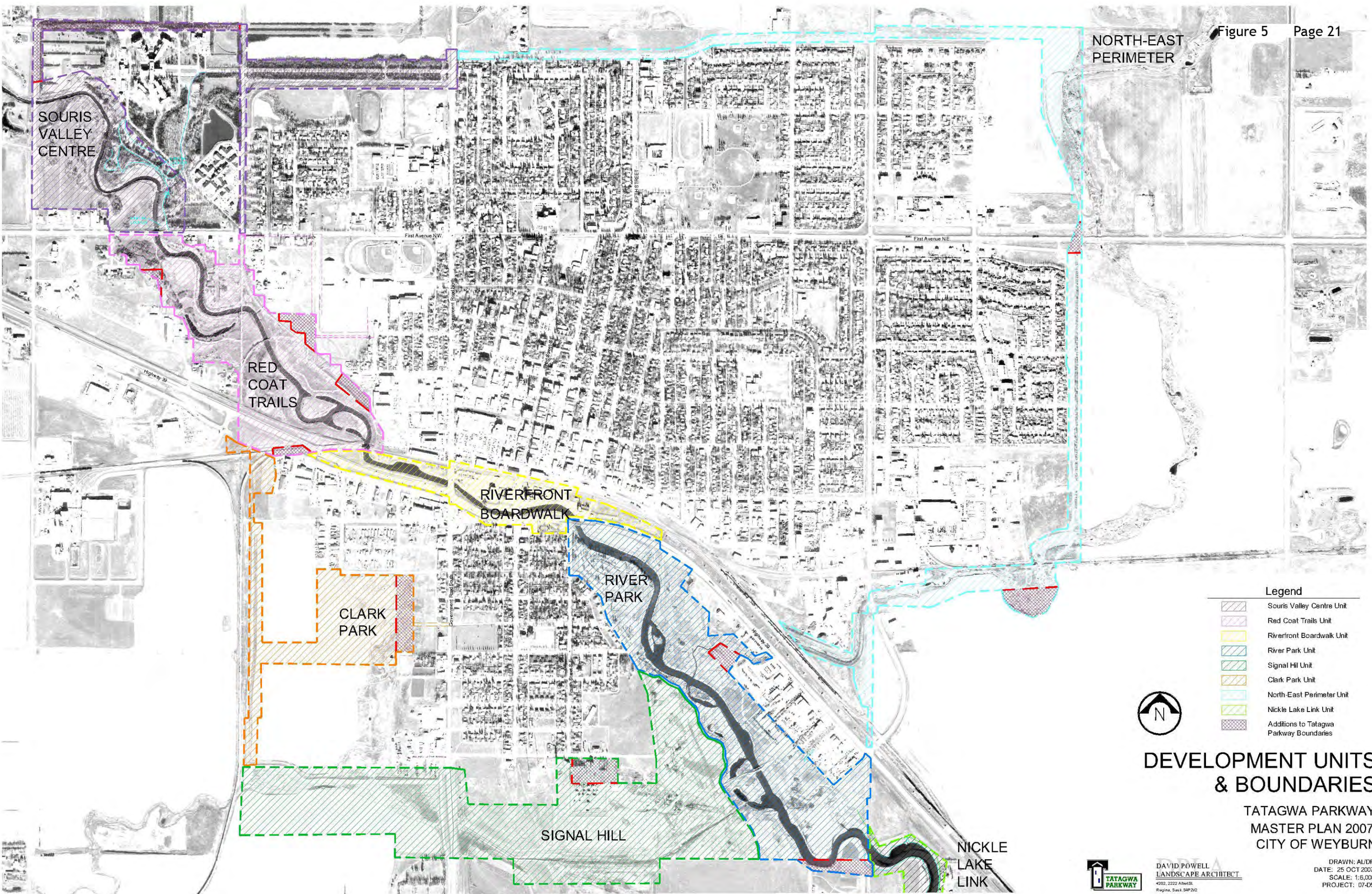
The theme is extension and connection to extend benefits of a trail system to newer parts of city. This fairly narrow linear unit will essentially support only a trail within a green space, with amenities or manicured areas where there is space. At the eastern and southern edges, enhancement and protection of natural values is desirable along the creek course.

This unit follows the north side of 5th Avenue, the eastern city limits, and the course of a small un-named creek to Highway 39. A minor boundary adjustment is needed to ensure a safe crossing of First Avenue at the east edge of city. An adjustment to include all of the stream course in the southeast corner is appropriate.

Nickle Lake Extension

The theme is a rustic natural experience along the river banks, providing a shoreline path connection between the city and the lake as well as the Regional park recreation opportunities. There is an opportunity to enhance natural values along the route. This is a long-term component, and offers opportunities for partnerships with local interest groups.

The unit occupies city-owned flood plain lands along both banks of the Souris River south of the city. Boundaries appear adequate for a basic connection. Some adjustments may be needed depending on land availability and the results of more detailed route planning.



- Legend
- Souris Valley Centre Unit
 - Red Coat Trails Unit
 - Riverfront Boardwalk Unit
 - River Park Unit
 - Signal Hill Unit
 - Clark Park Unit
 - North-East Perimeter Unit
 - Nickle Lake Link Unit
 - Additions to Tatagwa Parkway Boundaries

DEVELOPMENT UNITS & BOUNDARIES

TATAGWA PARKWAY
MASTER PLAN 2007
CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#202, 2222 Abbot St.
Regina, Sask S4P 2V2

DRAWN: AL/DP
DATE: 25 OCT 2007
SCALE: 1:6,000
PROJECT: 07-05



*Welcome to Weyburn with
unique wheat stalks image*

Development Unit details

Riverfront Boardwalk

Theme:

The theme for this unit is a welcome to Weyburn reflecting the river form, an enticing entry to the city supplemented by cultural and commercial connections. Formerly known as the Highway Corridor unit, it provides a place for visitors to the city to stop adjacent to the city centre, as well as characteristic features visible to highway travelers and visitors alike.

Existing character:

This unit is located centrally, along both sides of the river where it parallels the highway corridor just south of downtown Weyburn. Current boundaries of this unit run from the railroad bridge on the west to the Highway 39 twin bridges on the east. The unit extends to the railway tracks on the north and the south side of the highway on the south, with an extension at the southeast end providing a connection to River Park south of the highway. Boundaries do not need to be extended. Figure 6 shows the boundaries.

The former diverse quasi-natural riparian zone along the river was significantly altered by the construction of dikes and walls paralleling the river through most of this unit. Grass cover, planted trees and shrubs, and new volunteer vegetation at the water's edge have softened the visual effect of the flood control measures. The well-traveled Highway 39 runs the length of this unit. Some of the diking is on the south side of the highway. The heavily used CP rail line (originally the "Soo Line" between Moose Jaw and Chicago) forms the northern limit of the unit. Government Road and Third Street cross the unit from north to south and both carry high vehicle volumes. Traffic lights at the highway mark two of the busiest intersections in town. The current Tatagwa

trail system is constrained by these transportation routes. The current route crosses Government Road one block north of the end of the boardwalk to ensure a safe railway crossing, and is routed through private property to the west. Similarly, to the east trail users are routed south along Third Street, across the highway, and then east to connect with River Park.

Three sub-sections are evident. The central Boardwalk section is the focal area, with the existing boardwalk and several small commercial buildings on the north side of the river. These hold seasonal and year-round establishments. There is road access from both east and west via Industrial Lane. The western Riverfront section is a grassed open space with scattered trees, mostly planted, on the north side of the river. There is informal foot access, only from the east end, as the railway blocks the north side. Similarly, a strip of vegetation runs on the south side of the Boardwalk and Museum sections.

The boardwalk in summer

The easterly Museum section has only a small strip of vegetation along the river on both steep banks. North of the river, commercial lands are open, un-vegetated and hold a large agricultural service operation. There is road access along the north side of the river through to the highway. The Soo Line Historical Museum (a former power plant) occupies a prime spot to the northeast at the curve in the river. On the south side of the highway, a designated pathway connection using sidewalks, roadways and paths through open space is part of the parkway trail system.



*The feed mill and Museum
from the 3rd Avenue bridge*

In the Boardwalk section, progress in establishing elements from the previous master plan is evident. A key element is the riverfront boardwalk, which extends east from Government Road approximately half of the distance to Third Street. This has been implemented in conjunction with a pathway and a feature entry plaza near Third Street with seating and defined planting areas. Sculptural versions of a wheat stalk make a striking visual statement and accomplish this recommendation from the previous master plan. Elements of the theme requiring attention are a connection

with the museum to the east as well as extension of the boardwalk and/or path both up and downstream to the extent practical. Emphasis on suitable commercial opportunities on adjacent vacant lands would take advantage of the potential of this unit for a strong connection to the city centre.

Land Use and Recreation Strategy:

This unit is key to setting the identity for both Tatagwa and the City of Weyburn. Two elements are recognized in the name Riverfront Boardwalk. The existing boardwalk element highlights a distinct identity in the river setting, while still being a part of the overall pathway system. The Riverfront element is both a setting for the city as well as a natural linear corridor which carries the Parkway trail system, and is particularly relevant in the western section of the unit.



The thematic elements of welcome and entry to the city are echoed in a special "Riverfront Market" city zoning category covering the northern part of the centre and eastern parts of the unit. This zoning also applies to a strip south of the unit boundary, just south of the highway corridor. The area directly along the river is zoned "Parkway".

Figure 6 illustrates the development concept for the unit.

The development concept for the Boardwalk and Museum sections is strongly related to that identified in the previous master plan. To use the words of the "Riverfront Market Zone" from Weyburn's zoning bylaw, the area is "intended to take on the character of a thriving riverside market."

Extension of boardwalk and trail sections will complement the market character. Therefore, appropriate land use directly along the river will support further pathway linkages, ultimately resulting in a continuous pathway along the northeast bank of the river. These are the strong linkages between the Red Coat Trails and River Park identified in opportunity analysis, and supported by public input. This will be accomplished by creating sections of pathway that pass under the roadway and rail bridges alongside the water's



edge. This approach has been used successfully in several locations in Regina, even where the pathway surface is below water levels for much of the year. This will likely require feasibility and engineering studies for final routing. None-the-less, a continuous pathway without road crossings is practical. Trail extension in the Riverfront segment, west of Government Road, will be a simple paved route through the existing park-like setting with the opportunity for simple seating areas. Adding more seasonal re-circulating fountains in the river throughout the unit will accentuate the welcoming look of the existing ones and improve water quality in summer.

The emphasis for land use north of the pathway itself is to provide opportunities for compatible commercial or cultural activities. These activities should support the market concept and attract the traveling and city-wide public. An alternative to larger shopping areas with a distinct mix of entertainment and commerce is envisioned. Commercial ventures could front on a pedestrian thoroughfare connected to the boardwalk, or occupy space in a market style building. In the long term, supporting access and parking areas must not occupy land right next to the riverfront. There are several successful market style ventures throughout North America that could be looked at as models, including Granville Island in Vancouver, Pike Place Market in Seattle, and the Forks Market in Winnipeg.

It is important to get a mix of uses that will sustain a year-round commercial presence without relying too heavily on seasonal tourist traffic. The types of permanent uses that would be appropriate would include craft and artisan activities (covering art galleries, workshops/studios, retail), specialty shops, restaurants or cafes, bakery, light entertainment, a tourist centre, and museums or displays. Work-live situations with office or residential in unobtrusive upper floor spaces might be appropriate. Seasonal ventures that would be appropriate include a farmers' market, plant nursery, ice cream and confections (portable), some of which might become year-round ventures. These ventures could use

open space until becoming more established. There is also space for special events like craft fairs or arts festivals that could be scheduled into the area until more permanent development occurs. The current feed mill and tire service would ideally be relocated and those lots freed for more compatible uses.

*Farmer's market & craft fair,
Texas*

Construction style should echo the small older warehouse look of the current buildings in the Boardwalk section of the unit. Some caution is suggested in applying the current zoning document that indicates fast food outlets, financial institutions, clinics or a liquor store as acceptable uses. These uses would likely bring a steady stream of users to the riverfront area, but without design controls to ensure appropriate visual treatment, pedestrian orientation and trail linkage, vehicle control and landscape treatment, these ventures may detract from the desired character. Road right-of-ways in the units should be adjusted to facilitate the market concept and avoid conflict with pedestrian and other trail use. The concept illustrates modifications of current road access near the existing boardwalk and near the museum. Re-alignments accommodate a boardwalk/pathway, improve trail user access to the museum, and help define parking.

Priorities and Sequential Development Strategy:

1. A pathway underpass under the CP bridge and under Government Road, with a paved multi-use path through the Riverfront section. This will eliminate the Barber Motors connection and link the Boardwalk section with the Red Coat Trails unit. A "double" pathway or switchback may be required below the existing boardwalk.



Dewdney Avenue, Regina

2. Development guidelines for a marketplace adjacent to the Boardwalk and Museum sections, to become part of the zoning bylaw. A more detailed conceptual plan may be required to illustrate implementation of the guidelines. City commitment to infrastructure (roads, servicing) will be required in order to achieve the market place concept.

3. Active promotion of seasonal activities (Farmer's market, weekend festival staging etc.) at the Boardwalk segment, along with the promotion of permanent commercial opportunities.



*Underpass at
Wascana Parkway, Regina*

4. Pathway underpass under Third Street and extension of the boardwalk and multi-use pathway to the museum, with landscape enhancements extending the welcoming theme to the east side of Third Street.

5. Pathway underpass under Highway 39 to complete the linkage of upstream units with River Park and Signal Hill.

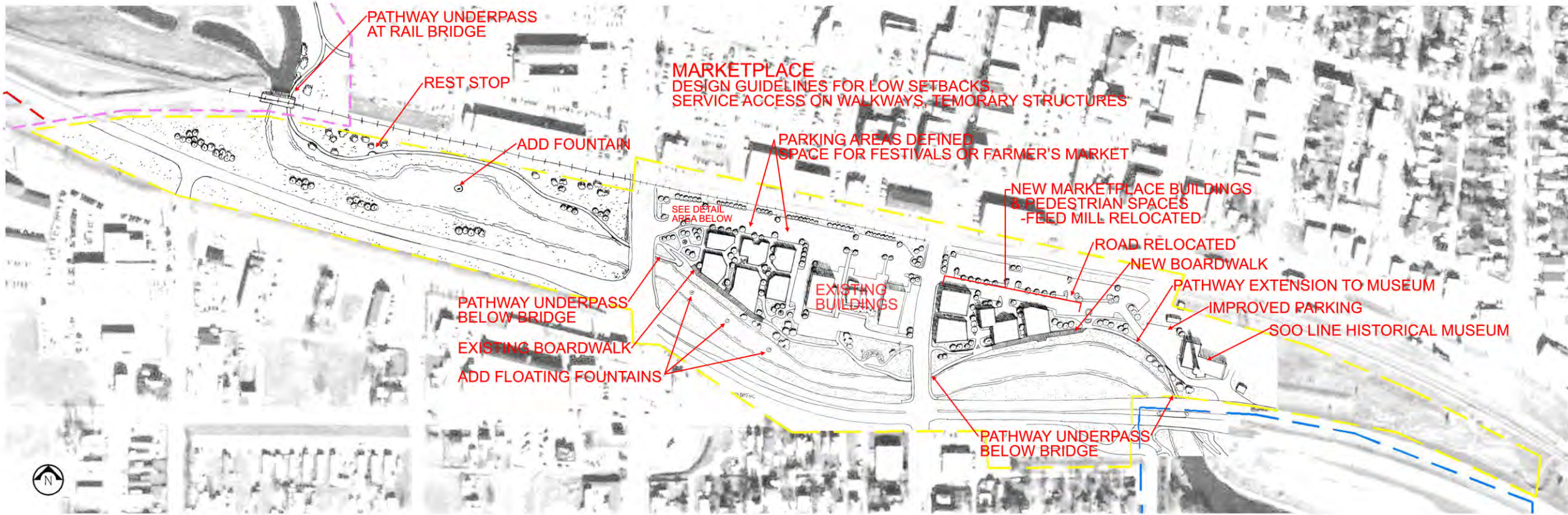
6. Relocation of the feed mill, road relocation, and expansion of the marketplace opportunities with path extensions into the marketplace.



