



Destination Grand Marais Committee

Grand Marais Redevelopment Plan

Phase 1

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The Destination Grand Marais Committee

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Destination Grand Marais Committee
Grand Marais Redevelopment Plan – Phase 1

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1.0 Introduction

The Grand Marais area is a Manitoba destination known for its outstanding natural features, recreational opportunities and quality of life. Situated adjacent to Grand Beach Provincial Park, Manitoba's most visited Provincial Park, the Grand Marais area has historically been known as a resort destination, attracting thousands of visitors since trains first started arriving near the beach in 1916.

Although the Provincial Park continues to attract an estimated 500,000 visitors annually,¹ Grand Marais citizens have raised concern over the issue that Grand Marais is not realizing its full potential as a resort destination. In an effort to stimulate development, the Destination Grand Marais Committee (DGMC – details of the DGMC are located in Appendix 1) has collaborated to identify an overall goal and key projects that could revitalize and support growth and community development in Grand Marais.

This plan is a product of the DGMC's vision and ambitions to take control of their community's future and work towards establishing Grand Marais as primary resort community in southern Manitoba.



2.0 Study Objectives

In April, Hilderman Thomas Frank Cram (HTFC) was retained by the DGMC and the R.M. of St. Clements to assist with preparing a public consultation/project overview document as Phase 1 of the *Grand Marais Redevelopment Plan*.

The purpose of preparing the *Grand Marais Redevelopment Plan – Phase 1* for the DGMC is to:

Develop a vision in a general planning document, supported by the community, which will guide future capital project development in the Grand Marais area.

The *Grand Marais Redevelopment Plan – Phase 1* is conceptual in nature, but is intended by the DGMC to assist with the future development of specific tender packages and Request for Proposals, as required for detailed planning of individual elements of the plan.

The focus of the project has been to gather background information on the community and determine:

- Relationships of proposed developments to existing facilities, services, amenities, and infrastructure capacity for development
- Opportunities and constraints of identified resources/infrastructure
- Cost estimates for proposed capital/infrastructure projects (Class D \pm 20-25%)

DGMC input, an evaluation of proposed developments in relation to existing land tenure and developments in Grand Marais, and reconnaissance scale soil survey and forest inventory information has guided the identification of locations for the conceptual developments. Costs (Class “D”) are based on the



conceptual designs included within this plan. Future detailed investigations and analyses per site are recommended to determine the precise capacity (for development), size(s), and costs for each individual component of the *Grand Marais Redevelopment Plan*.

3.0 Study Goal & Process

On April 22, 2007, the DGMC developed the following goal and identified priority projects to sustain and encourage economic development opportunities in Grand Marais.

Goal:

Enhance tourism facilities, improve services and attract investment to the area.

Key capital projects, approaches and potential locations include:

- **public washrooms and potable water facility (ex. the Old Fire Hall)**
- **visitor centre or “village” (located in the area of Vassar Lane to the Sand Bar Motel area) that could include the old school house and superintendent’s building**
- **marina with fishing facilities, dock, gas station, etc.**
- **a central townsite**
- **trail(s) to connect areas of interest**
- **a recreation complex for the use of area residents and tourism events**
- **beautify the area**
- **heritage museum (i.e. fire hall or visitor’s centre or in the “village”)**
- **marketing**

On April 23, 2007, HTFC held a conceptualization session and community tour with DGMC members in Grand Marais (a detailed description of the meeting is



located in Appendix 2). The goal of the session and tour was to first, review the DGMC's goal and priority projects, and second, identify (conceptually), potential areas where priority development/projects should occur, why the development should occur there, and how they should be developed. Decisions were informed through evaluating the background material (ex. zoning, existing context, Forestry Resource Inventory information) and incorporating economic, social and environmental considerations posed by the DGMC and HTFC representatives.

In addition to the above mentioned priority developments, a nine-hole golf course that includes a housing component, was identified as a potential priority development that could enhance the overall recreational elements incorporated within this plan.



4.0 Situation Analysis

The following information describes the existing conditions in and around Grand Marais. Section categories, including: *history, existing context, services, recreational opportunities, connections and infrastructure, zoning, and landscape, vegetation and soils*, contain information gathered from the conceptualization session and community tour with DGMC representatives, communications with DGMC members, and background research. Future development considerations and locations have been informed through the situation analysis.

4.1 History

The Grand Marais area was first explored (by Europeans) between 1732-34 by the legendary French explorer Paul Gaultier de La Verendrye and his expedition. During the mid 19th century, Grand Marais existed as a fishery used by the Swampy Cree and the Metis of the Upper and Lower Settlements.² Towards the late 19th century, the fishing community of Grand Marais was permanently settled and formally established as one of Manitoba's first Metis communities.³

Despite the area's historical associations with La Verendrye and the Metis, notions of the "grand old days" of Grand Marais/Beach are most often reflective of the Canadian National Railway's (CNR) efforts to establish Grand Beach as a summer resort destination. In 1916, the CNR completed a rail line from Winnipeg to Grand Beach, transporting thousands of visitors to the Beach and its amenities, which included an enormous dance hall and an impressive carousel.

By the 1920s, cottages began to be developed in the northern extent of Grand Marais. The area became well-established as a thriving, seasonal destination. In 1961, with competition arising from the automobile



Visitors arriving in Grand Beach

Photo Credit: Lemoine, Susan. (1978) "Grand Beach: The Grand Old Days." MB Dept. of Tourism, Recreation and Cultural Affairs

Photo obtained from: The Grand Beach and Area Development Corporation (2005) "Welcome to Grand Beach History." Retrieved May 22, 2007 from: <http://www.grand.beach.mb.ca/history.html>



and improved auto-access, CNR deemed the rail service unprofitable and lifted its tracks marking the end of the “rail era” for the area.⁴ The automobile remains the dominant means of access to Grand Marais today; however, some believe that the same lustre associated with the rail era has been lost.

4.2 Existing Context

Grand Marais is located in the R.M. of St. Clements, 80 kilometres north of Winnipeg. The community’s total population of approximately 912 is dominated by seasonal residents (predominantly summer – approximately 604 people), while approximately 308 people permanently reside in Grand Marais.⁵ Beyond seasonal and permanent residents, the Grand Marais area continues to experience population increases on hot summer weekends as an estimated 10,000-15,000 tourists visit Grand Beach Provincial Park per day.⁶ Although not quantified, DGMC members feel that day-trippers make up a significant portion of these visitors and the general year-round tourist numbers.

Grand Beach Provincial Park Visitor Numbers⁷

July/August Weekends	July/August Weekdays	May, June, September
10,000-15,000 per day	5,000 per day	1,000-3,000 per day

*Note: Estimates are based on 1998 vehicle traffic counts, assuming vehicle occupancies of 3.5 people per vehicle.





4.3 Services

Commercial establishments such as restaurants, amusements, grocery stores and accommodation services exist within Grand Marais, but many operate on a seasonal basis. Most services are located in the northern portion of Grand Marais, in what has been described by DGMC members as the “Old Town Centre” (along Grand Beach Road and Parkview Avenue). A major constraint for future development within the “Old Town Centre” is its separation from Grand Marais’ busiest roadway, Highway 12, which leads DGMC members to believe that a new town centre should be established in direct proximity to the Highway.



Existing businesses in Grand Marais

4.4 Recreational Opportunities

A primary community component within Grand Marais is the Grand Marais Recreation Centre. The recreation centre includes an indoor curling rink, hall facility, an outdoor hockey rink and two baseball diamonds and is also used as the location for the summer festival. However, the centre is aging and currently located in an area that’s neither immediately visible from Highway 12 (the main access route through Grand Marais), nor central for community members. Relocation or significant upgrades to the recreation centre are foreseen by the DGMC in the near future.



Grand Marais Recreation Centre

A greenspace easement exists between the western portion of Grand Marais Boulevard and Lake Winnipeg. The easement is often used for walking, but it does not currently contain a formal pathway or trail, and activities such as picnicing are discouraged in this area.



Greenspace easement along Grand Marais Boulevard



Grand Beach Provincial Park. Boating opportunities also exist within the lagoon for smaller boats and non-motorized watercraft, which are supported by a boat launch.

A marina does not exist in Grand Beach Provincial Park or Grand Marais. Challenges associated with constructing a marina in Grand Marais include: potentially low lake depths, confined settlement patterns, steep terrain, disruption of sensitive habitat, and capital intensive maintenance and development concerns.



Spring awaits the thousands of visitors that crowd West Beach



4.5 Connections & Infrastructure

4.5.1 Roadways

The primary means of access to Grand Marais is Highway 12. Highway 12 is by far the most utilized roadway in the Grand Marais area as it connects Highway 59 to Grand Beach Provincial Park. A service road (Grand Beach Road) and Vassar Lane provide access from Highway 12 to local roads for cottages and services in the northern portion of Grand Marais. With the exception of Grand Beach Road, most roadways in Grand Marais are narrow and unpaved.

