

# Cavan Monaghan Trail Master Plan



Prepared by Otonabee Conservation  
for The Township of Cavan Monaghan

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## 1.0 Introduction

The Township of Cavan Monaghan includes some of the most beautiful and diverse natural areas in the County of Peterborough and offers many recreational opportunities that take advantage of this landscape. Existing recreational resources include municipal parks, Millbrook Valley Trails, snowmobile trails, playgrounds, boat launches and other public lands such as Conservation Areas and Crown Land. Cavan Monaghan is located in close proximity to the Greater Toronto Area (GTA) and major transportation corridors including Highways 401, 115, and 407 making it an attractive location to live, work and play.

The development of a Trail Master Plan was identified as an important step in protecting local natural heritage features that have ecological benefits, as well as providing recreational opportunities for local residents. Projected increases in population and development are anticipated to result in increased pressure on recreational facilities. This Trail Master Plan was developed in response to this need to ensure that public lands throughout the municipality are available to provide public access to natural areas, and ensure the protection and enhancement of natural areas, corridors and linkages.

This Trail Master Plan is intended to serve as a framework for the development of future trails and passive recreational opportunities within the Township of Cavan Monaghan. This will be achieved by documenting existing resources, and identifying opportunities to expand current trails, create linkages to trails outside the Township and enhance access and facilities on public lands. This Trail Master Plan also identifies the broad goals and objectives of the Township with regard to the enhancement of existing recreational opportunities and the creation of new recreational opportunities. This Trail Master Plan will also assist Cavan Monaghan to preserve the natural and cultural heritage of the area, and create opportunities for social interaction and community development.

A key priority of the Trail Master Plan is to identify and create linkages with existing trails and recreational areas in Cavan Monaghan Township and the surrounding region. To achieve this, this Trail Master Plan identifies three key actions as follows:

- Develop linkages to five existing regional trails;
- Establish trails on four unopened road allowances, and;
- Develop five scenic routes.

Preliminary research for this report was undertaken by Chris Mather, Cavan Monaghan Trails Coordinator (2001) and focused on the identification of linear public corridors and other areas that had potential as future trails within the Township of Cavan Monaghan.

While some figures have been included in this Plan for illustrative purposes, additional supporting information including a detailed inventory of municipal parks, conservation areas, and crown land, is provided in a separate document, the Cavan Monaghan Master Trail Plan Appendices.

## 2.0 Guiding Principles

Guiding principles help define the character of the trail system and reflect the values of the residents and municipality. They should be referred to when route options are being considered, and when changes to the system are being considered. The following Guiding Principles will help to ensure a consistent approach to the development and management of trails and recreational opportunities in Cavan Monaghan Township.

### ***Trails Should Be...***

**Visible;** as an important component of the recreation and transportation systems throughout Cavan Monaghan Township, and clearly identified through signage.

**Accessible;** for visitors and residents of Cavan Monaghan Township, and for users of different levels of physical ability, and consistent with the Accessibility for Ontarians with Disabilities Act.

**Convenient;** parking, bike racks and signage should be provided where appropriate.

**Appealing;** to a variety of trail users, abilities and interests; therefore the network should consist of a variety of trail types and trail experiences.

**Connected;** to form an integrated network, linking existing and planned trails and public lands.

**Expandable;** to allow for future opportunities as well as provide links to surrounding municipalities, regional, provincial, and national trails. In areas of new development, planning for trails will be an integral part of the land use planning process.

**Destination-oriented;** to provide access to major points of cultural interest, and recreation opportunities including 4<sup>th</sup> Line Theater, and Millbrook Provincial Fishing and Recreation Area.

**Integrated;** include existing trails, and on and off-road routes. On-road routes will provide links between off-road trails where no other alternatives exist. Trails may be located on public lands, but may also include private lands where a mutually acceptable agreement can be reached.

**Safe;** and be located and designed to provide a high degree of safety for users. Safety will not be compromised in the interest of minimizing cost. Current and widely accepted guidelines will be used as the basis for design.

**Well-marked;** consistent, visible signage should be developed as an integral part of the system. Signing elements should be designed to be easily recognizable, clear, concise, identifiable, distinctive and attractive.

**Well-managed;** and will be implemented and maintained to acceptable standards. Facilities will be monitored in an appropriate manner. Initial capital costs will not be considered in isolation of long-term maintenance costs.

**Affordable;** therefore, without compromising safety, cost-effective design solutions will be sought. Cost-sharing and partnership opportunities will be explored.

**Supported;** therefore the Township and other agencies should encourage the use of trails, and consider collaboration and partnership with other agencies, organizations and the community for management, planning and promotion of trails and recreational opportunities.

### 3.0 History

The Municipality of Cavan Monaghan is located in the south-western corner of Peterborough County, in Central Southern Ontario, Canada. The Township includes portions of the Peterborough Drumlin Field and the Oak Ridges Moraine, and the resulting topography is considered to be some of the most beautiful in the region. The municipality is a merged municipal entity made up of the former separate municipalities of Cavan, Millbrook and North Monaghan. Cavan Township and the Village of Millbrook became part of Peterborough County in 1974 and were amalgamated, along with North Monaghan, into a single Township named Cavan-Millbrook-North Monaghan in 1998. In 2007, the Township was renamed Cavan Monaghan.

The Township of Cavan Monaghan covers an area of approximately 308 km<sup>2</sup>, and includes several small hamlets and villages including Millbrook, Fraserville, Springville, Ida, Five Mile Turn, Bailieboro, Mount Pleasant and Cavan with a total population of 8,828, and a population density of 28.8 persons per km<sup>2</sup> (2006 Census data). It is expected that the population in hamlets and villages will continue to increase, resulting in an increased demand for recreational opportunities. Current land use includes agricultural, employment, rural residential, villages and hamlets and natural areas.

Prior to settlement by Europeans, the landscape of Cavan Monaghan was a natural wilderness that included mature mixed forests, cold water streams, and areas dominated by tall grass prairie species. European settlement commenced after Deputy Surveyor Samuel Wilmot and John Deyell surveyed Cavan Township in 1817, and North Monaghan in 1818. The pioneer settlers cleared their bush lots and the roads, built houses and barns, planted crops and raised livestock throughout the Township. The settlement of the Township of Cavan Monaghan has altered the landscape as land has been cleared for agriculture, forestry and development. However, there are still many cold water trout streams, and forested areas, particularly on the Oak Ridges Moraine that provide excellent wildlife habitat, areas for groundwater recharge and outdoor recreation opportunities.

## 4.0 Benefits of the Cavan Monaghan Trail Master Plan

The provision of public access to trails and outdoor recreational opportunities has many environmental, social, economic and health benefits. A Trail Master Plan is a document that can be used to guide decision making related to the development and management of these resources. Trail development has been identified as a priority by the Province of Ontario, and the establishment of trail linkages will assist in meeting the goals identified in legislation including the Oak Ridges Moraine Conservation Plan, Greenbelt Plan and the Official Plans of the County of Peterborough and Township of Cavan Monaghan.

**Environmental Benefits:** Greenspaces including trails, parks and natural corridors are excellent tools for conserving habitat and important natural landscapes, providing needed links between fragmented habitats, and offering tremendous opportunities for protecting plant and animal species. They are also useful tools for preserving wetlands, raising awareness of local landscape features and the improvement of air and water quality.

**Social Benefits:** Green spaces provide opportunities for humans to experience nature with minimal environmental impact, and have significant potential to draw visitors to Cavan Monaghan. Millbrook is known for its historic architecture, natural beauty, and the area boasts many cultural features, including many local artists, musicians and the 4<sup>th</sup> Line Theatre. These natural features and cultural heritage could be used to promote all that Cavan Monaghan has to offer and packaged with other attractions in the region and increase the number of visitors to the area. There are many examples of trails becoming sources of community identity and pride and the Millbrook Valley Trails are no exception. These effects are magnified when communities use trails and greenways to highlight and provide access to historic and cultural resources as many trails and greenways themselves preserve historically significant transportation corridors.

