

Coaldale Parks & Trails Master Plan



Adopted: June 2008
Amended: September 26, 2011

Prepared by Coaldale Parks and Trails Steering Committee
with assistance of the
OLDMAN RIVER REGIONAL SERVICES COMMISSION

Coaldale Parks & Trails Master Plan

ACKNOWLEDGEMENTS

The following people are thanked for their assistance and contribution to the development and publishing of this Parks & Trails Master Plan:

PARKS AND TRAILS STEERING COMMITTEE

Anja Langstraat (Chair) – *Town Councillor*
Blair Frache – *Citizen Volunteer*
Chris Gallagher – *Citizen Volunteer*
Neil Klassen – *Citizen Volunteer*
Arij Langstraat – *Citizen Volunteer*
Johnny Martens – *Citizen Volunteer*
Doug Mickey – *Citizen Volunteer*
Troy Orman – *Citizen Volunteer*
Wayne Street – *Citizen Volunteer*

ADMINISTRATION

Roy Ermtter – *Director of Operations*

OLDMAN RIVER REGIONAL SERVICES COMMISSION

Steve Harty – *Senior Planner*
Perry Neufeld – *Planner*
Lisa Hungerford – *Assistant Planner*
Breelyn Gray – *Assistant Planner*

Prepared by Coaldale Parks and Trails Steering Committee
with assistance of the



TABLE OF CONTENTS

	Page
PREFACE	1
BACKGROUND	2
INTRODUCTION	2
PHASE I: Create a Vision	3
VISION	3
RATIONALE	3
GOALS	3
OBJECTIVES	3
PHASE II: Identify the Plan Process and Framework	4
PROCESS	4
PHASE III: Create Implementation and Funding Objectives	5
IMPLEMENTATION STRATEGIES	5
INITIAL PRIORITIES	6
LONGER-TERM PRIORITIES	7
GENERAL RECOMMENDATIONS	9
PURPOSE AND MAINTENANCE	9
COSTS	9
FUTURE DEVELOPMENT & INTEGRATION	9
PARTNERSHIPS	10
DESIGN.....	10
SAFETY	10
WASTE.....	11
WASHROOMS.....	11
SIGNAGE.....	11
MAINTENANCE STRATEGIES	11
FUNDING STRATEGIES	11
DIAGRAMS (MAPS)	
ILLUSTRATIONS	
PUBLIC SURVEY RESULTS	

Coaldale Parks & Trails Master Plan

PREFACE

The development of a parks and trails plan was started as an initiative by Town Councillor Anja Langstraat to look at improving parks and paths in the Town of Coaldale through enhancing existing parks and trails and by creating additional space. The first committee was organized in September 2005 and consisted of representatives of church and service groups and Town boards. From this, a Steering Committee was formed in November 2006 with the support of Town Council. The Committee met 11 times between November 1, 2006 and March 18, 2008.

The Steering Committee aimed to develop a comprehensive Parks & Trails Master Plan providing a coordinated and integrated parks and trails system serving the Town of Coaldale with a focus to increase walking and cycling for leisure and commuting purposes. Early on, it became clear that the main interest of the participants was the establishment of walking/hiking/biking/running trails with the development of park space as a secondary consideration. In subsequent meetings it was decided that a trail around the periphery of Town with several nodes connecting to areas of public use would be the best way to ensure usage of the trail system.

To assist in the process and ensure the citizens of Coaldale were involved in the process, a public questionnaire was developed and widely distributed in the community. An Open House for the public was held on November 22, 2007. There were 87 questionnaires returned plus 10 more received at the meeting. The results indicated a good level of support for a trail system, with some concerns expressed about the possible impact on taxes. After the 'Open House', the draft plan was finalized and was presented to the Committee.

The task of the Steering Committee was to provide directions and guidelines to staff and Council members regarding development, planning and costs associated with the Coaldale Parks & Trails Master Plan. The public survey results and suggestions were used in developing the plan recommendations. From input received through the survey results and public meeting the Steering Committee committed to developing a plan that:

- provided a functional parks and trails network for all users;
- designed a system of trails, which would connect existing and future park/recreation areas; and
- identified phases of development which were to be prioritized.

The benefits to creating this plan include improved health to residents, cleaner air and alternate transportation routes for a reduction of automobile dependence. The development of a Parks & Trails Master Plan is one step in meeting those objectives in addition to steering the Town of Coaldale towards a *greener* and more sustainable community.

After consideration of any amendments that may need to be made, the plan will be presented to Town Council to ratify the plan. Following this, a more comprehensive funding investigation (alternatives) is needed to implement the proposal. (NOTE: It should be noted that this Master Plan is to be used as a reference document/framework to implement urban renewal and park/trail development only and does not bind or require Council to undertake any of the projects as referred to within it.)

Steering Committee Objectives

To provide direction to the work, the Steering Committee established three objectives as follows:

1. Guide and work with the public to create a master trail and open space plan.
2. Develop and present suggested policies for Town Council that request developers provide open space and trails in future subdivision and development areas that link with existing trails.
3. Identify methods and sources of funding available.

BACKGROUND

The Town of Coaldale lies approximately 11 kilometres east of the City of Lethbridge and as of 2009, the population of this thriving, small town was 6943. There are many interesting and appealing attractions in and around this idyllic rural community; for instance, the *Alberta Birds of Prey Centre*, *Land-O-Lakes Golf Course* and the *Gem of the West Museum*.

INTRODUCTION

The Town of Coaldale developed this Parks & Trails Master Plan to provide a vision for a trail network that unifies neighbourhoods and destinations within the community. This plan positions trails as a valued community asset and illustrates the Town's commitment to providing a wide range of leisure, learning and healthy lifestyle opportunities for its residents. The master plan provides a coordinated and integrated open-space and trail system serving the Town with a focus to increase walking and cycling for leisure and commuting purposes. As the Town continues to grow, the Parks & Trails Master Plan will evolve to reflect the changing needs of residents and businesses as well as explore new technology and design possibilities for future trail development. A Steering Committee, comprised of the Town Planner, Councillors and members of the public, met on a regular basis to guide the trails development for the Town of Coaldale.

The development of a Parks & Trails Master Plan is one step in navigating the Town towards sustainable environmental and personal health objectives. The benefits include improved health and quality of life for residents as well as increased opportunities for events by schools, hiking clubs, wildlife viewing groups, Scouts, cyclists or cycling clubs/groups, and Parks & Recreation Departments. It also provides for an alternate means of transportation – which means cleaner air and energy conservation.

The plan creation involved a three-phase process, including:

1. Creating the vision, goals and objectives of the master plan;
2. Identifying the plan process and framework that will be followed; and finally,
3. Creating the implementation and funding strategies.

PHASE I: Create a Vision

In the first phase of the plan, the Committee considered the “Vision” for the plan. In coming to this, the rationales for a Parks & Trails Master Plan were considered, the goals for the plan cultivated, and the objectives articulated.

VISION

Phase I of the study focused on creating an overall plan vision to guide the process and development of the plan. The Committee’s “Vision” for the plan is:

The Town of Coaldale wishes to create a vibrant, healthy community for its citizens. This will be achieved by integrating a comprehensive open space and trail system into the present and future infrastructure of the town in order to provide a variety of possible opportunities to promote an improved quality of life for every individual in the community.

RATIONALE

1. Economic Benefits: increased real estate values, economic vitality, economic development, reduce burden of health care, population attraction (industrial/residential) to Coaldale, which in turn increases the tax base.
2. Social and Community Benefits: provides community building, therefore creating stronger community and social cohesion, encourages and enables people of all income groups and ages to participate.
3. Personal Health Benefits: provides opportunities to increase physical activity. The participation in outdoor recreation provides personal satisfaction, quality of life improvement, stress reduction, an increased sense of well-being, and improved mental health.
4. Environmental Benefits: contributes to the environmental health/protection of the community.

GOALS

In developing the plan, the Committee wanted to:

1. Develop a comprehensive open space park plan combined with a non-motorized, multi-use pathway and trail system for the Town of Coaldale and its citizens; and
2. Include considerations of users’ needs, safety, linkages, and future development.

