

R.M. of St. Clements

East Lockport

Destination Strategy Business Plan



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Lombard North Group - Planners and Landscape Architects
505-93 Lombard Avenue Winnipeg Manitoba R3B-3B1
t:204.943.3896 f:204.947.5696 www.lombardnorth.com

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1.0 Introduction

Lockport is a thriving community characterized by its semi-rural, river setting, geographic location in the Capital Region, Aboriginal and European settlement history, unique lock and dam structure, established role as a destination tourist attraction and location at the mouth of the Red River Floodway one of the largest earth moving projects in the world.

Lockport has a growing tourism sector attracted by the region's Red River's international reputation as a sport fishery in its stretch north of the Lockport Dam. Over 25% of fishing activity along the Red River takes place between Lockport and the mouth of the Lake Winnipeg. Historically significant attractions in Lockport include the St. Andrews Lock and Camere Dam, which remains one of two such structures operating in the world today as well as the Kenosewun Museum & Interpretive Center commemorating the oldest permanent Aboriginal settlement in the Prairie region of Canada.

Located on the east side of the Red River, Lockport is an unincorporated village within the Rural Municipality of St. Clements. It is an integral part of the Red River recreational corridor which extends from the City of Winnipeg to Netley Marsh. The corridor itself stretches some 30 km and has been characterized as:

- the most populous settlement area in Manitoba;
- the most heavily used navigable waterway in prairie Canada; and
- Manitoba's primary tourist, historic and recreation attraction.

In 1999, a Lockport Community Steering Committee commissioned the *Lockport Destination Strategy Business Plan*, which promoted local initiatives designed to enhance Lockport's role in the Red River Corridor by developing a strategy to implement four key inter-related initiatives:

1. Enhance Lockport's role as a year-round destination;
2. Sustain and interpret the heritage values of the Kenosewun Museum & Interpretive Center and the importance of the St. Andrews Lock & Dam to river navigation;
3. Strengthen the ties between Lockport and the region; and
4. Support and improve Lockport's heritage values, economic vitality and quality of life.

The 1999 Business Plan provided the foundation for integrating Lockport's key resources into the community's destination attraction initiative. It concluded that many of Lockport's riverfront assets, including the lock and dam had the potential to create new attractions, business investment and expand market opportunities for existing businesses. The Business Plan



also outlined implementation requirements, assessed financial feasibility of proposed recreational initiatives, and provided recommendations on the organization of a management structure to guide the Strategy's implementation over time. The 1999 *Lockport Destination Strategy Business Plan* was instrumental in providing a community supported "Vision" for development of Lockport's unique riverfront area. This Vision was reached through the active participation of a broad cross-section of community leaders including government, business, users, and representatives of community service and business groups.

1.1 Public Consultative Process: 1999

The *Lockport Destination Strategy* represented a joint undertaking between Triple "S" Community Futures, Public Works Government Services Canada, the Municipalities of St. Andrews and St. Clements, with Lockport merchants and landowners all in collaboration with Manitoba Parks and Natural Resources, Manitoba Department of Highways and Heritage Canada. The Parties agreed to establish an independent Steering Committee to manage the development of the Strategy and report its recommendations. The task set before the Committee was to identify opportunities to improve the riverfront, stimulate revitalization and finance development initiatives, while improving the tourism experience and the community's quality of life.

Key to the success of the process was the Steering Committee's initiatives to involve all stakeholders. Broad representation was sought bringing government, community user groups and business interests together in "working groups" to exchange ideas. This was facilitated by a series of workshops held during the summer and winter of 1996 and 1997. Participants defined problems as well as the opportunities to resolve them; they identified objectives along with strategies to achieve these objectives; and offered priorities to guide implementation programs.

The public workshops endeavoured to answer three questions:

**What do we want?
How do we get there?
What do we do now?**

In 1999 the drivers of the process are summarized by the following understandings:

- Senior governments (Canada and Manitoba) have offered the opportunity for local interests to manage the economic development of public assets (Lock and Dam/ Kenosewun);
- Local interests ability to assume management of assets will be



dependent upon the these assets becoming financially self sufficient;

- Maintenance of the St. Andrews Lock and Dam (S.A.L.D.) structure and enhancing its attraction is important because of its unique function in controlling river levels to the successful development of river oriented tourism, recreational and commercial potential of the region;
- Senior governments will continue to the technical maintenance and operation of S.A.L.D;
- The S.A.L.D. serves to physically unite the east and west side of the Red River at Lockport with one other and to the surrounding region; and
- Improving the quality of the visitors' and residents' experience within Lockport supports the creation of Lockport as a year-round destination.

Among the key priorities identified in the 1999 Business Plan included development of docking/ boat launching facilities, increasing pedestrian safety along PTH #44, improving pedestrian access to the River and changing the character of PTH #44 from a rural to an urban cross section through streetscape improvements that better separate and channel vehicle and pedestrian traffic. These priorities were seen as viable within the public and private partnerships engaged in the Destination Strategy that would provide positive and immediate improvements resulting in the achievement of community goals.

1.2 Purpose of the 2008 Lockport Destination Strategy

The 2008 Lockport Destination Strategy endeavours to assist the RM St. Clements and the East Lockport community realize its goals of becoming a year-round destination, stimulating private investment, and creating a world class river heritage site. East Lockport's assets have the potential to lead the creation of new attractions, business investment and expand market new opportunities for existing businesses. The first step in the planning process, taken in 1999 developed a "Vision" for the Plan. The 2008 Lockport Strategy Steering Committee has assessed the "Vision" for Lockport remains valid today.

The following 2008 Lockport Strategy examines the opportunities, refines the planning and design parameters and proposes an up-dated implementation strategy. The 1999 Lockport Strategy provided the "Vision" by answering the question: **What do we want?** The 2008 Strategy answers the questions **How do we get there? What do we do now?** The Lockport 2008 Strategy focuses on the specific projects prioritized by the Lockport Steering Committee based upon community needs and the immediate benefits these projects will provide to the local economy. A



detailed Master Planning has been prepared to integrate the selected projects into a comprehensive development plan, estimates capital costs and offers recommendations for implementation requirements, assesses financial feasibility, determines how these assets may contribute to the Strategy, and finally provides recommendations for the management and operation of the projects. The goal of the 2008 Lockport Destination Strategy is to develop inter-governmental and private partnership opportunities to develop Lockport as one of Manitoba's key tourist destinations on the Red River, a Canadian Heritage River.

The 2008 Lockport Destination Strategy has refined the original 1999 Vision and three original initiatives as follows:

1. Stimulate year-round use by transforming Lockport into an all-season destination;

The intended focus is still to provide enhanced public services, amenities, and multi-event programming to expand Lockport's appeal and ability to serve as an all-season destination. A common belief among Committee members is a need to provide more overnight facilities in the Village as a means to extend visits and offer more convenience to tourists. Expanding accommodations needs the support of public facilities and amenities. The facilities and amenities to be developed have been selected based upon their ability to provide a **signature identity**; flexible programming; improved services; enhance visitor appeal, increase comfort and well-being; and stimulate complementary investment of existing or in new private sector development initiatives.

Public support facilities include the provision of permanent boat launching and docking services to increase river accessibility and services to visitors. As one of Manitoba's most frequented and premiere fishing locations, development of a Marina facility to accommodate daily boating activities will be crucial to sustaining this sector of the local tourist industry including associated businesses serving the needs of anglers. The facility design needs to be multi-functional to serve as an all-season outdoor event space and a staging area for winter ice fishing, cross country skiing and snowmobiling. River shoreline fishing at Lockport is a safety concern in recent years several accidents including drownings have occurred due to lack of facilities and dangerous conditions. The marina development will include better riverbank connectivity with Kenosewun and S.A.L.D. including the provision of fishing wharfs to improve the safety and to protect and control access to the river bank.

Expand the facilities and functionality of the Children's Festival site adjacent to the floodway to create a permanent park offering a large programming area, permanent event shelter, public washrooms, parking



and a snowboarding/tobogganing hill utilizing the Floodway slope similar to Spring Hill Ski Center.

2. Extend, celebrate and promote the unique heritage values reflected in Kenosewun Heritage Park:

Study the possibility of partnering with the Department of Natural Resources to enhance the Kenosewun Heritage Park. Representing the oldest known permanent settlement in Prairie Canada dating back some 3,000 years, the Lockport Destination Strategy shall examine ways to highlight the Black Duck Culture and its settlement in the Lockport area and raise the significance of the Kenosewun site potentially as an Aboriginal Cultural Centre. Provide riverbank trails to connect the Museum park site with proposed adjoining Red River and Floodway visitor services and facilities.

Celebrate Lockport's river and heritage characteristics by incorporating these values into the community's urban design, streetscape treatment and event programming. By design establish the "branding" for Lockport to complement public and private marketing opportunities, unique experiences for visitors, and increase Lockport's all-season appeal as a destination.