**Economic Benefits:** The economic effects of trails and greenways can be very visible, such as commercial and retail businesses next to a trail or park, or less visible such as when businesses locate in a community as a result of the facilities and amenities available to staff. In recent years, many communities have experienced an economic revitalization due in whole or in part to the establishment of trails and greenways.

**Health Benefits:** Access to trails and greenways can result in healthier communities by providing people of all ages with attractive, safe, accessible and low- or no-cost places to cycle, walk, hike, jog or skate. The creation of healthy recreation and transportation opportunities assists people of all ages incorporate exercise into their daily routines by connecting them with places they want or need to go. Significant positive impacts on public health and wellness can be attributed to the availability of recreational opportunities that encourage physical activity, and should be a priority for municipalities.



## 5.0 Goals and Objectives

The goal of the Cavan Monaghan Trail Master Plan is to provide guidance for the development of a network of trails and recreational properties throughout the Township that connect neighbourhoods, parks, schools, commercial areas, open spaces, while protecting the natural and cultural heritage that makes the area unique.

This document is intended to provide comprehensive and flexible guidance for achieving this goal by identifying proposed trail routes, potential lands for acquisition, enhancements to public lands and the identification of natural and cultural features to be preserved. However, this plan is not designed to be used as a detailed construction document. Prior to proceeding with trail development or enhancement, detailed design plans and budgets will need to be prepared.

**The Cavan Monaghan Trail Master Plan is designed to be a dynamic document that will be modified and adapted to reflect changes in the community over time.** As development pressures and local populations increase, it will be critical to ensure that the natural features, corridors and linkages within the Township and surrounding areas are protected. Preserving this “natural capital” is critical to the quality of life in the Township of Cavan Monaghan and surrounding municipalities. The development of the Trail Master Plan will ensure that recreational opportunities are available in the future, without compromising the local environment.

There are several major objectives to be achieved by preparing a Trail Master Plan:

1. To develop a flexible document that identifies priorities for trail development and enhancement and provides direction to create trail linkages whenever possible;
2. To commit to maintain existing and new trails;
3. To promote community support for trails and encourage partnerships for enhancing, expanding, and creating trails;
4. To promote an active and healthy community and increase trail use through marketing and education programs;
5. To ensure that the enjoyment of trails for all users is preserved by indicating permitted uses on trailhead signage and public education;
6. To preserve natural and cultural heritage features through the protection of natural corridors, wildlife habitat during trail development and the development planning process.

## 6.0 Trail Users

The Cavan Monaghan Trail Master Plan is intended to ensure that a variety of users have access to outdoor recreation opportunities throughout the Township. These activities may include motorized and non-motorized uses, including hiking, walking, cycling, snowmobiling, horseback riding and use by all terrain vehicles. Appropriate locations for specific activities will need to be assessed and determined by the Township through consultation with a variety of stakeholders. **The types of activities permitted on individual properties may vary, and will need to be clearly identified and communicated by the Township of Cavan Monaghan.**

Users will need to be advised that there are risks associated with the use of trails, and that there may be a variety of barriers that need to be addressed on each property including poison ivy (*Toxicodendron radicans*) or invasive species such as giant hogweed (*Heracleum mantegazzianum*).

The proximity of the Township to Peterborough, Durham Region, and the Greater Toronto Area (GTA) has resulted in an influx of residents that commute to larger urban centres, and an increase in the number of visitors to the natural and cultural attractions the region has to offer. The Township also encompasses portions of the Oak Ridges Moraine and the Greenbelt, which form a natural corridor over 160km long. The restriction of development within the GTA, and the proximity to major transportation corridors has made the Township of Cavan Monaghan very attractive for development. There is an increasing demand for passive recreational opportunities such as trails, throughout the year. At present, the municipality currently offers a variety of recreation opportunities including the Cavan Monaghan Community Centre, Millbrook Valley Trails, Ganaraska Forest, snowmobile trails, and public parks. These parks and trails provide access to many local natural features including Baxter Creek, and the Otonabee River, and provide opportunities for residents and visitors to gain a better understanding of the local natural and cultural history associated with these lands. Refer to Figure 1 for Locations of Existing Trails, Parks and Proposed Linkages in Cavan Monaghan Township.

Many of these facilities and trails are managed in partnership with a variety of organizations including The Otonabee Region Conservation Authority, the County of Peterborough, The Ontario Federation of Snowmobile Clubs, The Ontario Ministry of Natural Resources and volunteers.

As the local and regional population expands, it is anticipated that pressure on recreational facilities will increase, making it important to begin planning to ensure that high quality recreational opportunities are available for local residents and visitors.

The Ontario Trails Council estimates that 63% of Ontarians engage in trail-related activities, and that trails are used on at least 500 million occasions annually. It is also known that trails have a positive impact on the property values of adjoining properties and properties in close proximity to the trail. The popularity of trails and recreational trail use is recognized as one of the top three recreational pursuits in Ontario.

In response to these trends, the Township of Cavan Monaghan has developed this Trail Master Plan to assist with the planning, design, implementation and promotion of trail systems to meet the demand.

The economic benefits that well-planned trails systems can bring to their communities are well understood, as are the increases in visitors and improved quality of life for local residents.

## 7.0 Priorities

Three key priorities were identified by the Township of Cavan Monaghan to be addressed by the Trail Master Plan are:

- Expansion of existing trails to improve connectivity with other trails including the Oak Ridges Moraine Trail, Ganaraska Hiking Trail, Trans Canada Trail, and Victoria Rail Trail;
- Enhance existing recreational opportunities
- Identification of proposed locations for new trails and recreational opportunities

It has been recognized that the development of a system of trails and public lands must be community based, such that trails and recreational areas are identified and created through public consultation, and with the support of community residents, committees, municipal representatives and local organizations. The following summary table identifies existing trails, and proposed enhancements to the network of recreational opportunities in the Township and priority for implementation.

Site	Name	Priority
<b>Existing Trails</b>		
1	Millbrook Valley Trails	Short Term (1-3 years)
2	Millbrook Walking Trail	Medium Term (3-5 years)
<b>Proposed Trail Linkages</b>		
3	Oak Ridges Trail	Short Term (1-3 years)
4	Ganaraska Hiking Trail	Short Term (1-3 years)
5	Trans Canada Trail to Ptbo (linked to Grand Trunk Rail Line)	Long Term (5-10 years)
6	Victoria Rail Trail (linked to Dranoel Rail Line)	Long Term (5-10 years)
<b>Proposed Trails on Unopened Road Allowances</b>		
7	Fallis Line E. to Valley Road	Medium Term (3-5 years)
8	Larmer Line, west of Tapley 1/4 Line	Medium Term (3-5 years)
9	Tapley 1/4 Line, north of Morton Line	Medium Term (3-5 years)
10	Dranoel Road, north of Stewart Line	Medium Term (3-5 years)
<b>Proposed Scenic Routes</b>		
11	Cavan Swamp Loop	Medium Term (3-5 years)
12	Cavan Creek Scenic Route	Medium Term (3-5 years)
13	Baxter Creek Scenic Route	Medium Term (3-5 years)
14	Squirrel Creek Scenic Route	Medium Term (3-5 years)

## 8.0 Existing Trails and Recreational Opportunities

This Trail Master Plan is based on the existing network of parks, open space, trails, scenic routes and natural corridors in Cavan Monaghan. Creating linkages between these areas and connecting them to trails in the surrounding region will significantly enhance the trail system, and make Cavan Monaghan more accessible for recreational trail users.

