

The Rose Point Recreational Trail Management Plan



Original Management Plan 2005

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Abstract

The Rose Point Recreational Trail is 6 km in length and is owned by Seguin Township. The Trail route travels from James Bay Junction Road South through to Rose Point Road along the old J.R. Booth Rail bed. The Trail is an important link in the Park-To-Park Trail and the Ontario Federation of Snowmobile Clubs TOP trail systems. The rich history, geology and nature found along this Trail provide a stunning environment for recreational trail users to enjoy. The Rose Point Recreational Trail is a large economic driver in the area bringing in trail enthusiasts including snowmobilers, ATVers, hikers, cyclists and cross-country skiers. As Trail use increases, careful management is required to balance the competing needs of users to ensure that all users have positive experiences and to protect the Township's investment. The plan establishes the permissible uses, the four-season maintenance of the Trail, and sets up the parameters for the Trail Committee and Council to oversee the future use and development. The plan also allows for signage and partnerships with other community groups. The goal of this plan is to preserve the Rose Point Recreational Trail as a destination trail for present and future generations to enjoy.



1.0 Introduction

1.1 Location

The Rose Point Recreational Trail, located in Seguin Township, is approximately 6 km in length. The Trail runs from the west side of the Parry Island swing bridge east across James Bay Junction Road, parallel to old Highway 69 to Forest Hill Variety across from Oastler Lake Provincial Park. This corridor was part of the former Ottawa, Arnprior & Parry Sound (OA&PS) Railway. The Rose Point Recreational Trail is also an important link in the Park-To-Park Trail System. The Park-To-Park Trail joins Killbear Provincial Park to Algonquin Provincial Park with a 230 km multi-use trail. The Rose Point Recreational Trail provides an important link in the Ontario Federation of Snowmobile Clubs trail as part of their Trans Ontario Provincial (TOP) Trunk Trail and 210 feeder trail to Parry Island.

1.2 Economic Resource

The Rose Point Recreational Trail is an important economic driver in the area bringing in trail enthusiasts including snowmobilers, ATVers, hikers, cyclists and cross country skiers. This Trail is connected to the larger Park-To-Park Trail system and the OFSC TOP trail system and it provides more economic impact than a stand alone trail. The Seguin Recreational Trail has been estimated to bring \$7 Million dollars into the Parry Sound area from snowmobiling alone (Winter Gold Report, 1998). Arthur Anderson in 1998 felt that the completed Park-To-Park Trail system (which the Seguin and Rose Point trails are part of) would generate between \$700,000 and \$1.4 Million dollars a year in addition to the snowmobile estimations.

A FedNor report released in 2004 titled Northern Landscapes reported that popular activities among the outdoor Canadian adventurers included hiking, wildlife viewing, wildflower viewing, bird watching and snowmobiling. All of these activities may be pursued on the Rose Point Recreational Trail.

1.3 Natural Features and Wildlife

The Trail traverses vast wetlands, follows the beautiful Boyne River and provides vistas of overgrown farm land and second growth forest. The user has an opportunity to see a variety of wildlife including moose, deer, beaver, otter and abundance of different song and marsh birds. A recognized endangered species of minnow is found in the Boyne River. The Pug Nosed Shinner Minnow is a protected species under Canadian Law and is only found in a few locations in Ontario.

1.4 Historical Setting

The Rose Point Recreational Trail can attribute its rich historical roots to Mr. J.R. Booth who in the late 1800's, built a rail line from Depot Harbour through to Ottawa. Depot Harbour, the deepest freshwater harbour in the world, linked shipping with rail to create the shortest link between the west and the Eastern Seaboard. Many small communities were established along the rail line and many are still inhabited today; others are just



reminders of a once prosperous past. Scotia, Sprucedale, Bear Lake, Whitehall, Maple Lake and Rose Point are all examples of communities that owed their existence to the building of the rail line and their demise to its closure.

The Village of Carrington is another place that was quite prominent in the area. The Carrington Colonization Road crossed the railway to provide access from the rail line to the village. In 1886, Carrington became known as Parry Harbour when the Town of Parry Sound acquired property on the south side of the Seguin River. Parry Harbour boasted a population of 200 and had services such as a sawmill operated by the Guelph Lumber Company, planing mill, shingle mill, two hotels, a church, two blacksmith shops, a wagon shop, post office and a telegraph office.