4.5.2 Pedestrian Connections & Other Routes

Although there are no formal sidewalks in Grand Marais, large paved and unpaved shoulders on Grand Beach Road informally provide for pedestrian traffic and cycling. Additionally, Grand Marais Boulevard provides for an attractive stroll along the shores of Lake Winnipeg.

Highway 12 also contains large paved and unpaved shoulders, but pedestrian and cycling traffic is generally discouraged by Manitoba Infrastructure and Transportation along Manitoba highways.⁸ A number of pathways exist between the northern portion of Grand Marais and the southern portion of the Grand Beach cottage developments; however, pedestrian usage of these areas is generally not condoned.

The Trans-Canada Trail currently extends from Donald Street, northwards alongside the Grand Marais Recreation Centre and towards the Wild Wings Trail Area in Grand Beach Provincial Park. There are future plans to expand the Trans-Canada Trail southward along the old rail line.



Entering Grand Marais from Highway 12



Large paved and unpaved shoulders act as sidewalks along Grand beach Road



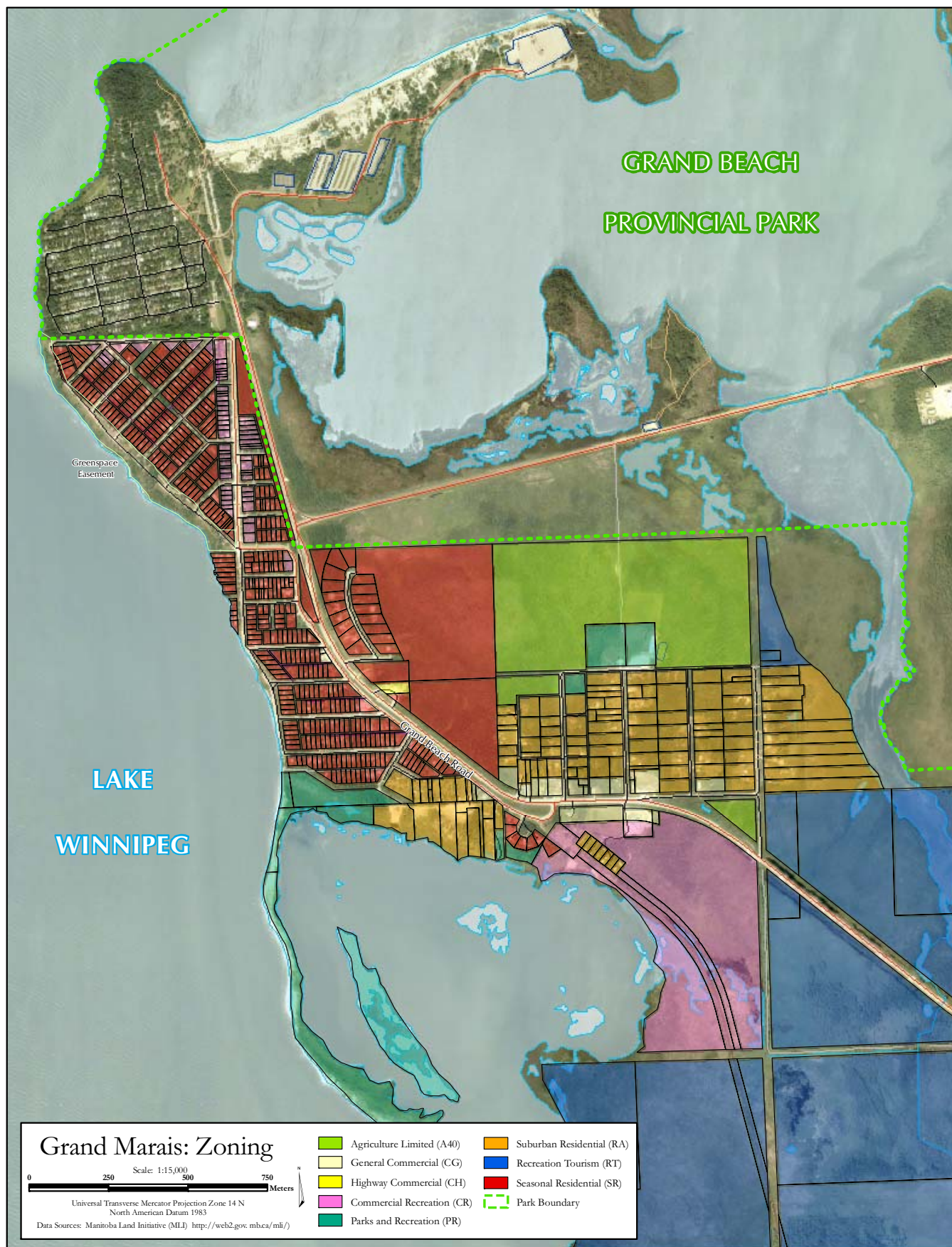
4.5.3 Water & Sewer Infrastructure

Although most homes and commercial establishments use holding tanks and wells to service their developments, many cottages in Grand Marais currently do not have running water, making access to water and sewer infrastructure a key issue (primarily in the winter). Impeded winter access to public washroom facilities also imposes limitations on tourists such as day-trippers, who may seek to use the facilities of the limited open commercial establishments in Grand Marais.

4.6 Zoning

Existing zoning accommodates agricultural, commercial, residential and recreational developments. Currently, the majority of commercial areas exist along Highway 12 and Grand Beach Road. Other commercial establishments are located in areas zoned as “commercial recreation,” most notably along the northern extent of Grand Beach Road and Parkview Avenue.





4.7 Landscape, Vegetation & Soils

In general, the landscape in the northern portion of Grand Marais is higher than areas towards the south and southeast. Reflective of the lower elevations in the south is the development of a permanent dike, which protects properties from serious flood damage. It is encouraged that future developments in Grand Marais should take place within the dike and consultation with the Water Stewardship (Resources Branch) should precede land use changes to ensure that the diking is adequate for the proposed use.⁹

Also reflective of the lower elevations is Grand Marais' vegetation and soil conditions as marshlands, meadows, willow/alder stands, and aspen hardwood and mixed wood forest predominantly surround the settled areas. Soils throughout Grand Marais pose developmental challenges as only Piney Caliento, Thalberg Series, and Woodridge Series soils are classified as capable for development, imposing *moderate* to *slight building limitations* (*moderate limitations* generally can be overcome with good planning and management, while *slight limitations* are generally easy to overcome).¹⁰ All other soils in the region impose *severe building limitations*, making the use of the soil for building development or site development questionable, difficult, and expensive to overcome, or the soil would require such extreme alteration that the proposed use is economically impractical.¹¹