OBJECTIVES

1. To enhance the usability and accessibility of existing parks and preserve open space within the Town of Coaldale.
2. To provide a safe transportation network.
3. To create an overall open space, park and trail system that caters to a diverse group of users.
 - a. Identify *existing* destinations/nodes and potential linking pathways.
 - b. Identify *future* destinations/nodes and potential linking pathways.
4. To provide ample opportunities for people to participate in utilitarian, recreational and fitness activities.

5. To create a sustainable approach to the parks and trails system to ensure the long-term viability of the plan that considers maintenance, operation, preservation, and fiscal responsibilities.
6. To guide future transportation and growth planning for the community by encouraging pedestrian-oriented development patterns and plan for appropriate (bicycle and pedestrian) transportation facilities through new developments, subdivisions, area structure plans and other long-range plans.

PHASE II: Identify the Plan Process and Framework

Phase II of the study focused on the process and development of the various elements of the Parks & Trails Master Plan. Identifying the potential elements of the process was important in laying out the framework for creating and implementing a successful plan.

PROCESS

The potential elements considered in laying out the framework included:

- Parks and Trails Steering Committee to meet with other various community committees and steering groups to gather input on the master plan proposal and ideas.
- Inform Coaldale Town Council, through the Community Services Board, on the plan process and obtain Council endorsement for proceeding with the strategy.
- Identify potential parcels, easements, linkages, and areas that may be utilized in both park and trails design and development of a cohesive network.
- Create draft trail design/maps to illustrate a potential community trail plan.
- Consider the development of pedestrian (and cycling-related) policies and program guidelines to outline implementation requirements for the Parks and Trails System.
- Gather input from Coaldale citizens on both the support of the plan development and ideas of development and design through surveys, open houses or other means.
- Consult with the St. Mary River Irrigation District (SMRID) to continue to utilize a portion of the SMRID canal right-of-way as part of the trail/path system, as it is currently used by many residents. The canal right-of-way is SMRID property and no formal agreements are currently in place for public access.
- Consider public comments/suggestions and create a draft conceptual plan with professionally drafted maps.
- Identify existing and future policies and guidelines for the plan, along with formulating implementation ideas.
- Identify, in the development process, priority areas to develop and potential phases of development or an implementation schedule.
- Make any necessary revisions as required to the plan.
- Present the Parks/Trails concept and consider comments from the public. Create a strategy for Phase III, the Implementation Stage, which may be developed prior to, or after, presenting the draft plan to the public.

- The Implementation Stage should consider the long-term development and maintenance issues of the plan and identify potential sources of funding.
- Cost Analysis Review.

It was noted that the following process should be implemented after the Implementation Phase has been created:

- Review community input and summarize feedback for Council. Amend or present the Master Plan to Coaldale Council after input has been considered.
- Council may accept or adopt the Coaldale Parks & Trails Master Plan at their prerogative.

One of the key aspects of the Master Plan was to develop a long-term parks and trails network, building upon the existing trail and sidewalk networks.

PHASE III: Create Implementation and Funding Objectives

IMPLEMENTATION STRATEGIES

A complete circular loop trail system around the Town (as proposed) would be approximately 15-18 kilometres of trail. (The existing canal 'path' used by many residents is excluded from this calculation. The canal path the public presently uses covers a distance of approximately 2.68 kilometres.) For the purposes of this plan, a "node" is defined as a destination park, public facility or open space".

Phase III of this plan involved the development of an implementation strategy for the Parks & Trails Master Plan. In this strategy the actions necessary to support the implementation and administration of the Parks & Trails Network and program were identified.

Implementation

The concept of a trail system includes the following components:

1. A planned trail around the perimeter of the Town of Coaldale.
2. Several nodes in the trail connecting to areas of public use, such as playground areas, schools, quads, sport fields, etc.
3. The identification of existing components which can be incorporated in a larger trail system at a later date.

Timeline

The Committee chose a ten-year implementation timeline as appropriate and desirable for this project.

- The first two years: Upgrading of existing nodes and linkages and identification of future ones.
- Years three to eight: The addition of one or two nodes and linkages each year.
- Years nine and ten: Completion of the trail.

If the trail is initially constructed with low-maintenance materials such as shale, wood chips, gravel, asphalt millings, etc., the initial cost would not be overly high and maintenance would be minimal.

INITIAL PRIORITIES

Priorities were established through public input. They are only listed and not necessarily in order of an implementation schedule.

Existing Nodes:

The following areas were identified as already existing and in use or useable with a minimum amount of upgrading:

- The area known as “The Quads” (ball diamonds);
- The area around the Birds of Prey Centre;
- The central town area near the schools can be incorporated into the trail system with little actual pathway construction required, using existing path and streets;
- The walkway in the East Parkside subdivision;
- The Owl’s Nest Campground could be linked to the Municipal Reserve (MR)¹ of East Parkside via the south side of 20 Avenue;
- The Quads’ old reservoir dugout could potentially be used for an “off-leash” area for dogs. If not available, an alternative “off-leash” area for dogs should be identified.

Diagram 2 illustrates the proposed conceptual trail system identified with the different development linkages (priority phases) highlighted.

- ◆ **Note:** *Actual trail/path development may vary from the illustration based on future developments. Lines shown on the maps may also not be developed as paths in such a linear fashion, but are shown as such to display a general area and potential linkages.*

1. “The Quads” (see diagram 3)

Developing a trail/path system around the ball diamonds (quads) is considered the first priority. Many people currently walk or jog around this area and the canal and this area was highlighted by many in the public survey.

- The distance around the quads is approximately 2.25 kilometres.
- The quads could be connected to the East Parkside Acres area by the establishment of a shale or paved path on the easement between these two areas.
- Paving would allow persons with special needs an opportunity to walk in an area unencumbered by traffic and there would be no curbs, dips, potholes etc. to contend with.
- It is anticipated that further enhancement of this area, with trees, benches, a playground, campground, ball diamond upgrades, etc. would make this an attractive multi-use park amenity area for the Town.
- The Quad ball diamond area may benefit from landscaping and a playground and this may be developed in conjunction with the Coaldale Baseball Association.◆

¹ Under section 666(1) of the MGA, a subdivision authority may require the owner of a parcel of land, subject to a proposed subdivision, to provide part of that parcel as Municipal Reserve (MR), money in place of MR, or any combination of land and money. The amount of land may not exceed 10% of the parcel area, less environmental reserve, or 10% of the appraised market value of the land. Section 671(2) states MR may be used for a public park, a public recreation area, school authority purposes, and/or to separate areas of land that are used for different purposes.

- The Quad area should become a multipurpose area with linkage to the trail system. This area may be developed with assistance of community groups to provide a multi-use recreation area

2. The Birds of Prey Centre (see diagram 4)

- A looped trail around the Birds of Prey Centre could be completed with minimal cost, since there is already a trail partly in existence.
- The distance around the Birds of Prey Centre is approximately 2.0 kilometres, but portions are partially developed, so only 1.5 kilometres may actually have to be developed as new pathway.
- Pathway includes completion of a bridge to ensure a complete looped pathway around the area, which may be considered when funding permits.

3. Central Link / Schools (see diagram 5)

- The central town area near the school corridor (Jennie Emery, to R.I. Baker, to Kate Andrews on 21 Avenue) can be incorporated into the trail system by going from the canal north of the Quads, north up 11 Street utilizing the street and sidewalk system, and then west into the Jennie Emery School site. A new pathway can be developed to connect north to the Coaldale hospital site, then west over to R.I. Baker School. This trail can then incorporate the street/sidewalk system and head to the west along 21 Avenue and link all the way over to the west Coaldale area where pathways and a park will be developed.
- This path portion can be developed with minimal cost and with little actual pathway construction required, using existing paths, sidewalks and streets. The main component would be designated trail route signage and street, sidewalk, lane and crosswalk markings (painting), etc.
- The town central link street/sidewalk system is approximately 2.5 kilometres.

4. East Parkside Acres Subdivision Walkway

- Incorporating a path system from the Quads, north to the Parkside Acres subdivision, along the canal would be another development phase after the Quads and Birds of Prey trails are complete. Presently, the canal path and roadway system is used to reach this area.
- The sidewalks on the south side of Parkside Acres on 20 Avenue can be used to give access and link over the MR strip in Parkside behind the boulevard, and north to the future storm water pond and park.