Rose Point once boasted a popular summer resort/hotel and a railway station. The majestic Rose Point Hotel was first operated by W.F. Thompson and later by his son Guy. The hotel was accessible by rail or by boat from Parry Sound and activity boomed in the summer with many events and regattas. Tourists would take the steamer to Rose Point, catch the train at the Rose Point Station to Swords (nee Maple Lake), take the stagecoach to Rosseau then paddle canoes down to Gravenhurst where they would catch the train home again. Many of these tourists came from the United States for the pristine wilderness experience and fabulous fishing opportunities.

James Bay Junction housed a station on the OA&PS railway where passengers from Parry Sound came by train to transfer to the OA&PS line to travel east towards Ottawa. Grand plans were envisaged as James Bay Junction was named for the proposed line from Parry Sound through North Bay to James Bay. This rail line was surveyed north of Parry Sound but was never constructed. James Bay Junction boasted a store and a post office as well as a mill on the Boyne River operated by Jim Vance. In 1923 CNR constructed a round house, station, water tank, coal chute, office and bunkhouse called Royal York in South Parry. South Parry never grew as predicted because workers continued to walk the 20 minutes from South Parry rather than relocate.

The Trail crosses the Boyne River three times creating opportunities to view stunning natural environment. Jim Vance operated a mill on the river which was an important route for logs to travel to Georgian Bay. By flooding the Boyne River, lumber companies and the Township were often at odds as township roads would flood. The last log drive was in 1904 by the Conger Lumber Company.



1.5 Recreational Use of the Trail

The Rose Point Recreational Trail was once part of the prosperous railway line built by J.R. Booth. The Trail now attracts local residents and tourists to engage in such activities as hiking, cycling, snowmobiling, ATVing and cross-country skiing. The former rail bed provides a solid base, ideal for recreational travel.

2.0 Development of the Management Plan

2.1 Background

Foley Township was granted sections of the J.R. Booth Rail line through the late 1980's and early 1990's to create a recreational trail within the Municipality. When the Townships of Christie, Foley, Humphrey, Rosseau and part of Monteith amalgamated to create the Township of Seguin in 1998, ownership of the trail passed to Seguin Township.

In March 2004, the Council of Seguin Township struck a Committee of Council (herein referred to as "Committee") to make recommendations and to draft a management plan to plan for the future of the Rose Point Recreational Trail. This Management Plan is a joint effort of the Committee members, Seguin Township and members of the public.

2.2 Purpose of the Management Plan

The Rose Point Recreational Trail Management Plan provides direction to achieve the goal and objectives of the Rose Point Recreational Trail. It is intended that the Committee will be responsible for upholding the guidelines identified in this Management Plan and overseeing the maintenance of the Trail through administration of the contract for services (herein referred to as "contractor").

2.3 Public Consultation

The Rose Point Recreational Trail Management Plan was developed through an extensive public consultation process including:

- Advisory committee and planning team input
- Public meetings
- Adjacent landowner consultation
- Stakeholder consultation
- Council approval

2.4 Statement of Issues

The Rose Point Recreational Trail Management Plan provides strategies to address the following major issues which were identified through public consultation and by the Rose Point Recreational Trail Committee.

1. Uses Allowed
2. Access
3. Trail Maintenance
4. Funding
5. Management Relationships



3.0 Goals and Objectives for the Rose Point Recreational Trail

3.1 Goal:

The Rose Point Recreational Trail is, and will always remain a trail; Management of the Trail will provide for and encourage safe and responsible use for a variety of recreational purposes while ensuring the protection of the environment and historical values for future generations.

3.2 Broad Objectives

The overall objectives of this Management Plan are to aid the Committee and contractor to preserve the integrity of the Trail and provide guidance with trail maintenance, governance and development. Public consensus was very clear for preserving the Trail as a trail and not bowing to other access pressures that would alter the trail experience. The Rose Point Recreational Trail is a valuable asset of municipal infrastructure and will remain in municipal hands.

4.0 Management of the Rose Point Recreational Trail

As required by the applicable Acts of provincial legislation, all motorized recreational and passenger vehicles must be registered, plated and insured.