Higher elevations along the northern extent of Grand Marais

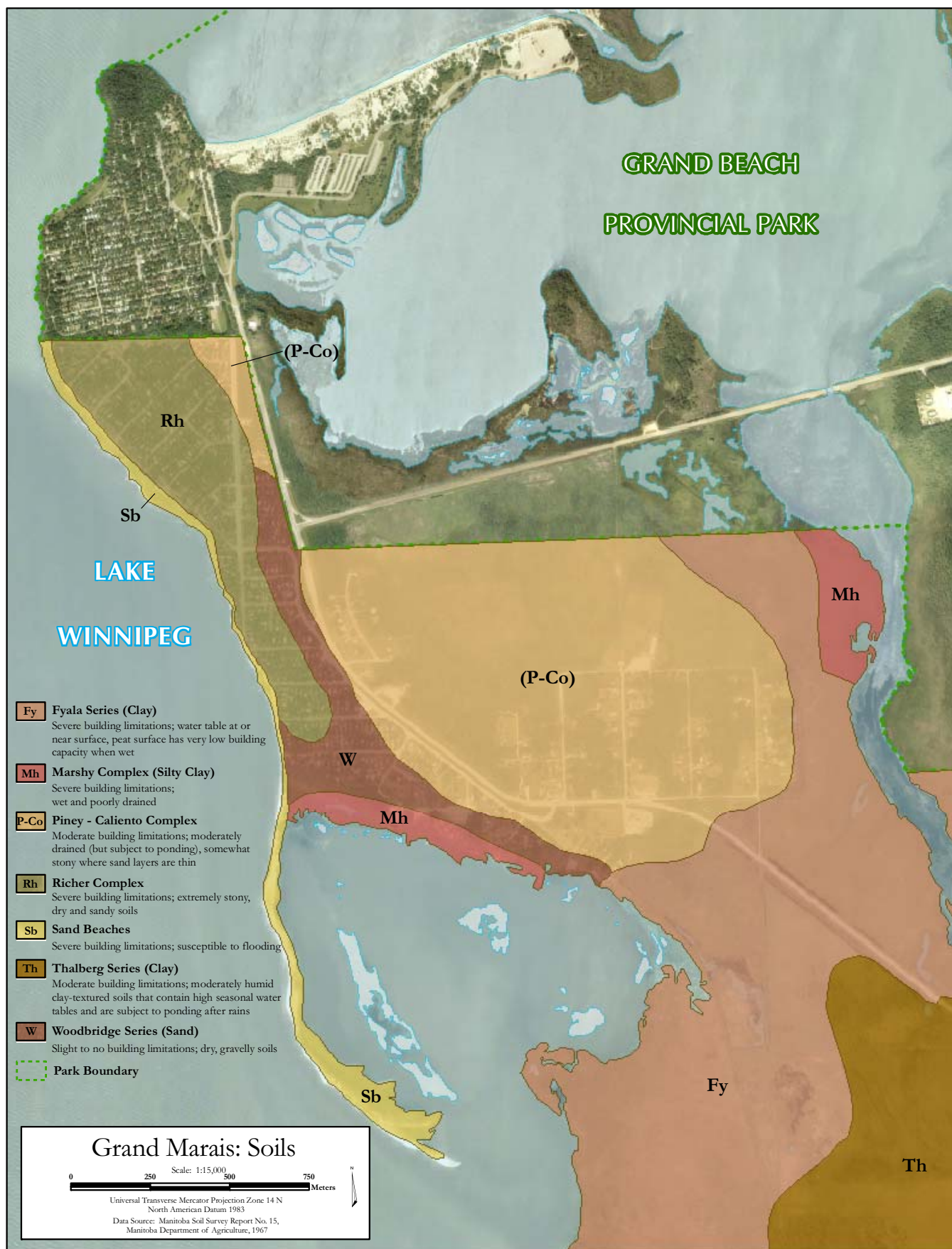


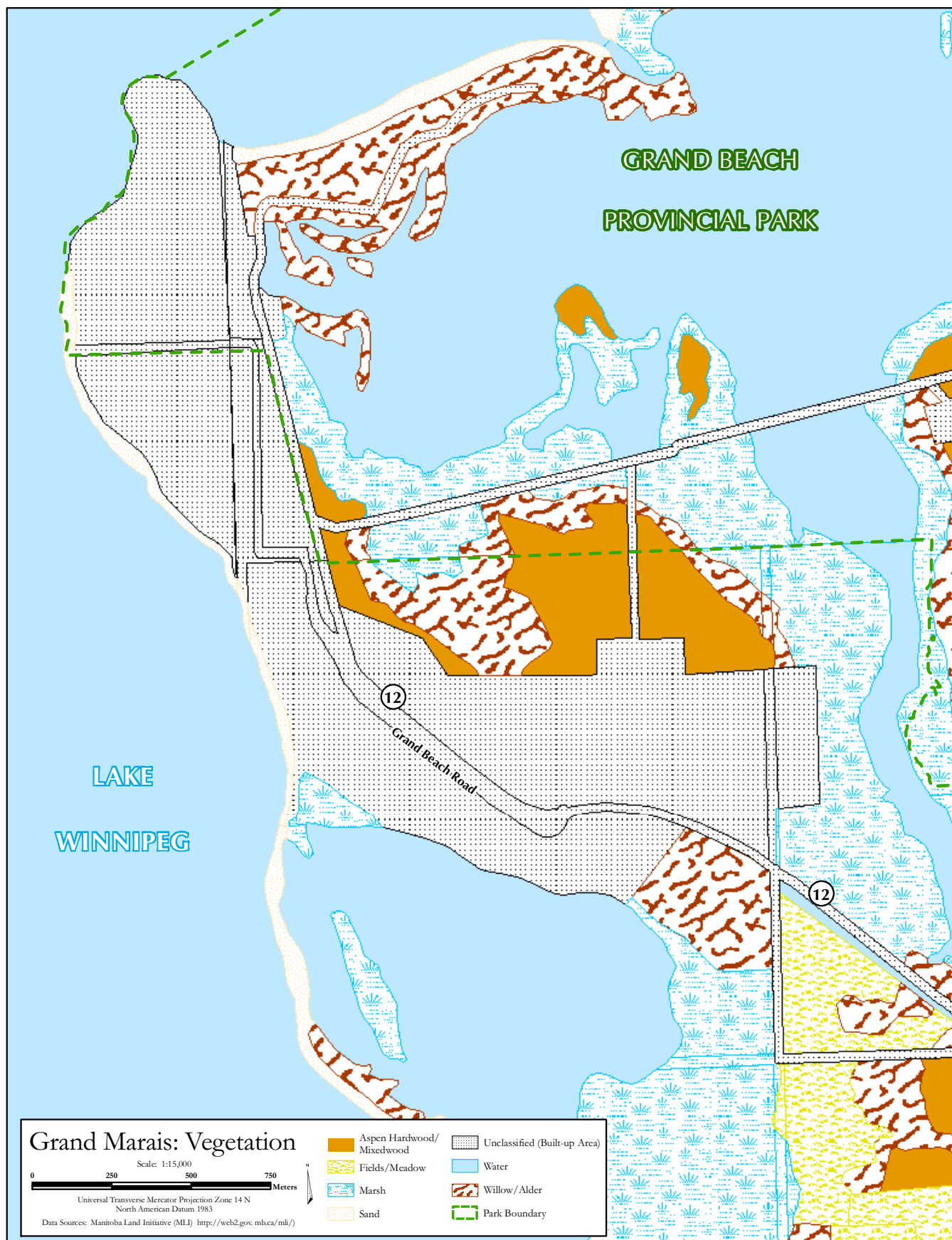
Lower elevations towards the south



High water tables and marsh conditions pose severe development limitations







5.0 A Conceptual Vision for Grand Marais Redevelopment

The following concept plans and illustrations are to serve as the vision for future development in Grand Marais.

Key project considerations, as communicated by the DGMC, were to make Grand Marais more visible, vibrant, and well-connected to Grand Beach Provincial Park. The concept plans address the DGMC's concerns by incorporating decorative landscape features such as street trees, banners, attractive lighting, and hanging baskets. Most notably, unique design interventions were introduced to select areas in an effort to highlight the town entry point and main town centre, and provide inviting street-level experiences that would inspire visitors and residents to explore the proposed amenities and capital projects, including, a marina; a multi-purpose recreation facility and visitor centre; a golf course; and, an expanded commercial corridor along Highway 12.

Interconnection between West Beach and amenities within Grand Marais has been addressed by designing a connecting trail system that would offer a range of experiences (lakeside, boardwalk, town centre) and accommodate pedestrians, cyclists, and potentially, a shuttle service between West Beach and throughout Grand Marais. The trail system could enhance the overall recreational characteristic prevalent within the Grand Marais area.

In general, it is suggested that these new developments should consider incorporating local heritage characteristics reflecting the town's railway and tourism destination history.

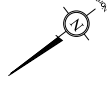




PROPOSED DEVELOPMENT AREAS AND FEATURES

- COMMUNITY SERVICES DEVELOPMENT AREA (10.75 acres)**
 - Recreation Centre
 - Visitor Centre/Museum
 - Water Spray Park
 - Washrooms/Showers
 - Indoor Curling Rink
 - Indoor Hockey Rink
 - Trait Statue
 - Baseball Diamond
 - Tennis Courts
 - Parking/Market Stalls Area
- MARINA (10.75 acres)**
 - 104 Slips
 - Boat Launch
 - Greenhouse Area/Viewpoints
 - Water Shelter
 - Trails
 - Parking
- GRAND MARAIS PROMENADE (1,973 Total Linear Metres)**
 - Pedestrian Cycling Pathway
 - Trails
 - Barriers
 - Tree Lights
 - Lighting Flower Pots & Baskets
 - Boardwalk Section
- GRAND MARAIS RESIDENTIAL DEVELOPMENT (13.42 acres)**
 - New House - Golf Course
 - Residential Development (72 Lots)
- ENTRY CORRIDOR ENHANCEMENT (71.8 Total Linear Metres)**
 - Entrance Sign/Flower Planters/Lighting
 - Barriers & Flower Baskets