*Government Road bridge
north end*

Sequential development is clearly from west to east. To extend the Tatagwa trail system south of the rail line, and avoid the awkward at-grade crossing of Government Road, requires passage under the CP line and Government Road bridges. While technically challenging, these components can proceed without affecting other areas. Extending a path through the Riverfront segment would be fairly simple even if it had a temporary crushed stone surface to ease budgeting. Further development guidelines and promotion for the marketplace adjacent to the trail should be initiated early, but since this will depend on private development to a large extent, it can proceed concurrently with public area spending. Development at the eastern end appears to be somewhat more complex, with a combination of pathway or boardwalk development, adjustment of roads and commercial activity, plus trail underpasses beneath two roadways. Therefore it is more practical that this phase would be near the end of this development sequence.

Existing Character:



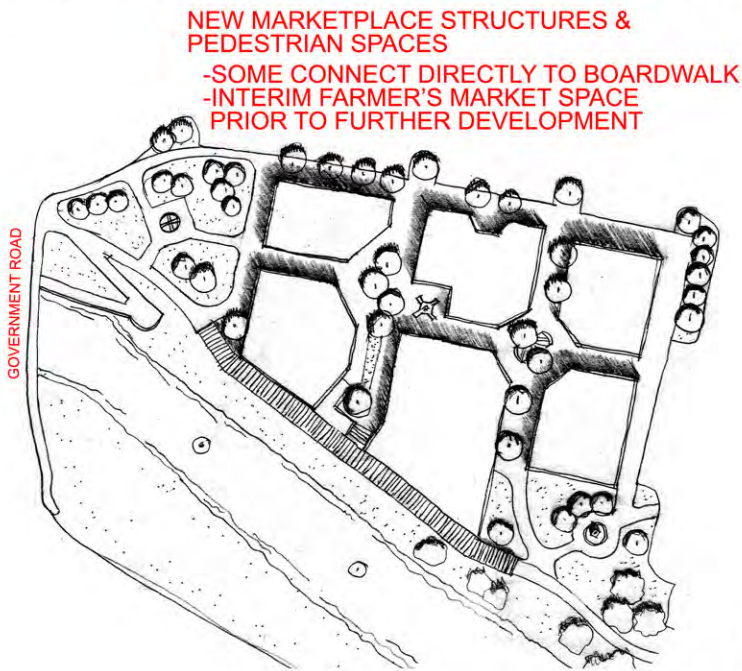
Theme:

The theme for this unit is a welcome to Weyburn reflecting the river form, an enticing entry to the city supplemented by cultural and commercial connections. Formerly known as the Highway Corridor unit, it provides a place for visitors to the city to stop adjacent to the city centre, as well as characteristic features visible to highway travelers and visitors alike.

Priorities:

1. A pathway underpass under the CP bridge and under Government Road, with a multi-use path through the Riverfront section. This will eliminate the Barber Motors “shortcut” and link the Boardwalk section with the Red Coat Trails unit. A “double” pathway or switchback may be required below the existing boardwalk.
2. Development guidelines for a marketplace adjacent to the Boardwalk and Museum sections, to become part of the zoning bylaw. A more detailed conceptual plan may be required to illustrate implementation of the guidelines. City commitment to infrastructure (roads, servicing) will be required in order to achieve the market place concept.
3. Active promotion of seasonal activities (Farmer’s market, weekend festival staging etc) at the Boardwalk segment, along with the promotion of permanent commercial opportunities.
4. Pathway underpass under Third Street and extension of the boardwalk and multi-use pathway to the museum, with landscape enhancements extending the welcoming theme to the east side of Third Street.
5. Pathway underpass under Highway 39 to complete the linkage of upstream units with River Park and Signal Hill.
6. Relocation of the feed mill, road relocation, and expansion of the marketplace opportunities with path extensions into the marketplace.

Sequential development is clearly from west to east. To extend the Tatagwa trail system south of the rail line, and avoid the awkward at grade crossing of Government Road, requires passage under the CP line and Government Road at the bridges. While technically challenging, these components can proceed without affecting other areas. Extending a path through the Riverfront segment would be fairly simple even if it had a temporary crushed stone surface to ease budgeting. Further development guidelines and promotion for the marketplace adjacent to the trail should be initiated early, but since this will depend on private development to a large extent, it can proceed concurrently with public area spending. Development at the eastern end appears to be somewhat more complex, with a combination of pathway or boardwalk development , adjustment of roads and commercial activity, plus trail underpasses beneath two roadways. Therefore it is more practical that this phase would be near the end of this development sequence.



RIVERFRONT DEVELOPMENT STRATEGY

TATAGWA PARKWAY MASTER PLAN 2007 CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#202, 2222 Albert St.
Regina, Sask. S4P 2V2

DRAWN BY: ALDP
DATE: 23 NOV- 2007
SCALE: 1:2000
PROJECT: 07-D5

Red Coat Trail

Theme:

The theme is low intensity, un-programmed, non-motorized recreation in a natural riparian setting, and appreciation of the natural values of the setting. This is supplemented by information or low-key facilities allowing nature appreciation, and a linkage to the adjacent Exhibition grounds.

Existing Character:

The unit is located along both sides of the river, west of the downtown area and southwest of the Exhibition Grounds. It was formerly identified as the Exhibition unit. The limits are determined by the floodplain and the location of dikes on the northeast. The boundaries run approximately parallel to the river, bounded by First Avenue at the north, and extend just south of the highway. The unit almost abuts the Exhibition grounds. The unit is bounded by rural residential areas to the west, commercial land (some of it vacant) to the northeast and east, and the highway and rail line to the south.



*CP bridge from
the north*

Previous boundaries should be adjusted slightly to fill in gaps along the northeast limit, to allow more consistent management and an easier connection to the Exhibition grounds. Adjustment should include areas at the south end adjacent to the south service road right-of-way to permit future connection to the southwest commercial area. Consideration should be given to adding a parcel on the west side bank to protect the viewscape of the unit.



View south from dike

This unit is dominated by riparian land, where the river course meanders through a low-lying part of the valley. Most of the area is in quasi-natural condition, with a mix of open grassy areas, native shrubs (notably willow) and emergent aquatic plants at and near the shoreline, and a variety of introduced trees in various places. There are a couple of islands in the river with narrow connections to the shore. Disturbance from diking and rail line removal appears successfully re-vegetated.

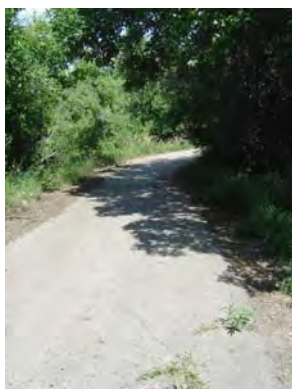


Curving former railway bridge

A relatively extensive paved looping trail system has been established utilizing former rail lines, railway bridges, the top of the dike, and new connecting routes along the river edge. This has largely realized the trail recommendations of the previous master plan. Interpretive signs and scattered picnic tables have been placed along the trails. One parking lot has been established. Access to the unit is primarily from the north and east, at the top of the dike. Trail connection to the east requires users to pass through a commercial parking lot and then to use city streets. There is a western access to the trail system, however it is located in a low sparsely populated area. Perhaps if the western area of town becomes more developed over time, this entry point will gain some traffic and significance.

The only distinct sub-section is the short linear northward extension along a former rail line, which extends to 1st Avenue NW (also Highway 13). This area is restricted to the trail and a small buffer on either side.

Because it is vegetated with quasi-natural cover and unmowed grass, the unit has a gentle, relatively quiet overall character, conducive to nature appreciation and dispersed trail use. It has a quiet feel in many areas as many trails are lower than the surrounding land, and often buffered by valley banks or dykes.



Pathway through willows

Land use and Recreation Strategy:

Supporting and enhancing a continuation of existing use and management is the main approach for this unit. Figure 7 illustrates the concept. The trail system appears effective and well used. Attention to trail quality, vegetation management and enhancement is required in some areas. For example, paved trails do not appear to be practical in areas with heavy willow growth. These trails may have to be abandoned or converted to another surface material.

Vegetation management activity should also address previous afforestation. Unsuccessful attempts are to be cleaned up, some trees need pruning or removal. Further planting should

use native species better adapted to the site. The use of fire as a management tool for grassland areas should be considered.



East end of CP bridge

Construction of a trail underpass beneath the CP rail bridge on the east side will allow extension of a pathway along the dike. This will complete a connection to the Riverfront Boardwalk unit, as discussed previously. A feasibility study and negotiation with Canadian Pacific Railways will be needed.

Extension of the pathway system along an existing gravel route to the southwest corner is to be implemented once issues regarding a public crossing of the rail line are resolved. If a public crossing is made available, the path should be connected to the crossing so that the railway and highway can be safely crossed by Tatagwa users.



Gazebo options

Replacement and upgrading of existing nature interpretation will enhance the natural values of the unit. A low key interpretive centre, such as a gazebo, will provide a focus for groups or individual users. This should house a map and other graphic material to supplement signs that would be placed along the trails. This is a common approach in many provincial and national parks, including the Banff National Park lower hot springs trail where a trailhead shelter presents background to the detailed signs found along the pathways.

To avoid potential land use conflict, the northeast area is to be managed as a buffer to the adjacent commercial/ industrial area. Groups of trees will help define the area and buffer views. Including new land at the northeast will help avoid future land-use conflict, facilitate a connection to the Exhibition grounds, and offer potential space for another parking lot.

To strengthen a connection between civic amenities, an obvious connection to the Exhibition grounds and skate park is needed. Planting trees through the existing Exhibition parking areas emphasizes this linkage. Another linkages to the main Exhibition entrance could be enhanced by designation and/or

improvement of existing sidewalk and road connections along 1st Avenue North.

The area of potential land acquisition on the southwest side of the river should be considered because if private development occurs, structures in this area could dominate trail scenery and views.



*Dewdney Ave underpass,
Regina*

Priorities and Sequential Development Strategy

1. Trail extension and underpass below the CP tracks to complete a linkage to the Riverfront Boardwalk unit; include necessary studies and negotiations.

2. Improve interpretation by developing new media and messages, house maps and core messages in a gazebo, and replace trail-side signage

3. Buffer area and linkage planting along northeast. Extend planting into Exhibition parking lots also. Add a parking lot.

4. Ongoing vegetation management.

5. Southward trail extension to a formal rail crossing when appropriate. Southwest property designation/acquisition.

6. First Avenue North linkages.



*Typical buffer planting,
east city limits*

The sequence of development is to complete the linkage with the Riverfront Boardwalk unit. The next step is to enhance the strength of this unit, which is natural values and appreciation, then take action on overall pathway linkages and connections to the adjacent Exhibition Grounds. Success in an interpretive program will create interest and bring in newer users such as school groups. Connections and buffering on the northeast side will reinforce the Parkway image while building connections for additional users.

Existing Character:



Theme:

The theme is low intensity, un-programmed, non-motorized recreation in a natural riparian setting, and appreciation of the natural values of the setting. This is supplemented by information or low-key facilities allowing nature appreciation, and a linkage to the adjacent Exhibition grounds.

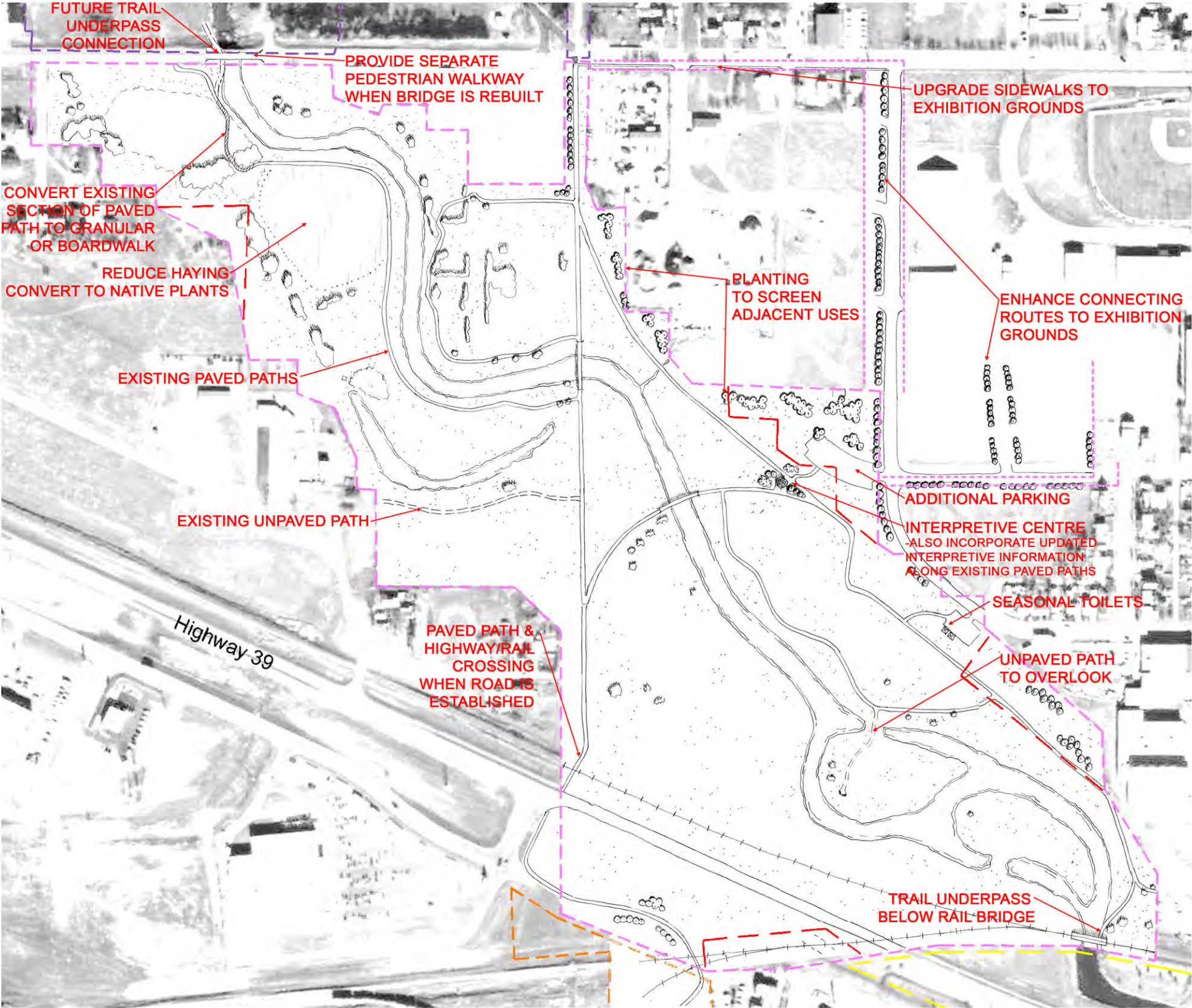
Gazebo Options:



Priorities

1. Trail extension and underpass below the CP tracks to complete a linkage to the Riverfront Boardwalk unit; include necessary studies and negotiations.
2. Improve interpretation by developing new media and messages, house maps and core messages in a gazebo, and replace trail-side signage
3. Buffer area and linkage planting along northeast. Extend planting into Exhibition parking lots also. Add a parking lot.
4. Ongoing vegetation management.
5. Southward trail extension to a formal rail crossing when appropriate. Southwest property designation/acquisition.
6. First Avenue North linkages.