3. Integrate Lockport with the river and river attractions, while making connections with people, places and events within the Red River corridor and adjoining region:

Making connections between Lockport's land and river-based routes will be a first step in building linkages with the region. Improving regional connections will enable visitors to access Lockport by car, bicycle, boat or snowmobile. Connecting Lockport to existing attractions, such as the Forks and Lower Fort Garry, will provide complementary activities and increase all attractions market base. Develop pedestrian connections from Lockport to the S.A.L.D. bridge sidewalk to enhance safety and improve connectivity along PTH #44 between both sides of the river.

Work with Department of Infrastructure and Transportation and CNR to provide pedestrian crossings over the Floodway on PTH #44 Bridge and the existing CNR Rail Bridge (a kilometre south of PTH #44), respectfully. Pedestrian access across the Floodway Expansion Project will connect Lockport with planned sport field attractions east of the Floodway and with regional facilities such as the Trans Canada Trail and destinations like Birds Hill Park.

Establish a gateway to the Lockport Heritage Area at both the P.T.H. #9 and Henderson Highway intersections with Highway #44 by developing, in co-operation with the Department of Infrastructure and Transportation, landscaped and architectural entrances on PTH #44 into Lockport.



Establish an inter-governmental agreement between the Department of Infrastructure and Transportation and the RM of St Clement to undertake a joint highway up-grading in Lockport from S.A.L.D. to the east side of the Floodway and from the Intersection of PTH #44 and Henderson Hwy to PR 202. The highway up-grading would include the introduction of urban streetscaping along PTH #44 and Henderson Hwy complete with sidewalks, boulevard landscaping and lighting to increase pedestrian safety and commercial appeal within East Lockport. Examine traffic the introduction of calming techniques such as introduction of a traffic circle at the intersection of PTH #44 and Henderson Hwy to reduce traffic speeds through the Village and add to the quality of place.

1.3 Project Initiatives: 2008

In the spring of 2007, proponents of the new Lockport Destination Strategy formulated a Steering Committee composed of local citizens and representatives of the RM of St. Clements Council. The objective of the Steering Committee was to review and up-date the Lockport Destination Master Plan. The Steering Committee reflected the community's desire to develop Lockport as a destination location within the Red River Corridor linked to other Capital Region attractions and to improve public visitor services and facilities and lever private investment in the development of Lockport's tourism potential for sport fishery, history, recreation and commercial development. Newly focused strategies built upon the foundation laid by the 1999 Business Plan to enhance Lockport's role as a key tourist destination in Manitoba.

One of the stimuli to revisit the Master Plan was also to ensure the Manitoba Floodway Authority's (MFA) expansion project was sensitive to the needs of the community and that it would be possible to implement floodway expansion works in a manner complementary Lockport's tourism development initiatives. Collaboration between the Steering Committee and the Floodway Authority has been very helpful in the development of the initiative in this report to reach the level of integration sought by the Steering Committee to finalize several of the key community projects directly impacted by the expansion project. Moreover, the Lockport Destination Master Plan has been developed to be consistent with the Province's objectives to promote the expanded Floodway in ways that make it feasible to contribute to regional recreational opportunities for Manitobans.

In 2008, the Lockport Destination Steering Committee set out with a revised list of priorities, all consistent with the principles of the original Business Plan in creating year-round use and establishing linkages with adjoining communities. Viable catalysts were envisioned to help increase the level of visits and business activity in the region. Thoughtful



consideration had been provided by the Steering Committee in prioritizing eight projects determined to best respond to the community's business/tourist development objectives. The eight project initiatives with related site elements for consideration in design are consolidated and presented in Plan 1.0 – R.M. of St. Clements / East Lockport Site Context and Programming Map. These initiatives include the development of:

1. Marina:

Complete with launch pad, removable finger docks to accommodate small vessels, a new paved roadway, multi-use River plaza/event space, sidewalks, and parking areas.

2. Campgrounds:

To include serviced lots for RVs, non-serviced lots (tents and small campers), access roadway, and a centralized campsite building to house public washrooms, showers, and commercial space.

3. Children's Festival Site:

A permanent year-round park site designed to include development of large picnic shelter that will house public washrooms, open picnic spaces, performance areas, berm/amphitheatre, planting areas and paved parking lot. The festive site will provide a permanent home for the Winter Children's Festival.

4. Kenosewun Museum and Park:

Investigate ways to integrate the existing Museum and park within the broader community context by establishing connections with adjoining recreational facilities, highlight local aboriginal relic sites and examine ways to celebrate the significance of the Black Duck culture as one of the oldest known human settlements in western Canada. Find ways to collaborate with local Aboriginal communities, Parks Canada and the Provincial Department of Conservation with the goal creating an Aboriginal Centre at the Museum site.

5. Streetscape Enhancements:

Propose upgrades to roadway pavement between Lockport Bridge and the PTH #44 and Henderson Highway intersection as well as the service roadway adjoining the north side commercial areas. Concepts will promote new sidewalks/boulevards, planting schemes, light standards, site furniture, commercial access points, traffic-calming design and improvements to existing parking facilities. Detailed design works will be defined by a Traffic Study, funded with assistance from Department of Transportation & Government Services. The traffic study is to validate proposed



Streetscape designs and investigate requirements for roadway and pedestrian improvements along PTH #44 and Henderson Hwy.

6. Sportsplex & Water-Ski/Cable Park:

Site design to include development of multiple baseball diamonds, soccer fields, picnic areas, a cable-system water-ski pond with viewing spaces, parking facilities and a new access roadway.

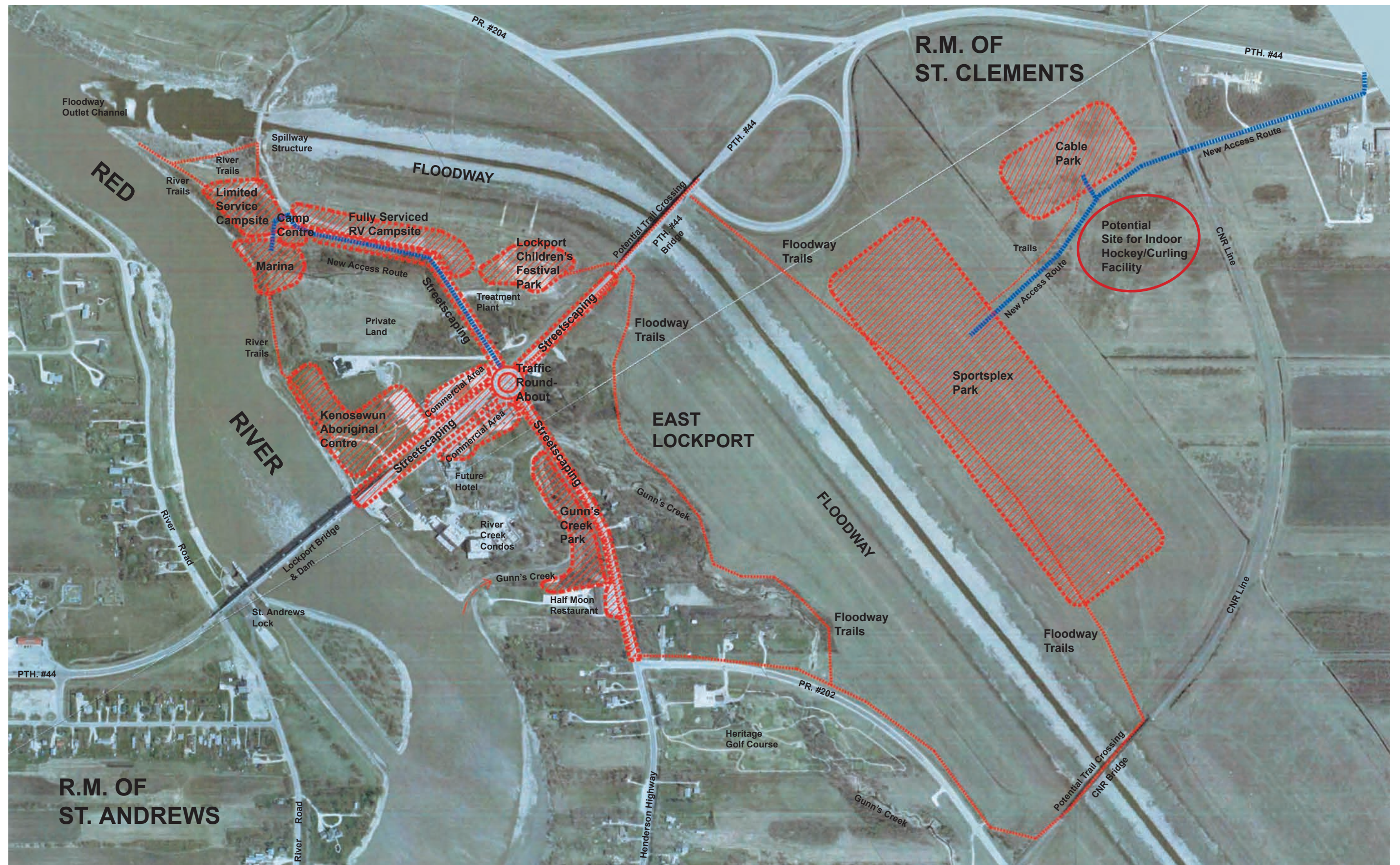
7. Discovery Park:

There is a potential to create an interpretive program along Gunn's Creek in the wooded embankment along the west side of Henderson Highway. The park may consist of low impact trails, seating areas, picnic areas, and expanded views of the Creek and revegetation of the creek bank.