Some of the major destinations that should be linked by the trail system include:

- Parks, conservation areas and public lands;
- Current and future population centres including Peterborough, Fraserville, Lindsay, and Omeme;
- Significant recreation destinations such as the Ganaraska Forest;
- Neighbourhoods within the Township;
- Existing trails including The Ganaraska Hiking Trail, Oak Ridges Trail, Trans Canada Trail, Millbrook Valley Trails, and Victoria Rail Trail.

The following section includes summary descriptions of Public lands and Existing Trails, Proposed Trail Linkages, Unopened Road Allowances, and Scenic Routes that could be used to enhance the system of recreational opportunities in Cavan Monaghan Township. An inventory of recreational opportunities on municipal land, conservation lands and crowns lands is included in Appendix B.

### Existing Trails

The Millbrook Valley Trails is an existing network of Trails, managed jointly by the Township of Cavan Monaghan and the Millbrook Valley Trails Committee which includes representatives from the Ministry of Natural Resources (MNR), Otonabee Region Conservation Authority (ORCA) and community volunteers. These trails follow the Baxter Creek Corridor, and link Millpond Park, Medd's Mountain and the Millbrook Fairgrounds with the MNR Provincial Fishing and Recreation Area and the 4<sup>th</sup> Line Theatre. There are also informal trails throughout the Township, on unopened road allowances and public lands that are used by residents and visitors. Other trails located within Cavan Monaghan Township include a portion of the Ganaraska Hiking Trail, and several trails maintained by members of the Ontario Federation of Snowmobile Clubs.

### Municipal Parks and Properties

There are currently eleven (11) Municipal Parks in the Township of Cavan Monaghan which provide a variety of recreational opportunities including playgrounds, sports fields, picnic areas, and boat launching. A number of additional recreational properties are also owned by the Township and include public buildings and open space.

### Conservation Areas/ Provincial Property

The Otonabee Region Conservation Authority (ORCA), Ganaraska Region Conservation Authority (GRCA) and Ontario Ministry of Natural Resources (MNR) own property within the Township of Cavan Monaghan that is accessible to the public. Several of the properties owned by these agencies have

maintained recreational facilities, such as the Ganaraska Forest (GRCA) and the Millbrook Provincial Fishing and Recreation Area (MNR), while others are managed as wilderness properties, such as the Richard O'Connor Wildlife Area (ORCA).

### **Privately Owned Recreational Facilities**

There are presently trails on private lands throughout the municipality. Landowners with existing trails on their land, who currently provide public access, or may be interested in providing public access or creating linkages to public lands and trails should be consulted in the future.

## 9.0 Enhancements to the Trail Network

A key priority of the Trail Master Plan is to establish linkages to existing trails, open spaces and recreational areas. Trail development has been identified as a priority by the Province of Ontario, and the establishment of trail linkages will assist in meeting the goals identified in legislation including the Oak Ridges Moraine Act and Conservation Plan, Greenbelt Act and the Official Plans of the County of Peterborough and Township of Cavan Monaghan.

When establishing trails, consideration must be given to the development of trails in sensitive areas, and areas that provide habitat for Species at Risk as this use could disturb or destroy the significant natural features found in these areas. Consideration should also be given to appropriate designation of the lands on which future trails may be developed in the Official Plan. Access to trails and recreational opportunities should be incorporated into new development whenever possible, particularly in the vicinity of the existing trails and linkages as identified in this document

In order to establish new trails, linkages and enhance recreational opportunities, the securement of access to additional lands may be required. There are several options for creating access to property which include; land purchase, natural heritage easements, partnerships with or creation of a land trust, management agreements, and the use of tax incentives. Opportunities to secure funding for trail development through the development of partnerships with other organizations and agencies such as the Ontario Ministry of Natural Resources, Peterborough County-City Health Unit, trail user groups and trail organizations should be investigated.

The following section includes a detailed site description for each of the existing trails, proposed trail linkages, proposed trails on unopened road allowances and proposed scenic routes.

### Proposed Trail Linkages

The Township of Cavan Monaghan is ideally located in close proximity to many existing trails, including the Trans Canada Trail, Victoria Rail Trail, Ganaraska Hiking Trail, and Oak Ridges Trail. This provides many opportunities to create linkages to existing trails and recreational opportunities outside the Township using abandoned rail lines, unopened road allowances, and existing roads. Access to Lindsay, Peterborough, and the Ganaraska Forest can be achieved by creating linkages to existing trails, and provide economic benefits through increased visitation to Cavan Monaghan. Linkages can be established on existing roads through the installation of trail markers, which has a minimal cost while alternative routes on public/private lands are explored. This is an excellent option, as negotiating land purchases and easements can be a lengthy process, and requires a significant commitment from a financial and human resources perspective. Five proposed trail linkages have been identified for development:

- Oak Ridges Trail link;
- Ganaraska Hiking Trail link;
- Victoria Rail Trail link;
- Trans Canada Trail link, and;
- continued maintenance and expansion of the Millbrook Valley Trails.

A variety of route options have been provided for each linkage, which can be explored to determine exact costs.

### **Unopened Road Allowances**

The Township of Cavan Monaghan owns a number of unopened road allowances, many of which are currently used as informal trails by local residents and visitors. Many of these unopened road allowances may have potential to be used as formal trails, or linkages. Consideration should be given to the locations of these unopened road allowances, conditions, and potential to disturb sensitive habitat by introducing more visitors or trail surface upgrades. The following unopened road allowances appear to be currently used as informal trails and could be investigated further to determine their suitability for incorporation into the Trail Network:

- Fallis Line;
- Larmer Line;
- Tapley ¼ Line, and;
- Dranoel Road.

There are other unopened road allowances that could be investigated and included in future revisions to this document.

### **Scenic Routes**

Various roads within the municipality could be identified as scenic routes to provide additional opportunities for recreation. These roads could be marked, and become part of the network of linkages between existing publicly accessible lands and trails in Cavan Monaghan Township. Scenic roads offer significant views of the countryside, historically important architecture, and features of natural interest. Future road maintenance should consider the locations of scenic routes, and could include the addition of wider shoulders or parking where appropriate. Private landowners along these roads could be identified and encouraged through conservation programs to preserve and enhance the natural, scenic, and historic potential of their properties.

Four Scenic Routes have been identified and include:

- Cavan Swamp Loop;
- Cavan Creek Scenic Route;
- Baxter Creek Scenic Route, and;
- Squirrel Creek Scenic Route.

These scenic routes could be identified using signage and become part of the trail network that could be accessed by vehicle, bicycle, or on foot. Points of interest, and areas that could be enhanced to offer areas to park, pull off or lookout are identified for each of these scenic routes. Scenic routes could also be utilized to link existing public lands, where distance, natural constraints or land ownership make it difficult to create formal trail linkages. Additional scenic routes could be developed in the future, and included in future revisions to this document.



## Existing Trails Site 1: Millbrook Valley Trails

### Description

The Millbrook Valley Trails (MVT) are comprised of a network of trails that provide opportunities for passive outdoor recreation and are primarily used as walking trails. The network of trails includes the main Millbrook Valley Trail (also known as Baxter Creek Trail) and several additional trails, including the Historic Bridge Trail, 4<sup>th</sup> Line Theatre Trail, and Fairground Trail) that branch off of the main trail and traverse a variety of natural vegetative communities such as upland, meadow and wetland areas and provide linkages to snowmobile trails and the Millbrook Fairgrounds. A commanding view of the Oak Ridges Moraine is also afforded from many of the trails, along with opportunities to explore forests, wetlands and meadows.

The trail network can be accessed from Medd's Mountain in Millbrook Ward, Zion (4th) Line, the Millbrook Fairgrounds and the Millbrook Provincial Fishing and Recreation Area. Refer to Figure 1 for a more detailed depiction of trails and parks in and around Millbrook Ward.