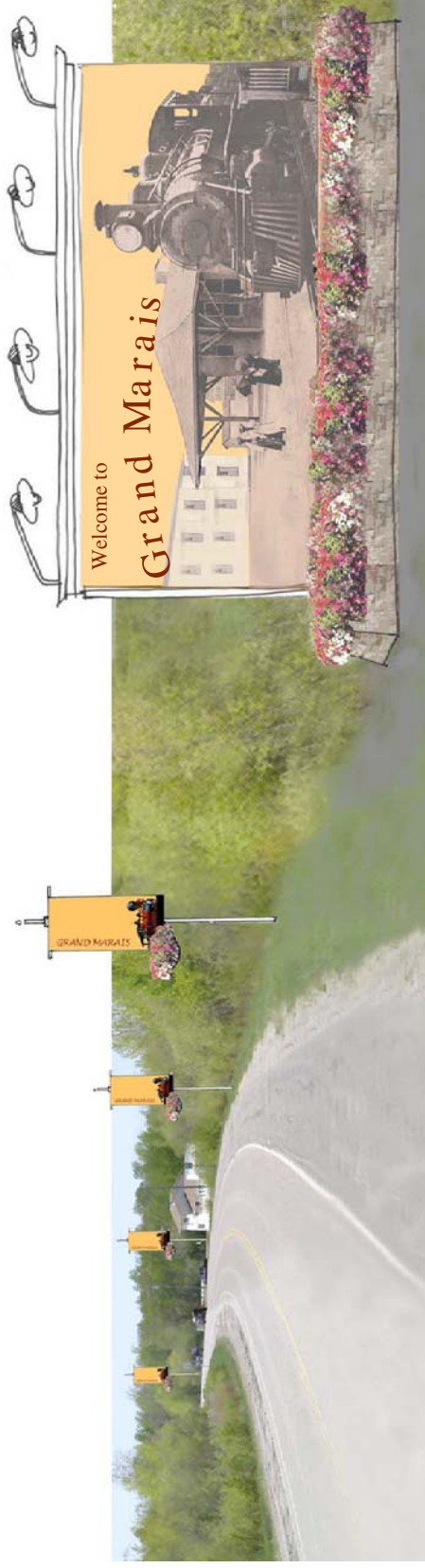
- LEGEND**
- PROPOSED ZONING
- COMMERCIAL
- WILDED USE DEVELOPMENT
- GRAND BEACH/PROVINCIAL PARK BOUNDARY
- PROPOSED TRAIL NETWORK (Approx. Total Length 5.0km)
- EXISTING DEVELOPMENT AREA



Base information provided by:
 DataLink Inc. Mapping Technologies
 Hesterman Thomas Frank Grant Landscape Architecture - Planning takes
 responsibility for the content of the map. The map is a conceptual
 schematic only and is not to be used for any legal documents, as a survey
 base information or for any form of construction.

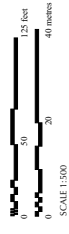
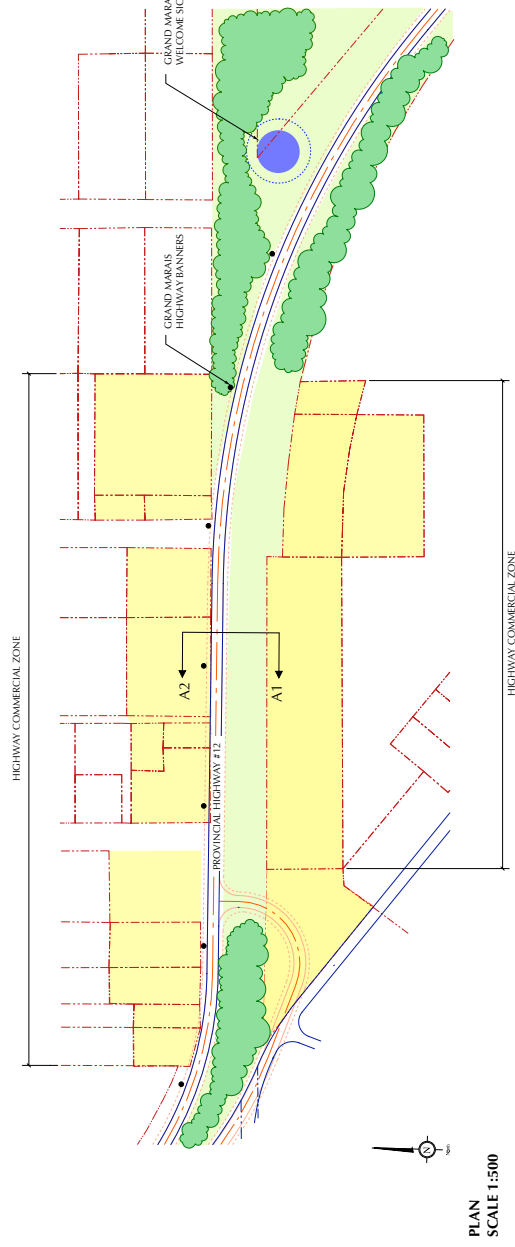
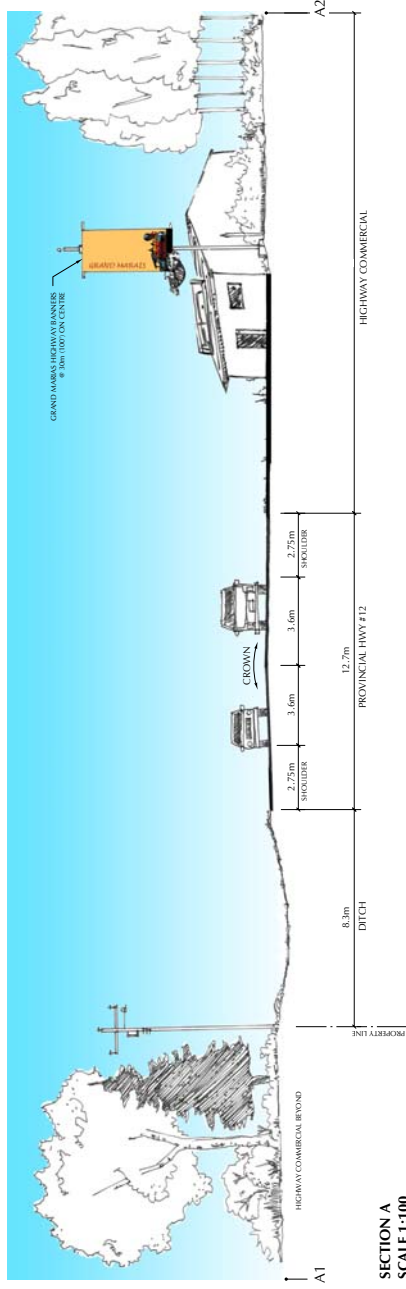


Grand Marais Redevelopment Plan - Phase 1 CONCEPT MASTER PLAN



Grand Marais Redevelopment Plan - Phase 1 ENTRANCE SIGN PERSPECTIVE





Grand Marais Redevelopment Plan - Phase 1

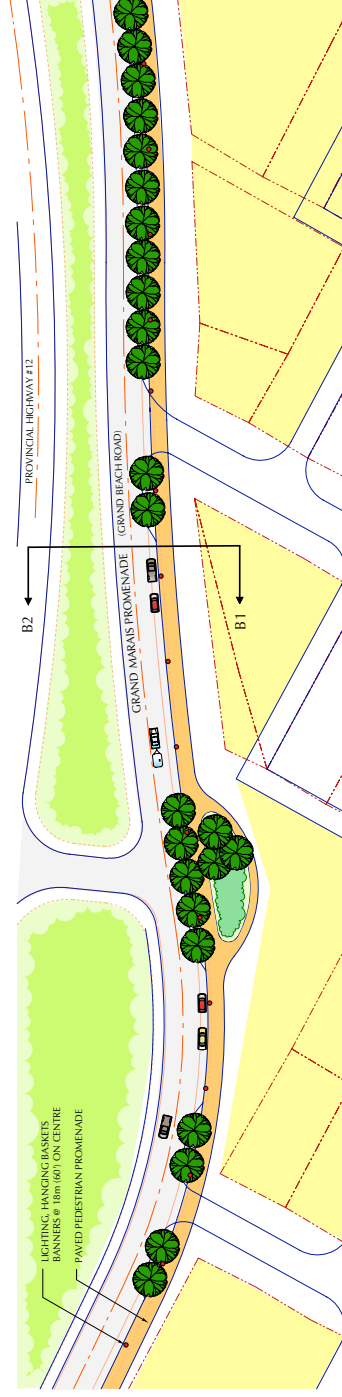
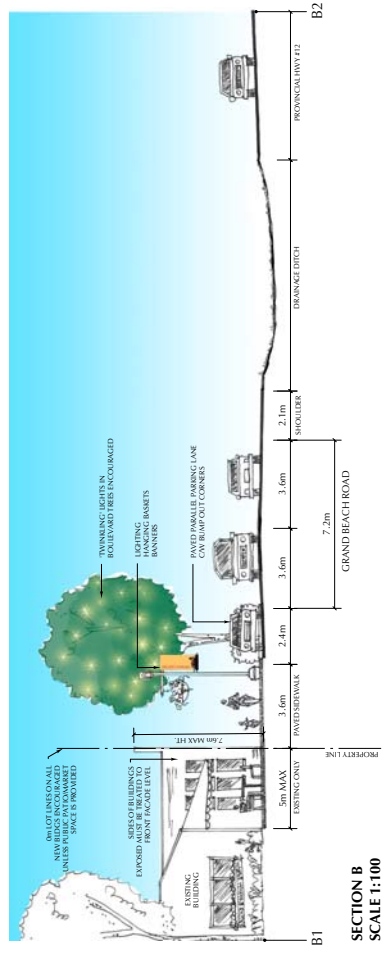
SECTION A - ENTRY CORRIDOR ENHANCEMENT