8. Floodway Trail:

Provide a destination node for the Floodway Trail at the outlet to the Red River to enhance floodway interpretive and leisure opportunities along the significant regional open space resource.





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Plan 1.0 - R.M. St. Clements / East Lockport Site Context & Programming Map



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2.0 Site Inventory

The Site Inventory in this section forms the technical basis for design development and preparation of the Master Plan Strategy.

2.1 Site Analysis and Implications

The inventory assessment involved the assembly of published data, review of previous studies, reports, maps, plans and telephone interviews with the Municipality's technical services personnel. This coincided with on-site analysis of existing conditions to expand Study Team's understanding of the area and validate information compiled from other sources. Site reviews were conducted in July of 2007. Findings provide an assessment of opportunities and constraints and are presented in this report under the heading *Site Inventory Analysis and Implications*".

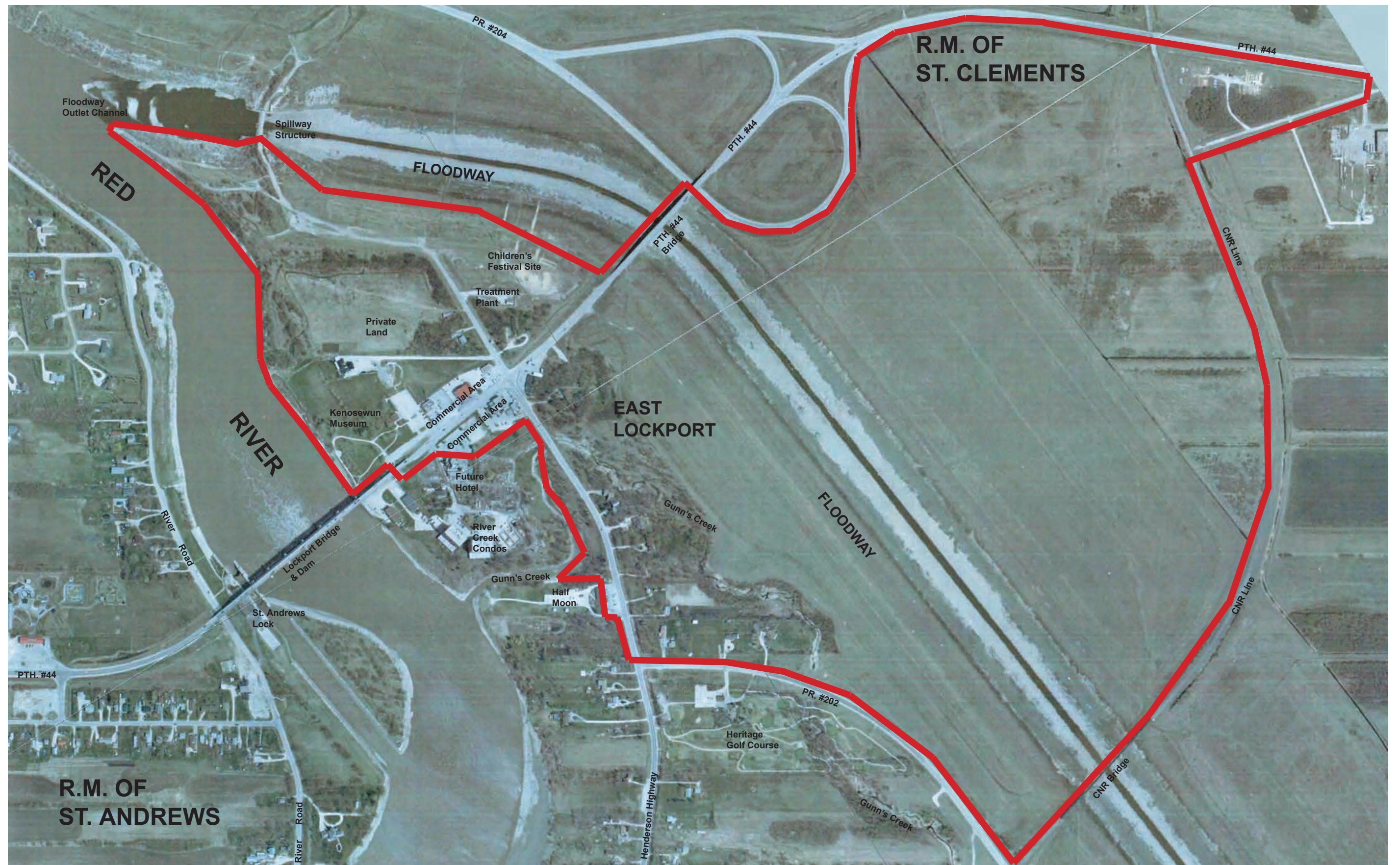
The inventory analysis includes a visual and photographic assessment of the East Lockport area, identification of key vehicular and pedestrian routes and junctions, assessments of existing roadway, parking and pedestrian characteristics, storefront conditions, building and park open space characteristics, riverbank and floodway characteristics. Site assessments included newly developed berms along the expanded areas of the floodway, the North Point near Outlet areas and the Gunn's Creek area.

Based upon the findings of the inventory stage a working plan was formulated including a summary of opportunities, constraints and an assessment of implications upon the eight Lockport Destination Strategy projects identified by East Lockport Steering Committee.

2.2 Study Area Boundary

The proposed study area is located in East Lockport and is defined by the Lockport Bridge to the west, the east banks of the Floodway, the Floodway Outlet to the north, and PTH #202 to the south (see Plan 2.0 – R.M. of St. Clements / East Lockport Study Area Boundary).



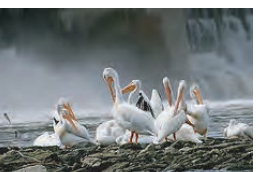


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Plan 2.0 - R.M. St. Clements / East Lockport Study Area Boundary



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2.3 Floodway Outlet/Channel Areas and Riverbank



Floodway, western slopes



Floodway boulder deposits
near the north point



Floodway spillway structure



Floodway outlet channel and
north point

- The floodway outlet/spillway is typically filled with water but has experienced a growing deposition of material in the middle of the outlet channel due to the force of water spilling over the outlet structure over time.
- There are boulder islands situated in the middle of the outlet channel which are at times accessible from the main land. The outlet channel, during low water periods can become un-navigable for boats.
- The north point located at the south west tip of the floodway outlet channel is currently being used as a boat launching area and as river access during the winter for snowmobiles and ice fishermen. A makeshift temporary gravel roadway allows access to an area overlooking the floodway spillway structure.
- The area within the western banks of the floodway has relatively flat grades and currently accessible with a temporary gravel roadway from Henderson Highway, which leads to the north point. There are few trees remaining in this area.
- The riverbank and backshore lands located immediately north of the Kenosewun Park is private property perched on high ground with views overlooking the river. It is also has few mature trees and shrubs. This area is accessible from an un-improved gravel roadway extending north from Henderson Highway's intersection with PTH #44. The area of the Red River immediately downstream from the Lockport Dam is considered a primary fishing area.
- Locations along the western slopes of the Floodway and portions of the riverbank sites are reported to have aboriginal



relics as indicated in Manitoba Flood Authority's Heritage Resources Report (August 2004).

2.4 Street & Pedestrian Environments: PTH #44 and Henderson Highway



Lockport Bridge heading east

- Heading east along PTH #44 is the federally owned Lockport Bridge. It consists of two rather narrow traffic lanes and a single sidewalk located along the north side of the bridge. There are no railings to separate vehicular traffic on the roadway from pedestrians on the sidewalk. Fast moving car and truck traffic crossing the bridge presents an unsafe walking environment on the bridge. Along the two intersecting roadways, Henderson Highway and PTH #44, there was a substantial amount of semi truck traffic, due in part to the roll of PTH # 44 linking PTH #9 west of the Red River with PTH#59 east of the Floodway.

- The Lockport Bridge has been upgraded by the Public Works and Government Services Canada (PWGSC) in the 1990s and is in good structural condition.