### Recommendations

Continue maintenance and upgrades to the existing trails and continue efforts to expand the trail network and establish linkages to other trails such as the Oak Ridges Trail and the Ganaraska Forest.



View of Millbrook Valley Trail

## Existing Trails Site 2: Millbrook Walking Trail

### Description

The Millbrook Walking Trail incorporates sidewalks and roads in Millbrook Ward and traverses through the Millbrook Fairgrounds to link with the Millbrook Valley Trails creating a loop trail. Parking is available at the Millbrook Valley trailhead located at the end of Distillery Street, adjacent to the Millpond, behind the Cavan Monaghan Community Centre. The portion of the trail along King Street between Tupper and Union Streets provides the opportunity to enjoy the architecture of the historic buildings in downtown Millbrook. The trail from the Cavan Monaghan Community Centre to Anne Street affords scenic views of the Millpond. Follow the trail from Cavan Street to King Street, and then follow Main Street south to the Fairgrounds. At the end of Main Street, in the south west corner of the Fairgrounds, you will see a sign for the Millbrook Valley Trail. Follow the trail down into the valley of Baxter Creek where it eventually connects with the main branch of the Millbrook Valley Trail. After crossing a floating boardwalk users may then follow the trail back to Medd's Mountain Park where a picnic shelter and benches are available and from which the Millpond and historic Needler's Mill may be viewed. Refer to Figure 1 for a more detailed depiction of trails and parks in and around Millbrook Ward.

### Recommendations

The Millbrook Walking Trail is a loop that links downtown Millbrook to the Fairgrounds, the Millbrook Valley Trail and Medd's Mountain. Signage could be installed to identify trail and brochures, or downloadable self guided tour information could be created to promote this route. Consideration should be given to future expansion of this trail and linkages to other trails and recreation areas.



Source: <http://www.millbrookbia.com/>

View of Downtown Millbrook

### Proposed Trail Linkage Site 3: Proposed Linkage to Oak Ridges Trail

#### Description

The Oak Ridges Trail (ORT) is a multi use trail that follows the Oak Ridges Moraine and is intended to promote appreciation and respect for the Moraine's ecological, cultural, and scenic integrity, while providing high quality recreational opportunities and scenic views. Figure 1 illustrates the location of the proposed linkage described below. The Oak Ridges Trail identified below will result in an expansion of the Millbrook Valley Trails (MVT), and as such all trail markers would include recognition of the MVT and ORT.

#### ***Route Option A: Millbrook Valley Trails at Zion/4<sup>th</sup> Line to Ganaraska Hiking Trail / Oak Ridges Trail at Glamorgan Road***

A linkage from the Millbrook Valley Trail at Zion/4<sup>th</sup> Line west on Zion/4<sup>th</sup> Line to Glamorgan Road is the preferred option to create an immediate link to the Oak Ridges Trail, Ganaraska Hiking Trail (GHT) and The Ganaraska Forest. Costs associated with this route would include the installation of trail markers along Zion/4<sup>th</sup> line and Glamorgan Road, and the development of an agreement for user fees with the Ganaraska Forest. **This option follows the same route as Ganaraska Hiking Trail Link Option A.** The establishment of this route was supported by a motion of Cavan Monaghan Council on October 5, 2009.

#### ***Route Option B: Unopened Road Allowance on Deyell Line west to Ganaraska Hiking Trail (southern end of unopened Glamorgan Road allowance)***

A linkage from the southern terminus of the Millbrook Valley Trail at Deyell Line west to the Ganaraska Hiking Trail (GHT) which follows the unopened Glamorgan Road allowance could be established using the unopened road allowance of Deyell Line west of Elgar Drive, and south of White Birch Road. Advantages to this route are that Cavan Monaghan owns the Deyell Line road allowance and, the Glamorgan Line/ GHT is open and maintained by the Ganaraska Hiking Trail Association. Significant cost would be associated with this option as much of the Deyell Line is an unopened road allowance that would require clearing several crossings would need to be constructed over tributaries of Baxter Creek and other low lying wet areas along the route.

#### ***Route Option C: Unopened Road Allowance on Deyell Line to Tapley ¼ Line***

A linkage from the southern terminus of the Millbrook Valley Trail at Deyell Line west to the unopened Deyell Line road allowance, continuing south on the Tapley ¼ Line unopened road allowance, crossing Carmel and Challice Lines and connecting to the Oak Ridges Trail at Challice Line. Similar to Option B, costs associated with this route would include the improvement of unopened roads, establishment of easements on private lands and the construction of a several crossings over tributaries of Baxter Creek and other low lying wet areas.

***Route Option D: Abandoned Grand Trunk Railway Line, linking Millbrook Valley Trails to Oak Ridges Trail***

A linkage from the Millbrook Provincial Fishing and Recreation Area or the southern terminus of the Millbrook Valley Trail at Deyell Line could be established along the abandoned Grand Trunk Rail Line to provide a linkage to the Oak Ridges Trail at Challice Line. This portion of the abandoned Grand Trunk Rail Line is primarily in private ownership, and development of this route option would require a significant amount of landowner contact, land acquisition, and the establishment of agreements with landowners. An advantage of this route is the relatively low cost of trail construction as the abandoned rail line would only need to be upgraded and maintained as the railway bed already exists.

## Proposed Trail Linkage Site 4: Linkage to Ganaraska Hiking Trail

### Description

The Ganaraska Hiking Trail (GHT) was officially opened in 1968 and is over 500km in length. The trail starts in Port Hope, on the north shore of Lake Ontario and extends north through the Oak Ridges Moraine in the Ganaraska Forest, past the lakes and drumlin fields of the Kawarthas to the rugged wilderness of the Canadian Shield, linking Port Hope, Barrie, Orillia and the Bruce Trail. The trail then heads west through the rolling hills of Simcoe County and the shores of Georgian Bay to the edge of the Niagara Escarpment, where the trail meets the Bruce Trail. In Cavan Monaghan Township the Ganaraska Hiking Trail leaves the Ganaraska Forest and follows Glamorgan Road north to Dranoel Road (via County Rd. 21, Tapley ¼ Line and Fallis Line/Syer Line to cross Highway 115) and beyond the Township boundary into the City of Kawartha Lakes north of Hayes Line. Figure 2 illustrates the location of the proposed linkage described below.

### ***Route Option A: Zion (4th) Line to Ganaraska Hiking Trail at Glamorgan Road Allowance***

This linkage would begin at the intersection of the Millbrook Valley Trail and Zion (4th) Line. It would follow Zion Line west to Glamorgan Line and then continue south on Glamorgan Line along the existing Ganaraska Hiking Trail which provides access to over 200km of trails in the Ganaraska Forest which provides outdoor recreational opportunities throughout the year, as well as connecting to the Oak Ridges Trail. This route can be created with minimal cost and requires no land securement. Trail markers could be installed to indicate the route along Zion (4<sup>th</sup>) Line and then south on Glamorgan Road to the Ganaraska Forest. **This option follows the same route as Oak Ridges Trail Link Option A.**

The establishment of this route was supported by a motion of Cavan Monaghan Council on October 5, 2009.

### ***Route Option B: County Road 21 to Ganaraska Hiking Trail at Glamorgan Road Allowance***

This linkage would begin at the intersection of the Millbrook Valley Trail and County Road 21. It would follow County Road 21 west to Glamorgan Line and then continue south on Glamorgan Line along the existing Ganaraska Hiking Trail. This would provide access to over 200km of trails in the Ganaraska Forest and a linkage to the Oak Ridges Trail. This route could be established with minimal cost and requires no land securement. Trail markers could be installed to indicate the route along County Road 21 to Glamorgan Road, and then south on Glamorgan Road to the Ganaraska Forest.