5. Cottonwoods Subdivision

- A path system in the MR/green-space in the Cottonwoods subdivision may be developed in conjunction with the Developers' and the Towns' plans as the subdivision unfolds, or incorporated in the longer-term priorities after the phases mentioned above.
- This trail path would provide access from Highway 845 over to the west portion of Coaldale and link with the West Coaldale subdivision (Waterfront). Part of the SMRID canal right-of-way is presently used for this circulation.

LONGER-TERM PRIORITIES

Over the years, the trails can also be developed in stages in regards to the material/surface used, such as shale, limestone, recycled construction materials or pavement, as funds become available.

In regards to the trail network itself, years three to eight could see the addition of one or two nodes each year, and would follow the following phases outlined.

- Developing a trail/path and park system in the MR/green-space in the Cottonwoods subdivision, if not done in earlier stages, would be the next logical phase as this subdivision is progressing and developing at a steady pace.
- A linkage between Cottonwoods and over to the Quads would eventually be required to provide a continuous trail system. A potential strip of land to be utilized for drainage in south Coaldale along the Town boundary may be incorporated as part of the trail system, if this were to go ahead.
- This connector segment would be approximately 1.2 kilometres in length.

1. West Coaldale

The next phase recommended for development would be in West Coaldale (Waterfront) as this subdivision is built out and developed.

- The West Coaldale Area Structure Plan has included a MR buffer strip adjacent to the Land-O-Lakes Golf Course for the purposes of a walkway, which will link 25 Street over to 30 Street to the west.
- This buffer strip can link to the future park and pond (Waterfront Harbour) to be provided in the centre of the West Coaldale development and also link/connect over to the Central Link/School network at 24 and 25 Streets.

2. Industrial Connection

Once the priority areas are developed, a future plan would be to provide some sort of connector route north of the tracks into the industrial area and link with the Birds of Prey. This would help provide the continuous loop trail system around the Town. Issues to consider are:

- This trail segment would likely need to consist of some street networks and designated signage to work.
- Attention needs to be paid to the route and the safe separation of pedestrian/cyclists from industrial vehicle traffic as best able. The conceptual trail location may need to be relocated, based on development of land and parcels in the future.
- This segment of the trail may only be practical if some sort of additional traffic signalization is provided at the highway crossings in the future for safety.
- This north-east segment could potentially connect south across the highway with the existing town-owned MR strip adjacent to Parkside Acres and also link with a path south to the Quads.

3. Potential Future Trails (new subdivision/development areas)

As a longer-term priority, the areas to the southeast and/or the northwest where the Town may potentially grow in the future should eventually be connected to the trail network.

- These are areas that are currently within the County of Lethbridge jurisdiction. The timing of developing parks and trails in this area is dependent on when and if these areas ever become part of the Town of Coaldale.
- If these areas are ever annexed into Coaldale, the Town should require developers to include in their area structure plans and new subdivisions greenspace to accommodate and connect with the overall parks and trails system.

GENERAL RECOMMENDATIONS

- ◆ *Note: The items marked with the diamond symbol are suggestions/recommendations from the open house and public survey.*

PURPOSE AND MAINTENANCE

1. The parks and trails system should be developed according to usage and the priorities identified. The plan can be amended based on actual usage as it progresses.
2. Overall, the trail system should be focused on as being a commuter/recreational linkage with limited amenities.
3. Further implementation of the plan should include completion of preliminary feasibility, engineering and construction plans, and cost estimates.
4. The plan should be revisited formally at least every three (3) years to monitor progress and to make any possible amendments to ensure the plan is current.
5. It is recommended that the Town of Coaldale Council and administration consider this Parks & Trails Master Plan as an ongoing works project under their recreation development plans. This may consist of advocacy from the Community Services Board or the establishment of a committee of Town Council headed by a councillor and volunteers to promote the trail system.

COSTS

1. It is important for the ultimate success and financing of the trail system that it be developed in phases, which may be dependent upon the availability of construction materials. Improvements to surface materials may also be progressively phased as funding permits.
2. It is crucial to maximize cost savings by using existing infrastructure wherever available.
3. It is important to consider the trail and parks development and integrating opportunities when planning new developments, redevelopments, park improvements or when road construction is proposed as these opportunities to integrate the parks and pathways links with a larger project to be constructed result in significant cost savings.
4. Path development can be assisted with Town support through recycling material from asphalt millings from construction projects occurring in the Town.

FUTURE DEVELOPMENT & INTEGRATION

1. The municipality is encouraged to request that buffer/linear municipal reserve strips be provided in new subdivisions to tie-in and conform to this plan. These can also help act as buffers providing visual screening, separation of conflicting land uses, and to help provide open space to assist with storm water management.
2. Town Council is encouraged to amend the Municipal Development Plan to specify that in new subdivisions or where proposed area structure plans are adopted, that the 10% municipal reserve dedication be considered as land to allow for the potential trail system in the presented areas, if feasible.
3. In the future, parks and playgrounds proposed in new subdivisions within Town should try to integrate with the trail network wherever possible.

4. The overall trail route should run close to higher-density housing and/or senior citizen housing where appropriate, especially in new subdivisions that may be linked in the future.
5. A specific off-leash area for dogs should be investigated and included in future plan development. ♦
6. Ultimately, the desired trail system will involve a loop trail around the Town and will connect with the north and south sides. This may happen if and when intersection upgrades are made, such as at 30 Street and Highway 3, to allow for the safe passage of pedestrians across the highway.
7. Where appropriate, utility right-of-ways owned by the Town of Coaldale may be used for recreational purposes and the development of the trail/path system.
8. The Parks & Trails Master Plan should be incorporated into the Town of Coaldale's Municipal Sustainability Plan.

PARTNERSHIPS

1. Nodes or park area along the trail system may benefit from partnership with Communities in Bloom, with specific areas identified for the planting of vegetation. ♦
2. Any ongoing plans to utilize a portion of the SMRID canal right-of-way must involve consultation with the Board of the SMRID.
3. Community involvement will be highly encouraged, including using the Adopt-A-Mile or Adopt-A-Space program. Interpretive information of natural or historic information on posted signs should be sought in the future as the trail develops. This could be funded by legacy or memorial donations named in honour of a donator. ♦

DESIGN

1. The plan maps are conceptual and illustrate the general area and route of the trail. The path or trail itself should not be constructed in such a lineal fashion. It is recommended the path itself be designed and constructed with turns and gentle curves to create visual interest and take advantage of any amenities that may be present or created, such as slopes, or winding around trees, water bodies, etc.
2. Any new park design should recognize and take advantage of natural site features including sloping land, existing vegetation, and water bodies.
3. The trail and park system should incorporate natural and low-maintenance areas, and integrate storm water management facilities in new developments.
4. Determine design standards for typical trail width, base requirements, final surface materials and drainage.

SAFETY

1. Safety and user accessibility are important design features that must be incorporated into the trail/pathway design.
2. Placement of tree/shrub planting and land forms must allow for visibility of play structures and walkways by passing vehicles.

WASTE

1. Waste (garbage) cans and pet disposal bag stations, signage and eventually benches should be the primary amenities provided at certain points or nodes of the trail system. Secondary amenities, if funds were to permit, would be shade/tree shelter areas, lighting, etc. ♦
2. Waste (garbage) cans and pet disposal bag stations can be installed in stages over time and as budget permits. ♦ Initially they may be located in the higher usage areas, and then eventually located every 1.0 to 1.5 kilometres. At later stages, disposal cans may be in-filled and added every 0.5 kilometres or so, etc.

WASHROOMS

1. Certain designated portions of the park or trails systems may benefit from a public washroom, in particular for the public with special needs. The area of the Quads or the Birds of Prey may benefit in the future with the development of these facilities. ♦

SIGNAGE

1. Signage is necessary to designate the use and trail/path system route throughout the Town. This is one infrastructure aspect that can easily be assisted by volunteers, business and community service groups to provide.
2. The trail and park system may be combined with neighbourhood parks or schools and may be designed to link schools and paths through signage. Street crossings along the route should be ensured of having safe markings and safety signage put in place.