PTH #44 west bound

- PTH #44 connects East Lockport with PTH #9 in St. Andrews to the west and is the primary roadway within East Lockport and intersecting with Henderson Highway to the east of Village. The main commercial strip in East Lockport currently has no sidewalks, boulevards, trees or lighting elements. Driveway entrance points along the south side of PTH #44 allow vehicular access into Gaffer's Restaurant, the Lockport Inn and new condominium development overlooking the Red River and Lockport Dam.

- PTH #44 currently has two lanes of traffic served by particularly wide shoulders on both sides.



PTH #44 at Gaffer's Restaurant entrance

- Commercial properties such as Lockport Appliances and Sonia's Drive-in and Half Moon Restaurant have private access driveways onto Henderson Highway. Henderson Highway has been recently upgraded with asphalt shoulders on both side and is frequently used by cyclists visiting Lockport from the two largest population centers of Selkirk and Winnipeg during the summer.

- A inter-property service road has been developed parallel to PTH #44 along the north right of way that provides access from PTH #44 to the Kenosewun Museum Park and



commercial establishments such as the A&W and Lockport Grocery. Private parking lots serving the adjoining commercial activities are accessed from the service road.



Service Road looking
towards Lockport Bridge

- The service road also inter-connects with properties south of PTH #44 through a PWGS access underneath the Lockport Bridge. This secondary access provides opportunities for both pedestrian and vehicle access between the north and south side of PTH #44 without impacting east –west traffic flows on the highway. Pedestrians access to the roadway under the bridge is through a wooden staircase from the shoulder of PTH #44. This under bridge access has not been up-graded or encouraged as a route to facilitate vehicle or pedestrian access under PTH #44.
- Currently there are no gateway features or unique streetscape elements, signage banners or planting schemes that welcome visitors into the Lockport Area. Storefronts along the two intersecting roadways (Henderson Highway and Route #44) do not share a distinguishing or complementary design vocabulary.
- Public and commercial parking lots on both sides of PTH #44 are characterized by a mixture of asphalt and gravel pavement and have minimal landscaping treatment. Most, parking lots, particularly along the north commercial areas lack definition, organization, lighting and pedestrian access routes for safety.
- Underground services include only well water sources for all private and commercial properties in Village as there are no existing municipal water lines (WM). There are no land drainage sewers (LDS) currently installed and all lands rely on surface drainage into the river, creek or along the system of ditches and swales. Waste water sewer lines do exist along both side of PTH #44 between the Lockport Bridge and Henderson Highway. All commercial properties within Lockport are serviced by the community's treatment plant.



Service Road and parking
areas



2.5 Parks and Open Spaces



Kenosewun Museum Park

- The Kenosewun Museum and Park is operated by the Provincial Department of Conservation and is only open seasonally between the months of May to September. The park site surrounding the museum is well maintained and has numerous picnic tables, benches, barbecue facilities, but is served by outdoor privies. The park does contain a large gravel parking lot located east of the site which is accessed from PTH #44 from the north side service road.



Kenosewun Park Picnic Areas

- Pedestrian access to the park grounds is through the museum's front entry. This is integrated with gravel trails circulating throughout the site. A portion of the trail runs along a high riverbank ledge near the Lockport Bridge. This ledge is defined by wooden railings that define an overlook featuring the dam. The trail continues on to allow stair access to the lower riprap section of the bank by the water (alongside the fish ladder). These trails are dotted with interpretive panels describing both pre-historic and recent events in the Lockport area (aboriginal community, river navigation, lock and dam significance, local animal species, etc.)



Kenosewun Park interpretive panels and river views

- The Kenosewun Park offers a quiet park setting along the river and is quite popular with visitors who spend the day in Lockport. The site has plenty of mature trees to provide shade and have open views of the river along the north portion of the Park's property. The space currently has no lighting for evening use and no picnic shelters.

2.6 Gunn's Creek



Mouth of Gunn's Creek

- Gunn's Creek is a shallow creek bed entering the Red River from the east bank and is approximately 6m wide. The creek banks are quite steep and have undergone some bank stabilization by owners of the River Creek Condominium site and Half Moon Restaurant. Improvements to the Creek after 1997, include on the condominium's north side rock gabions and finger docks.
- The vegetation along the creek is native with adjoining lawns that are well kept by the property owners.



- Half Moon Restaurant's rear landscape spaces adjoins with the creek and consists of open space, patio seating, rear gravel parking lot, and some access to the water (concrete boat launch) and includes an outdoor tent canopy accessed through a gravel path from the parking lot.



Half Moon's rear landscaping

- Most ditches along Henderson Highway and adjoining properties drain into Gunn's Creek. The south banks of the creek between the River Creek Condominium and Half Moon Restaurant is characterized by densely wooded areas and mixture of gentle and steep slopes.

3.0 Design Implications

The Site Inventory provided insight into potential "Constraints" and "Opportunities" that may impact each of the project areas and helped the Design Team develop parameters and assess implications to be considered in design. The following discussion focuses upon site development possibilities in the areas examined and presents conceptual design ideas as they relate to each of the eight prioritized projects.

3.1 Floodway Outlet/Channel Areas and Riverbank

- There is an opportunity to incorporate a docking facility along the river south of the outlet channel in the area defined by the high plateau north of the Kenosewun Park. This location is considered superior to locating the marina within the Floodway Outlet. The preferred river site location ensures impacts of water flows from the floodway are minimized. It will be necessary however to design the facility in such a way as to protect the marina infrastructure from Red River water flows in particular ice and debris flows associated with spring break-up and summer storms, which require the dam's gates to be open to pass flood waters. Design of the marina may be best approached by terracing the excavation of the existing banks and by protecting the marina from strong currents with a riprap jetty. The docks should be a



floating system that can move up and down as river water levels fluctuate. Boat launching and parking would be integrated with the marina design within the constraints of the space provided. Development of the marina may require acquisition of private riverbank lands.

- It is recommended the marina and associated RV park spaces be linked along the river with pedestrian connections to Kenosewun Park. There is a corresponding need to also improve vehicular access from this area to PTH #44. Vehicle access up-grades including sidewalks and asphalt roadways including the extension of municipal and utility infrastructure to the marina and RV Park will require expansion of the existing gravel roadway right of way.
- Both the riverbank plateau and back shore areas along the west banks of the Floodway may be ideal locations for campgrounds since these areas are conveniently located near the water, predominantly open flat areas, offer natural settings and are in close proximity to the Village center. Ample space in this section can also provide areas for a Campground Building that can house administrative offices, washrooms/showers, site maintenance and security. Development of a campground will support the Marina as these two recreational activities complement one another and share the same infrastructure.
- The existing Children's Festival site offers open and relatively flat space. There is an opportunity to continue the festival activities here and examine ways to make a permanent festival park site complete with serviced washrooms, parking, picnic areas and a performance amphitheatre berm.
- The limitations to any development along the floodway and riverbank and include the requirement to extend roadway infrastructure and underground services. Implementation of these initiatives will require acquisition of private lands and land lease agreements with the MFA for the use of Floodway lands for community tourism development.

3.2 Street & Pedestrian Environments: PTH #44 and Henderson Highway

- The PTH #44 ROW provides ample space to improve the streetscape environment including pedestrian boulevards along both sides of the roadway between Lockport Bridge



and the Henderson Highway Intersection. These boulevards can provide proper definition for the roadway, improve safety, provide more convenient pedestrian access through development of paved sidewalks, lighting, signage and tree plantings. Streetscaping elements can tie the image of Lockport together into unique signature elements that define the sense of place and may be used to encourage complementary private property development initiatives.

- An opportunity to narrow the roadway surface may influence the speed of traffic through the built-up area by helping to slow it down. Other considerations for traffic calming and speed control include the development of a traffic “round-about” located at the intersection of PTH #44 and Henderson Highway. The development of the round-about, has been discussed with the Department of Highways and Transportation, and has been determined to be of interest to the Department. Such a feature would also complement the proposed streetscape improvements along PTH #44 by providing a unique signature landscape to the roadway as well as signifying the ceremonial “gateway” into Lockport. Upgrades to existing roadway pavement and services should also be determined as part of any streetscaping plan.
- Roadway improvements, access and streetscaping opportunities should be considered along the north service road and incorporate paving, sidewalks and the engagement of PWGSC in discussions to re-develop the bridge underpass between the north and south side of PTH #44. As an extension to PTH #44 improvements, the service road and underpass should exhibit similar landscaping treatments to define the character of the area.
- The existing public and commercial parking lots on both sides of the main commercial strip should be encouraged to reflect the streetscape design initiatives proposed for PTH #44. Most effective enhancements include landscape features, lighting and reorganization of parking areas to provide better circulation and connection with adjoining roadways.
- Beyond the PTH #44 and Henderson Highway intersection, there are opportunities to landscape the boulevards along PTH #44 east to the Floodway Bridge to include tree plantings and pathways that create linkages to surrounding recreational areas. Similar landscaping treatments can be



developed along Henderson Highway south towards PR #202 and along the proposed northerly extension of Henderson Hwy into the proposed Marina/Campground development to provide consistency with the proposed signature streetscaping treatment along the PTH #44 commercial strip.