## Proposed Trail Linkage Site 5: Proposed Linkage to Peterborough on abandoned Grand Trunk Rail Line

### Description

The abandoned Grand Trunk Rail Line represents a proposed corridor linking Cavan Monaghan Township to the City of Peterborough, the Trans Canada Trail, and Lakefield via the Rotary Trail. Lands on the portion of the abandoned Grand Trunk Line that could link Cavan Monaghan to Peterborough are both publicly and privately owned. Facilitating a linkage to this trail will require land acquisition, negotiation of easements and agreements. This proposed linkage is illustrated on Figure 2.

### Route Option

The abandoned Grand Trunk Rail Line is primarily in private ownership and development of this route will require a significant amount of landowner contact and may require land acquisition, and/or the establishment of agreements with landowners. Trail markers and directional signage could be installed to identify this trail linkage throughout the Township. Promotion of this trail linkage in Peterborough, Lakefield, Omemee, and Lindsay could be used to encourage trail use. An advantage of this route is the relatively low cost of trail construction as the abandoned rail line would only need to be upgraded and maintained as the railway bed already exists.

An inventory of parcels and ownership along the route would need to be undertaken, and parcels acquired by the Township whenever possible. Appendix C includes a list of the properties along this route that that will need to be secured to provide access to the City of Peterborough boundary. A linkage could be established along the abandoned Grand Trunk Rail Line from Station Park in Millbrook Ward, east beyond to County Road 10 to Fraserville, terminating at the eastern boundary of Cavan Monaghan Township on Johnston Drive. Access to Whitfield Landing and Richard O'Connor Wildlife Area could also be established using signage on the trail.



View along the abandoned Grand Trunk Rail Line



## Proposed Trail Linkage Site 6: Linkage to Victoria Rail Trail using the Abandoned Dranoel Rail Line

### Description

The abandoned Dranoel Rail Line represents a proposed corridor linking Cavan Monaghan Township to the Victoria Rail Trail which follows the abandoned rail line west of the Township. Lands on the portion of the abandoned Dranoel Line that could link Cavan Monaghan to the Victoria Rail Trail are both publicly and privately owned. Facilitating a linkage to this trail will require land acquisition, negotiation of easements and agreements.

### Route Options

A linkage to the Victoria Rail Trail could be established to provide access from Cavan Monaghan Township to the Victoria Rail Trail, Trans Canada Trail, Peterborough, Bethany, Lindsay, Omemee, Kinmount, and the Rotary Trail to Lakefield. The Ganaraska Hiking Trail follows the same route in this location. Directional signage could be installed to identify the trail linkage, and surrounding communities could promote trail use. Route options must take into account Highway 115 and the active CPR Rail Line. The establishment of additional crossings of these corridors was not considered in the development of this plan, and routes were created to take advantage of existing crossings. The following route options are illustrated on Figure 2.

#### ***Route Option A: Abandoned Dranoel Rail Line Linkage from Station Park to north of Hwy 115***

The route would extend north from Station Park in Millbrook Ward to Fallis Line, and continue west along Fallis Line to Tapley ¼ Line, then north on Tapley ¼ Line to cross under Highway 115. Route Options B, C or D as described below, could connect this route to Dranoel Station and the Victoria Rail Trail.

Development of this route would require a significant amount of landowner contact and may entail land acquisition, and the establishment of agreements with landowners. A thorough inventory of parcels and ownership along the route would need to be undertaken. Appendix C lists those properties that would need to be secured.

#### ***Route Option B: North Side of Hwy 115 on Fallis Line***

This route would continue north on Tapley ¼ Line, and west on Fallis line, across Dranoel Road and connect to the Victoria Rail Line in the vicinity of Dranoel Station.

#### ***Route Option C: North Side of Hwy 115 to Dranoel Station via Tapley ¼ Line, and unopened Larmer Line Road allowance to Fire Route 601***

This route would continue north on Tapley ¼ Line to the unopened Larmer Line road allowance. The route would then proceed west on the unopened allowance and connect to Dranoel Road via Fire Route 601 to provide access to the Victoria Rail Line at Dranoel Station.

***Route Option D: Victoria Rail Trail crossing in Bethany via Abandoned Rail Line***

This route would continue north on Tapley ¼ Line to an abandoned rail line located north of Larmer Line and south of Syer Line. The route would then follow the abandoned rail line in a northwest direction to Syer Line, and continue to westward along Dranoel Road to provide access to the Victoria Rail Line at Dranoel Station.

***Route Option E: North Side of Hwy 115 to Dranoel Station via Tapley ¼ Line, and Syer Line***

This route would continue north on Tapley ¼ Line to Syer Line, and then proceed west to Dranoel Road and Dranoel Station to provide access to the Victoria Rail Line at Dranoel Station.



## Proposed Trail on Unopened Road Allowance Site 7: Fallis Line East from County Road 10 to Cedar Valley Road

### Description

This is an unopened road allowance that extends east from Fallis Line to Cedar Valley Road as illustrated on Figure 3.

### Recommendations

This unopened road allowance could be used as an informal trail without significant upgrades. Signage could be installed to indicate that passive uses such as cycling or walking are permitted and that it is public land. Permits and approvals may be required for road upgrades and watercourse and wetland crossings. While unopened road allowances may be upgraded and used as trails to link natural areas, consideration must be given to the type of habitat that is adjacent to these areas. Recent studies suggest that increasing activity on unopened road allowances can have detrimental effects on some species of wildlife, so consideration must be given to the species utilizing these areas before increased use is promoted. A survey of wildlife species currently utilizing this area should be undertaken prior to any trail enhancement.



Views of unopened Road Allowance: Fallis Line East from County Road 10 to Cedar Valley Road

## Proposed Trail on Unopened Road Allowance Site 8: Larmer Line west of Tapley ¼ Line Unopened Road Allowance

### Description

This is an unopened road allowance that extends from Larmer Line west of Tapley ¼ Line to Glamorgan Road as illustrated by Figure 3.

### Recommendations

This unopened road allowance could be used as an informal trail without significant upgrades. Signage could be installed to indicate that passive uses such as cycling or walking are permitted and that it is public land. Permits and approvals may be required for road upgrades and watercourse and wetland crossings. While unopened road allowances may be upgraded and used as trails to link natural areas, consideration must be given to the type of habitat that is adjacent to these areas. Recent studies suggest that increasing activity on unopened road allowances can have detrimental effects on some species of wildlife, so consideration must be given to the species utilizing these areas before increased use is promoted. A survey of wildlife species currently utilizing this area should be undertaken prior to any trail enhancement.



Views of unopened Road Allowance: Larmer Line west of Tapley ¼ Line



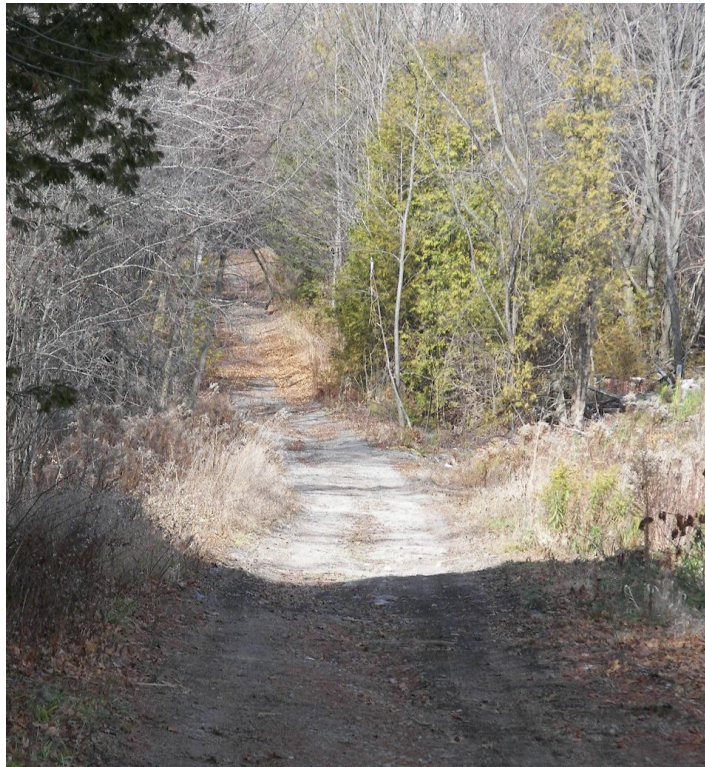
## Proposed Trail on Unopened Road Allowance Site 9: Tapley ¼ Line, north of Morton Line, Unopened Road Allowance

### Description

This is an unopened road allowance on Tapley ¼ Line from Morton Line to Sharpe Line as illustrated by Figure 3. It is currently accessible as a trail and appears to be used by local residents for walking.