MAINTENANCE STRATEGIES

1. Maintenance priorities should be based on the relative importance of a particular pathway or bikeway within the entire network. Level of importance considers factors such as volume of use, function, and access requirements.
2. It is recommended that the parks and trails network be developed so that the maintenance level is one of naturalization as opposed to manicured wherever possible, to reduce ongoing costs.
3. Citizens at large (volunteers), community groups or volunteer private businesses should be sought to assist in ongoing maintenance, such as clearing snow in inclement weather (or trails can be closed in such conditions). Signage on the paths/trails should indicate that use of the trails is at the user's own risk.

FUNDING STRATEGIES

1. It can be assumed that annual inflation will affect construction and labour costs as they are associated with the trail development over the years. Any cost factored at today's rates must have inflation values applied at future stages.
2. A more detailed costing analysis must be undertaken to determine the estimated costs for construction of the trail pathways.

3. It is anticipated and likely that a number of sources of funds, grants and community donations will be required to implement such a plan. The municipality must explore innovative means to finance and develop such a plan, involving the private sector and community partnerships. Corporate sponsorships along with government grants will need to be a significant source of support.
4. Together with implementing the Parks & Trails Master Plan, there should be an integrated marketing strategy with an action plan to identify an appropriate source and mix of funding to complete both short- and long-term priorities, along with addressing the associated costs of infrastructure. This marketing strategy should attempt to “brand” the bikeway and pathway development program so it becomes a well-known Town entity.
5. It is recommended that the Town build community coalitions to support new revenues and public interest for the municipality’s park and trail system.

The following is a preliminary list of potential funding options utilized by some municipalities that should be considered to help make the plan a success:

- *Partnerships* – are joint funding sources between two or more separate entities and could include two levels of government, or the Town and a not-for-profit agency, private business (or some combination thereof).
- *Gifts/Foundation* – this involves establishing a charitable foundation that can benefit from private donations, endowments and bequests directed to specific causes and activities.
- *Adopt-a-mile* – citizen’s sponsorship of trail segment development.
- *Volunteerism* – individuals and communities donate time to assist in the maintenance of a small park or amenity (e.g. Adopt-a-Park).
- *Corporate Sponsorships* – this invites corporations to invest in the community development or enhancement of new or existing facilities in both the trail/paths and parks systems. Sponsorships may also be used for specific programs and events.
- *Naming Rights* – the municipality should consider establishing a ‘guide’ and policy to “sell” the naming rights for new and existing parks, paths and associated amenity spaces.
- *Advertising Sales* – carefully managed and sensitive park signage and/ or advertising space in program guides, venues as well as other visible forms of promotion that expose the advertiser to public audience.
- *Special Fundraisers* – annual large-scale fundraisers that target specific programs and capital projects that need to be undertaken as part of the plan.
- *Resource Funding Programs* – these are partnerships with corporations or citizens directed to planting a tree for new births, deaths, etc. (BP Birthplace Forest; McInnis & Holloway’s Memorial Forests). This can be extended to purchasing memorial park benches and other amenities.
- *Friends Associations* – are specific groups formed to raise money for a single purpose that could include a park amenity for overall community benefit (e.g. Friends of Quad Park).

- *New Deal for Cities & Communities* – this is a Federal government program to give financial assistance for Sustainable Capital Municipal Infrastructure in support of the desired outcomes of cleaner air, cleaner water, and the reduction of greenhouse gases.

Infrastructure Canada - Alberta Program – this is financial assistance for green types of municipal infrastructure, local transportation, culture and recreation, tourism, rural and remote telecommunications, high-speed internet access for local public institutions and affordable housing.

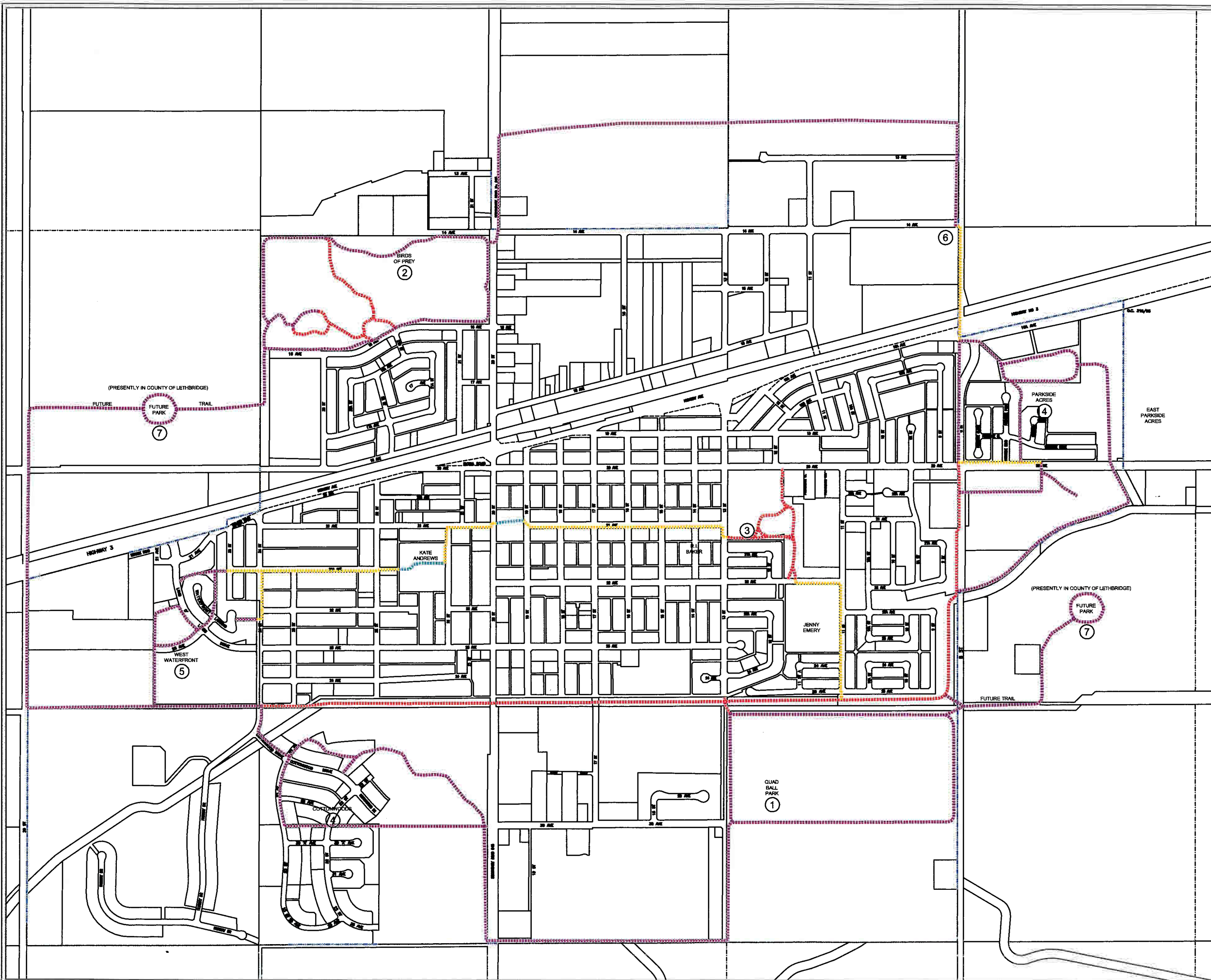
- *Municipal Sustainability Initiative*- is the Province of Alberta’s commitment to provide significant long-term funding to enhance municipal sustainability and to enable municipalities to meet the demands of growth.
- *Grants* – are often available through both Provincial and Federal government *and various Foundations, whose eligibility and terms may vary.*

These are all avenues that must be pursued to ensure the plan moves forward and is a success. Maintenance and Funding strategies should result in minimal impact on local taxes.