3.2 Kenosewun Museum and Park

- The Steering Committee and the Department of Conservation have discussed the need for a long term plan for the Park including revitalizing Kenosewun Museum and Park site to heighten the awareness of the aboriginal heritage unique to this region. The existing Museum building should be replaced with a new facility that can provide better programming opportunities for interpretation and educational experiences, display of artefacts, visitor services, multi-purpose space as well as a tourist information centre.
- The Park's grounds require landscape upgrading to complement facility improvements including the addition of interpretive signage, extended trails along the river, picnicking areas and an outdoor event space suited for outdoor interpretive events and ceremonies linked with the Museum's programming. Park safety can be enhanced with outdoor lighting and its season extended beyond summer to possibly winter, fall and spring uses.

3.3 Gunn's Creek

- Gunn's Creek between Henderson Hwy and the Red River has the potential to link the villages' commercial areas fronting PTH #44 and Henderson Hwy with the Red River. Creek park space development would complement the south entry into village and integrate the River Creek Condominiums and Half Moon Restaurant properties into the Lockport revitalization initiative.
- Gunn's Creek has potential to establish a trail on the south side connecting to seating and picnic areas overlooking the creek and Red River.
- Provision of a small parking area off Henderson Highway would assist visitors to enjoy the park and enable the launching of kayaks or canoes at this location.



4.0 East Lockport Destination Project Initiatives

4.1 East Lockport Destination Master Plan

In this part we present the Lockport Destination Master Plan including the conceptual design and siting proposals for each of the eight project priorities.

Projects descriptions include illustrations of associated site development components, related landscape and infrastructure requirements. Detailed conceptual plans and rendered graphics are included to help demonstrate design context and intended functions (see Plan 3.0 – East Lockport Destination Master Plan).

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Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 3.0 - East Lockport Destination Master Plan



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4.2 Red River Landing and Marina



An exciting new Marina is proposed for the east bank of the Red River north of the Kenosewun Park and south of the Floodway Outlet. The Marina will provide 24 docking berths, a boat launching area, secure vehicle and boat trailer parking. The marina will be constructed by terracing back the existing shoreline. The marina docks and water access will be protected by rip rap jetty that will offer optimal protection from river currents, spring break-up, ice flows and debris from summer floods. Twelve floating finger docks will provide 24 boat berths for both seasonal and day renters.



An important consideration in the design of the Marina is to make it a multi-use “Red River Landing” event site. The Red River Landing will incorporate a pedestrian Plaza overlooking the marina offering visitors views of the activity on the river. To enhance the visitor experience the Landing will incorporate seating areas, landscape amenities, lighting and wooden arbour denoting this unique area of the Marina. Pedestrian trails will connect the Landing to the Lockport Village Center, Marina, Riverwalk, RV Park, Children’s Festival Site, Kenosewun Museum and Park (see Plan 4.0 – Red River Landing and Marina Master Plan).



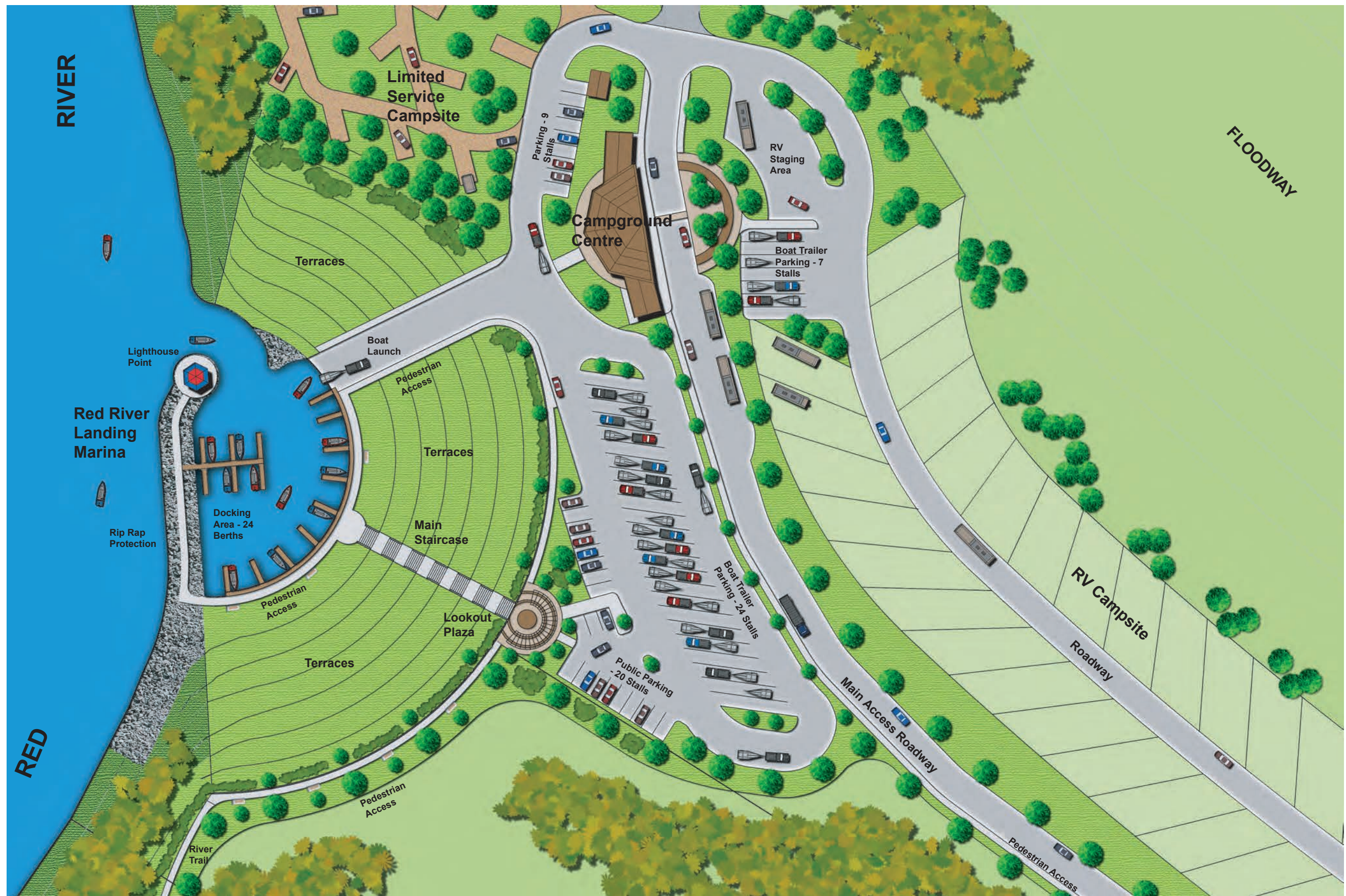
The Red River Landing’s terraces are designed to be programmed as the main performance area overlooking the Red River suitable for outdoor concerts, ceremonies and celebrations. The terraced are designed to be easily accessed through the Main Staircase linking the Event Plaza with the docking facilities along the water’s edge. Paved pathways along the curved docking area will allow visitors to experience views of boating activities or continue onwards to Lighthouse Point at the tip of the rip rap jetty to enjoy extended views of the river or cast a line to experience Lockport’s renowned fishery.



Development of the Marina represents a key tourism infrastructure improvement required to meet the current and anticipated demand this “world-class” fishing destination commands.

The Marina and associated Red River Landing would share the same access serving the RV/ Campground and Festive Park. This new roadway will represent the extension of Henderson Highway north of PTH 44.





Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 4.0 - Red River Landing and Marina Master Plan



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**Red River Landing
& Marina**



River Trail, connecting Marina and Campgrounds with the Kenosewun Aboriginal Centre to the south



River Trail

Lookout Plaza overlooking the Marina and Terraces



Marina Area



Red River Landing & Marina Elevation



**Lookout Plaza,
Viewing Marina Terraces**



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Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Red River Landing and Marina Elevations and Perspectives



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4.3 Campgrounds



Current and future demand for overnight accommodation will be one of the key elements required as part of the Lockport Strategy to complement existing and expanded events and activities programmed for Lockport. To meet the demand for overnight accommodation the Master Plan incorporates the development of serviced and partially serviced RV/ Trailer camp sites along the west bank of the Floodway. Camping facilities are designed to accommodate both Recreational Vehicles (RV) in serviced sites and Tents and small campers in limited service sites.