### Recommendations

This unopened road allowance could be used as an informal trail without significant upgrades. Signage could be installed to indicate that passive uses such as cycling or walking are permitted and that it is public land. Permits and approvals may be required for road upgrades and watercourse and wetland crossings. While unopened road allowances may be upgraded and used as trails to link natural areas, consideration must be given to the type of habitat that is adjacent to these areas. Recent studies suggest that increasing activity on unopened road allowances can have detrimental effects on some species of wildlife, so consideration must be given to the species utilizing these areas before increased use is promoted. A survey of wildlife species currently utilizing this area should be undertaken prior to any trail enhancement.



View of unopened Road Allowance: Tapley ¼ Line north of Morton Line

## Proposed Trail on Unopened Road Allowance Site 10: Dranoel Road north of Stewart Line, Unopened Road Allowance

### Description

This is an unopened road allowance of Dranoel Road, extending north of Stewart Line to Hillview Drive as illustrated by Figure 3.

### Recommendations

This unopened road allowance could be used as an informal trail without significant upgrades. Signage could be installed to indicate that passive uses such as cycling or walking are permitted and that it is public land. Permits and approvals may be required for road upgrades and watercourse and wetland crossings. While unopened road allowances may be upgraded and used as trails to link natural areas, consideration must be given to the type of habitat that is adjacent to these areas. Recent studies suggest that increasing activity on unopened road allowances can have detrimental effects on some species of wildlife, so consideration must be given to the species utilizing these areas before increased use is promoted. A survey of wildlife species currently utilizing this area should be undertaken prior to any trail enhancement.



Views of unopened Road Allowance: Dranoel, north of Stewart Line



## Proposed Scenic Route Site 11: Cavan Swamp Loop

### Description

This scenic route passes through the Provincially Significant Cavan Swamp Wetland Complex and Area of Natural and Scientific Interest. This property does not provide any active recreation or interpretive facilities, but hunting and trapping is permitted in selected areas within the Wetland, Figure 4 illustrates the route.

### Recommendations

Trail signage could be installed to identify scenic route, ensure roads are maintained. A scenic route guide could be developed to identify points of interest, scenic vistas and photo opportunities. Opportunities for parking or viewing areas on existing roads should be investigated.



Views of Cavan Swamp Loop Scenic Route

## Proposed Scenic Route Site 12: Cavan Creek

### Description

This scenic route utilizes existing roads to provide views of Cavan Creek and the surrounding countryside. Figure 4 illustrates the route.

### Recommendations

Trail signage could be installed to identify scenic route, ensure roads are maintained. A scenic route guide could be developed to identify points of interest, scenic vistas and photo opportunities. Opportunities for parking or viewing areas on existing roads should be investigated.



Views of Cavan Creek Scenic Route

### Proposed Scenic Route Site 13: Baxter Creek

#### Description

This scenic route utilizes existing roads to provide views of Baxter and Squirrel Creek, the Oak Ridges Moraine and surrounding countryside. Figure 4 illustrates the route.

#### Recommendations

Trail signage could be installed to identify scenic route, ensure roads are maintained. A scenic route guide could be developed to identify points of interest, scenic vistas and photo opportunities. Opportunities for parking or viewing areas on existing roads should be investigated.



Views of Baxter Creek Scenic Route



## Proposed Scenic Route Site 14: Squirrel Creek

### Description

This scenic route utilizes existing roads to provide views of Baxter and Squirrel Creek, the Oak Ridges Moraine and surrounding countryside. Figure 4 illustrates the route.

### Recommendations

Trail signage could be installed to identify scenic route, ensure roads are maintained. A scenic route guide could be developed to identify points of interest, scenic vistas and photo opportunities. Opportunities for parking or viewing areas on existing roads should be investigated.