4.1 Management Structure

The recommended management structure for the Trail is a committee which will oversee trail maintenance by a contractor. The Committee will set out the terms of engagement for a contractor to maintain the Trail and recommend a candidate to Council for engagement. The term of the contract is to be five years. Capital replacement of infrastructure is outside this contract. It is the responsibility of the Committee and Municipality to secure funding for capital replacement dollars for these projects. An annual budget will be prepared by the Committee and recommended to Council for approval.

4.2 Rose Point Recreational Trail Management

Closure of the Trail

Council has the right to close the Trail at anytime for any reason. The Trail will be posted closed at all access points.

4.3 Un-Authorized Trail Uses

The following are prohibited users of the Trail: cars, trucks, motorcycles, except those authorized by the Municipality and legal non-conforming uses.

4.4 ATV's and Snowmobiles

ATVing

The Rose Point Recreational Trail will allow ATVing along all sections. ATVs will be allowed on the Trail between April 1st and November 30th. ATVing will be



promoted and encouraged through organized ATV clubs and associations. A Memorandum of Understanding will be signed with ATV groups in the area for social events and club use of the Trail.

Snowmobiling

The Rose Point Recreational Trail will allow snowmobiles on all sections of the Trail currently identified as OFSC prescribed trails. A Memorandum of Understanding with the South Seguin Snowmobile Club and the Township will be entered into for use of the Trail. Snowmobiles will have exclusive motorized use of the Trail between December 1st and March 31st. Snowmobile users will respect and share the Trail with other winter users during this time period. Snowmobiling will be promoted and encouraged in conjunction with the South Seguin Snowmobile Club.

4.5 Motorized Vehicle Access

Objectives for Restricting Motorized Vehicle Access

Objectives:

1. To support the policy of a ban on all motorized vehicles (cars, trucks and motorcycles) on the Rose Point Recreational Trail other than for trail maintenance. Ninety degree crossings at recognized crossings by commercial or residential parties are permitted by authorization issued by the Township of Seguin.

High Impact Trail Activity

Motorized trail user activity on the Rose Point Recreational Trail promotes a high level of wear and tear on the Trail which requires a high level of maintenance. The Township will consider a user pay system for users other than snowmobiles (which have their own trail pass system but should still pay into the system). Monies collected will help finance repair and upkeep of the Trail surface and bridges.

Implementation and Monitoring

The Committee will be responsible for developing the rules of the Trail with regard to vehicle access, and educating enforcement and Township officials on those rules.

5.0 Trail Maintenance

5.1 Trail Maintenance Objectives

Trail maintenance objectives are to preserve the Trail in a usable state for the permitted users so that all can use the Trail safely and enjoyably.

5.2 Maintenance Contract

The Committee is responsible for drafting details and tendering of the maintenance contract as well as recommending the contractor for Council approval. An annual review of the contractor's works will be held between the Committee and the contractor in which a report to Council will be circulated.



5.3 Trail Maintenance Plan, Budget and Work Schedule

Trail Inspections and Preventative Maintenance

Trail inspections will be completed at least once a week as per trail liability insurance requirements (Appendix 1 – Trail Inspection Form). Trail inspection forms will be completed and kept on record by the contractor and a copy forwarded to the Municipality and reviewed by the Committee. Preventative maintenance schedules will be based on the work schedule determined by the Committee and contractor for the Trail.

Approval for Trail Maintenance

All plans for trail maintenance must be approved by the Committee.

Work Permits

The contractor will ensure all requirements of federal, provincial and municipal legislation are met before work commences.

Trail Surface

The recommended Trail surface is “A” gravel (crush) which will retain the natural look of the Trail as well as providing a desirable trail experience. The surface upgrading will occur as part of the capital budget.

Flooding

In areas subject to regular flooding, the Trail will be raised to a sufficient level to enable its use.

Beaver Control

In areas where beaver activity results in flooding of the Trail, the Committee will encourage the management of the beaver both on the Trail and on nearby lands. The Committee should consider hiring a licensed trapper to undertake beaver control on those nearby lands where the property owner is in agreement. The use of beaver baffles will be implemented to reduce the turn around maintenance time in areas of high beaver activity and historical flood potential to wash out the Trail.

Bridges

There are three bridges along the Rose Point Recreational Trail. In order to ensure the upkeep of these bridges, a bridge inspection will be completed by a certified engineer every two years or as deemed necessary in conjunction with other Township bridge studies. Any work recommended from the inspection will be written into the preventative maintenance work schedule and capital replacement plans. A base line assessment was completed in 2004 and repairs were completed to bring the bridges up to provincial standard.