The sequence of development is to complete the linkage with the Riverfront Boardwalk unit as part of the priorities for that area. The next step is to enhance the strength of this unit, which is natural values and appreciation, then take action on overall pathway linkages and connections to the adjacent Exhibition Grounds. Success in an interpretive program will create interest and bring in newer users such a school groups. Connections and buffering on the northeast side will reinforce the Parkway image while building connections for additional users.



RED COAT TRAIL
LAND USE & RECREATION STRATEGY
TATAGWA PARKWAY
MASTER PLAN 2007
CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#202, 2222 Albert St.
Regina, Sask. S4P 2V2

DRAWN BY: AL/DP
DATE: 23 NOV 2007
SCALE: 1:2000
PROJECT: 07-D5

River Park



Campground entrance

Theme:

A two part theme is appropriate. The theme for the north end is higher intensity outdoor recreation supported by the necessary infrastructure, for both visitors to the city and local residents. This supports the existing campground (a very successful program) as well as gathering space for groups or special events. However, no organized sports facilities are to be included. This function will be extended to the east side of the river over time. The theme for the balance of the unit is to maintain the successful trail loops through the Souris Valley riparian area. This would be supplemented by continuing afforestation plus vegetation management to provide an appropriate setting and create interest in outdoor activities. Within the riparian zone, management will continue to emphasize protection of natural values. Historic elements (the oil well and bridge) enhance the trail experience.

Existing Character:

The unit is located along both sides of the Souris River, southeast of the city centre, between highway 39 and its commercial area to the northeast, and Confederation Drive at the bottom of Signal Hill and the path along the river to the southwest. Highway 39 is the northern limit, and the city limits are the southern limit. Boundaries require small adjustments on the northeast side of the river to include lands where trails have been established, and along the south boundary corner include a small area to incorporate the south bank of the river.



Pathways to monument and play area

At the northern end of River Park is a 28 unit campground with a fairly new washroom facility. Most campsites are fully serviced, and occupancy during the summer season is very high. Many visitors are long-distance travellers using the highway, but there are a number who stay longer as part of a vacation. The campground is relatively densely developed. At the east end of the campground is a pavilion and adjacent parking lot. The style of the washroom appears to follow recommendations of the previous master plan for a "station

house". The campground and surrounding area, including open space, trails and shelters have a relatively high level of maintenance, with manicured grass and shrubs, and clear signage.



The trail complex looping around the riverbanks south of Highway 39 is called the Signal Hill Trails. However, areas along the river (below the pathway route) have more in common with River Park than with Signal Hill's hillside and are therefore included in this unit. Beyond the Campground segment, the balance of River Park is maintained and managed similarly to Red Coat Trails: paved and unpaved trails in a quasi-natural setting with limited mowing, introduced planting and some nature interpretation. Most evidence of disruption from channelization of parts of the river course has been softened by re-vegetation. At the south end, a used iron frame bridge provides trail access across the river. The bridge installation and trail loops are part of the successful implementation of previous master plan recommendations for the area. As well, a paved pathway is continuous along the east side of the river, with several secondary loops. A path extension on the south side of the Highway 39 bridge completes the link for a complete, 3 km loop around the unit.



*Iron bridges on
Signal Hill Trails*

The quasi-natural Trails segment is set apart from the Campground area by much reduced maintenance. The east side of the creek has a stronger historical aspect: the site of one of the earliest oil wells in Saskatchewan is located at the east end of the iron bridge. This resource-related flavour echos the neighbouring light industrial and service businesses along the highway. The west side portion grades into the Signal Hill unit at the base of the hill. Near the bridge, less formal pathways are mowed into the mixed native and tame grasses. Scattered shrubs and some planted trees along with typical shoreline vegetation provide a natural setting. Some interpretive signs and other trail markings are evident but the system appears inconsistent.



Land Use and Recreation Strategy:

The Campground segment appears to be well used and managed. There are opportunities to capitalize on the popularity of this facility. Figure 6 shows a conceptual plan for this unit. Campground expansion to the east appears possible, using an existing road that loops around a picnic shelter, but would limit options for other use. Adjacent parking near the river is used for overflow camping.



Inflatable stage shelter



Flea market & food tents

The existing shelter area and the adjacent space to the south provide facilities for festivals, music events, private or public gatherings like family re-unions, weddings, picnics or fund-raisers. A larger shelter with a stage will add versatility. Participants can stay at the campground. Most of the necessary services are already in place at the campground, although these might need upgrading. Mowed open space provides a flexible area for audiences, show tents, trailers or food court trailers. Some parking is available along Confederation Drive, but other open space will be designated for temporary parking, depending on the event, doubling as recreation space for campground users. Increased intense management of the area will be required.

As part of this area, designated picnic sites are placed at the perimeter of the open space. Some are to be closer to the shelter. The intent is to make this the place to come to for a group or family event. Water and power outlets, and site furniture will complete the facility.

Another pedestrian scale bridge across the river will add variety to the trail experience for visitors to the campground area and others. This would extend from the edge of the more developed area, south of existing large willow trees. On the east side of the river, the bridge would connect to a picnic area with access from Highway 39. This will provide a good option for highway travelers, and also serve as an overflow camping area for festivals. The facility will have power, water as well as low-flush pumpout toilets to provide a reasonable tourist facility. The bridge will offer picnickers a connection to the greater variety of campground facilities.

The central commercial parking area just west of Highway 39 on lands now designated as Parkway is to be rationalized. The actual area needed for storage or parking by adjacent businesses is to be more clearly defined and buffered by tree or shrub planting. Parkway zoning will limit incompatible uses. If this area commercially controlled or intended for long-term business use, parkway designation could be re-evaluated.

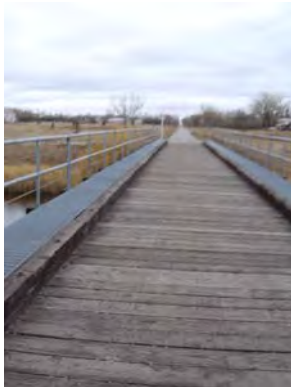


Campground from east bank

Other enhancements are incremental in nature, building on the existing trail network and management regime. Interpretive signs need to be rationalized, with a centralized display area at a simple shelter structure. Un-paved trails are a practical idea, with definite destinations such as river overlooks coordinated with interpretive values.

Priorities and Sequential Development Strategy:

1. Festival facilities, including a larger shelter, power, lights and multi-purpose open space.
2. Picnic grounds with designated picnic sites adjacent to campground area.
3. Trail and vegetation management. Include planting for future picnic area on east side.
4. Pedestrian bridge from east end of campground.
5. East side picnic area and overflow campground, including water supply and power.



Footbridge at Red Coat Trails

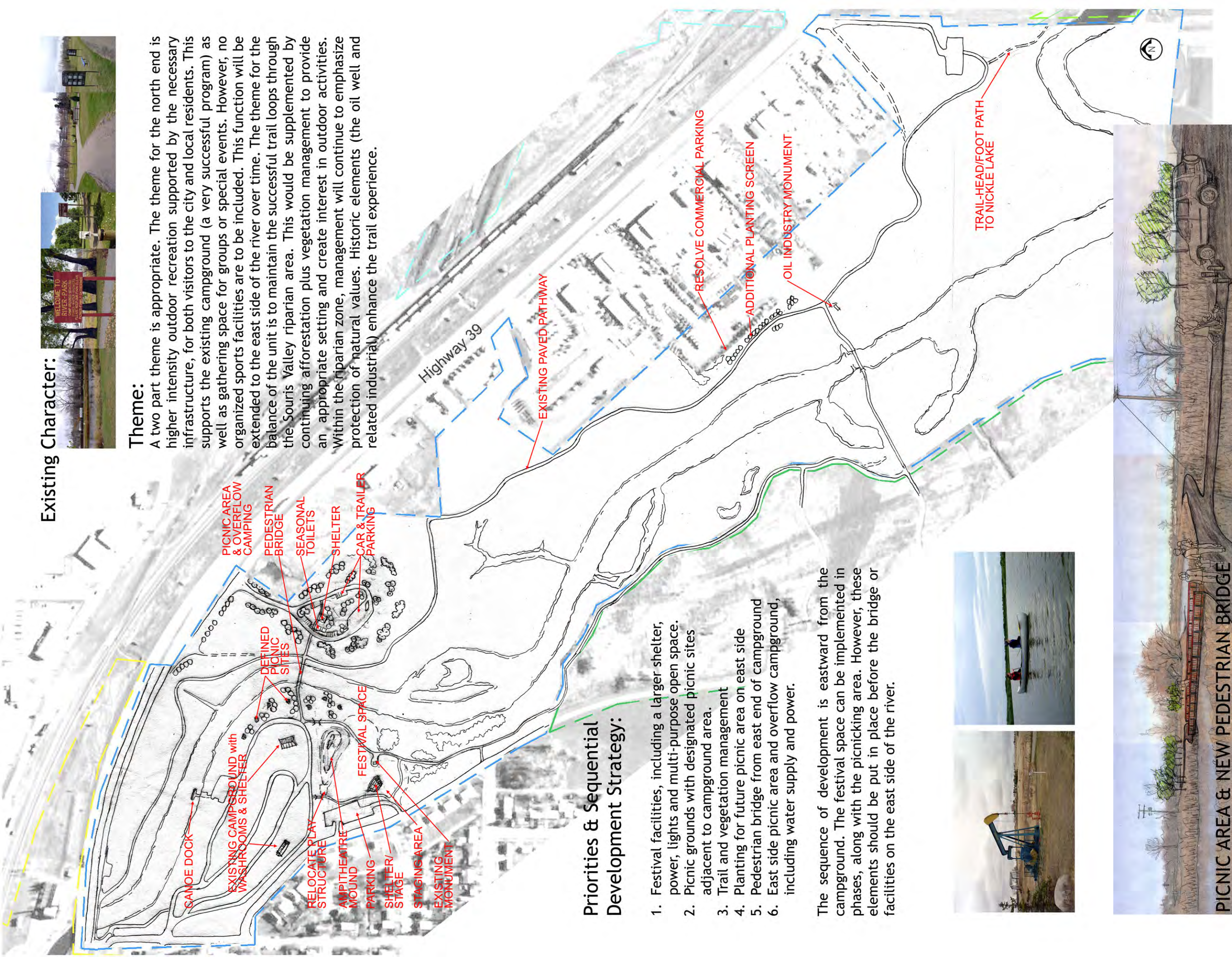
The sequence of development is eastward from the campground. The festival space can be implemented in phases, along with the picnicking area. However, these elements should be put in place before the bridge or facilities on the east side of the river.

Existing Character:



Theme:

A two part theme is appropriate. The theme for the north end is higher intensity outdoor recreation supported by the necessary infrastructure, for both visitors to the city and local residents. This supports the existing campground (a very successful program) as well as gathering space for groups or special events. However, no organized sports facilities are to be included. This function will be extended to the east side of the river over time. The theme for the balance of the unit is to maintain the successful trail loops through the Souris Valley riparian area. This would be supplemented by continuing afforestation plus vegetation management to provide an appropriate setting and create interest in outdoor activities. Within the riparian zone, management will continue to emphasize protection of natural values. Historic elements (the oil well and related industrial) enhance the trail experience.



Priorities & Sequential Development Strategy:

1. Festival facilities, including a larger shelter, power, lights and multi-purpose open space.
2. Picnic grounds with designated picnic sites adjacent to campground area.
3. Trail and vegetation management
4. Planting for future picnic area on east side
5. Pedestrian bridge from east end of campground,
6. East side picnic area and overflow campground, including water supply and power.

The sequence of development is eastward from the campground. The festival space can be implemented in phases, along with the picnicking area. However, these elements should be put in place before the bridge or facilities on the east side of the river.



PICNIC AREA & NEW PEDESTRIAN BRIDGE



FESTIVAL SPACE

RIVER PARK DEVELOPMENT STRATEGY TATAGWA PARKWAY MASTER PLAN 2007 CITY OF WEYBURN

Figure 8

Souris Valley Centre

Theme :

The theme for the unit adjacent to the grounds of the former mental health facility is 'transition' - passing through a landscape established for now defunct uses. The theme will be realized by offering trail users social/cultural interpretation of the setting, nearby structures and the former intensive land-use practices. For example, the Saskatchewan Drive tree-lined *allée* continues to emphasize the transition of former workers and patients at the centre when a traveller experiences the same sense of arrival. To support a trail network, little intense development is needed. Along the river edge, the natural and introduced wooded areas will be encouraged and sustained.



*Souris Valley Centre
Main Building*



Saskatchewan Drive entrance

Existing Character:

Located on the northwest corner of the city, the unit is made up of part of the grounds of the former Souris Valley Regional Health Centre which dates back to the 1920s. The current Parkway lands run along both sides of the river, up to Souris Valley Road (the Centre's south entrance) on the east and the city limits at Queen Street on the west, and in separate sections, along a narrow north-south strip covering a former rail line and a wider east-west strip covering Saskatchewan Drive (the eastern entry) and its parallel shelter belts and drainage way. Boundaries should be extended to include a strip along the west side (alongside Queen Street) north of the river then running along the north boundary of the Centre property to allow future loops.

There are four subsections. These are the Valley, the Rail Trail, the Entrance, and the North loop.



Rail Trail at 1st Avenue

The Rail Trail is a linear northward extension of a trail along a former rail line from the Red River Trail to the west end of the long tree-lined Saskatchewan Drive, where the former Souris Valley Regional Centre buildings are clearly visible. This portion includes a crossing of First Avenue (Highway 13) and is restricted to the trail and a small buffer on either side.



The Valley is the largest segment. The northeast side of the river encompasses well-vegetated areas that were formerly the residential area for Centre staff. Un-surfaced trails are in place following former roads. Most vegetation was planted and includes a variety of horticultural species of shrubs and trees. This area currently has one lookout structure, with views out to the Souris Valley.



Souris River and lookout

Some areas to the north include former cultivated areas, and shelter belt plantings. Several newer buildings are still in use, and former maintenance structures are adjacent to parkway lands in some places. On the southwest side, what may have been former fields have been in a natural state for decades, although portions are hayed. Groves of natural trees and shrubs break up a largely grassed area.



Ski trail parallel to Saskatchewan Drive

The Entrance is the east-west formal access route. Saskatchewan Drive is a paved road with grassed margins; it is paralleled on both north and south sides by substantial shelter belts. There are at least six rows of deciduous trees and shrubs in each shelter belt. Each has a defined pathway running through it, used primarily for cross country skiing. Drainage ditches cross the shelterbelts and road at the approximate mid-point and at the east end. The parkway lands also include a parallel east-west drainageway south of the shelterbelts.