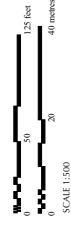


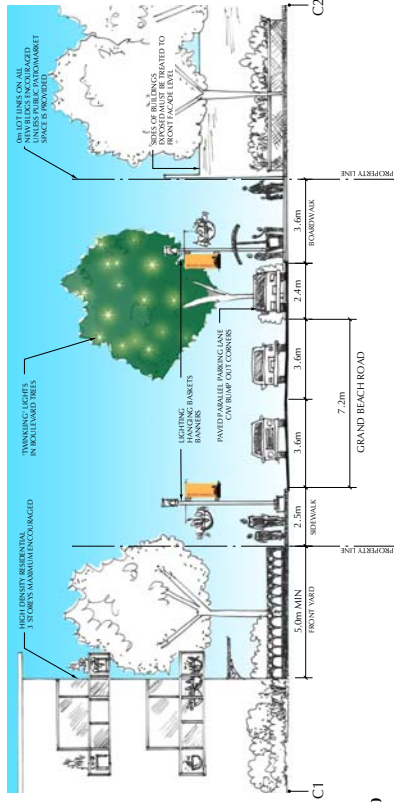
Grand Marais Redevelopment Plan - Phase 1
CONCEPT MASTER PLAN
 MARINA, HIGHWAY ROUNDABOUT &
 COMMUNITY SERVICES DEVELOPMENT AREA



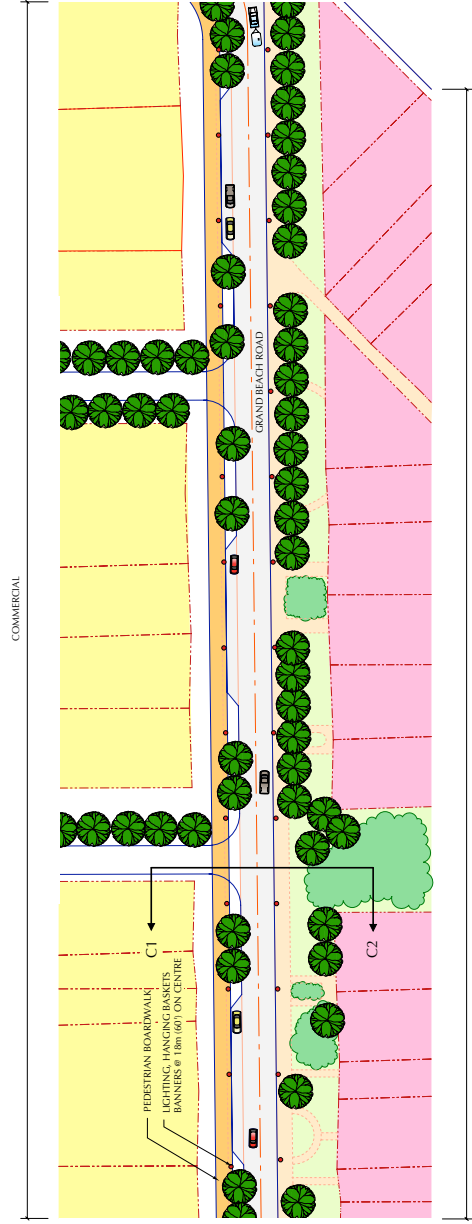


SECTION B - GRAND MARAIS PROMENADE

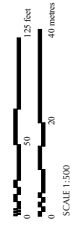




SECTION C
SCALE 1:100



COMMERCIAL & RESIDENTIAL DISTRICT
SCALE 1:500



Grand Marais Redevelopment Plan - Phase 1

SECTION C - GRAND MARAIS PROMENADE



6.0 Conceptual Vision Highlights

The conceptual vision for future development addresses locating key capital projects and investment in Grand Marais, as identified by the DGMCC. The following section outlines highlights of the vision and describes elements of these proposed projects/investments.

6.1 Community Services Development Area

(Refer to the following: Concept Master Plan, and Marina, Highway Roundabout & Community Services Development Area)

Where

Northeast side of Highway 12 between existing restaurant/gas station and Orvis Street.

Concept Components

Visitor Centre, Heritage Museum and a Recreation Centre, which would include the following:

- water point source (including showers and washrooms)
- curling rink (3 sheets)
- gymnasium
- conference area
- two softball fields
- soccer field
- two tennis courts
- water spray park
- outdoor hockey rink
- farmer's market area
- parking lot
- trail corridors

General Description

The visitor centre and museum could be developed in a manner that would provide the "street presence" (along Highway 12) for the community services



development area as a whole. Additionally, the visitor centre and museum could be constructed to highlight Grand Marais' rail era past, including having the old schoolhouse and superintendent's building on-site (not shown). A statue of a train in front of the visitor centre would also highlight the rail theme for the area. The recreation centre would include a water point source (with showers and a washroom), a gymnasium, an indoor curling rink and hall space that could support meetings and conferences. Including the water point source within the facility could ensure that the site is monitored and accessible on a year-round basis. The sports fields, tennis courts, trails, outdoor rink, and water spray park would accommodate sports tournaments and recreational opportunities for all ages. The baseball diamonds could act as hosting grounds for community events (such as summer fairs etc.), while the parking lot area near the outdoor rink could allow for market stalls, thereby providing a low-cost opportunity for sellers during "event" weekends.



Allowing market stalls in a parking lot can add to the dynamic of the recreation centre area while creating a simple, attractive opportunity for sellers and buyers

Opportunities

- currently undeveloped land
- potentially favourable soil conditions for development
- visible and easily accessible for incoming visitors
- more central and visible location for Grand Marais residents and visitors

Constraints

- private lands
- potentially imperfect or poorly drained soils limiting future development
- costs

Total Development Area

28.9 acres



6.2 Central Townsite, Corridor Enhancement & Beautification

(Refer to the following: Concept Master Plan, Entrance Sign Perspective, Section A – Entry Corridor Enhancement, Marina, Highway Roundabout & Community Services Development Area, Section B - Grand Marais Promenade, Section C – Grand Marais Promenade)

Where

Main town centre – along Grand Beach Road (adjacent to Highway 12), between Vassar Lane and existing “Grand Marais” sign; “secondary” town centre – the northern extent of Grand Beach Road (existing).

Concept Components

Roundabout, re-zoning (accommodating more commercial development and potentially mixed-use, or “housing-over-shops”), new town sign, new light standards, street trees, decorative tree lighting (ex. mini lights), banners, site furnishings (benches, bike racks, waste receptacles), hanging baskets, paved bike path/multi-use sidewalk (Grand Marais Promenade – Section “B”), boardwalk (Grand Marais Promenade – Section “C”), and on-street parking.

General Description

New town sign, banners, and hanging baskets, provide for a “sense of place” when entering the town. Roundabout would ease traffic to the main town centre or recreation/visitor centre area while accommodating safer pedestrian passage. Re-zoning allows commercial development to occur in main town centre area, and mixed-use zoning (along the northern extent of Grand Marais Promenade) would allow for future development of “housing-over-shops.” Paved pathway, new sidewalks, boardwalk, site furnishings, trees and decorative lights, would create a unique, visitor-friendly character to the community core.



An attractive town centre corridor



Street banners



Hanging baskets



Opportunities

“Main” town centre:

- high traffic area capable of capturing visitors and easily accessible area for residents;

“Secondary” town centre:

- primary connection to beach (for cyclists/pedestrians)
- well-connected to the main town centre, creating a town “spine”



Street trees

Constraints

- private lands
- potentially imperfect or poorly drained soils limiting future development
- costs

Total Development Area

Approximately 2,500 linear metres of existing road corridor



6.3 Marina

(Refer to the following: Concept Master Plan, and Marina, Highway Roundabout & Community Services Development Area)

Where

South of Grand Marais Boulevard near the northern extent of the sand spit.