Views of Squirrel Creek Scenic Route



Figure 1 - Existing Trails and Parks in Millbrook

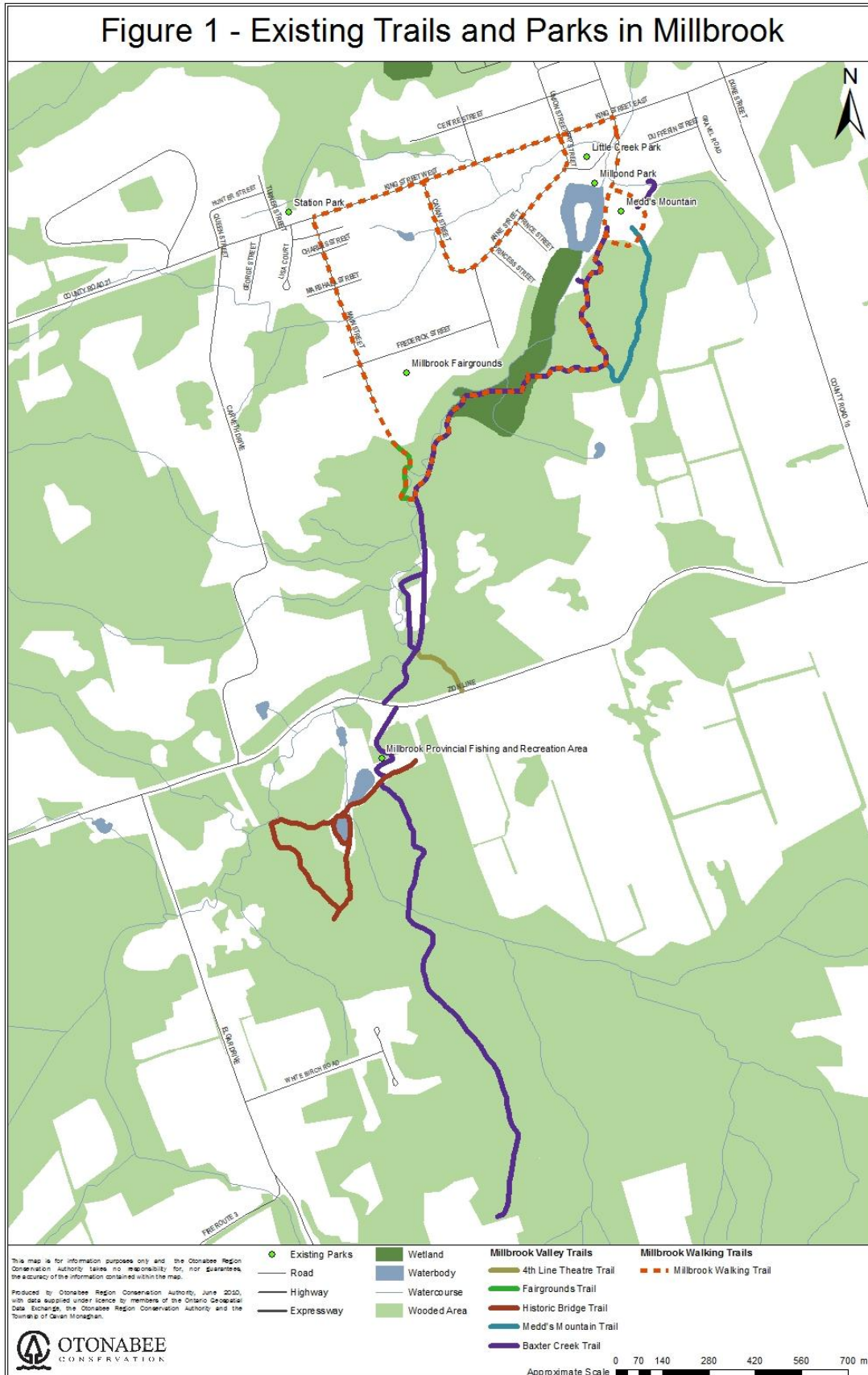


Figure 2 - Existing Parks, Trails and Proposed Linkages

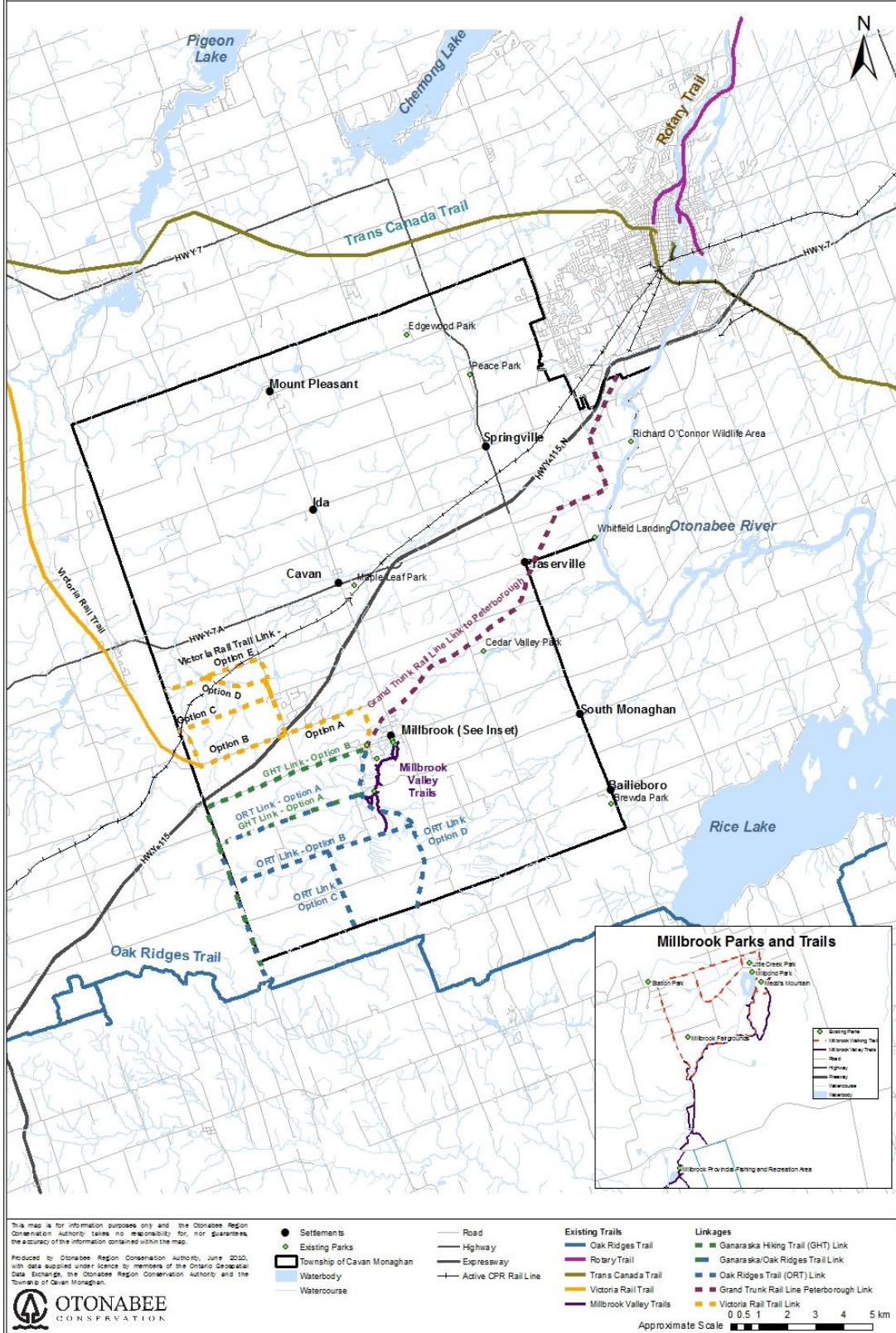




Figure 3 - Proposed Trails On Unopened Road Allowances

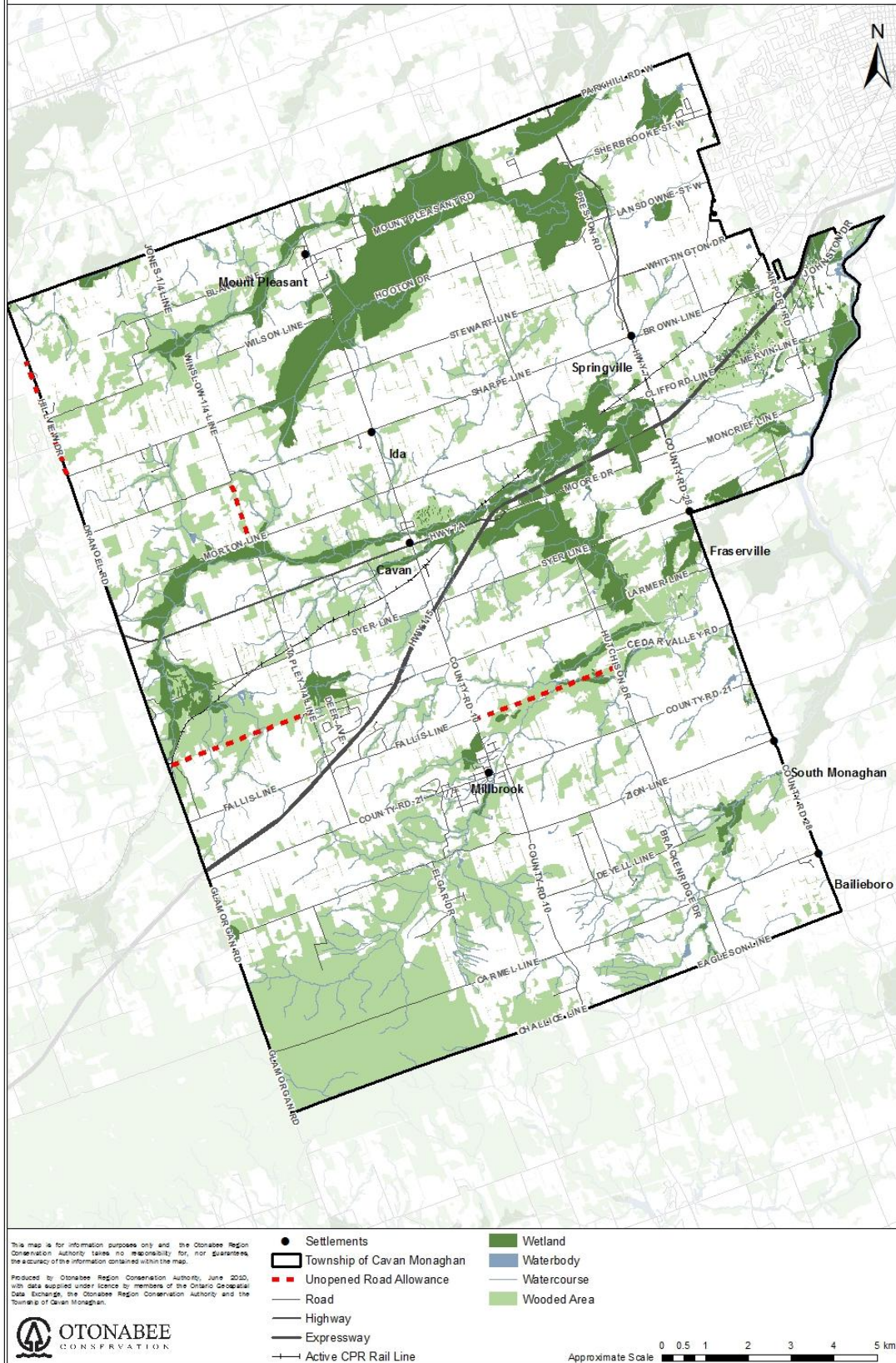
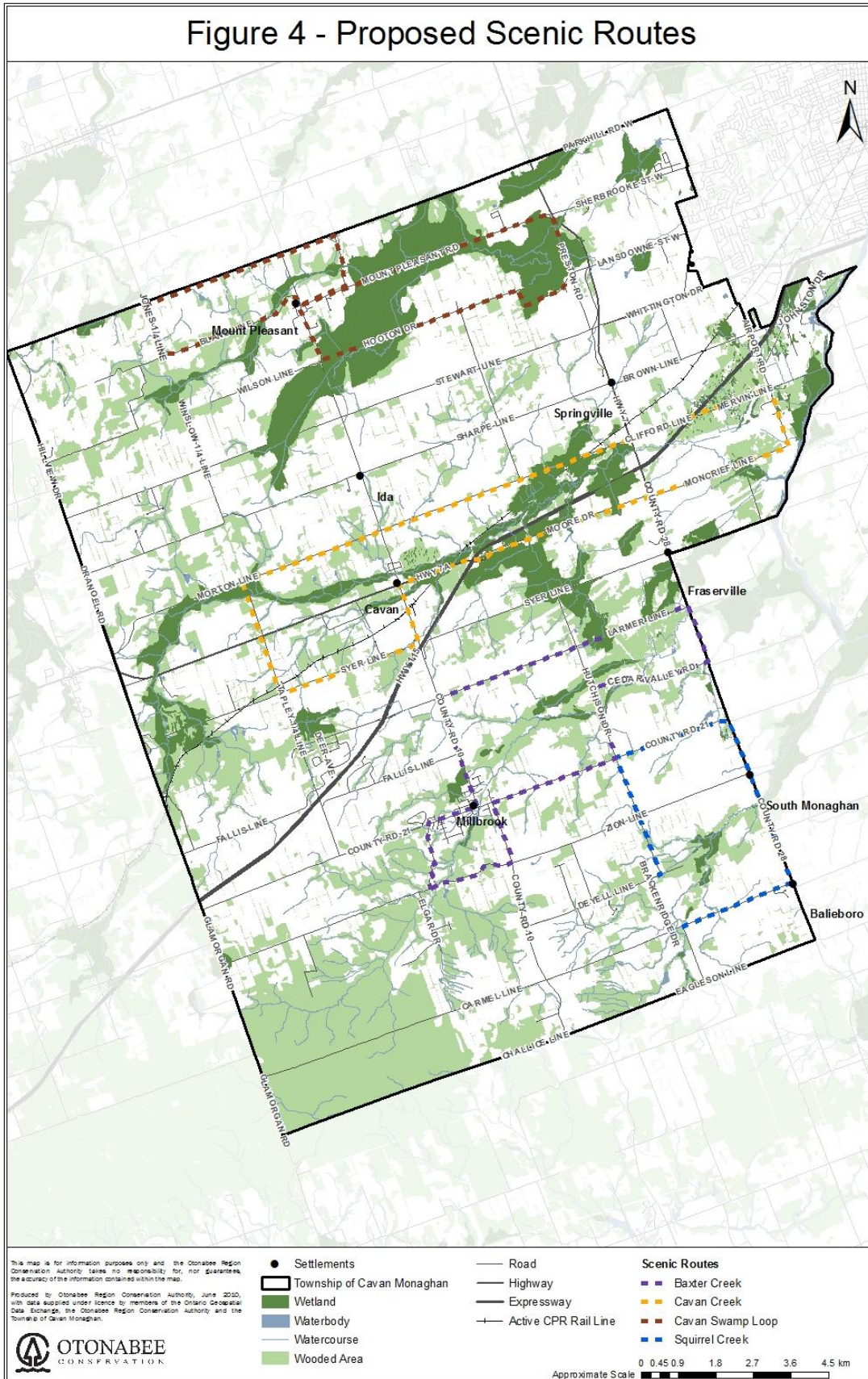




Figure 4 - Proposed Scenic Routes



## 10.0 Recommendations

1. Adopt The Trail Master Plan as the framework for the systematic implementation of an integrated community network of trails and public lands in the Township of Cavan Monaghan.
2. Develop and implement an action oriented program to translate the general framework into more specific recommendations, guidelines and policies.
3. Review the Trail Master Plan every five years or as is required to ensure that it remains flexible, and responsive to the needs of the community. The review process should include evaluation and updating where necessary to take advantage of opportunities that may arise to reestablish or reallocate priorities, and to update the current plan. The review should include a public consultation process.
4. Clarify the roles and responsibilities of the Millbrook Valley Trails Committee and The Township of Cavan Monaghan for the coordination and implementation of the Trail Master Plan.
5. Ensure that trail uses are clearly identified and understood by users and stakeholder groups (i.e. snowmobile clubs, cycling clubs).
6. All new development/redevelopment (greenfield and brownfield/infill) and road reconstruction proposals should consider the potential for linkages and enhancement of trails and public lands.
7. Ensure that new development/redevelopment plans include connections with trails, public lands and linkages by incorporating appropriate references to the Trail Master Plan in the Official Plan.
8. References to and supporting the Cavan Monaghan Trail Master Plan should be included in other long range planning documents including those that deal with land use, environment and transportation planning.