The North Loop is a new segment, and is a narrow strip wide enough to carry a trail, running along a tree line at the property boundary.

Land Use and Recreation Strategy:

The Rail Trail serves a limited purpose: carrying a trail. Maintaining the segment for this purpose will involve keeping the trail clear, but ensuring natural vegetation is protected to enhance the experience, and provide shade. Replace or add trees as necessary.



Existing un-surfaced trail

In the Valley segment, east side trails will follow existing openings left by former roads. The main trail will be paved, but others can be grass or crusher dust surfaced. Lookout points will offer visual contact with river along the northeast bank. Simple rest areas with benches as well as simple roof will provide shelters for cross country skiing. Interpretive signs will be established at these stopping points: historic photos could be effective in evoking the former situation. Trails on the southwest side will offer a more open experience with rest spots and through typical valley vegetation. A pedestrian scale bridge over the river can be added to connect the trail loops. Management goals are to enhance the conversion to a more natural species, by adding shrub plantings and reducing haying. The area is designated as a bird sanctuary; this can be promoted by improving habitat and signage. Unpaved trail links on both sides will support a mountain biking course.

The Entrance will support a paved trail extension. Although there is enough space so that it could run through the grassed verges alongside Saskatchewan Drive, greater interest will be provided if the route goes through the shelterbelt. Because traffic volumes are low, trail users can in any case choose to travel safely on or beside the road. A simple bridge will be needed. Part of the route can run along the road at either end. Here also interpretive signs with historic photos are appropriate.



Trail shelter concept

The North Link will simply carry a pathway extension to allow for greater variety in the Parkway trail experience. This would be more important as a future consideration, or as an alternative if the North Loop unit development is postponed. Figure 9 illustrates the concept for the Souris Valley unit.

It's worth noting that there is an existing track running alongside the natural drainage way from Souris Valley Road to the west end of Saskatchewan Drive's shelterbelts. This is part of Souris Valley Centre lands, and apparently follows underground municipal drainage lines. As a good alternate loop this could easily be surfaced with crusher dust.

Priorities:

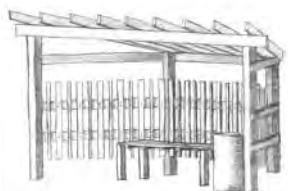


*Paved riverside trail
Cannon Falls MN*

1. Establish a main paved path route on the northeast bank from the historic cairn at First Avenue N to the grid road at the City limits. This will include a short bridge over the drainage course, a look out point and several rest areas. Formalize grass side loop paths along the main trail in the former residential area.

2. Develop interpretive messages and materials and place them along the main trail. Install shelter components at rest stops, coordinated with ski trails.

3. A paved trail through the shelterbelt on the north side of Saskatchewan Drive. Place the balance of the interpretive material along this route.



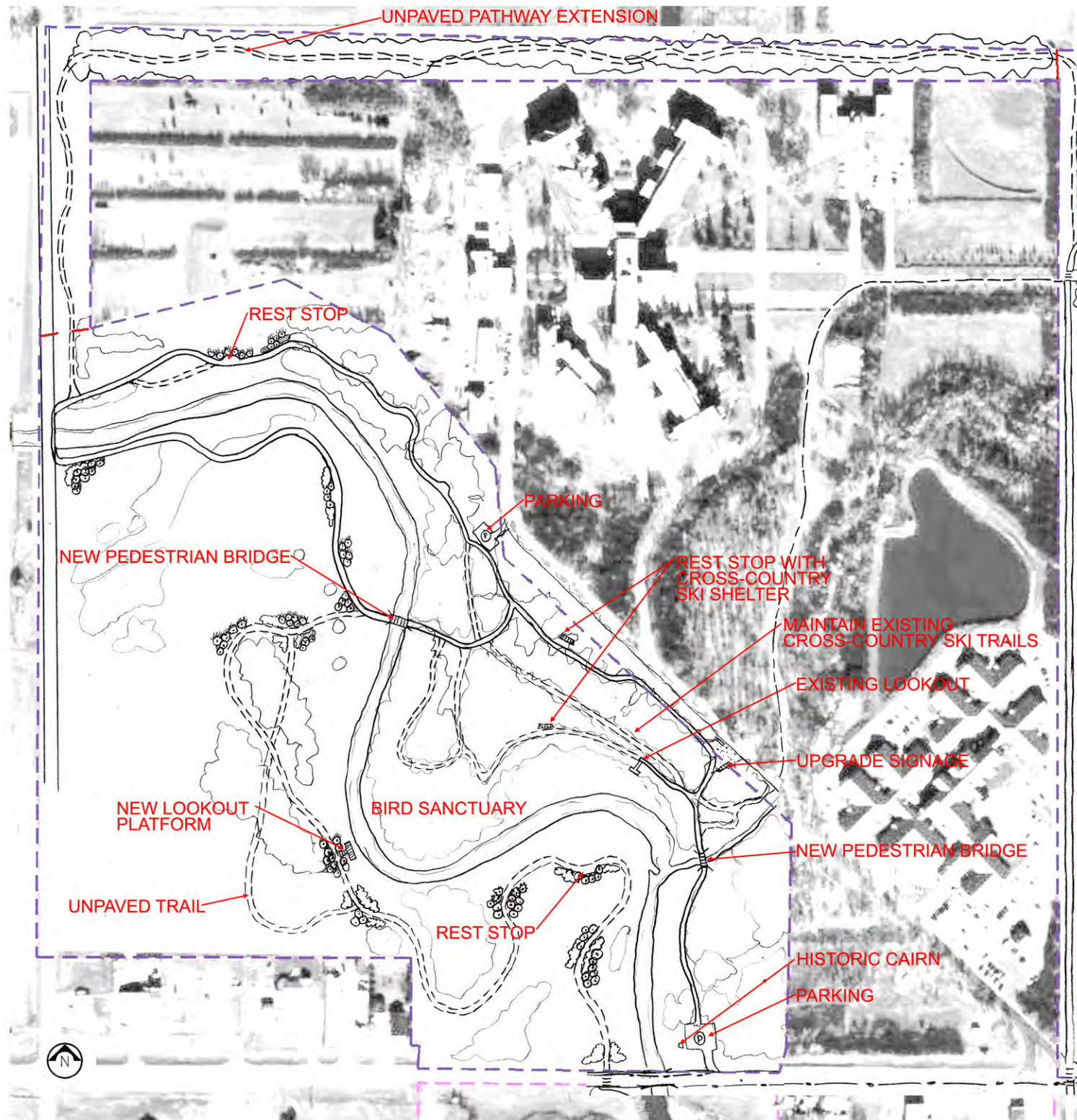
Trail shelter concept

4. Non-paved trails on the southeast side of the river. Include loops running close to the river in places. Planting to enhance natural values. Add a bridge across the river. Promote this area for non-motorized mountain biking.

5. Establish the North Link around the north perimeter as an unpaved trail.

6. Pave a main trail in the southeast part of the Valley segment.

Sequential development will proceed by establishing and connecting trails from the river outward. It starts with a formalization of existing routes on the northeast bank and their extension along this side of the river to Queen Street. This will be followed by interpretation activities, and then a paved trail paralleling Saskatchewan Drive. The southeast river bank will be next, which is essentially an extension of the Red Coat Trail experience. Finally, further trail complexity is ensured by the North boundary link.



Existing Character:

TWO OPTIONS FOR ROAD CROSSING
-SOUTH SIDE IN THE INTERIM
-NORTH SIDE ONCE NE PERIMETER TRAIL FULLY ESTABLISHED

MAINTAIN EXISTING
CROSS-COUNTRY SKI TRAILS

Theme :

The theme for the unit adjacent to the grounds of the former mental health facility is 'transition' - passing through a landscape established for now defunct uses. The theme will be realized by offering trail users social/cultural interpretation of the setting, nearby structures and the former intensive land-use practices. For example, the Saskatchewan Drive tree-lined allee continues to emphasize the transition of former workers and patients at the centre as the user experiences the same sense of arrival. To support a trail network, little intense development is needed. Along the river edge the natural and introduced wooded areas will be encouraged and sustained.



Priorities:

1. Establish a main paved path route on the northeast bank from the historic cairn at First Avenue N to the grid road at the City limits. This will include a short bridge over the drainage course, a look out point and several rest areas. Formalize grass side loop paths along the main trail in the former residential area.
2. Develop interpretive messages and materials and place them along the main trail. Install shelter components at rest stops.
3. A paved trail through the shelterbelt on the north side of Saskatchewan Drive. Place the balance of the interpretive material along this route.
4. Non-paved trails on the southeast side of the river. Include loops running close to the river in places. Add a bridge across the river. Promote this area for non-motorized mountain biking.
5. Establish the North Link around the north perimeter as an unpaved trail.
6. Pave a main trail in the southeast part of the Valley segment.



NEW PEDESTRIAN BRIDGE:



SKI TRAIL SHELTER:

NORTHEAST SOURIS RIVER BANK
POTENTIAL CHARACTER:



POTENTIAL DESIGN FOR
NEW LOOKOUT PLATFORM:



SOURIS VALLEY CENTRE DEVELOPMENT STRATEGY

TATAGWA PARKWAY
MASTER PLAN 2007
CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#202, 2222 Albert St.
Regina, Sask. S4P 2V2

DRAWN BY: AL/DP
DATE: 23 NOV- 2007
SCALE: 1:2000
PROJECT: 07-D5

Signal Hill



Water tower

Theme:

The hill is a landmark, having been a signifier of place for thousands of years. Appreciation of cultural and natural heritage, supplemented by the view is therefore an appropriate theme.

Existing Character:

The unit occupies most of the southern limits of the city, and extends around the base of the hill to the east where it occupies the upper reaches of the widening Souris River valley, and blends in to the River Park Unit. The southwestern extension covers a dike and diversion of the course of Tindal Creek. A minor boundary adjustment will include the area adjacent to the Arts Centre to include parking, roads and space between cultural components. Also, a reduction of area in the very southwest could be considered. By including only riparian areas here, areas under cultivation would be excluded from Parkway lands.

There are three segments to this unit: the Hilltop, the Hillside Prairie and the Valley. The Hilltop segment is self-explanatory, The Hillside Prairie segment covers the south and east sides of the hill, and is mostly grass covered.



T.C. Douglas Centre

Most of the cultural elements are located in close proximity in the Hilltop segment. These include the water tower, the T.C. Douglas Centre, tipi rings and rubbing stones, the Heritage Village, and the Arts Centre. As well as the iconic water tower, adjacent are a number of communications towers that take advantage of the elevation. The parking area adjacent to the water tower and Douglas Centre support this area. Separate parking lots for the Arts Centre and the Heritage Village, as well as the terminus of Commissioners Road are on the east side. There is a treed open space between the buildings. Unfortunately, the view to the south is dominated by the city landfill.

*View uphill from east*

The Hillside Prairie segment includes slopes to the south and east and is mostly grass covered. A fair proportion of this is native prairie cover but is interspersed with tame grasses and introduced plantings. Afforestation on the east facing hillside has created some attractive groves and micro-environments. One unpaved parking lot provides controlled access to paved pathways heading downhill as part of the parkway trail system. The unpaved part of Confederation Drive winds along the middle of the slope providing the only scenic drive in the Parkway. The area inside Confederation Drive's looping corner is frequently used for off-road bike and vehicles. Planted and volunteer vegetation in this area is suffering from this use. An unpaved track provides uncontrolled access to the drainage ditch below.

*Existing trailhead*

The Valley segment follows the new man-made drainage course established to carry water from Tindal creek eastward to the river. Much of this is ditched. Low-lying marshy or seasonally moist areas predominate, with grass and shrub cover, and very few trees. To the southwest portions of cultivated land are included on slopes rising to the south. There are unpaved access tracks to some of the diked parts of the ditch. A fence at the landfill defines the south boundary of much of the segment.

Land Use and Recreation Strategy:

Signal Hill is an obvious draw for visitors to Weyburn. A clear destination at Signal Hill can be provided by integrating all Hilltop elements into an interconnected, more integrated visitor experience. The creation of pedestrian linkages between the facilities ensures that visitors to one component can easily get to other features. Clear, common signage and mapping for the whole hilltop will help unify the area. This will be in keeping with an overall Parkway signage system, but could be used as a pilot project. Access points for components, such as the Heritage Village, should be relocated or added. Enhancement of the street frontage serves as a unifying element (as suggested in 1991 plan).

A more inviting and more strongly identified entrance (or entrances) to the Heritage Village is needed. To best serve visitors, a public washroom must be available in one building or another throughout the year. Relevant, quality interpretive messages which will tell the stories of the hilltop over centuries, are a key component. Adding a viewing tower would capitalize on the location, reinforce these messages and let visitors feel a link to the other towers on site. A picnic area between the buildings will enhance this underused space. Parking lots are better defined by trees. Inclusion of the end of Confederation Drive ensures control over access to the Heritage Village. Trail-heads link to paths into the other segments below. See Figure 10 for concept illustration.



Bison herd

In the Hillside Prairie, defining the boundaries will assist in excluding vehicle use. More active management to promote the native prairie vegetation is needed. This will include obtaining expert advice, possible use of fire as a management tool, and seed collection and re-seeding. Here is an opportunity for interpretive messages, as well as for community involvement. Managing the introduced tree groves to maintain plant health, and filling in areas where appropriate will perpetuate these hard-won elements. An exciting option for this segment is the establishment of a bison herd. This would require fencing, acquisition of animals and retention of a rancher willing to manage the herd. This option is discussed in Appendix A.

A trail from the hilltop to the path leading to the iron bridge should be established. Trails are to be introduced in place of vehicle tracks. Complete a loop linking to the Hilltop facilities first, then extend paths to link westward. Unpaved paths are appropriate at least at first. Careful location is needed for a Highway 35 pathway crossing.

Planting trees along the uphill side of Confederation Drive will emphasize this scenic drive. Providing pull-off areas on the downhill side, as well as leaving gaps in the trees, will accentuate this experience.



Native buffaloberry shrub

The Valley segment can be enhanced by introducing native riparian shrubs and some trees in select areas. Limited vegetation management is needed, only enhancing prairie grasses and other native cover as noted above seems appropriate. Converting existing tracks into trails will allow for interpretation of the natural setting, and allow linkages to complete a city perimeter trail loop. In the southwest section the most practical trail location is the top of the dike.