Concept Components

Boat ramp, 104 slips (with floating docks), parking lot, fuel attendant/storage building, picnic shelter, terminus feature (lighthouse), parkland development, and crushed stone pathway.

General Description

Marina would provide docking facility/ramp for watercraft. Surrounding area has potential to be utilized as a park and accommodate a picnic shelter. Terminus feature (lighthouse) would add a focal point from seating area and picnic shelter.

Opportunities

- large, accessible area that is least likely to damage and disrupt fish habitat/spawning grounds¹²
- site is suspected to be near higher lake depths, (although a detailed investigation into the exact depths would be required)
- marina would be close to new town centre, creating more activity and an additional recreational component near the core
- site may be best suited to harbouring small sailing craft and motorized boats



Boat watching



Boats in marina



Marina with greenspace nearby



Constraints

- private lands
- marina development would be subject to Department of Fisheries and Oceans Canada (DFO) final approval
- on-shore winds (potential navigational issues in/out of marina)
- potentially shallow lake depths in the immediate vicinity of marina
- potential maintenance issues due to sedimentation (ex. dredging)
- breakwater development for the marina would be limited and could impeded the natural sedimentation processes that contribute to the formation and stability of the sand spit (south of the proposed site of the marina), a significant nesting grounds for the endangered piping plover
- site may be best suited for only harbouring small sailing craft and motorized boats
- costs

Total Development Area

9.7 acres



6.4 Trails & Corridor Connections

(Refer to the following: Concept Master Plan, Section B - Grand Marais Promenade, Section C – Grand Marais Promenade, and Existing Context Map)

Where

From West Beach parking area (in Grand Beach Provincial Park), towards Grand Beach Road (proposed to be renamed Grand Marais Promenade) and Parkview Avenue. Path would extend along Parkview Ave. then south along the greenspace easement towards the proposed marina and along the Bay until linking with the southern extent of Grand Marais Promenade, which would have a formal pedestrian walkway all along the roadway (as explained in “Central Townsite, Corridor Enhancement & Beautification,” section 6.2, page 26). Other formal connections/paths are found along Sunset Blvd. and throughout the recreation centre area including the crossing at the roundabout.



Multi-purpose, paved trail

Concept Components

Crushed limestone paths, boardwalk, sidewalks wide enough to accommodate both cyclists and pedestrians, and potentially, a small, mini-train shuttle service between Grand Marais and Grand Beach, lighting, site furnishings (benches, bike racks, waste receptacles).

General Description

Trail would provide for cycling/pedestrian activity with benches, waste receptacles, lighting, and bike racks. Grand Marais Promenade sections would be wide enough to allow for future small, mini-train shuttle service that would stop at key areas along the Promenade. Grand Marais Promenade would include a boardwalk along the northern extent. In general, the trail system would provide for a range of users and build upon/enhance the overall recreational theme introduced within the concept, and that currently exists within Grand Beach Provincial Park.



Opportunities

- trails/formal connections to encourage pedestrian/cycling in Grand Marais and allow for a variety of experiences (urban, lakeside, etc.)
- trails would connect major points of interest (ex. town centre, recreational/visitor centre and marina) to the West Beach area

Constraints

- access to public lands (extent of private land holdings breaking trail connections)
- costs

Total Development Area

Approximately 8.6 kilometres



Crushed stone trail with benches



6.5 Golf Course/Residential Development

(Refer to the following: Concept Master Plan)

Where

Northeast of existing and proposed recreation centres and within the existing Provincial Park boundary.

Concept Components

Nine-hole golf course (with putting green, driving range, clubhouse, maintenance shed, and parking area), and 72 residential lots.

General Description

Nine-hole golf course with clubhouse, putting green and driving range. Seventy-two large, residential lots ranging from approximately half an acre to approximately a full acre with the majority of the lots facing the golf course or the recreation centre site.

Opportunities

- large site that could build upon other recreational components introduced in the concept (rec. centre, marina, trails)
- housing component could accommodate future residential growth Grand Marais

Constraints

- potentially imperfect or poorly drained soils limiting future development
- costs

Total Development Area

134.2 acres



Golfing



Residence on golf course



7.0 Conclusion & Recommendations

As mentioned previously in this report, this plan document is intended to guide future development in Grand Marais. Although this plan is conceptual, the areas and types of development have been selected in an effort to increase the attractiveness and vibrancy of Grand Marais as a prominent tourism destination in southern Manitoba.

Moving forward with this plan requires consideration of the following recommendations.

- Site development suitability for all proposed development sites should be confirmed with on-site field investigations of soils and drainage characteristics. In this plan, site development has been assessed using reconnaissance scale soil survey and forestry inventory information and may not reflect actual site conditions or development capability.
- Being a conceptual plan, detailed designs will be required for all proposed plan elements such as the recreational centre, marina, town centre and golf course/subdivision. It is recommended that the DPMC and community in general have the opportunity to provide input and feedback on the detailed designs to ensure compatibility with the community's expectations. Furthermore, design/zoning guidelines could be established for certain elements, such as the town centre, which would help deter undesirable and unsuitable development styles.
- The future development of a marina in Grand Marais is constrained by a number of environmental factors including prevailing onshore winds and potential shallow lake depths. Any future development would be dependent upon environmental approval and an engineering



feasibility analysis prior to construction. Of immediate concern are the lake depths near the shore of the proposed site of the marina and the extent of ongoing dredging/maintenance required. Lake depth measurements in the vicinity of the proposed marina will help determine the type and size of marina to be developed. Also, fixed protective breakwater structures to protect the marina inlet is not a viable option as such structures would impede existing shoreline currents and sedimentation processes which maintain the sand spit to the south of this location, providing habitat for piping plover. A detailed design of the marina will also be required, as the design shown in the Concept Master Plan is merely conceptual. Fisheries and Oceans Canada has preliminarily supported the general location of the marina shown in the Concept Master Plan, however, as detailed development plans and designs evolve, so will the DFO's concerns, plans and comments.

- Future development should be phased-in on a priority basis. Key community components, such as the recreation/visitor centre and marina, could provide an anchor for future commercial and residential investment interest in Grand Marais. To accommodate potential commercial, residential, and mixed-use developments, re-zoning should occur as communicated in the Concept Master Plan. Prior to any re-zoning by the Selkirk and District Planning Area Board, design/zoning guidelines should be developed to establish lot/building configurations and general building styles as deemed desirable through community input, planning approval, and municipal consent.
- Cooperation with other organizations and government departments is encouraged to help realize the full potential of the Concept Master Plan. For instance, coordination with Manitoba



Conservation and the Trans Canada Trail Organization can help improve trail linkages in and around Grand Marais and Grand Beach Provincial Park. Cooperation with Manitoba Conservation can lead to improving access to/from Grand Marais, including the potential future development of shuttle access between Grand Marais and Grand Beach.

- Lastly, during the study process DGMC members raised concerns over current marketing strategies for Grand Marais (detailed in Appendix 2 - Marketing). According to the DGMC, future strategies should market new developments in Grand Marais and focus on the dominant travelers to the area (including: day-trippers, campers, seniors and cottagers) while expanded efforts to attract tourists from other provinces and the United States should occur. Collaboration with Manitoba Culture, Heritage and Tourism, the North Red Community Futures Development Corporation/Red River North Tourism Organization, and the Eastman Regional Development Incorporation (ERDI) can help address the DGMC's marketing concerns.



8.0 Endnotes

¹ Manitoba Conservation – Parks and Natural Areas Branch (2002) “Grand Beach Management Plan”

² Tough, Frank. (2000) “‘The Storehouses of the Good God:’ Aboriginal Peoples and Freshwater Fisheries in Manitoba.” Manitoba History, Number 39 Retrieved August 14, 2007 from:
http://www.mhs.mb.ca/docs/mb_history/39/storehouses_goodgod.shtml

³ APTN (2007) “La Voix des Mechifs.” Retrieved August 14, 2007 from:
http://www.aptncsr.com/programs_view.php?program=96

and,

Manitoba Conservation (2006) “Grand Beach Provincial Park” Retrieved May 1, 2007 from
http://www.gov.mb.ca/conservation/parks/popular_parks/grand_beach/info.html

⁴ Manitoba Conservation (2006) “Grand Beach Provincial Park” Retrieved on May 1, 2007 from
http://www.gov.mb.ca/conservation/parks/popular_parks/grand_beach/info.html

⁵ St. Clements Electors’ List (2006)

⁶ Hummelt, Cathy, Management Planning and Heritage Rivers, Manitoba Conservation Parks and Areas Branch (personal communication, April 18, 2007)

⁷ Hummelt, Cathy, Management Planning and Heritage Rivers, Manitoba Conservation Parks and Areas Branch (personal communication, April 18, 2007)



8.0 Endnotes (continued)

⁸ Molinski, John, Regional Planning Technician, Manitoba Infrastructure and Transportation (personal communication, May 10, 2007)

⁹ Selkirk and District Planning Area Board – Development Plan By-Law 122 (2001) “Specific Policies for Grand Marais” (s.10.5.2 9a))

¹⁰ Manitoba Department of Agriculture (1967) “Soils of the Lac Du Bonnet Area.”