9. Retired road and rail rights-of-way, and other linear corridors should not be sold until it has been clearly demonstrated that they do not/cannot perform a trail network function. If and when they are sold, attempts will be made to maintain a public easement.
9. Staff and Council should review the required parkland dedication under the Planning Act with a view towards determining if, and under what circumstances the provision of trails can be included as part of the parkland dedication.
10. Staff and Council should review and develop a consistent approach related to the placement of trails in relation to environmental buffers.
11. Prior to consideration of trail development on private lands, discussion should be initiated with the landowner with the intent of reaching a mutually agreeable arrangement.
12. Staff and Council should review or develop a Land Acquisition Policy to guide the acquisition/disposal of public lands in Cavan Monaghan Township.



13. Ensure that Species at Risk are considered when planning or developing new trails, or implementing other recommendations in the Trail Master Plan.
14. Public Participation should be incorporated into all decision making related to the enhancement of trails and recreational opportunities in Cavan Monaghan Township.
15. Encourage educational institutions ranging from elementary to post-secondary to utilize the trails and public lands for research and outdoor education for their students.
16. Roles and responsibilities related to the management, maintenance and construction of trails should be identified by staff and Council.
17. Liability Issues related to the use of trails and recreational facilities within the Township of Cavan Monaghan, including insurance coverage and user responsibilities, should be clarified.
18. Budget considerations for the implementation of the recommendations in this Master Plan should be identified annually by staff, using the priorities identified in this Master Plan and input from Council and Township residents.
19. Maintain and expand partnerships to facilitate the maintenance and development of trails and recreational opportunities with a variety of partners including government agencies, educational institutions, Service Clubs, Municipalities, Trail Foundations, Land Trusts, cycling clubs, etc.