Priorities and Development Strategy:



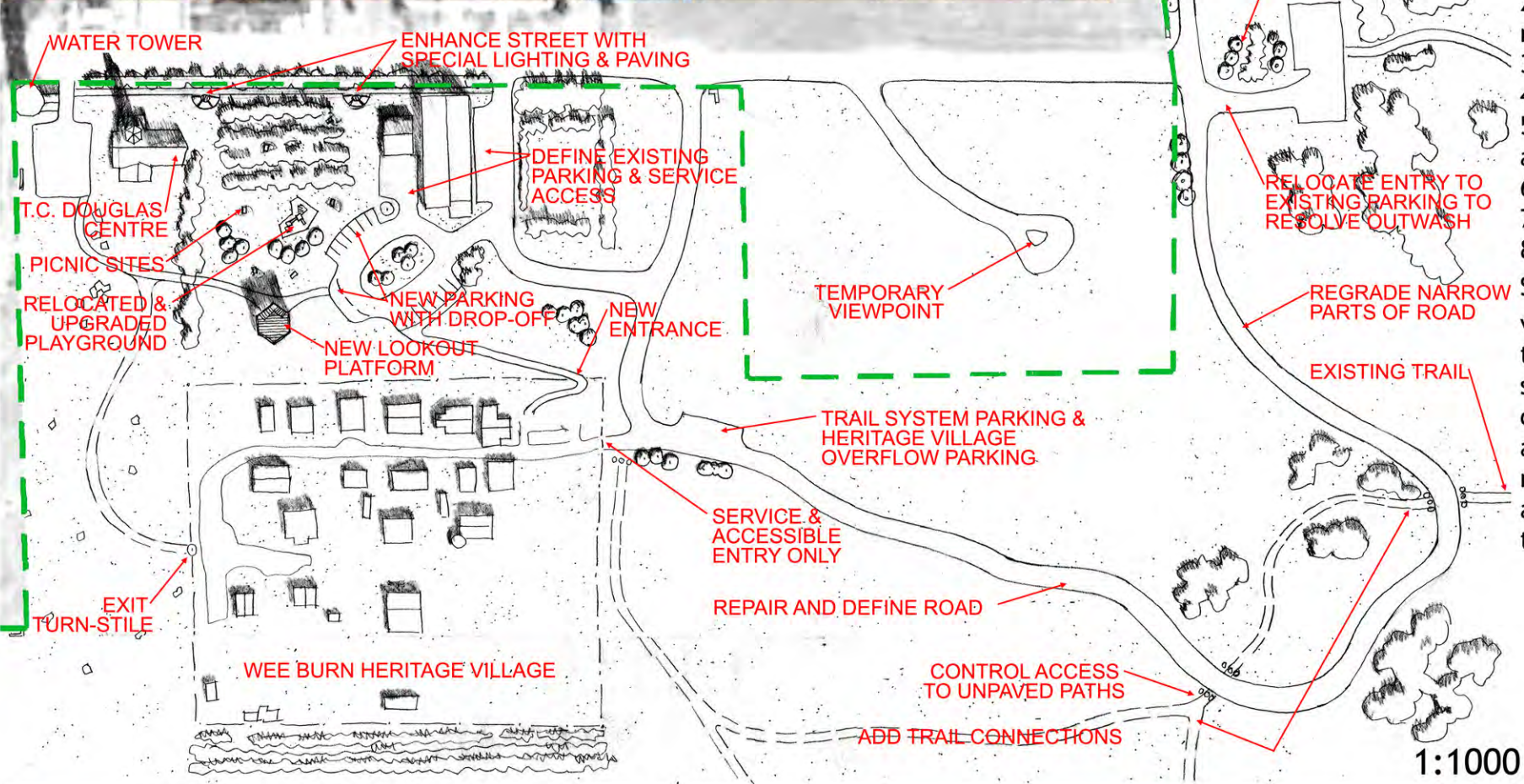
*Heritage Village and
Arts Centre*

1. Expand the designated area, integrate all Hilltop public facilities with pedestrian connections/signage, better layout for east side parking, and added Heritage Village entrances.
2. Hillside boundary definition, convert vehicle tracks to trails. Develop a strategy to manage off-road use.
3. Hillside scenic drive planting and overlooks
4. Hilltop picnicking and streetscape enhancement
5. Hillside /Valley grassland management to encourage prairie species. An optional approach would be to establish a bison herd in a fenced area. See Appendix A.
6. Hilltop viewing tower and interpretive messages
7. Interpretation of Hillside/Valley features
8. Extend Hillside/Valley trails

Sequential development and management is from the hilltop downward. Improving the visitor impression and experience around the significant cultural components is key to the tourism element. However, management of the quasi-natural areas that are the subject of the view from the hilltop is also important, although not as immediately visible.

Access control is an important management element. A viewing tower will enhance the hilltop area and make interpretation easier, promote the entire Parkway, while encouraging more extensive uses. Incrementally implemented trail extensions assist in vegetation and access management. A perimeter dike trail extension west completes a city-wide system.

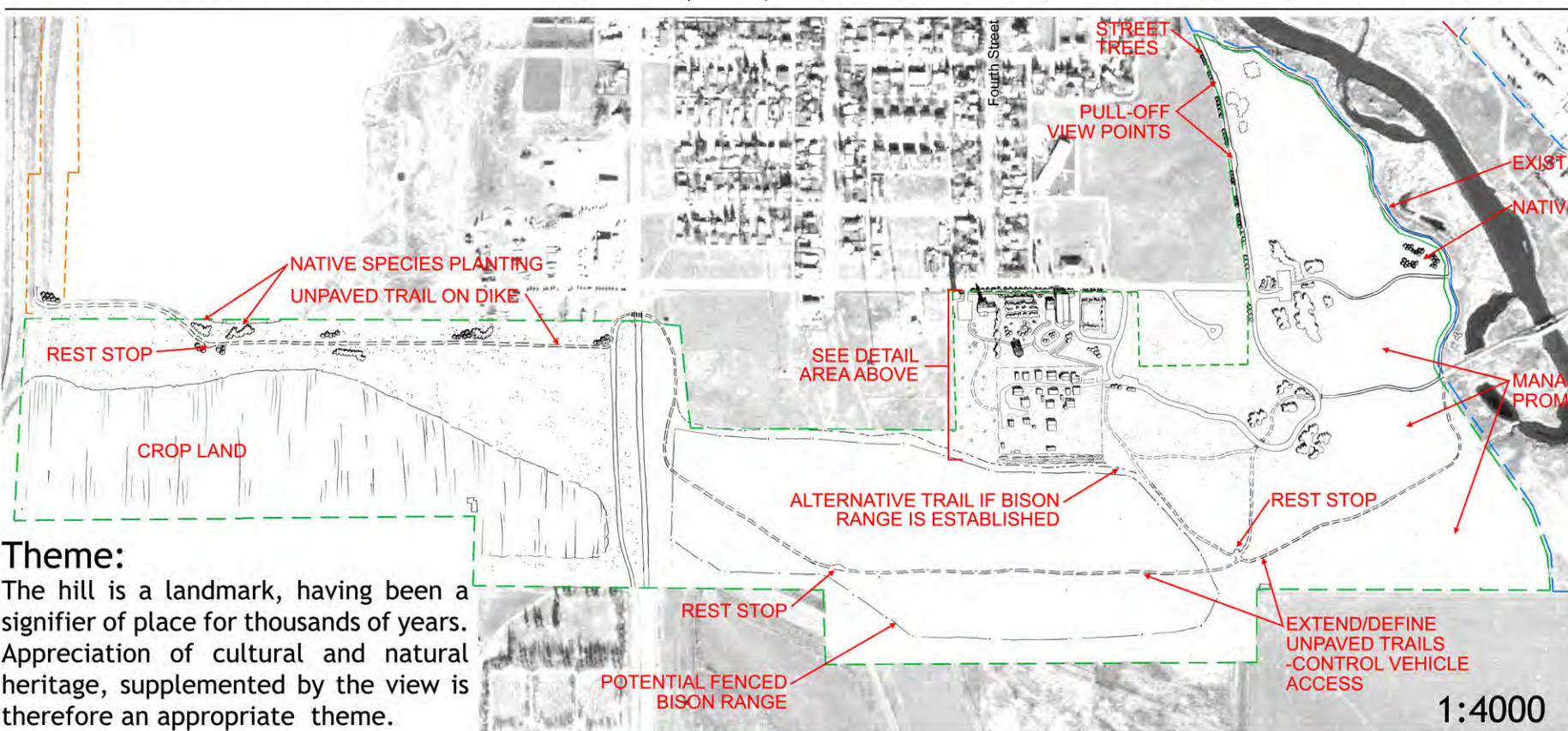
Existing Character:



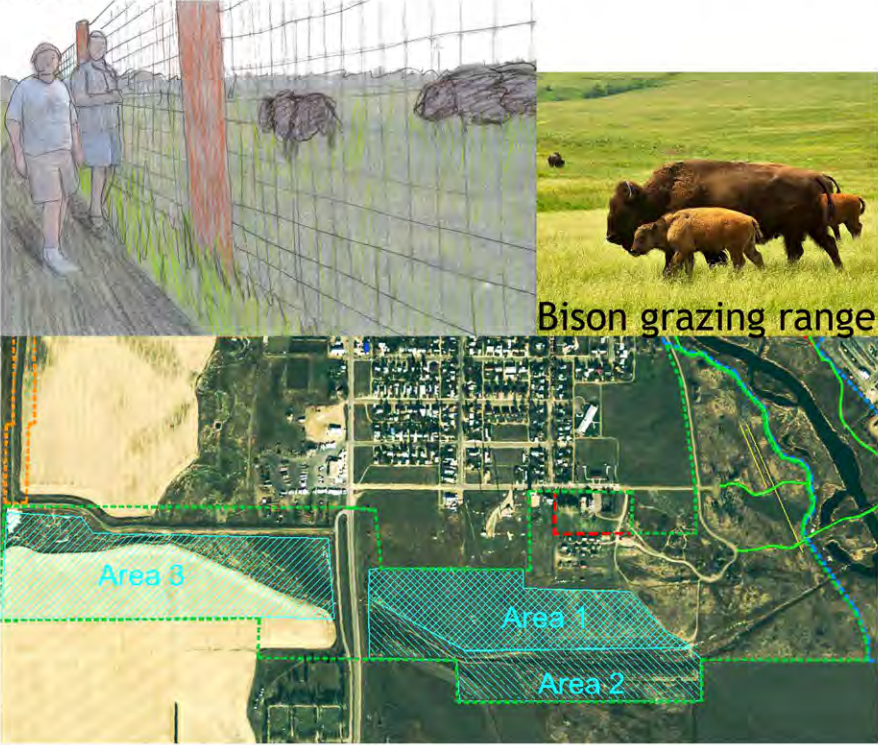
Priorities:

1. Expand the designated area, integrate all Hilltop public facilities with pedestrian connections and signage, better layout for east side parking, and additional entrances to Heritage Village.
2. Hillside boundary definition, convert vehicle tracks to trails. Develop a strategy to manage off-road use.
3. Hillside scenic drive planting and overlooks
4. Hilltop picnicking and streetscape enhancement
5. Hillside /Valley grassland management to encourage prairie species. An optional approach would be to establish a bison herd in a fenced area. See Appendix A.
6. Hilltop viewing tower and interpretive messages
7. Interpretation of Hillside/Valley features
8. Extend Hillside/Valley trails

Sequential development and management is from the hilltop downward. Improving the visitor impression and experience around the significant cultural components is key to the tourism element. However, management of the quasi-natural areas that are the subject of the view from the hilltop is also important, although not as visible. Access control is an important management element. A viewing tower will enhance the hilltop area and make interpretation easier, promote the entire Parkway, while encouraging more extensive uses. Trail extensions are linked to vegetation and access management, and can be implemented incrementally. A perimeter trail extension along the dike to the west would help complete a city-wide system.



Theme:
The hill is a landmark, having been a signifier of place for thousands of years. Appreciation of cultural and natural heritage, supplemented by the view is therefore an appropriate theme.



**SIGNAL HILL
DEVELOPMENT STRATEGY**
TATAGWA PARKWAY
MASTER PLAN 2007
CITY OF WEYBURN



DAVID POWELL
LANDSCAPE ARCHITECT
#202, 2222 Albert St.
Regina, Sask. S4P 2V2

DRAWN BY: AL/DP
DATE: 23 NOV- 2007
SCALE: AS SHOWN
PROJECT: 07-05

Clark Park



Theme:

Given the undistinguished setting for the unit, and a limited focus to date, a theme of afforestation and vegetation management to enhance natural values and improve the setting for organized sports and extensive trail use is appropriate. There is an opportunity for additional sports fields and other activities. The larger area will provide linkages to allow a city perimeter trail.

The unit is at the southwest edge of the city, and as well as a rectangle of land encompassing the namesake minimally developed city park and adjacent cropland, it includes a narrow linear section holding a dike along the west city limits, up to rail lines near Highway 39, as well as land on the north side of the rail lines toward the newer western commercial area. No boundary adjustments appear necessary. Consideration could be given to including a road easement (Fifth Avenue SW) to the east to allow access from Government Road.

Existing Character:



Existing Park entrances

The development unit is made up of low-lying former agricultural land with urban residential areas to the north and east. The course of a former creek, now diverted to the east, persists to the southeast of the ball diamonds and appears to have some native shrub growth. West of the four ball diamonds, there is an area of cropland. Other areas have little vegetation except for low grass cover. Disturbance from dike construction is still evident as little re-vegetation has occurred on the dikes. Natural diversity is low, and natural habitat seems restricted to the former creek channel.

Clark Park itself is the key element in the rectangular part of the unit land base. This is a low key city park, with the primary function of supporting four ball diamonds. Fourth Avenue SW runs along the north edge providing access to the diamonds. Two of the diamonds are moderately well



developed, with fences and dugouts, while the other two are much simpler. Parking is undefined and appears to be ad hoc. Fully half of this segment is cropland. There is an extension of the segment to the west to reach the dike.

The Perimeter Trail segment follows a dike running along the west side of the city, providing protection from flooding from the southwest. This is a low-lying area, and features tame grasses and a scattering of shrubs with a couple of alkaline seepage spots. The dike itself has a minimal gravel top and the banks are sparsely vegetated with weeds or grass. A designated corridor connects to the east to Clark Park, but as cropland this has no distinguishing features.

Land Use and Recreation Strategy:

The strategy for Clark Park has four elements. Define the park area, add to recreational opportunities, improve natural values, and support pathway linkages as part of the parkway scheme. An aggressive scheme of tree and shrub planting will help define the current park facilities, including parking areas, and enhance the opportunity for additional sports facilities. There is plenty of space available south and west of the ball diamonds to meet the growing demand for soccer fields or additional ball diamonds. An area for a soccer or rugby pitch should be set aside before tree planting occurs. Figure 11 illustrates a conceptual development plan.



*Possible new uses:
flying disc golf & soccer*

Current facilities should be upgraded. The value of the park for recreation will be improved by adding bleachers, a shelter, and seasonal toilet facilities. The shelter will offer a focal point for teams or spectators, and would be accompanied by limited picnic facilities. Parking areas for the diamonds and for other fields are to be designated and more clearly defined by trees. Access to the recreational facilities is poorly marked and needs to be upgraded.

The area southwest of the diamonds has some natural values, and could support less formal recreational activities suited to more a more varied setting. These could include an off-leash dog park or flying disc golf course. Adding groups of

vegetation will improve these opportunities. The route for a recreational trail connecting to the dike perimeter trail should pass through this area. Using the road easement to the west would make this connection more easily available to south hill residents.

Planting groups of native trees and shrubs along trail routes will add to the natural value of the area, help provide interest in a pathway route, and eventually will improve the trail experience. This will require that farming of the western part of the Clark Park segment be phased out. Similarly, select native plant material is to be introduced along the dikes for both aesthetic and erosion control reasons.



*Typical buffer planting
at east city limits*

Pathway linkages can be formalized as the demand grows. The dike surface is not passable in poor weather, so a crushed stone surface would be most appropriate. The perimeter route will require development of the western part of the Signal Hill unit, also along the dike. The most practical part of the route to implement is from the southwest corner to Clark Park, but a ramp down from the dike and other grade improvements are needed. A link further to the north end requires route planning and coordination with a link across the rail line, as the terminus is among commercial properties. However a road easement across the tracks exists (in the Red Coat Trail unit) and can be utilized for a non-motorized crossing.