A. RV Campground



A premiere RV Park is proposed along the west bank of the Floodway adjacent to the proposed Red River Landing and Marina development. The RV Park will provide 46 serviced sites and has been designed to provide open and spacious overnight accommodations conveniently located within walking distance of the Village Center, the Marina/Riverfront, Kenosewun Museum and the Red River. Facilities adding to the amenity of the RV Park include family recreation and playground space, trail connections to the adjoining Festival Park, hiking and biking trails connecting Lockport to the proposed Floodway Trails (see Plan 5.0 – Campgrounds Master Plan).

Each RV lot will have a paved RV pad with water, sewer and electrical service connections. Newly planted trees and shrubs will add privacy and definition to the RV sites.



B. Limited Service Campground

Limited serviced campsite has been included as part of the overnight accommodation program. It includes 20 camping / tent trailer sites. These sites are located on a higher ridge with mature trees overlooking the River.

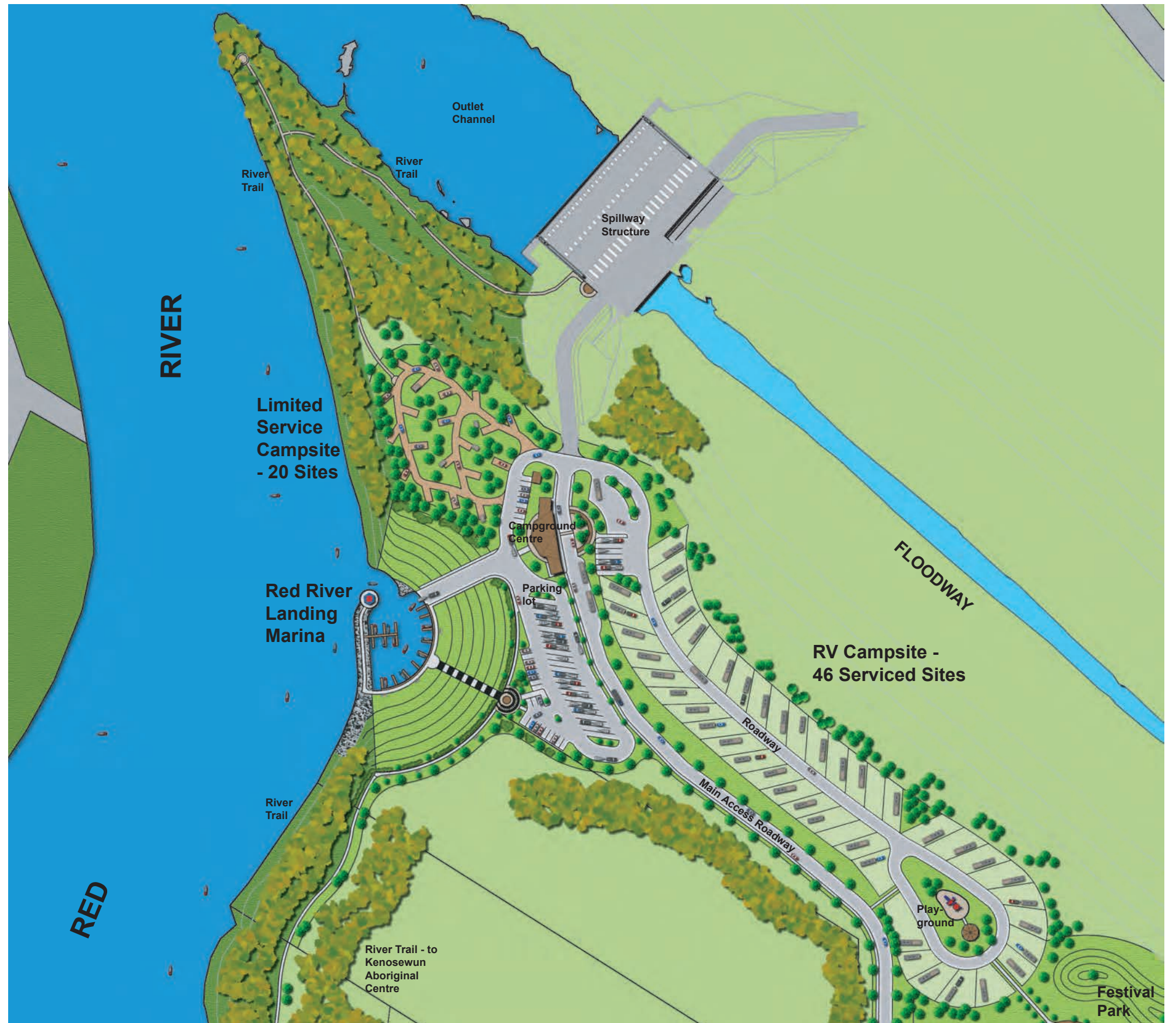
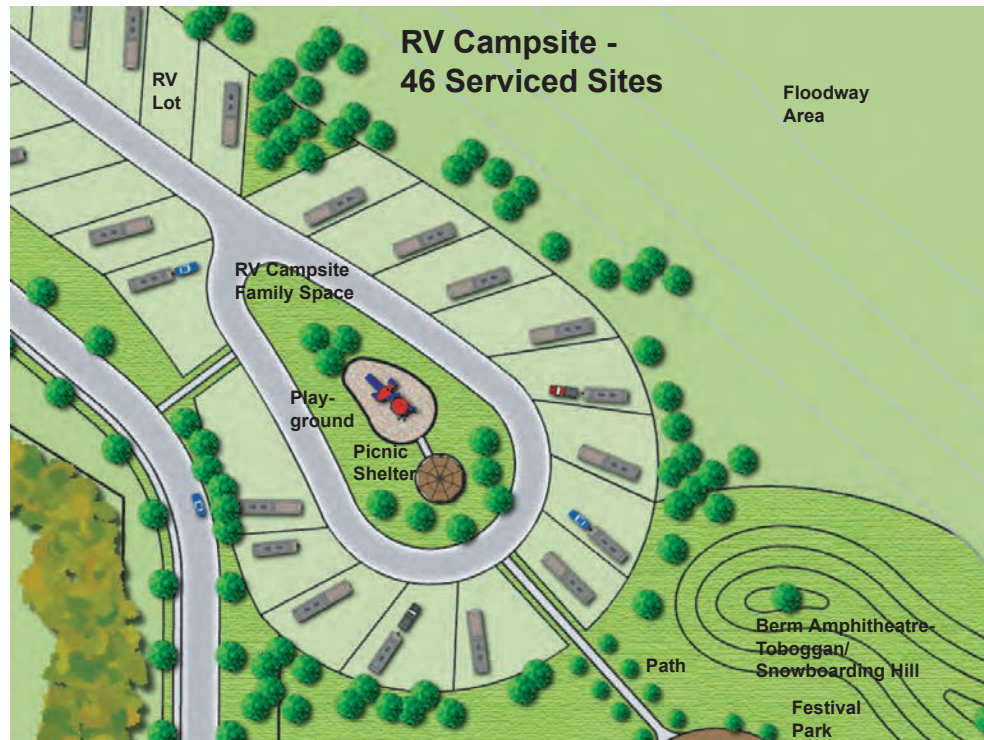
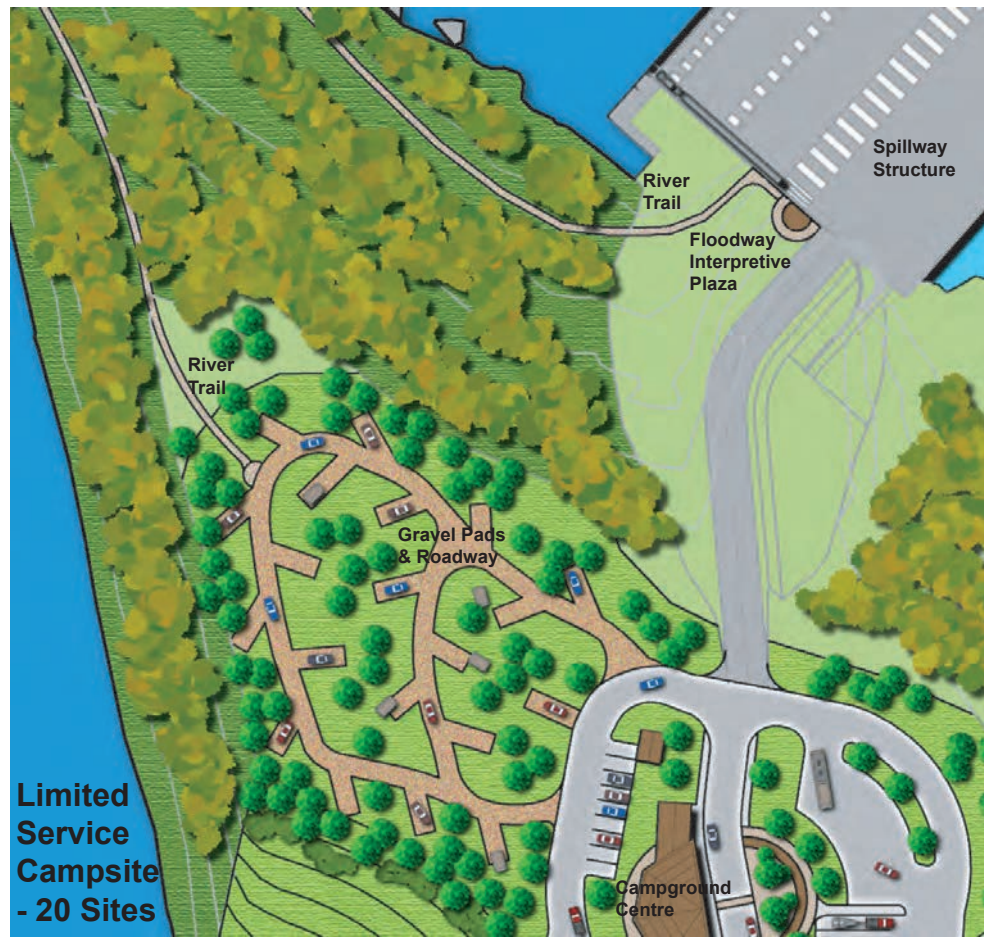
Its prime location enables campers to readily benefit from surrounding amenities like the proposed Marina, the Kenosewun Museum and Floodway trails.