Ditches and Culverts

Ditches and culverts will be monitored and cleared of debris. Culverts will be installed to accommodate the heaviest permitted use on the Trail (e.g. emergency or maintenance equipment). Culverts and ditches need immediate attention when flooding and washouts occur. In areas where the Trail is covered by water, or may potentially be covered by water, drainage will be improved. Ditches will be cleared of trees and other vegetation that may block drainage.

Trail Washouts

Trail washouts will be fixed as soon as possible to ensure the integrity of the Trail and the safety of trail users.

Trail Grading

The Rose Point Recreational Trail will be graded and/or rolled at least once a year to prepare the Trail surface for summer use.

Trail Width

The present width of the Trail bed (3 m) will be maintained for the safety of all identified recreational users and maintenance. The trail experience will be that of a trail, not as a road corridor.

Obstacles on the Trail

Fallen trees and other similar obstacles blocking the Trail will be removed. Overhead hanging trees (widowers) will be taken down for safety reasons. Brush will not be allowed to be piled along the Trail. All branches will be chipped onto the side of the Trail.

Winter Snowmobile Use

Permission for grooming will be given to the South Seguin Snowmobile Club as part of the Memorandum of Understanding signed with the Township of Seguin. Grooming will conform to the standards of trail width. OFSC shall provide proof of insurance which names and indemnifies the Township of Seguin and the Trail maintenance contractor yearly before use will be granted. All garbage along the Rose Point Recreational Trail will be removed by South Seguin Snowmobile Club after the snowmobile season.

Barriers

Barriers have been placed on the Trail to restrict vehicle access on the Trail. The barriers will be removed prior to snowmobile grooming and will be returned to block the Trail before the other three-season uses start to use the Trail. If barriers are moved for any reason, they will be returned to place as soon as possible by the Municipality.



Garbage Removal

“No Trace Use” of the Trail will be promoted and trail users will be required to carry out what is carried in. User groups will be required to take responsibility of their own garbage removal.

Trail Clean-up

Clean up days, sponsored by trail users and other community groups, will be encouraged to educate the public about the purpose of the Trail and keep the Trail clean. Adopt a trail program may be considered in the future to build further community support and keep the Trail clean.

Site-Specific Values

The Committee and its partners will ensure there is no impact to the natural or historic aspects of the Trail. Remnant historical features will be left for their historical interpretive value, unless they pose an unsafe condition.

5.4 User Education and Safety

Objectives for User Education and Study

1. To promote “no trace” use of the Trail.
2. To promote and encourage safe and responsible year round use of the Rose Point Recreational Trail for all trail users.
3. To encourage consideration, cooperation and compromise among trail users.
4. To encourage self-regulation among trail users.

Signage

All signage will be approved by the Committee. Signs should be compatible with the Seguin Recreational Trail signage but also incorporate the existing OFSC signage program. All signs will be posted to inform and educate users what activities are allowed (posted as a multi-use trail), encouraged or prohibited. All trail signs (OFSC and Rose Point Trail signage) will be placed on posts, not trees or other structures along the Trail. When appropriate, the place or time an activity is being conducted will also be posted. Trail work signs will be placed on the Trail both directions to warn trail users of machinery or maintenance vehicles on the Trail.

Local and natural history interpretive signs should be placed along the Trail where points of interest are located to enhance the Trail experience and education of users.

Wetland Interpretive signage will be placed along the Trail where points of interest are located to enhance the Trail experience and education of users.

Self Regulation

The contractor will refer incidents of inconsiderate use to any relevant self regulating bodies to take appropriate action and copy the Committee on any action.



Ontario Federation of Snowmobile Clubs

Local snowmobile clubs will continue to sell permits and self regulate members of their user group throughout the trail warden program according to the management policies implemented by the Committee.

Individual Trail Users

Individual trail users will be encouraged to report any incidents of inconsiderate use to the Township of Seguin By-law Enforcement Department.

Other Law Agencies

The contractor will report any other unlawful activity to the appropriate agency and copy the Committee. Examples of these groups would include the Ontario Provincial Police, Ministry of Natural Resources Conservation Officers, Municipal By-Law Officers, Ministry of the Environment and Federal Fisheries Officers.

5.5 Revenue Generation

Tax receipts can be issued by Seguin Township for donations towards the Trail. The Committee should exercise this benefit with any fundraising activities for capital development and replacement.