¹¹ Manitoba Department of Agriculture (1967) “Soils of the Lac Du Bonnet Area.” and; Canada – Manitoba Soil Survey (1982) “Soils of the West Interlake Area.” Report D-36

¹² Schwartz, Todd, Fish Habitat Biologist, Fisheries & Oceans Canada (personal communication, June 11, 2007) **Please Note: Mr. Schwartz’s suggestion that the proposed marina site is least likely (versus other proposed options) to damage and disrupt fish habitat/spawning grounds is a preliminary evaluation.**



Appendix 1: The Destination Grand Marais Committee

The Destination Grand Marais Committee (DGMC) is a committee comprised of members of the Grand Beach and Area Development Corporation (GBADC) and the R.M. of St. Clements, and has requested the input and contributions from other local area community organizations. The role of the DGMC is to guide planning and development in the Grand Marais area. Members of the DGMC include:

Ron Joyce, President – GBADC (and Chair of the DGMC)
Steve Strang, Reeve – R.M. of St. Clements
Ed Gunning, Councillor – R.M. of St. Clements
Rob Belanger – Councillor – R.M. of St. Clements
Janet Joyce, Secretary, GBADC
Margaret Burdeny, Director – GBADC
Jean Valentine-MacDonald, Vice President – GBADC
Gary Rotondo, Treasurer – GBADC
George Rooswinkel, Director – GBADC
Ed Arnold, Director – GBADC
Frank Radomsky, Director – GBADC
Ken Avery, Director – GBADC
Henri Vandale, Director – GBADC

Members of other local area community organizations include:

Bonnie Grace, President – Grand Marais Recreation Association
Jerry Meagher, President – Grand Marais Property Owner's Association
Cliff Thomas, President – Grand Marais Family Festival
Betty Cross, President – Grand Marais Seniors



Appendix 2: DGMC & HTFC Visioning Session & Community Tour

Meeting 1: DGMC & Hilderman Thomas Frank Cram Visioning Session & Community Tour

Date: April 23, 2007

Location: Grand Marais Recreation Centre

Present:

Ron Joyce, Chair of the DGMC
Steve Strang, Reeve – RM of St. Clements
Ed Gunning, Councillor – RM of St. Clements
Rob Belanger, Councillor – RM of St. Clements
Janet Joyce, Secretary, GBADC
Margaret Burdeny, Director – GBADC
Jean Valentine-MacDonald, Vice President – GBADC
Gary Rotondo, Treasurer – GBADC
Bonnie Grace, President – Grand Marais Recreation Association

Regrets:

Jerry Meagher, President – Grand Marais Property Owner's Association
George Rooswinkel, Director – GBADC
Ed Arnold, Director – GBADC



On Sunday, April 22, 2007, the DGMC met to identify and communicate their goals and key projects prior to meeting with HTFC. Ron Joyce, Chair of the DGMC, presented the following findings to HTFC to review with the group:

Goal: To enhance tourism facilities, improve services and attract investment to the area.

Key capital projects, approaches and potential locations were identified as follows:

1. public washrooms and potable water facility (ex. the Old Fire Hall)
2. visitor's centre or "village" (located in the area of Vassar Lane to the Sand Bar Motel area) that could include the old school house and superintendent's building
3. marina with fishing facilities, dock, gas station, etc.
4. a central townsite
5. trail(s) to connect areas of interest
6. marketing
7. a recreation complex for the use of area residents and tourism events
8. beautify the area
9. heritage museum (i.e. fire hall or visitor's centre or in the "village")

Goal: to establish communication between area governments and other levels of government, invite representatives from:

- R.M. of Alexander
- Department of Conservation
- Department of Culture and Tourism

Using the goals and objectives expressed by the DGMC, Rob Nedotiafko of HTFC, led the visioning session addressing each component under the goal established by the DGMC. Within the visioning session the meeting members focused on the "where," "why" and "how" aspects of each key project component. Later, a community tour was undertaken by Rob Nedotiafko and Robert Kostiuk (of HTFC) along with Ed Gunning, Garry Rotondo, and Ron Joyce (of the DGMC) to verify opportunity areas and identify any potential developmental constraints. The following is the result of the conceptualization session and the community tour, organized by key development.



Public Washrooms and Potable Water Facility

Why is this a priority development?

- Although most cottages have their own tank/well, many do not have running water which creates water/washroom access issues for cottage owners in off seasons (as park facilities are turned-off for winter).
- Currently, a free-for-all, accessible facility is not available for residents/visitors.

Where should the facility be located?

- The old fire hall location (central to most cottage owners and becoming an abandoned site due to development of new fire hall).
- Where the visitor/recreation centre could be located.

How should the facility be developed?

- It should be a freestanding facility.
- It could potentially tie-in with other facilities such as a new visitor centre and museum complex (to reduce costs).
- The facility would need to be monitored.



Visitor Centre

Why is this a priority development?

- There currently is no place to welcome visitors and inform them on the area's attractions.
- A visitor centre could bring identity and focus to Grand Marais.

Where should the facility be located?

- On the north side of Highway 12 between Vassar Lane and the Sand Bar Motel.

How should the facility be developed?

- It could incorporate heritage elements or be developed in conjunction with a new Recreation Complex or new Heritage Museum.
- The facility could be developed in a manner that makes it a place for hosting conferences.
- The facility could have a large statue on-site and have year round accessible washrooms.



Marina

Why is this a priority development?

- Currently there is no marina and therefore limited potential to use watercraft in the Grand Marais area.
- A marina could open the door to potential cross-marketing opportunities with other Lake Winnipeg communities (notably Gimli).
- A marina could attract other investments (accommodations, services, tourism opportunities, etc.).

Where should the facility be located?

- In the naturally sheltered area, near developable land and Highway 12.
- If not possible to develop in sheltered bay, consideration could be given to the southern portion of the greenspace easement on the west side of Grand Marais. This area has greater depths, but would be capital intensive, as it would require the construction of a break-wall.

How should the facility be developed?

- The marina should be easily accessible and could involve the development of a park nearby the site.
- The marina should be developed to accommodate larger boats and should have enough space for parking.
- Consideration should be given to low lake depths in the bay area and potential dredging issues.



Central Townsite

Why is this a priority development?

- A central townsite doesn't exist, making Grand Marais not feel like a town or have an identity.

Where should the central townsite be located?

- Along Highway 12, between Vassar Lane and southeast towards the existing Grand Marais sign.

How should the townsite be developed?

- New developments must consider incorporating heritage character.
- Developments that could be within the townsite include: a visitor centre, recreation centre, the old superintendent's building, the old schoolhouse, and a skateboard park.
- At the beginning of the town centre, a "town gateway" theme could be developed.
- The townsite could have a boardwalk/trail connections and an area for a "train-themed" shuttle service. The townsite could also have a median with light fixtures and banners.



Trail/Connections

Why is this a priority development?

- A formal link doesn't exist that connects Grand Marais to the Beach/concession area.
- A formal path doesn't exist along the greenspace easement.

Where should the trail/connections be located?

- A formal trail/path should go from West Beach concession area (in Grand Beach Provincial Park), along Highway 12 to Grand Marais Boulevard, east on Vassar lane, then south on Highway 12 towards existing hotel.
- A formal pathway could be developed along the greenspace easement.

How should the trail/connections be developed?

- The trail should take into consideration business interests and maintain enough space to establish businesses near the path.
- The trail should be paved and allow for pedestrians, cyclists, and a "train-themed" shuttle service (alongside cyclist/pedestrian path).
- The trail should have rest areas and bike racks in key spots.
- The greenspace easement path should be low-impact (not contribute to erosion difficulties) and should incorporate benches and garbage bins.



Marketing

Why is marketing a priority?

- Current strategies do not seem to be capturing full audience.
- Future development of Grand Marais will need to be marketed.

Where should marketing efforts focus (ie, areas that are less or not currently utilized for marketing)?

- Other provinces, the United States, and international destinations.
- Strategies should focus on dominant travelers to Grand Marais area (including: cottagers, seniors, day-trippers, campers etc.) and expansion on winter opportunities/activities.

How should marketing strategies be developed?