Priorities and Development Strategy:

1. Plant trees and shrubs to define existing park elements as well as in groups along future pathway linkages and to enhance open space.
2. Designate space for other sports facilities. Explore opportunities for disk golf, an off-leash park or other open space uses.
3. Add to existing facilities with bleachers, shelter, and picnicking facilities.

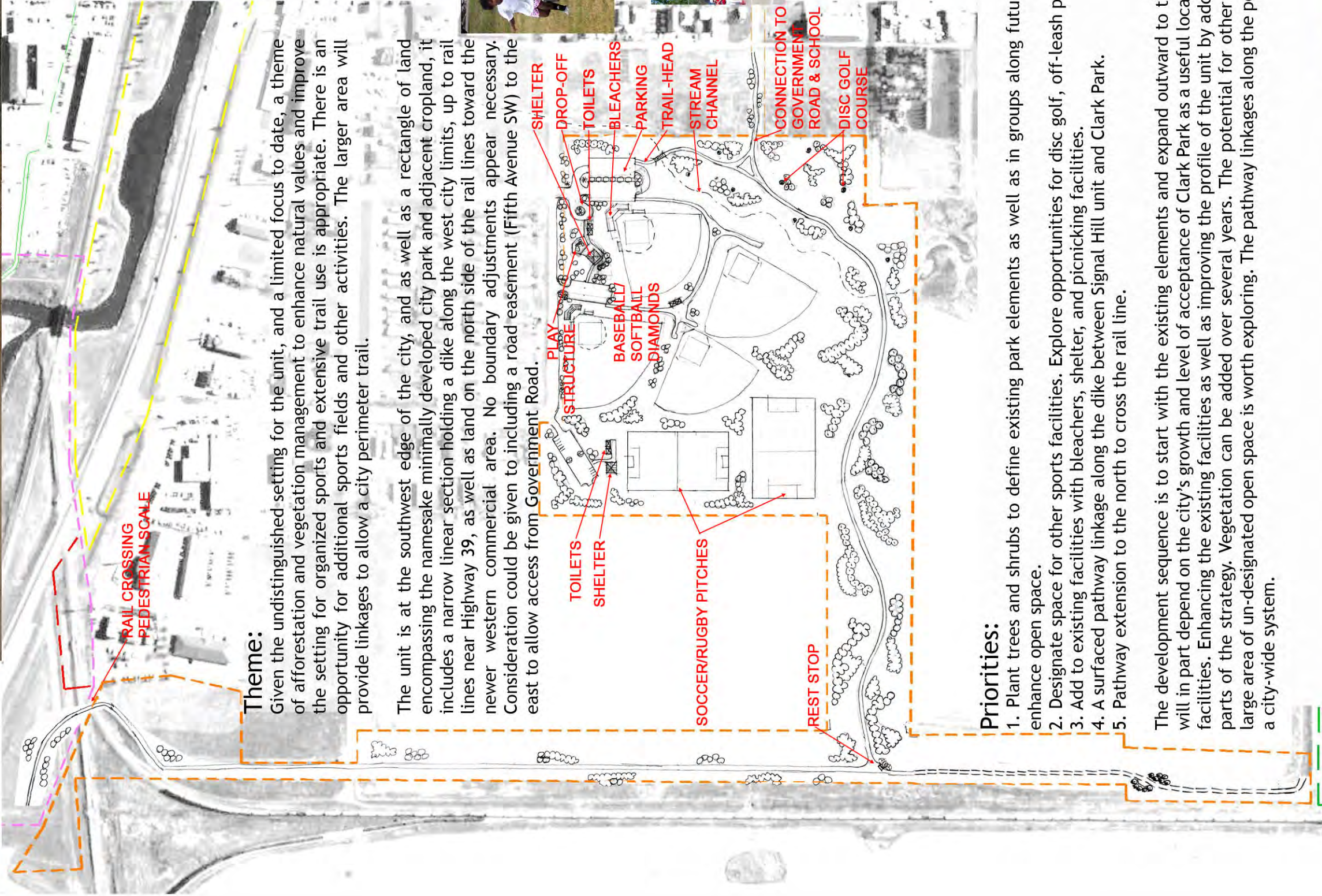
4. A surfaced pathway linkage along the dike between Signal Hill unit and Clark Park.

5. Pathway extension to the north to cross the rail line.



The development sequence is to start with the existing elements and expand outward to the dike trail route. Success will in part depend on the city's growth and level of acceptance of Clark Park as a useful location of further public sports facilities. Enhancing the existing facilities as well as improving the profile of the unit by adding vegetation are the first parts of the strategy. Vegetation can be added over several years. The potential for other activities requiring a fairly large area of un-designated open space is worth exploring. The pathway linkages along the perimeter will help complete a city-wide system.

Existing Character:



Theme:

Given the undistinguished setting for the unit, and a limited focus to date, a theme of afforestation and vegetation management to enhance natural values and improve the setting for organized sports and extensive trail use is appropriate. There is an opportunity for additional sports fields and other activities. The larger area will provide linkages to allow a city perimeter trail.

The unit is at the southwest edge of the city, and as well as a rectangle of land encompassing the namesake minimally developed city park and adjacent cropland, it includes a narrow linear section holding a dike along the west city limits, up to rail lines near Highway 39, as well as land on the north side of the rail lines toward the newer western commercial area. No boundary adjustments appear necessary. Consideration could be given to including a road easement (Fifth Avenue SW) to the east to allow access from Government Road.

Priorities:

1. Plant trees and shrubs to define existing park elements as well as in groups along future pathway linkages and to enhance open space.
2. Designate space for other sports facilities. Explore opportunities for disc golf, off-leash park or other open space uses
3. Add to existing facilities with bleachers, shelter, and picnicking facilities.
4. A surfaced pathway linkage along the dike between Signal Hill unit and Clark Park.
5. Pathway extension to the north to cross the rail line.

The development sequence is to start with the existing elements and expand outward to the dike trail route. Success will in part depend on the city's growth and level of acceptance of Clark Park as a useful location of further public sports facilities. Enhancing the existing facilities as well as improving the profile of the unit by adding vegetation are the first parts of the strategy. Vegetation can be added over several years. The potential for other activities requiring a fairly large area of un-designated open space is worth exploring. The pathway linkages along the perimeter will help complete a city-wide system.

Pedestrian Rail Crossing Example:



CLARK PARK
LAND USE & RECREATION STRATEGY
TATAGWA PARKWAY
MASTER PLAN 2007
CITY OF WEYBURN

Northeastern Loop



Theme:

Extension and connection are the key concepts, extending the benefits of a trail system to the newer parts of the city. The relatively narrow linear unit will essentially support only a trail within a minimally maintained green space. To complement the trail route, enhancement of natural values at the eastern and southern edges along the creek course is a component. Also, trailside rest stops or more highly maintained areas can be included where there is space.



*Existing conditions along
5th Avenue North*

Existing Character:

The unit follows the northern and eastern limits of the city, except for following the course of a small un-named creek until it meets Highway 39 in the southeast. The northern and eastern portions are narrow, except for a wide area bounded by a dike in the northeast corner of the city. Along the creek the land base is wider to include riparian and flood-prone areas.



*Existing shelterbelt
at eastern city limits*

A boundary adjustment is needed to include a crossing of First Avenue North (Highway 13) at the eastern edge of the city, to ensure sufficient space for a trail. Also, an area near the southeast corner should be added to encompass all of the creek course, to maintain natural cover and protect riparian values while promoting flood control. Some nearby agricultural lands could be deleted if necessary to trade for this addition.



*Existing marshy area
at eastern city limits*

The unit is divided into three segments. The North Link runs along 5th Avenue North. The East Link runs along the eastern city boundary, with a larger area in the northeast corner, where there is a dike just west of the creek course. The Creek section follows the watercourse across the southeastern part of the city until it meets Highway 39.

The North link is a narrow strip covering both sides of the 5th Avenue North right-of-way. Only the roadway and a few street trees exist within designated parkway lands. There is

an existing alley on the south side between King Street (Highway 35) and 5th street, with some trees between the alley and the Avenue. At the eastern end, just past Assiniboia School, parkway land is north of the roadway, and east of 16th Street the road itself is unpaved.



Track at eastern city limits

The East Link has primarily rough grass cover, except in the wider area where in the northeast corner, where there are shrubs and low trees along the stream course. Here there is a dike on the west side of the parkway lands, with a newly serviced subdivision immediately adjacent. South of Highway 13 most of the eastern city boundary is bordered by a shelterbelt of various trees in fairly good condition. There is also an informal vehicle trail and parts of alleys along this portion. The east side of the parkway space is wider than the North Link.

The Creek segment is primarily under natural cover, although some cultivated fields and industrial areas encroach in some places. The CP track runs along the north edge and crosses the segment near the east boundary. Some informal trails are in place, and appear to be used for biking and ATV riding.

Land Use and Recreation Strategy:

Creation of a trail corridor is the primary objective. The trail must be accessible to residents of the growing northeast part of the city. A minimally maintained but attractive trail corridor can be enhanced by tree planting and where there is room, provide some amenities such as rest stops with benches. In general, connections to existing or new sidewalks and easements will be important. See Figure 12 illustrates a concept plan.



Path along 1st Avenue North

At the North Link, a tree-lined paved pathway meets these objectives. To defer the expense of a paved pathway, at the west end the alley on the south side of could be designated as part of the route for several year until paving occurs. However, care will be needed to put in place a safe crossing of King Street as it is a highway and traffic speeds are higher north of town. Signs should be placed near the schools in

particular to encourage use. A linkage to Jubilee Park is possible using either streets or alleys, here also signage will be important.



East Link development will include a more manicured area in the northwest corner. The main trail will have a secondary loop which surrounds an open grassed space suitable for informal games. A major rest spot with several benches could also feature a small play structure. Generally, the paved pathway will be complemented with tree and shrub planting. Further south, because there is more space, the path route can meander somewhat. Open spaces need not be highly maintained. Rest areas will be spaced approximately every 500m.



In the Creek segment, the pathway route can wind somewhat and will require two small pedestrian bridges to cross the watercourse. A pedestrian style grade crossing at the rail line will be required. As an example, the City of Regina has at least one such crossing in place. Good opportunities for rest stops with benches are available along the creek. The route will follow the south side of the creek. The path must cross 16th Street; a well signed crossing will be needed. On the east side of the Street, the path will continue south to the intersection of 16th Street and the main CP rail line. Pathway users will have to cross two tracks and then Highway 39 to connect with existing pathways in the River Park unit.

Priorities:

1. A paved path along north side of 5th Avenue from 5th Street to Assiniboia School. Designate and sign the alley from King Street to 5th Street as part of the Parkway system on an interim basis.



2. Paved pathway from Assiniboia School east and then south to 1st Avenue.

3. Plan and implement the manicured area, secondary trails and amenities in the northeast corner. Designate the creek area in the southeast corner.

4. Paved pathway from First Avenue to East Avenue with rest stops.

5. Paved pathway on the north side of 5th Avenue N across from the alley section; remove the alley's trail designation.

6. Un-paved pathway from East Avenue south to the creek, plus the creek-side segment to 16th Street.

7. Complete the 16th Street to Highway 39 portion.



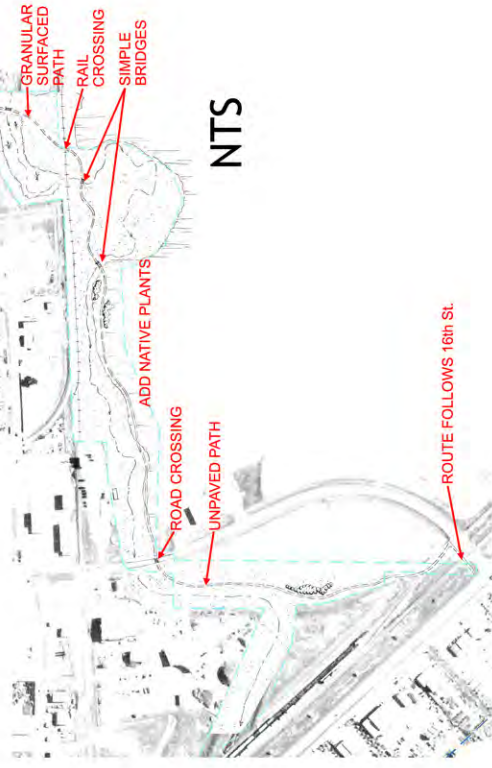
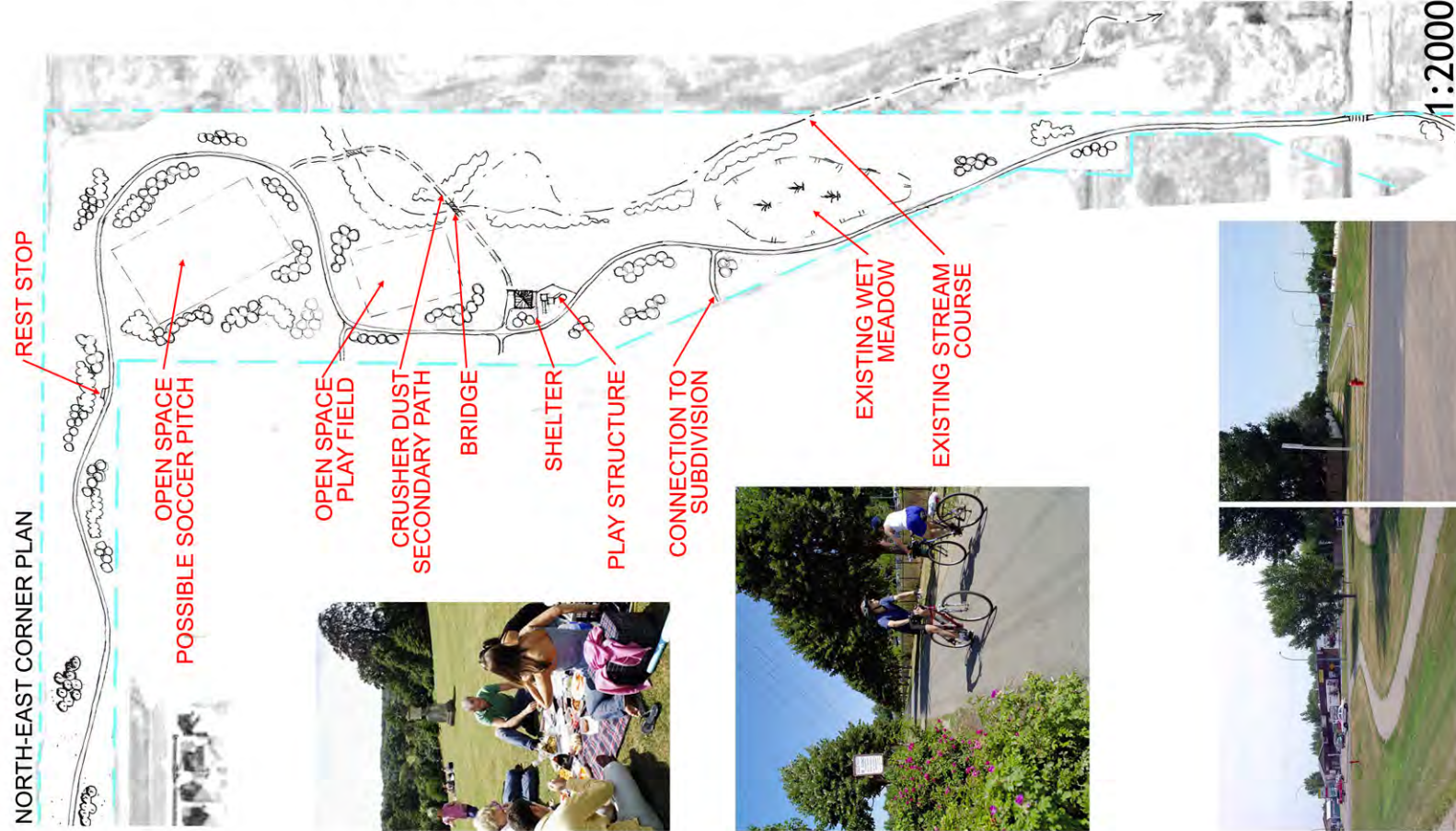
The sequence of development is from the northwest end of the unit, eastward and then south and back east to complete the loop. The exception is to postpone paving the most westerly part since there is an alley that can serve on an interim basis. This priority is driven by the growth of new housing in the north and northeast parts of the city. Also, a linkage along the north ties in more easily with other facilities and is simpler to implement than the segment along the creek and rail line.