C. Campground Centre

The campsites will be serviced by a central building core providing space for the administrative office, clubhouse, café, tackle shop, washrooms/showers and laundry services for the area. The structure is strategically located between the Marina, RV and limited-serviced Campgrounds to allow greater convenience for all users as well as provide access control and security. The 3,500 sq.ft. building's design will reflect an architectural style consistent with the image of Lockport Village Center.





Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 5.0 - Campgrounds Master Plan



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4.4 Festival Park – Children’s Festival Site



The “Festival Park” is developed as the permanent year round location for the Lockport Children’s Festival. It will be served with public washrooms, picnicking areas, public parking, and trails. The Lockport Children’s Festival attracts in the range of 2,000 to 3,000 visitors to a two day winter celebration. The Festival takes place along the West slopes of the Floodway just north of Village Center. The permanent site will greatly improve the success of the festival and no longer require organizers to haul-in site equipment, tents and other temporary facilities. (see Plan 6.0 – Festival Park – Lockport Children’s Festival Master Plan).



Festival Park will include the development of a large fully serviced shelter incorporating public washrooms and the versatility of being enclosed and heated for use during the Children’s Festival. An amphitheatre berm will create a performance space for the Festival and other planned events. It will also serve as a fun space for snowboarding, tobogganing down the Floodway slope. Development of pedestrian routes and seating areas throughout the park links this family-oriented recreation area to the Village Center, Floodway, Campgrounds, Marina and Kenosewun Park.



The development of a high quality festival park in this area creates the opportunity for more special events programming, thereby increasing the attraction and number of visits to Lockport.





Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 6.0 - Festival Park - Lockport Children's Festival Master Plan



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4.5 Kenosewun Aboriginal Centre

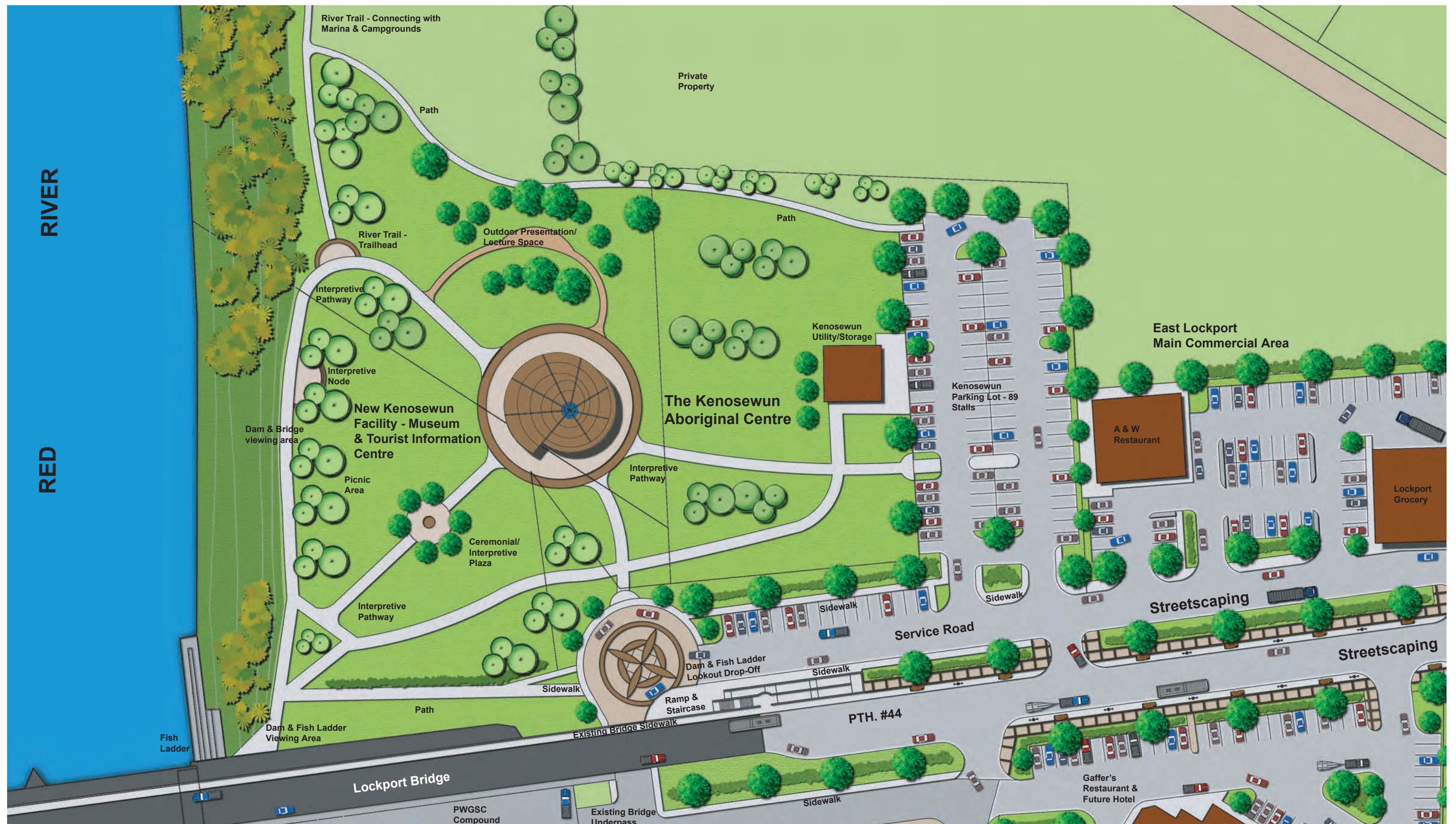
Kenosewun is recognized among the first aboriginal permanent settlements in Canada. It warrants development of an Aboriginal Centre focused on celebrating aboriginal heritage in central Canada. The new facility will display artefacts discovered along the riverbanks and exhibit other elements recognizing the original Black Duck culture. Additional functions associated with this new 3,000 sq.ft. building will include spaces for museum offices, lecture areas as well as a tourist information centre (see Plan 7.0 – Kenosewun Aboriginal Centre Master Plan).



Outdoor landscaping will continue a system of self guiding trails with new open spaces to accommodate the Museum's tours and special events. Development of all-season event spaces within Kenosewun Park and trails along the riverbank will establish key pedestrian connections with the river, and the proposed Marina and Campgrounds to the north. The expanded programs and functionality of the Kenosewun site will offer greater enjoyment for park visitors, extend its yearly use and offer another key attraction in the East Lockport area. Planning will require consultation with the Department of Conservation to protect heritage resources, determine overall site design and future interpretive programming.

Building design construction will be reflective of aboriginal themes. Landscape design will be complementary to building treatments and feature site furnishings at selected locations.





Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 7.0 - Kenosewun Aboriginal Centre Master Plan



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The Kenosewun Aboriginal Centre



**Main Kenosewun Museum & Tourist
Information Centre**



**Kenosewun Centre
Ceremonial Plaza**



**River Trail System: linking
Kenosewun Aboriginal Centre
with Marina and Campsites**



4.6 Streetscaping Plan

Streetscape improvements in East Lockport will require upgrades to existing roadways, extension of sewer services to Kenosewun Park as well as creating safe and attractive pedestrian environments. Improving circulation, access, and connections with adjacent activity centers, commercial and residential land uses are equally important to creating quality spaces in a streetscape setting. Efforts should also take into account the establishment of quality parking facilities which can improve available spaces, vehicular movement and convenience for users.