Diagrams (Maps)

TOWN OF COALDALE
 All Of NE 10, SE 10, SW 10, NE 11, NW 11,
 SE 11, SW 11, NE 14, SE 14, SW 14, SE 15, &
 Ptn's Of NW 10, NW 12, SW 13, NE 15
 All In Twp 9, Rge 20, W 4 M

----- TOWN BOUNDARY



PARKS AND TRAILS MASTER PLAN

MAY 1, 2008

DIAGRAM 1

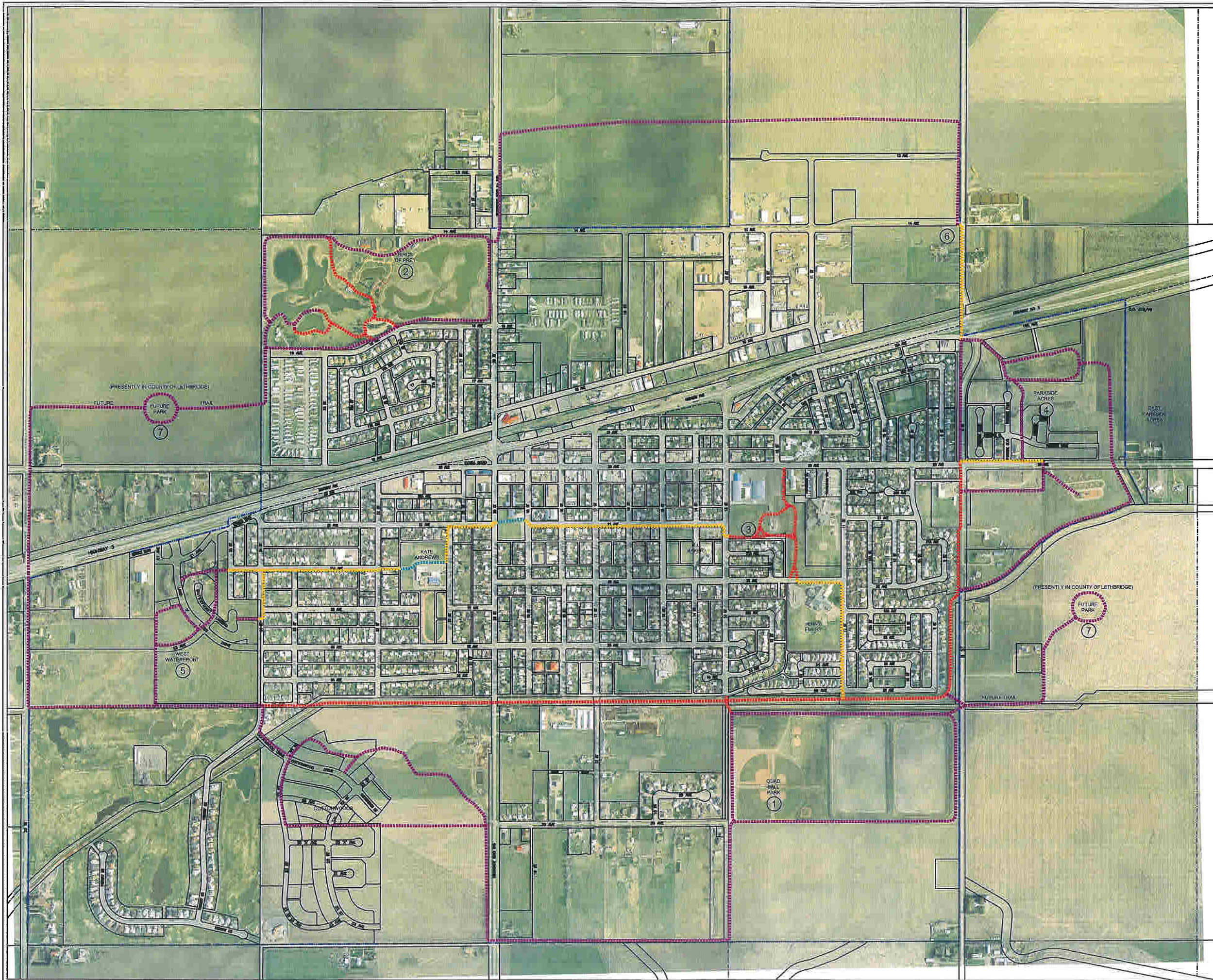
- CONCEPUAL TRAIL PATH**
- Existing Path System
 - Sidewalk Path- Signage
 - New Path Linkage / Partial Sidewalk Path With Signage
 - Future Trail

NOT PROVIDED BY
 OLDMAN RIVER REGIONAL SERVICES COMMISSION
 3165 THE BRIDGE ROAD, LETHBRIDGE, ALBERTA
 T1J 0K6
 NOT RESPONSIBLE FOR ERRORS OR OMISSIONS



TOWN OF COALDALE
 All Of NE 10, SE 10, SW 10, NE 11, NW 11,
 SE 11, SW 11, NE 14, SE 14, SW 14, SE 15, &
 Ptn's Of NW 10, NW 12, SW 13, NE 15
 All In Twp 9, Rge 20, W 4 M

----- TOWN BOUNDARY



PARKS AND TRAILS MASTER PLAN

MAY 1, 2008

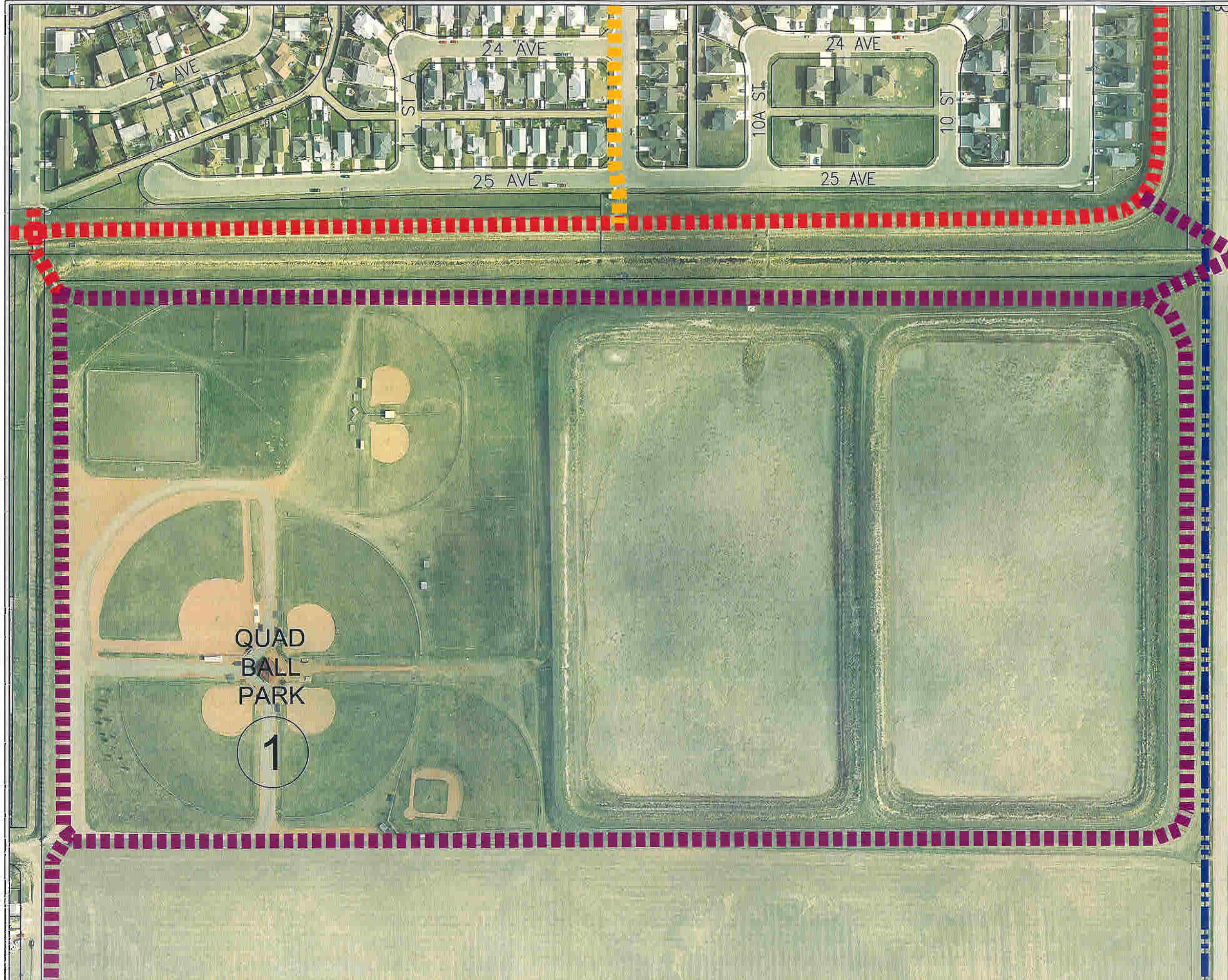
DIAGRAM 2

CONCEPUAL TRAIL PATH

- Existing Path System
 - Sidewalk Path- Signage
 - New Path Linkage / Partial Sidewalk Path With Signage
 - Future Trail
- ① Quad Ball Diamonds
 - ② Birds Of Prey
 - ③ Central Link / Schools
 - ④ Cottonwoods / Parkside Acres
 - ⑤ West Waterfront
 - ⑥ Industrial Connection
 - ⑦ Potential Future

NOT FINISHED BY
 CLARENCE FROM REVISIONS. SIGNAGE CHANGES
 2008 FOR PUBLIC REVIEW. LEGISLATION ALREADY
 IN PLACE FOR 2008.