6.0 Development Polices

6.1 General

Since the Rose Point Recreational Trail is owned by Seguin Township, any proposals for development must be reviewed by the Committee to recommend to Council a course of action. All proposals must fit within the goals and mandate of this Management Plan and the Official Plan of the Municipality before they are considered.

Capital Replacement

A five year capital replacement plan will be drafted by the Committee.

Services

The Committee should review any proposals for use of the Trail for utility corridors i.e. natural gas, hydro which should pay a yearly rental fee plus upgrade the Trail bed at the time of installing their services.

Hunting

Hunting from the Trail is strictly prohibited.

6.2 Commercial Development

There will be no commercial development along the Trail.



6.3 Future Non Conforming Uses

Future non-conforming uses of the Trail will not be permitted under the terms of this Management Plan.

6.4 Trail Improvements / Amenities

The Trail will be upgraded with new surfacing material to accommodate cyclists. This will be done over a five year plan overseen by the Committee. Other amenities including benches, signage and possibly parking will be at the discretion of the Committee.

Trail Links

The Committee will encourage trail links and spurs from the Rose Point Recreational Trail if they enhance the trail experience and are not detrimental to the surrounding area. Linking trails must be publicly accessible and fit into the scope of the Official Plan of Seguin Township.

Accessible Trail Surfaces

Trail surface will be upgraded to “A” gravel to accommodate all users. “A” gravel will reduce the dust on the Trail and provide a smoother ride for cyclists who require the highest standard of trail surface for hybrid bikes. The surface will be upgraded as funds are available.

Parking and Rest Stops

The Committee will review the parking situation and make a recommendation to Council whether parking is feasible. Rest stops may be created alongside the Trail for trail users at vista points. Rest stops should be large enough to allow snowmobiles to pull off the groomed trail to increase trail safety.

Map and Brochures

The Committee may publish maps and brochures to raise awareness and promote the Trail in conjunction with the Park-To-Park Trail Association.

Interpretive Programming and Services

The Committee may wish to implement an interpretive program and other services it sees beneficial to the trail experience in Seguin Township.

7.0 Plan Amendment and Review

The Committee is responsible for the review of this Management Plan every five years to remain current with Trail issues. The reviewed plan will be recommended to Council for approval. Management Plan amendments require the approval of Seguin Council.



8.0 Implementation

As per Sections 4.1 and 5.2, the Committee is responsible for recommending to Council a contractor for Trail maintenance. The term of the Maintenance Agreement is 5 years at which time the Committee shall review and recommend for approval by Council a contractor for the next 5 year term. The Committee will produce a 5 year maintenance plan and a 5 year capital project plan, both to be reviewed annually. These plans are subject to the approval of Council.



References

Archives, Parry Sound Library

Archives, West Parry Sound District Museum

Arthur Anderson & Co., Arts and Adventure Tourism Destination / Comprehensive Feasibility Study – Final Report, 1998, Toronto

Chisholm, Bernadette, Conversation, 2004, Parry Sound

Ecologistics Ltd., Winter Gold – Report on the Economic Sustainability and Development of Snowmobiling in Ontario, 1998, Ontario

Ontario Ministry of Natural Resources, Seguin Trail Management Plan, 1992, Parry Sound District

Ontario Ministry of Natural Resources, The Massasauga Provincial Park Management Plan, Parry Sound District

Park-To-Park Trail Association Inc., Trail Inspection Form, 2003, Parry Sound

Research Resolutions & Consulting Inc. Northern Landscapes Opportunities for Nature-Based Tourism in Northern Ontario, 2004, Ontario



Appendix 1

TRAIL INSPECTION FORM

Inspector: _____ Date: _____

Trail Location From:

_____ To _____

- | | | |
|--|---|---|
| 1. Trail surface in good repair? | Y | N |
| 2. Signs in good repair and visible | Y | N |
| 3. Is the area clean and free of debris? | Y | N |
| 4. Culverts and/or drainage operational? | Y | N |
| 5. Trail free of obstructive trees and overhanging branches? | Y | N |
| 6. Evidence of prohibited use? | Y | N |
| 7. Barriers in place? | Y | N |
| 8. Are you aware of any recent complaints? | Y | N |

ACTION REQUIRED

ACTION COMPLETED
DATE/SIGNATURE