Theme:

Extension and connection are the key concepts, extending the benefits of a trail system to the newer parts of the city. The relatively narrow linear unit will essentially support only a trail within a minimally maintained green space. To complement the trail route, enhancement of natural values at the eastern and southern edges along the creek course is a component. Also, trailside rest stops or more highly maintained areas can be included where there is space.

Existing Character:



Priorities:

1. A paved path along north side of 5th Avenue from 5th Street to Assiniboia School. Designate and sign the alley from King Street to 5th Street as part of the Parkway system on an interim basis.
2. Paved pathway from Assiniboia School east and then south to 1st Avenue.
3. Plan and implement the manicured area, secondary trails and amenities in the northeast corner. Designate creek area in southeast corner.
4. Paved pathway from First Avenue to East Avenue with rest stops.
5. Paved pathway on the north side of 5th Avenue N across from the alley section; remove the alley's trail designation.
6. Un-paved pathway from East Avenue south to the creek, plus the creek-side segment to 16th Street.
7. Complete the 16th Street to Highway 39 portion.

The sequence of development is from the northwest end of the unit, eastward and then south and back east to complete the loop. The exception is to postpone paving the most westerly part since there is an alley that can serve on an interim basis. This priority is driven by the growth of new housing in the north and northeast parts of the city. Also, a linkage along the north ties in more easily with other facilities and is simpler to implement than the segment along the creek and rail line.

Nickle Lake Extension

The theme is a rustic natural experience along the river banks, providing a shoreline path connection between the city and the lake plus the Regional Park recreational opportunities. The connection is a long term component, providing an opportunity for partnering with local interest groups and the Regional Park.

Existing Character:

The unit is composed of parcels of land along both banks of the Souris River south of the city limits, extending as far as Nickle Lake Regional Park on the east bank and to the north boundary of the lake on the west bank. The land is part of city-controlled flood plain lands which also extends all the way around the lake. The parcels are not uniform in width, but is typically about 40m and in several places is about half that wide. In one place the land base covers about half of a quarter section. Most of the unit borders agricultural land, but there are other neighbouring land uses such as a golf course, an auto junkyard, and the City primary sewage treatment facility. In five places the unit borders on farmyards or acreages. The unit features a limited variety of riparian vegetation, ranging from small groves of trees and shrubs to merely grass cover with a few shrubs.



Rustic foot-path example

There are two road bridges across the river within this unit. These provide an opportunity for the path to move from one side of the river to the other.

Boundaries appear adequate for a basic connection. Some adjustments may be needed depending on land availability and the results of more detailed route planning.

Land Use and Recreation Strategy

As mentioned in the theme, the overall goal is a rustic shoreline foot path connecting the city and the Regional Park. The path may require some minor capital

improvements to ensure it is passable in places, but would not be a paved route. Layout parameters should be to suit able-bodied hikers, and possibly mountain bikers who are prepared to lift bikes from time to time. Therefore improvements would likely be minor grading, steps, relocating fences, and way-finding signage. Maintenance would involve brush clearing and repairs to the noted improvements. All elements should be flood-proofed. Simple rest areas with benches could be added at appropriate locations, but nothing more complex would be provided.



Rustic path concept

The path route runs from the southeast end of the River Park unit along the east bank to the first grid road south of the city. The route crosses to the west bank at the bridge. Although this passes alongside the sewage treatment plant, it avoids the shoreline adjacent to the auto scrapyard and allows the path to move away from the river for variety in an area of relatively undisturbed land just south of the treatment plant.

At the bridge leading to the golf course, the path will move back to the east bank. The path follows the bank until terminating in the Regional Park. Ideally a trailhead at one of the parking lots would be established. The need for a pedestrian bridge across an inlet just east of the golf course bridge should be evaluated; the trail route may need to return to the highway at this point.

A key component will be to carry out more detailed route planning. This would confirm the suitability of the recommended route, identify areas where there are land use conflicts, suggest alternatives for conflict resolution, identify partnerships, and set a timetable for trail completion. For example, two or three active farmyards and one acreage on the east side of the river apparently overlap with City land on which the trail route would pass. Also, some agricultural landowners may have fencing issues, but might be amenable to the use of stiles so hikers could cross the fences. Otherwise, fencing the route would

be prohibitively expensive. As well, some areas along the route may require improvement of natural values, perhaps by adding shoreline vegetation or seeding.

Priorities and Development Strategy:

1. Detailed route planning, with on-site feasibility check. Land-owner contact and consultation. Conflict resolution as necessary. Identify areas for natural value improvement.



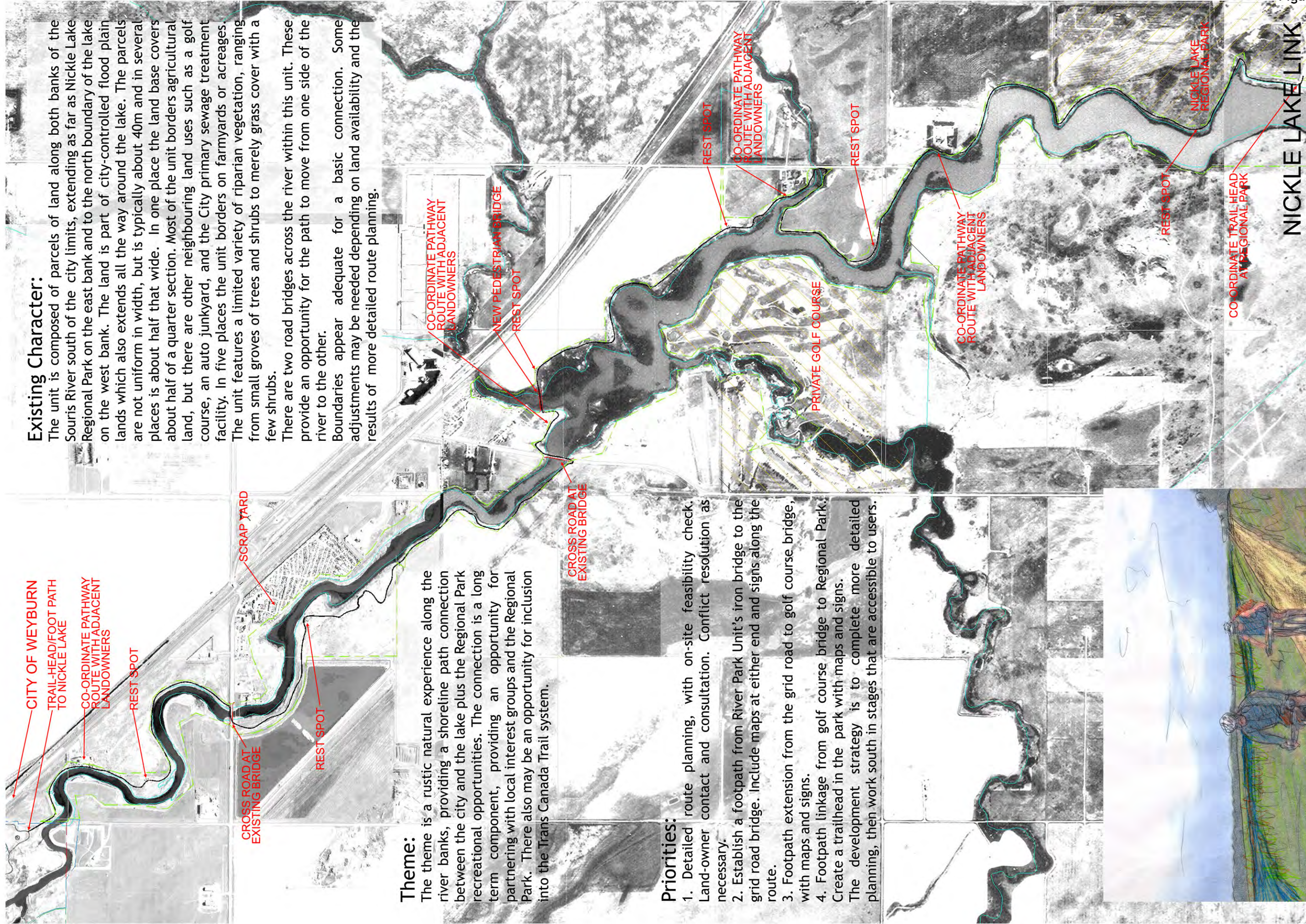
*Souris River south
of the city*

2. Establish a footpath from River Park Unit's iron bridge to the grid road bridge. Include maps at either end and signs along the route.

3. Footpath extension from the grid road to golf course bridge, with maps and signs.

4. Footpath linkage from golf course bridge to Regional Park. Create a trailhead in the park with maps and signs.

The development strategy is to complete more detailed planning, then work south in stages that are accessible to users. Partnerships with other groups will likely be critical to opening and maintaining the pathway and ensuring ongoing use, as will cooperation with the Regional park.



Existing Character:

The unit is composed of parcels of land along both banks of the Souris River south of the city limits, extending as far as Nickle Lake Regional Park on the east bank and to the north boundary of the lake on the west bank. The land is part of city-controlled flood plain lands which also extends all the way around the lake. The parcels are not uniform in width, but is typically about 40m and in several places is about half that wide. In one place the land base covers about half of a quarter section. Most of the unit borders agricultural land, but there are other neighbouring land uses such as a golf course, an auto junkyard, and the City primary sewage treatment facility. In five places the unit borders on farmyards or acreages. The unit features a limited variety of riparian vegetation, ranging from small groves of trees and shrubs to merely grass cover with a few shrubs.

There are two road bridges across the river within this unit. These provide an opportunity for the path to move from one side of the river to the other.

Boundaries appear adequate for a basic connection. Some adjustments may be needed depending on land availability and the results of more detailed route planning.

Theme:

The theme is a rustic natural experience along the river banks, providing a shoreline path connection between the city and the lake plus the Regional Park recreational opportunities. The connection is a long term component, providing an opportunity for partnering with local interest groups and the Regional Park. There also may be an opportunity for inclusion into the Trans Canada Trail system.

Priorities:

1. Detailed route planning, with on-site feasibility check. Land-owner contact and consultation. Conflict resolution as necessary.
 2. Establish a footpath from River Park Unit's iron bridge to the grid road bridge. Include maps at either end and signs along the route.
 3. Footpath extension from the grid road to golf course bridge, with maps and signs.
 4. Footpath linkage from golf course bridge to Regional Park. Create a trailhead in the park with maps and signs.
- The development strategy is to complete more detailed planning, then work south in stages that are accessible to users.



RUSTIC FOOTPATH & BIKE TRAIL:

NICKLE LAKE LINK DEVELOPMENT STRATEGY

TATAGWA PARKWAY
MASTER PLAN 2007
CITY OF WEYBURN

Implementation

Parkway Comprehensive Development Strategy

General priorities for Tatagwa Parkway have been discussed earlier in this document and are summarized here. Priorities have also been established for each development unit. An overall compilation of these elements in order of importance is needed so that planning, budgeting, and development can occur logically. Here the priority elements identified for each development unit are organized to present a sequential development strategy (or priorities) for the entire pathway.

General Priorities:

Physical Priorities: Emphasis is on the trail system. Other activities complement the parkway offerings.

- Linkages to connect existing parts of the system in the highway corridor area near downtown.
- Extension to north side of town
- Linkages along west and east sides of town
- Facilitate marketplace style development at the Riverfront Boardwalk unit
- Clarify connections and suite of opportunities at Signal Hill
- Evaluate demand for a Nickle lake connection
- Enhance River Park, add festival capability

Promotional, Programming and Management Priorities: Emphasis is on identity and connecting to the community.

- Signage system
- Interpretation - natural and cultural.
- Vegetation management
- Image/identity building
- Paving renewal program for existing pathway
- School curriculum support, and programming with schools

For practical reasons, physical development has to occur more or less over a relatively short time span, and usually requires budgeting for a substantial one-time expenditure.

On the other hand, planning as well as promotional, programming and management activities can be carried out over a longer time span, and often can be implemented incrementally while reducing lump-sum costs. Therefore, priorities have been coded by text type to reflect three categories: physical development (plain text), planning (underlined) and promotional/management (*italics*). Priorities within the development unit are shown in parentheses.

Comprehensive Sequential Development Strategy

- | | |
|---|--------------------|
| 1. Riverfront Boardwalk (1) Pathway underpass under the CP bridge and under Government Road, with a paved multi-use path through the Riverfront section. | Year 1-3 |
| 2. Red Coat Trails (1) <u>Trial extension and underpass below the CP tracks; include necessary studies and negotiations.</u> | Year 1-3 |
| 3. Riverfront Boardwalk (2) <u>Development guidelines for a marketplace adjacent to the Boardwalk and Museum sections, to become part of the zoning bylaw. City commitment to infrastructure (roads, servicing).</u> | Year 1-2 |
| 4. Red Coat Trails (2) <i>Improve interpretation by developing new media and messages</i> , house maps and core messages in a gazebo, and replace trail-side signage | Year 2
Year 4 |
| 5. Souris Valley (1) Establish a main paved path route on the northeast bank from First Avenue N to Queen Street. Include a short bridge over the drainage course, a look out point and several rest areas. Formalize grass side loop paths. | Year 5-6 |
| 6. Northeast Perimeter (1) A paved path along north side of 5 th Avenue from 5 th Street to Assiniboia School. Designate and sign the alley from King Street to 5 th Street as part of the Parkway system on an interim basis. | Year 6-7 |
| 7. Riverfront Boardwalk (3) <i>Active promotion of seasonal activities at the Boardwalk segment, along with the promotion of permanent commercial opportunities.</i> | Year 1-4 |
| 8. Signal Hill (1) <u>Expand the designated area</u> , integrate all Hilltop public facilities with pedestrian connections and signage, better layout for east | Year 2
Year 7-9 |

side parking, and additional entrances to Heritage Village.

Year 4-6

9. Signal Hill (2) *Hillside boundary definition, convert vehicle tracks to trails. Develop a strategy to manage off-road use.*

Year 3

Year 5-7

10. Nickle Lake (1) Detailed route planning, with on-site feasibility check. Land-owner contact and consultation. Conflict resolution as necessary.

11. Souris Valley (2) *Develop interpretive messages and materials and place them along the main trail. Install shelter components at rest stops.*

Year 6

Year 8

12. Riverfront Boardwalk (4) Pathway underpass under Third Street and extension of the boardwalk and multi-use pathway to the museum, with landscape enhancements extending the welcoming theme to the east side of Third Street.