TOWN OF COALDALE
 All Of NE 10, SE 10, SW 10, NE 11, NW 11,
 SE 11, SW 11, NE 14, SE 14, SW 14, SE 15, &
 Ptn's Of NW 10, NW 12, SW 13, NE 15
 All In Twp 9, Rge 20, W 4 M

— — — — — TOWN BOUNDARY

**PARKS AND TRAILS
 MASTER PLAN
 QUAD BALL DIAMONDS**

MAY 1, 2008
 PRIORITY 1
 DIAGRAM 3

- CONCEPUAL TRAIL PATH**
- ■ ■ ■ ■ Existing Path System
 - ■ ■ ■ ■ Future Trail
 - ① Quad Ball Diamonds

QUAD
 BALL
 PARK
 1

TOWN OF COALDALE
 All Of NE 10, SE 10, SW 10, NE 11, NW 11,
 SE 11, SW 11, NE 14, SE 14, SW 14, SE 15, &
 Ptn's Of NW 10, NW 12, SW 13, NE 15
 All In Twp 9, Rge 20, W 4 M

 TOWN BOUNDARY






**PARKS AND TRAILS
 MASTER PLAN
 BIRDS OF PREY**

MAY 1, 2008

DIAGRAM 4

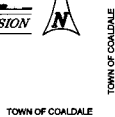
CONCEPUAL TRAIL PATH

-  Existing Path System
-  Future Trail
-  Birds Of Prey

NOT FINISHED
 Oldman River Regional Services Commission
 2008 Final Master Plan. Existing Assets
 May 01, 2008. The map
 not responsible for errors or omissions.



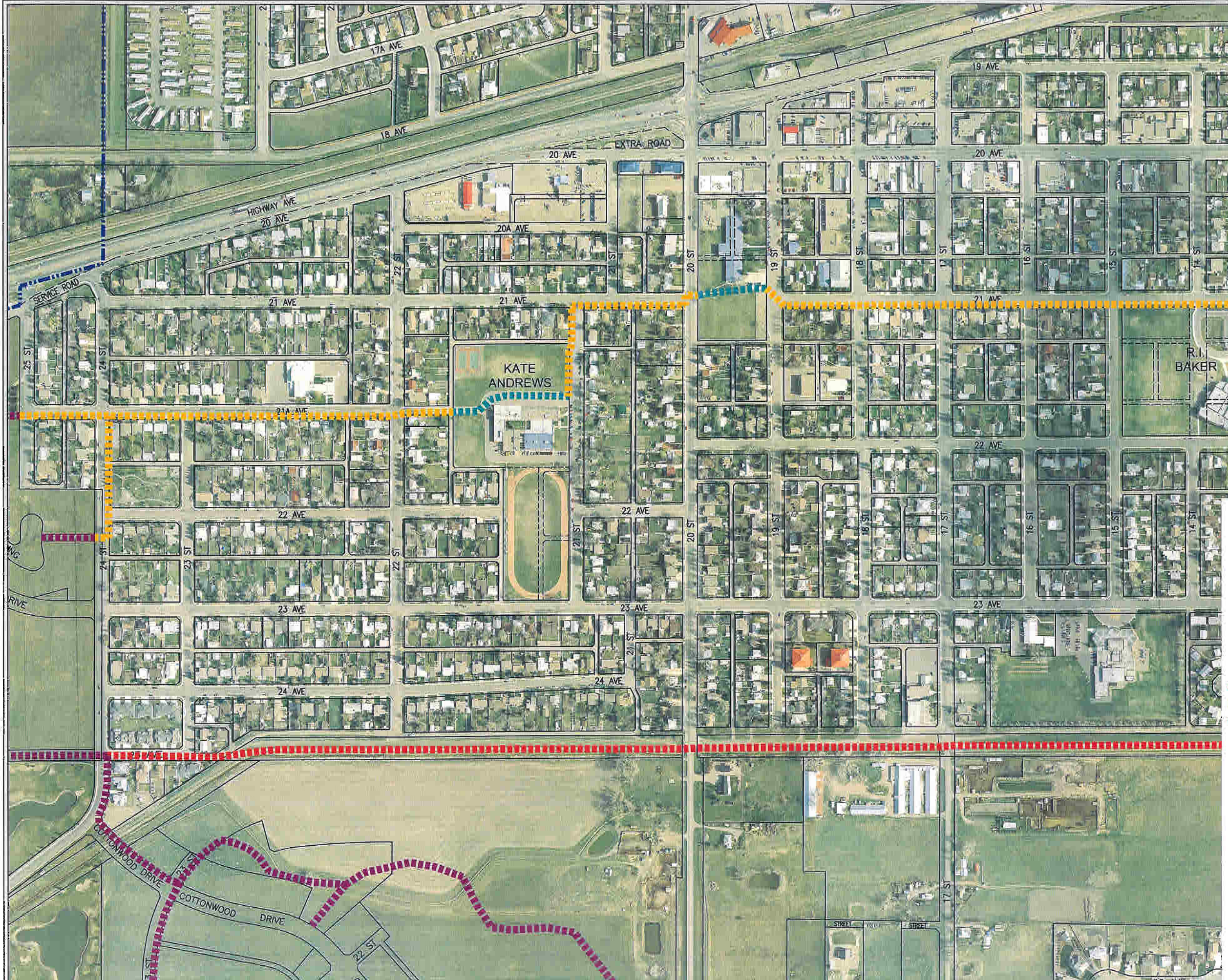
May 01, 2008 16\Leithbridge-Cowichan\Coaldale\Coaldale Projects\Coaldale Conceptual Trail System April 2008.dwg



TOWN OF COALDALE

TOWN OF COALDALE
 All Of NE 10, SE 10, SW 10, NE 11, NW 11,
 SE 11, SW 11, NE 14, SE 14, SW 14, SE 15, &
 Ptn's Of NW 10, NW 12, SW 13, NE 15
 All In Twp 9, Rge 20, W 4 M

----- TOWN BOUNDARY



**PARKS AND TRAILS
 MASTER PLAN
 CENTRAL CORRIDOR**

MAY 1, 2008

DIAGRAM 5

- CONCEPUAL TRAIL PATH**
- Existing Path System
 - Sidewalk Path- Signage
 - New Path Linkage / Partial Sidewalk Path With Signage
 - ③ Central Link / Schools



May 01, 2008 H\Lehrberg-Cosway\CoalDale\CoalDale Projects\CoalDale Conceptual Trail System April 2008.dwg

TOWN OF COALDALE

Illustrations

ILLUSTRATIONS

Signage



Waste cans and pet disposal bag stations

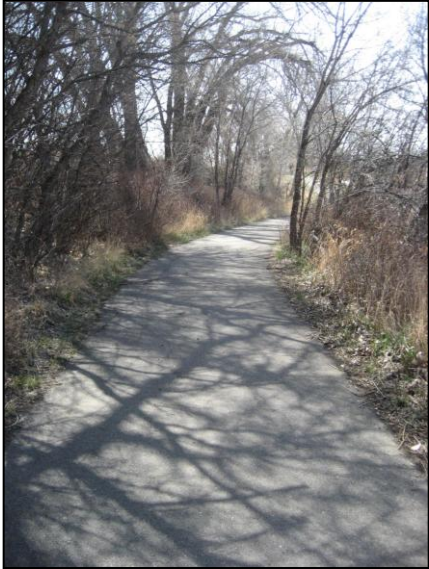


Park Bench with Dedication



ILLUSTRATIONS

Asphalt Paths



Shale Paths



Public Survey Results

Coaldale Parks & Trails Master Plan

Public Survey Highlights

- Total number of responses: 87
- Most respondents were more than 40 years of age (74%), with more women than men responding (64% vs. 36%). Responses were received from residents from all quadrants of Town.