- A focus should be placed on day-trippers.
- Expansion on winter activities could be incorporated.
- To work, marketing strategies may require cooperation from Grand Beach Provincial Park concerning regulations and investment in various commercial services.



Recreation Complex

Why is a new recreation complex a priority development?

- Existing recreation centre will need significant upgrading in the future.
- The existing location of the recreation centre is not very noticeable and difficult to access (using other than vehicular means of transportation).

Where should the new recreation complex be located?

- On the north side of Highway 12 between the existing restaurant/gas station and Orvis Street.

How should the new recreation complex be developed?

- The recreation complex could be developed in conjunction with visitor centre and/or museum.
- The centre should be larger than current area utilized for the existing Recreation Centre.

Beautify Area

Why is beautifying the area a priority?

- Grand Marais currently lacks “beautification elements.”

Where should the beautification occur?

- Along the “new” pathway and within the “new” central townsite areas.

How should beautification be incorporated within the key areas?

- Light standards, a planting scheme and benches could be incorporated along key areas.
- Banners could be placed on light fixtures.



Heritage Museum

Why is a heritage museum a priority development?

- A heritage museum currently doesn't exist and Grand Marais' history could be better presented in a permanent facility.
- A heritage museum can be a key tourism facility.

Where should the heritage museum be located?

- Within the "new" town centre, along Highway 12 and in conjunction with the visitor centre.

How should the heritage centre be developed?

- The heritage centre could be developed in conjunction with the visitors' centre and/or the new recreation complex.
- The heritage centre could include the old school house and superintendent's building on-site.



Appendix 3: Grand Marais Redevelopment Plan – Phase 1, Class “D” Preliminary Costs

***Prices based on 2007 Construction Costs**

A Provincial Hwy. 12	Class "D" Cost Estimate
1 Roundabout incl. clearing, drainage, subgrade, and surfacing road drainage curbing sod d. shrub bed and shrub e. line painting f. signage	\$220,300.00
2 New Banner Poles & Banner Flags a. CIP conc. pile b. Banner pole c/w mounting hardware c. Banner flag	\$31,500.00
3 New Roads a. Primary Entry (from roundabout) b. Secondary Entry	\$595,100.00
4 HWY Swale naturalization (incl. grasses, cattails, sedges)	\$2,000.00
5 New Entrance Sign	\$30,000.00
6 Miscellaneous Items (10%)	\$87,890.00
Subtotal	\$966,790.00



Grand Marais Redevelopment Plan – Phase 1

Class “D” Preliminary Costs

B Grand Marais Promenade A		Class "D" Cost Estimate
1	Road widening (incl. clearing, drainage, subgrade, surfacing)	
2	Bike Path/multi-use sidewalk (asphalt sidewalk)	
3	Parking Inlets (parallel) (incl. clearing, drainage, subgrade, surfacing)	
		\$360,450.00
4	Street trees	
		\$46,000.00
5	Site Furnishing a. Benches b. Waste Receptacle c. Bike Rack	
		\$43,600.00
6	Light Standards (1/60' along pedestrian walkway)	
7	Banners c/w Mounting Hardware	
8	Hanging Basket c/w Mounting Hardware	
		\$340,000.00
9	Miscellaneous Items (10%)	\$79,000.00
Subtotal		\$869,050.00



Grand Marais Redevelopment Plan – Phase 1

Class “D” Preliminary Costs

C Grand Marais Promenade B		Class "D" Cost Estimate
1	Boardwalk (cedar or treated decking w/ required supports)	
2	Road widening (incl. clearing, drainage, subgrade, and surfacing)	
		\$463,100.00
3	Street Trees	
		\$20,000.00
4	Site Furnishing	
	a. Benches	
	b. Waste Receptacle	
	c. Bike Rack	
		\$19,000.00
5	Light Standards (1/60' along pedestrian walkway)	
6	Banners c/w Mounting Hardware	
7	Hanging Basket c/w Mounting Hardware	
		\$101,000.00
8	Miscellaneous Items (10%)	\$60,310.00
Subtotal		\$663,410.00



Grand Marais Redevelopment Plan – Phase 1

Class “D” Preliminary Costs

D Waterfront Development		Class "D" Cost Estimate
1	Light House	\$75,000.00
2	Picnic Shelter Partially enclosed, roofed shelter w/picnic tables	\$70,000.00
3	Waterfront Parkland	\$50,000.00
4	Path - crushed stone Rest Stops (c/w 1 bench waste can, interlock base)	\$116,800.00
5	Miscellaneous Items (10%)	\$31,180.00
Subtotal		\$342,980.00



Grand Marais Redevelopment Plan – Phase 1

Class “D” Preliminary Costs

E Marina		Class "D" Cost Estimate
1	Dredging	\$336,000.00
2	Parking lot - asphalt	\$174,000.00
3	Lighting	
	a. Parking lot	
	b. Signage	\$19,000.00
4	Boat Ramp (Concrete)	
5	Building - storage or fuel attendant	
6	6m wide boat access & inlet wall	
7	104 stall boat docking	\$593,600.00
8	Miscellaneous Items (10%)	\$112,260.00
Subtotal		\$1,234,860.00



Grand Marais Redevelopment Plan – Phase 1

Class “D” Preliminary Costs

F Community Services Area		Class "D" Cost Estimate
1	Tank & well water facility	
2	Sewage Holding Tank	
3	Recreation Centre (incl. gymnasium, storage areas, kitchen, foyer, boiler room, offices, washrooms, change rooms)	
4	Outdoor Hockey Rink (incl. wire mesh behind goals)	
5	Outdoor rink utilities (night lighting, water hookup)	
6	Curling Rink	
7	Water Spray Park	
8	Soccer field (full size)	
9	Softball fields - Adult	
	Junior	
	Bleachers for softball fields	
		<hr/>
		\$3,207,100.00
10	Visitor Center/Museum	
	a. Building	
	b. Train Statue	
		<hr/>
		\$1,500,000.00
11	26' Roadways (asphalt)	
	(incl. clearing, drainage, subgrade, and surfacing)	
12	Parking lot - crushed stone w. snap edge	
		<hr/>
		\$81,250.00
13	Site development (trees, sod, etc)	
14	Path - crushed stone w. snap edge	
15	Drainage/grading (for athletic fields and general)	
		<hr/>
		\$76,000.00
16	Farmers' Market Stalls	
		<hr/>
		\$9,000.00
17	Miscellaneous Items (10%)	\$487,335.00
Subtotal		<hr/> <hr/>
		\$5,360,685.00



Grand Marais Redevelopment Plan – Phase 1

Class “D” Preliminary Costs

G	New Residential - 72 Lots	Class "D" Cost Estimate
1	26' Roadways (asphalt)	
2	Site Grading	
3	Trees (2/lot)	
4	Light standards	
5	Shared Greenspace Vegetation (70% sod, 30% shrub bed, .001 trees per sq ft)	
6	Servicing	
	a. Water	
	b. Sewer	
	c. Underground Hydro (< 15m Frontage/Lot)	
	d. Phone/Lot (Underground/Overhead)	
	e. Cable/Lot	
	f. Water and Sewer Service to PL/Lot	
	*no water treatment plant - add as additional cost	
		\$1,103,000.00
7	Miscellaneous Items (10%)	\$110,300.00
Subtotal		\$1,213,300.00



Grand Marais Redevelopment Plan – Phase 1

Class “D” Preliminary Costs

H Nine Hole Golf Course	Class "D" Cost Estimate
1 Golf Course Construction Layout & Staking, Centre Line Clearing Primary Clearing & Grubbing Topsoil Stripping, Stockpiling & Re-Spreading Earthmoving, Excavation & Rough Grading Subgrade Drainage Fine Grading, Preparation & Seeding	\$808,000.00
2 Golf Features: Greens (USGA Spec.) Tees (3 per hole) Fairway Bunkers Sodding Nursery Plots Irrigation System, Inc. Pump Station Cart Paths (2.15m [7'] granular) Practice Range Range Equipment & Furnishings Parking Lot (Granular, 80 spaces) Golf Course Furnishings	\$770,800.00
3 Buildings Clubhouse Building Maintenance Facility	\$350,000.00
Subtotal	\$1,928,800.00

*Items not included in Golf Course Estimate:

Starter Building
 Cart Shelter, Golf Course Shelters/Washrooms

Allowance for Grow-in Maintenance (One Full Season)

Assumes lease of Maintenance Equipment & Golf Carts



Grand Marais Redevelopment Plan – Phase 1 Class “D” Preliminary Costs

Grand Marais Subtotal	\$12,579,875.00
Fees and Construction Contingency (30%)	\$3,773,962.50
6% GST	\$754,792.50
Grand Marais Total	\$17,108,630.00