Year 8-9

13. Northeast Perimeter (2) Paved pathway from Assiniboia School east and then south to 1st Avenue.

Year 10-11

14. Clark Park (1) *Plant trees and shrubs to define existing park elements as well as in groups along future pathway linkages and to enhance open space.*

Year 5-12

15. Riverfront Boardwalk (5) Pathway underpass under Highway 39 to complete the linkage of upstream units with River Park and Signal Hill.

Year 11-12

16. River Park (1) Festival facilities, including a larger shelter, power, lights and multi-purpose open space.

Year 13-15

17. Clark Park (2) Designate space for other sports facilities. Explore opportunities for disk golf, off-leash park or other open space uses.

Year 5-10

18. River Park (2) Picnic grounds with designated picnic sites adjacent to campground area.

Year 14-16

19. Red Coat Trails (3) *Buffer area and linkage planting along northeast. Extend planting into Exhibition parking lots also. Add a parking lot.*

Year 10-15

Year 15

-
- | | |
|---|-----------|
| 20. Signal Hill (3) Hillside scenic drive planting and overlooks. | Year 15 |
| 21. Red Coat Trails (4) <i>Ongoing vegetation management.</i> | Year 5-16 |
| 22. River Park (3) <i>Trail and vegetation management. Include planting for future picnic area on east side.</i> | Year 6-17 |
| 23. Souris Valley (3) A paved trail through the shelterbelt on the north side of Saskatchewan Drive. Place the balance of the interpretive material along this route. | Year16-17 |
| 24. Signal Hill (4) Hilltop picnicking and streetscape enhancement. | Year 16 |
| 25. Nickle Lake (2) Establish a footpath from River Park Unit's iron bridge to the grid road bridge. Include maps at either end and signs along the route. | Year17-19 |
| 26. Signal Hill (5) <i>Hillside /Valley grassland management to encourage prairie species. An optional approach would be to establish a bison herd in a fenced area.</i> | Year10-20 |
| 27. Northeast Perimeter (3) Plan and implement the manicured area, secondary trails and amenities in the northeast corner. Extend path to First Avenue. | Year 18 |
| 28. Northeast Perimeter (4) Paved pathway from First Avenue to East Avenue with rest stops. | Year19-20 |
| 29. Clark Park (3) Construct new sports fields. Add to existing facilities with bleachers, shelter, picnicking facilities. | Year20-22 |
| 30. Red Coat Trails (5) Southward trail extension to a formal rail crossing when appropriate. Southwest property designation/acquisition. | Year20-21 |
| 31. Signal Hill (6) Hilltop viewing tower and interpretive messages. | Year21-22 |
| 32. Souris Valley (4) Non-paved trails on the southeast side of the river. Include loops running close to the river in places. Promote this area for non-motorized mountain biking. | Year 21 |

-
- | | |
|--|-----------------------|
| 33. Red Coat Trails (6) First Avenue North linkages. | Year 21 |
| 34. River Park (4) Pedestrian bridge from east end of campground. | Year 22 |
| 35. Northeast Perimeter (5) Paved pathway on the north side of 5 th Avenue N across from the alley section; remove the alley's trail designation. | Year 22 |
| 36. Nickle Lake (3) Footpath extension from the grid road to golf course bridge, with maps and signs. | Year 22-23 |
| 37. Souris Valley (5) Establish the North Link around the north perimeter as an unpaved trail. | Year 23 |
| 38. Signal Hill (7) <i>Interpretation of Hillside/Valley features</i> | Year 23 |
| 39. River Park (6) East side picnic area and overflow campground, including water supply and power. | Year 23 |
| 40. Signal Hill (8) <i>Extend Hillside/Valley trails</i> | Year 23 |
| 41. Northeast Perimeter (6) Un-paved pathway from East Avenue south to the creek, plus the creek-side segment to 16 th Street. | Year 23 |
| 42. Souris Valley (6) Pave a main trail in the southeast part of the Valley segment. | Year 24 |
| 43. Riverfront Boardwalk (6) <i>Relocation of the feed mill and expansion of the marketplace opportunities.</i> Expansion of boardwalk into the marketplace. | Year 10-20
Year 24 |
| 44. Nickle Lake (4) Footpath linkage from golf course bridge to Regional Park. Create a trail-head in the park with maps and signs. | Year 24 |
| 44. Northeast Perimeter (7) Complete the 16 th Street to Highway 39 portion. | Year 25 |
| 45. Clark Park (4) Surface the pathway linkage along dike between Signal Hill unit and Clark Park. | Year 25 |

46. Clark Park (5) Pathway extension to the north to cross rail line.

Year 25

Priority Matrix

To evaluate the degree to which the components identified for parkway development are in keeping with the themes for the parkway, a matrix of these two categories is presented. Note that the majority of higher priority components satisfy a number of the themes. Also, some components in locations that are away from the river or satisfy discrete recreation needs necessarily satisfy fewer thematic elements.

Priority Matrix

	Parkway Themes								
Development component	Connection	Identity	Environment	River	Interpret- ation	Tourism	Trail and Road	Wildlife Habitat	Afforest- ation
Riverfront Boardwalk: 1. Pathway underpass under the CP bridge and under Government Road, paved path in between through the Riverfront section.	X			X		X	X		
2. Development guidelines for a marketplace adjacent to the Boardwalk and Museum sections, add to zoning bylaw. City commitment to infrastructure.		X				X			
3. Promote seasonal activities at the Boardwalk, along with permanent commercial opportunities. Add floating fountains in river.		X				X			
4. Pathway underpass under Third Street, boardwalk and path extension to the museum, with landscape enhancements to east side of Third Street.	X			X		X	X		
5. Pathway underpass under Highway 39.	X			X			X		
6. Relocation of the feed mill and expansion of the marketplace opportunities. Expansion of boardwalk into the marketplace.	X					X	X		
Red Coat Trails: 1.Trail extension and underpass below the CP tracks.	X			X			X		
2. Improve interpretation -new media and messages, gazebo with maps/signs, replace trail-side signage.		X		X	X	X			
3. Buffer/linkage planting along northeast. Extend planting into Exhibition parking lots. Add a parking lot.		X	X					X	X
4.Ongoing vegetation management.			X						
5. Southward trail extension to a rail crossing. Southwest property designation/acquisition.	X		X				X	X	
6. First Avenue North linkages.	X						X		
River Park: 1. Festival facilities, includes large shelter, power/lights, multi-purpose space.						X			
2. Picnic grounds with designated picnic sites adjacent to campground area.				X		X			

Development component	Parkway Themes	Connection	Identity	Environment	River	Interpretation	Tourism	Trail and Road	Wildlife Habitat	Afforestation
3. Trail and vegetation management. Planting for east side future picnic area.				X				X	X	X
4. Pedestrian bridge from east end of campground.		X			X		X	X		
5. East side picnic area and overflow campground, including water supply and power.							X			
Souris Valley Centre: 1. Paved main path on the northeast bank from 1st Avenue N to Queen Street. Includes a short bridge, look out and rest areas. Formalize grassed side loops.		X			X			X		
2. Develop interpretive messages and materials, install on main trail. Shelters at rest stops. Add parking lot.			X			X				
3. Paved trail through the shelterbelt on the north side of Saskatchewan Drive. Interpretive material along this route.		X	X			X		X		
4. Un-paved trails on the southeast side of the river. Plant to enhance area.		X			X			X	X	X
5. Establish the North Link around the north perimeter as an unpaved trail.		X						X		
6. Pave a main trail in the southeast part of the Valley segment. Add bridge.		X			X			X		
Signal Hill: 1. Expand the designated area, Hilltop pedestrian connections and signage, east side parking improvement, additional entrances to Heritage Village.		X				X	X	X		
2. Hillside boundary definition, convert vehicle tracks to trails. Develop a strategy to manage off-road use.		X	X	X				X	X	
3. Hillside scenic drive planting and overlooks.			X	X			X	X		
4. Hilltop picnicking and streetscape enhancement			X				X			
5. Hillside /Valley grassland management to encourage prairie species. Optional bison herd in a fenced area.				X					X	
6. Hilltop viewing tower and interpretive messages		X	X		X	X	X			
7. Interpretation of Hillside/Valley features						X				
8. Extend Hillside/Valley trails		X						X		

Parkway Themes	Connection	Identity	Environment	River	Interpret- ation	Tourism	Trail and Road	Wildlife Habitat	Afforest- ation
<u>Development component</u>									
Clark Park: 1. Plant trees/shrubs to define existing park, along future pathway linkages.		X	X		X			X	X
2. Designate space for other sports facilities. Explore opportunities for other open space uses.									
3. Add to existing facilities with bleachers, shelter, picnicking facilities. Create sports fields						X			
4. Surface the pathway linkage along dike between Signal Hill and Clark Park.	X						X		
5. Pathway extension to the north to cross rail line.	X						X		
Northeast Perimeter: 1. Paved path at north side of 5 th Avenue from 5 th Street to Assiniboia School. Designate alley as pathway from King Street to 5 th Street on an interim basis.	X	X					X		
2. Paved pathway from Assiniboia School east and then south to 1 st Avenue.	X						X		
3. Manicured area, secondary trails and amenities in the northeast corner. Path to 1 st Avenue. Designate creek area at southeast corner.	X	X	X		X		X	X	
4. Paved pathway from First Avenue to East Avenue with rest stops.	X						X		
5. Paved pathway on the north side of 5 th Avenue N across from the alley section; remove the alley's trail designation.	X						X		
6. Un-paved pathway from East Avenue south to the creek, plus the creek-side segment to 16 th Street.	X						X		
7. Complete the 16 th Street to Highway 39 portion.	X						X		
Nickle Lake Priorities: 1. Detailed route planning, with on-site feasibility check. Land-owner contact and consultation. Conflict resolution as necessary.	X						X		
2. Establish a footpath from River Park Unit's iron bridge to the grid road bridge. Include maps at either end and signs along the route.	X	X		X			X		
3. Footpath extension from the grid road to golf course bridge, maps & signs.	X	X		X			X		
4. Footpath linkage from golf course bridge to Regional Park. Create a trailhead in the park with maps and signs.	X	X		X		X	X		

Master Plan Composite

A view of the entire Tatagwa Parkway showing conceptual development throughout is shown in figure 14. This has been compiled from the plans prepared for each of the development units, and identifies only the key components for future development. However, it is a useful tool to show the potential and enhance the image of Tatagwa Parkway. As well, it can be used to record progress towards achieving the goals, whether large or small, identified in this master plan.

APPENDIX A

Bison feasibility

Fort Whyte Centre, in Winnipeg MB, maintains 40 head of bison in 70 acres that is divided in two by a solar powered electric fence. That breaks down to .57 bison/acre. Other successful examples of captive bison herds for interpretive & demonstration purposes are found at Buffalo Pound Provincial Park SK, and the town of Minnedosa MB.

Available area in Signal Hill hillside prairie segment

AREA 1

The most likely area that could be dedicated to bison grazing is approx. 23.87 acres which would accommodate 14 ± 1 bison.

AREA 2

Increasing the preceding area and stretching to the other side of the ditch/diversion would give an additional 19.68 acres and subsequently 11 ± 1 more bison.

AREA 3

As well, rotational grazing plays a large role in bison ranching. By designating the portion of the Signal Hill development zone to the west of Hwy 35, an additional 37.73 acres could be accessed. This could increase the bison population by 21.5 ± 1 .



Conclusion

This would total 81.28 acres with ~47 bison herd. The continuous perimeter trail would subsequently be located to the northern edge of area 1. The bison range is offered as an option/alternative for the Signal Hill development zone if a suitable partner (bison rancher) could be found to undertake this endeavor. Heavy duty fencing would be required.

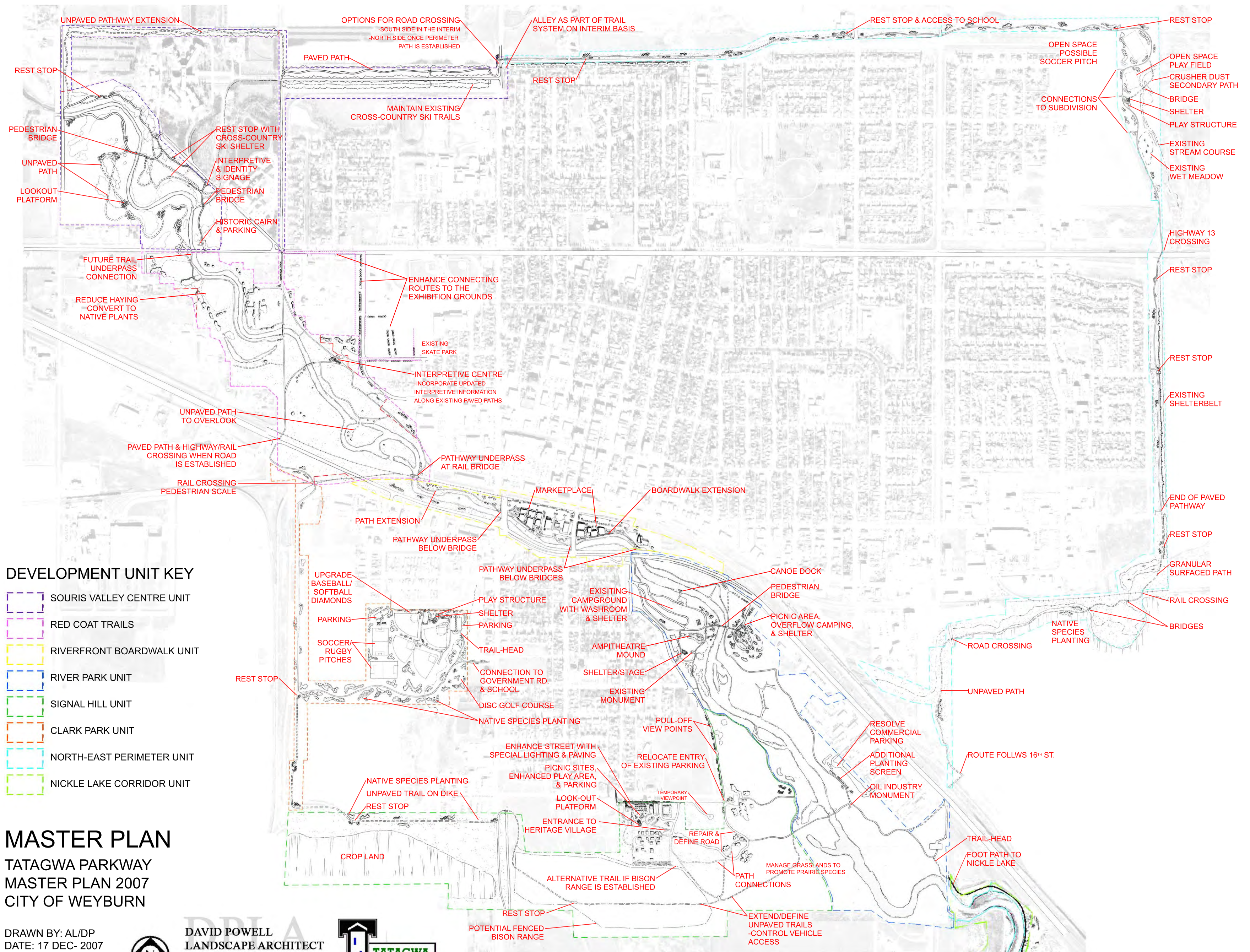


Figure 14