Current Use – How are people using existing pathways?

- The trails see the most use from **May to September**.
- **Walking** is the main use of current trails – 79 of the 87 respondents indicated that walking is one of their primary uses of the trails. The only other significant activity is **biking**.
- People primarily use the trails for **exercise** or for **leisure & recreation**, with some respondents using them as a way to **appreciate nature** or **walk their dog**.
- Few respondents use existing trails for transportation.

Future Use – What do people want their future trail system to look like?

Important Functions of a Trail Network:

- The **recreational opportunities** afforded by trails were identified as ‘Important’ or ‘Very Important’ by 72 of the 87 respondents.
- **Increased green space** and **natural resource preservation** were also marked as being relatively important.
- Functions relating to trails as a way of connecting places, whether for transportation or neighbourhood and regional connectivity, were only identified as moderately important. This was somewhat contradicted in the comments, where creating a **loop or circle to connect paths** and providing access across Highways 3 and 845 were indicated as priorities.

Important Amenities for a Trail Network:

- **Garbage cans**, a place for **pet waste disposal**, and **benches** came out as the most important amenities to have as part of a trail system. All were widely labeled as ‘Important’ or ‘Very Important’ with few who thought they were of little importance.
- Other features that were supported, though not as strongly, were shade & shelter belts, recycle bins, and map signage.

- There was minimal emphasis placed on washrooms, water fountains, emergency phones, picnic tables, or bike racks.

Important Features of a Trail Network:

- A number of trends appeared in considering the different attributes of a trail system. The first relates to the ability and likelihood of people using the trails. **Safety** and **user accessibility** were identified as very important by a large number of respondents. Designing the trails to **link the town**, including **connecting trails to community facilities**, was identified, largely through comments, as an important goal for the new trail system as well.
- The “feeling” of the trail was the next trend. People want a trail that is **quiet & peaceful** and **away from traffic**. A number of comments were directed at wanting true trails as opposed to sidewalks.
- The third wave of features that were identified as relatively important related to how the trails will be used. The ability to use trails to **exercise**, to enjoy **family activities**, and to **ride bikes** were all identified as important attributes to have as part of a trail system.

<p><i>Management & Maintenance – How should the Town direct funding for parks and trails?</i></p>

- Aside from opinions on funding specific aspects of the trail system, the overall attitude of respondents was that whatever the resulting trail system, the Town must be prepared to maintain it. Concerns were raised regarding the current level of maintenance in some Town parks with the wish that any plans for future parks and trails devote the time and funding necessary to keep the trails beautiful.
- The responses regarding funding reflect the elements already mentioned that people believe are important to have as part of a trail system. The areas identified as most important to fund included **policing & security** and **lighting, garbage cans, preserving nature**, and ensuring trails are **better connected** and **accessible**.
- ‘Extras’ such as washrooms, divided trails, a marked centerline on the trails, and drinking water were not considered important.

Funding a Future Trail Network

- 57% of respondents would be willing to pay higher taxes to help fund the trail network.
- A number of those willing to pay higher taxes did include comments that they would be willing to pay a “reasonable” amount more so long as they could see the results.

Coaldale Parks & Trails Master Plan

General Information

Demographics

Age	Number of Responses	% of Responses
Under 18	1	1%
18 - 24	2	2%
25 - 39	20	23%
40 - 59	34	40%
Over 60	29	34%
TOTAL	86	100%

Gender	Number of Responses	% of Responses
Male	30	36%
Female	54	64%
TOTAL	84	100%

Quadrant	Number of Responses	% of Responses
NW	15	17%
NE	2	2%
SE	46	53%
SW	24	28%
TOTAL	87	100%

Path & Trail Use

Have you used any existing trails/paths in Coaldale in the past...

Recent Use	Number of Responses	% of Responses
Month	38	48%
3 months	9	11%
6 months	9	11%
Year	7	9%
More than a year	17	21%
TOTAL	80	100%

**NB: The responses to this question are of questionable value since it seemed that respondents read it in one of two ways: (1) As "When did you last use Coaldale's trails/paths?" and (2) As "How long have you been using Coaldale's trails/paths?"

On average, how many days a week do you use the existing trails/paths?

Use in a Week	Number of Responses	% of Responses
1 - 2	34	45%
2 - 3	16	21%
3 - 4	6	8%
4 - 5	8	11%
5+	11	15%
TOTAL	75	100%

When using existing trails how many other people are most often with you?

How Many People?	Number of Responses	% of Responses
no others	24	32%
1 other	33	43%
2 others	10	13%
3+ people	9	12%
TOTAL	76	100%

When is most of your trail/path use?

What Days of Week	Number of Responses	% of Responses
Weekdays	22	28%
Weekends	12	15%
Both	45	57%
TOTAL	79	100%

What time of day do you most often use the existing trails/pathways?

Time of Day	Number of Responses	% of Responses
Morning	29	40%
Afternoon	14	19%
Evening	30	41%
TOTAL	73	100%

On average, how much time do you spend on the existing trails during each visit?

How Much Time Spent	Number of Responses	% of Responses
Less than 15 minutes	6	8%
15 - 30 minutes	22	28%
30 - 60 minutes	42	53%
1 - 2 hours	9	11%
2+ hours	0	0%
TOTAL	79	100%

Current Use – How are people using existing pathways?

In which months do you generally use existing trails/pathways?

	Use
January	30
February	30
March	45
April	60
May	76
June	76
July	76
August	76
September	74
October	54
November	35
December	35
No Response	9

Primary Uses

What are your *primary* uses of the existing trails/pathways?
(Choose your top three uses from each)

TRIP MODE	
Walk	79
Bike	41
Jog/Run	17
Mountain Bike	12
Roller Blade	4
Cross-Country Ski	1
Skateboard	0

TRIP PURPOSE	
Exercise	60
Leisure	50
Nature Appreciation	28
Recreation/Fun	25
Dog Walking	24
To/from Store	11
Parent w/ Stroller	10
To/from Work	3
To/from School	3
To/from Park	3

Future Use – What do people want their future trail system to look like?

** For all questions with “Not Important” to “Very Important” as possible answers, the following values were assigned to each response to rank the relative importance of the issue.

Not Important = -2

Somewhat Important = -1

Important = 1

Very Important = 2

Important Functions of a Trail Network

What do you think are the most important functions of a Trail Network?

		Number of Responses
Recreational Opportunities	Not Important	3
	Somewhat Important	6
	No Opinion	3
	Important	34
	Very Important	38
Natural Resource Preservation	Not Important	5
	Somewhat Important	7
	No Opinion	8
	Important	38
	Very Important	24
Alternative Transportation	Not Important	10
	Somewhat Important	11
	No Opinion	13
	Important	31
	Very Important	13
Historical Preservation	Not Important	10
	Somewhat Important	18
	No Opinion	18
	Important	28
	Very Important	3
Economic Generator (tourism)	Not Important	16
	Somewhat Important	15
	No Opinion	21
	Important	22
	Very Important	5
Neighbourhood Connectivity	Not Important	4
	Somewhat Important	14
	No Opinion	6
	Important	39
	Very Important	19
Regional Connectivity	Not Important	6
	Somewhat Important	14
	No Opinion	22
	Important	29
	Very Important	7

Increased Greenspace	Not Important	2
	Somewhat Important	7
	No Opinion	5
	Important	36
	Very Important	32

Recreational Opportunities	98
Increased Greenspace	89
Natural Resource Preservation	69
Neighbourhood Connectivity	55
Alternative Transportation	26
Regional Connectivity	17
Historical Preservation	-4
Economic Generator	-15

Important Amenities for a Trail Network

Identify the importance of the following facilities to a Trail Network.

		Number of Responses
Benches	Not Important	4
	Somewhat Important	18
	No Opinion	7
	Important	34
	Very Important	23
Garbage Cans	Not Important	5
	Somewhat Important	9
	No Opinion	3
	Important	34
	Very Important	35
Trail Map Signage	Not Important	9
	Somewhat Important	19
	No Opinion	9
	Important	38
	Very Important	9
Washrooms	Not Important	13
	Somewhat Important	25
	No Opinion	9
	Important	19
	Very Important	17
Bike Racks	Not Important	23
	Somewhat Important	25
	No Opinion	12
	Important	25
	Very Important	3

Picnic Tables	Not Important	12
	Somewhat Important	35
	No Opinion	13
	Important	15
	Very Important	6
Pet Waste Disposal	Not Important	7
	Somewhat Important	8
	No Opinion	8
	Important	35
	Very Important	27
Recycle Bins	Not Important	14
	Somewhat Important	0
	No Opinion	6
	Important	32
	Very Important	11
Emergency Phones	Not Important	20
	Somewhat Important	23
	No Opinion	14
	Important	14
	Very Important	11
Shade & Shelter Belts	Not Important	9
	Somewhat Important	15
	No Opinion	9
	Important	40
	Very Important	11
Water Fountains	Not Important	17
	Somewhat Important	27
	No Opinion	11
	Important	20
	Very Important	8

Garbage Cans	85
Pet Waste Disposal	67
Benches	54
Shade & Shelter Belts	29
Recycle Bins	26
Trail Map Signage	19
Washrooms	2
Water Fountains	-25
Emergency Phones	-27
Picnic Tables	-32
Bike Racks	-40

Important Features of a Trail Network

Identify the importance of the following attributes for a Trail Network.

		Number of Responses			Number of Responses
Scenery	Not Important	4	Links to Parks	Not Important	4
	Somewhat Important	18		Somewhat Important	10
	No Opinion	4		No Opinion	5
	Important	35		Important	49
	Very Important	20		Very Important	14
Trails to Link the Town	Not Important	6	Bike Trails	Not Important	5
	Somewhat Important	13		Somewhat Important	10
	No Opinion	5		No Opinion	4
	Important	36		Important	39
	Very Important	23		Very Important	22
Quiet/Peaceful	Not Important	3	Place to Walk the Dog	Not Important	13
	Somewhat Important	10		Somewhat Important	12
	No Opinion	4		No Opinion	11
	Important	44		Important	27
	Very Important	25		Very Important	20
User Accessibility	Not Important	3	Family Activity	Not Important	5
	Somewhat Important	3		Somewhat Important	9
	No Opinion	2		No Opinion	6
	Important	42		Important	34
	Very Important	33		Very Important	28
Away from Traffic	Not Important	4	Combination of Gravel/Paved	Not Important	9
	Somewhat Important	9		Somewhat Important	8
	No Opinion	4		No Opinion	13
	Important	37		Important	37
	Very Important	29		Very Important	15
Safety	Not Important	3	Links to Downtown	Not Important	15
	Somewhat Important	4		Somewhat Important	15
	No Opinion	4		No Opinion	12
	Important	32		Important	21
	Very Important	39		Very Important	17
Ability to Exercise	Not Important	3	Native Plants & Wildlife	Not Important	7
	Somewhat Important	12		Somewhat Important	15
	No Opinion	6		No Opinion	9
	Important	28		Important	28
	Very Important	32		Very Important	23
Transportation System	Not Important	9			
	Somewhat Important	20			
	No Opinion	12			
	Important	29			
	Very Important	9			

Safety	100
User Accessibility	99
Quiet/Peaceful	78
Away from Traffic	78
Ability to Exercise	74
Family Activity	71
Bike Trails	63
Links to Parks	59
Trails to Link the Town	57
Scenery	49
Native Plants & Wildlife	45
Combination of Gravel/Paved	41
Place to Walk the Dog	29
Links to Downtown	10
Transportation System	9

Benefits of a Trail Network

Rate how strongly you agree or disagree with each of the following benefits.

		Number of Responses
Better protection of natural features and wildlife habitat	Strongly Agree	33
	Somewhat Agree	29
	Neutral	20
	Somewhat Disagree	1
	Strongly Disagree	4
Improving access to trails for persons with disabilities	Strongly Agree	37
	Somewhat Agree	31
	Neutral	13
	Somewhat Disagree	1
	Strongly Disagree	3
Expanding opportunities for youth to participate in outdoor activities	Strongly Agree	38
	Somewhat Agree	31
	Neutral	10
	Somewhat Disagree	3
	Strongly Disagree	3
Developing trails and programs that offer education regarding plants, animals, and/or local history	Strongly Agree	24
	Somewhat Agree	28
	Neutral	28
	Somewhat Disagree	4
	Strongly Disagree	2
Better trail information, including signs, trail markings, and maps	Strongly Agree	25
	Somewhat Agree	34
	Neutral	22
	Somewhat Disagree	1
	Strongly Disagree	4

Connecting trails to community facilities	Strongly Agree	42
	Somewhat Agree	23
	Neutral	16
	Somewhat Disagree	2
	Strongly Disagree	3

Community Facilities	357
Access w/ Disabilities	353
Youth Participation	353
Wildlife Habitat	347
Trail Information	333
Educational Programs	326

Strongly Agree = 5
Somewhat Agree = 4
Neutral = 3
Somewhat Disagree = 2
Strongly Disagree = 1

Management & Maintenance – How should the Town direct funding for parks and trails?

Identify the importance of the following items in terms of receiving funding from the Town for parks & trails.

		Number of Responses			Number of Responses
Maintenance	Not Important	2	Maps	Not Important	17
	Somewhat Important	9		Somewhat Important	31
	No Opinion	6		No Opinion	5
	Important	35		Important	22
	Very Important	35		Very Important	4
Snowplowing/Ice Removal	Not Important	6	Paving	Not Important	13
	Somewhat Important	17		Somewhat Important	16
	No Opinion	6		No Opinion	5
	Important	31		Important	28
	Very Important	19		Very Important	19
Policing/Security/Safety	Not Important	2	Preserving Nature	Not Important	4
	Somewhat Important	12		Somewhat Important	17
	No Opinion	6		No Opinion	7
	Important	30		Important	30
	Very Important	29		Very Important	23
Drinking Water	Not Important	22	More Mountain Bike Trails	Not Important	15
	Somewhat Important	26		Somewhat Important	20
	No Opinion	10		No Opinion	13
	Important	18		Important	17
	Very Important	4		Very Important	15

Lighting	Not Important	6	Cross-Country Ski Trails	Not Important	28
	Somewhat Important	17		Somewhat Important	19
	No Opinion	2		No Opinion	16
	Important	39		Important	13
	Very Important	16		Very Important	3
Garbage Cans	Not Important	4	Picnic/Rest Areas	Not Important	10
	Somewhat Important	12		Somewhat Important	31
	No Opinion	2		No Opinion	6
	Important	39		Important	24
	Very Important	25		Very Important	9
Signs	Not Important	8	Separate Bike/Walking Trails	Not Important	21
	Somewhat Important	38		Somewhat Important	17
	No Opinion	5		No Opinion	12
	Important	27		Important	19
	Very Important	3		Very Important	12
Benches	Not Important	5	More Off-leash Areas	Not Important	30
	Somewhat Important	26		Somewhat Important	16
	No Opinion	5		No Opinion	13
	Important	35		Important	9
	Very Important	11		Very Important	13
Washrooms	Not Important	15	Trails Better Connected/User Accessibility	Not Important	5
	Somewhat Important	28		Somewhat Important	13
	No Opinion	8		No Opinion	7
	Important	20		Important	30
	Very Important	10		Very Important	24
Landscaping	Not Important	7	Centreline Marked	Not Important	30
	Somewhat Important	22		Somewhat Important	22
	No Opinion	6		No Opinion	15
	Important	31		Important	11
	Very Important	13		Very Important	1

Maintenance	92
Policing/Security/Safety	72
Garbage Cans	69
Trails Better Connected/User Accessibility	55
Preserving Nature	51
Lighting	42
Snowplowing/Ice Removal	40
Paving	24
Benches	21
Landscaping	21
More Mountain Bike Trails	-3
Picnic/Rest Areas	-9
Separate Bike/Walking Trails	-16
Washrooms	-18
Signs	-21
Maps	-35