A. Streetscaping PTH #44

Conversion of PTH #44 to an “urban cross-section” and streetscape beautification within Lockport’s Village Center is considered as a top priority. The segment of PTH #44 between Henderson Hwy and the Lockport Bridge accommodates the greatest amount of vehicle and pedestrian traffic. The amount of vehicle traffic, both through and destination is expected with pedestrian traffic to increase as a result of the revitalization of Lockport. PTH #44 is the most significant and busiest roadway in Lockport. The character of PTH #44 to a large degree defines the “quality of place” for Lockport’s Village Center. As such, the current treatment of this significant roadway does not meet community ‘quality of place’ objectives for a safe vehicle and pleasing pedestrian environment. Upgrading PTH #44 to an urban street cross-section with curb and gutters, sidewalks, pedestrian scale lighting, soft and hard landscape elements is proposed to be undertaken as a joint initiative by Manitoba Infrastructure and Transportation and the RM of St. Clements. (See Plan 8.0 – Streetscaping Master Plan)

Streetscaping PTH #44 up-grading to an urban cross-section is anticipated to involve narrowing the shoulders along both sides of the right of-way between Henderson Hwy and the bridge landing to retain two-way traffic but allocate more space to establish sidewalk boulevards. New roadway surfacing, curbs and land drainage sewers along PTH #44 would be a part of streetscaping efforts. Sidewalk boulevards are anticipated to contain sidewalk pavers flanked by a row of trees and shrubs along the outside edge and intermittent planters along the curbed edge to help define the sidewalk and buffer pedestrians from vehicular traffic. Clearly defining roadway and pedestrian environments not only creates a safe street environment, it also presents opportunities to beautify Lockport’s Village Center by incorporating discrete paving patterns, seasonal planting arrangements, heritage lighting, unique signage and banners to celebrate historical significance and announce planned special events.





Discussions between the East Lockport Steering Committee and the Department of Infrastructure and Transportation have confirmed a common interest in pursuing the assessment and possible development of a traffic round-about at the intersection of PTH #44 and Henderson Highway. Committee members have expressed concerns with the speed of vehicular traffic through Village Center. A round-about as part of the broader streetscape initiatives on PTH #44 is expected to have a significant traffic-calming effect. Incorporating the round-about design with the streetscape plan will help to enhance the overall appeal of the street environment. The round-about can effectively serve as the “ceremonial gateway” feature that welcomes visitors entering Village. Establishing well defined entrance points with landscaping in the form of decorative signage and planting arrangements will enhance community appeal and provide an introduction to the Lockport Destination Attractions. Steering Committee members emphasized the need to solicit the Department of Infrastructure and Transportation’s co-operation in the redevelopment of PTH #44 in a manner sensitive to the heritage values of Lockport.



Overall, the Community and Steering Committee members recognize the significant impact Highway PTH# 44 will have upon the successful presentation of Lockport’s Heritage values. A successful streetscape environment will complement individual site and building improvements located along PTH #44 together into a visually unique quality.

B. Streetscaping Service Roadway

A similar approach to streetscaping is proposed to upgrade the north service road parallel to PTH #44. Proposals include replacement of existing roadway pavement and incorporating new curbing, drainage, sidewalks, planting materials and light standards that will better define both pedestrian and vehicular domains.



A popular destination among people who visit Lockport’s riverfront is the viewing area overlooking the Dam and fish ladder. Families typically park their cars at the Kenosewun Museum parking lot and spend an afternoon visiting the area. The significance of Lockport’s Camere Dam and Lock can be highlighted by the way surrounding landscapes are treated. Here, a portion of the service roadway near the bridge’s underpass can be tied-in with the significance of the Lock and Dam by emphasizing detailed paving patterns and displaying interpretive signage explaining the history behind the Lock and Dam structure. Interpretive programs such as these may be explored by developing a partnership with PWGSC.





The existing wooden staircase on the north-east side of the bridge underpass is proposed to be replaced with a new concrete/steel staircase and ramp to enhance pedestrian access. Providing improved pedestrian access will improve the ease by which people can move between the grade changes of the bridge sidewalk and the river trails associated with Kenosewun Park.

C. Public Parking Lots

Private and public parking areas on both sides of PTH #44 would be encouraged to follow the same design enhancements incorporated in the new streetscape plan. Reconfiguration of parking areas along with shared use agreements can achieve better circulation and definition of these facilities in the context of the commercial area of East Lockport. Parking lot upgrades would involve new pavement surfaces, land drainage, boulevards, lighting and planted areas.

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Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 8.0 - Streetscaping Master Plan

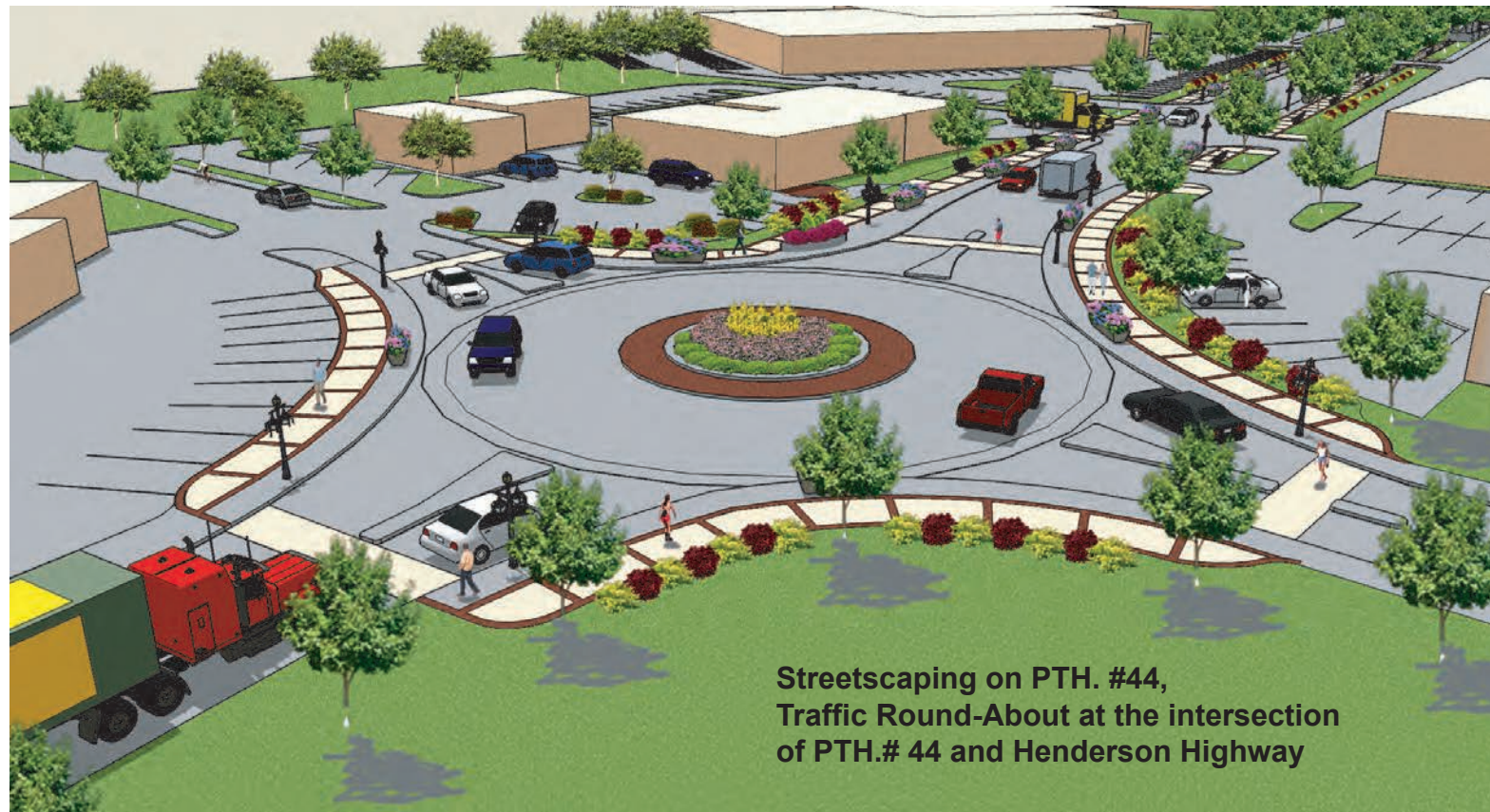


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Streetscaping Elevation along PTH. #44, East Lockport's Main Commercial Area



**Streetscaping on PTH. #44,
Traffic Round-About at the intersection
of PTH.# 44 and Henderson Highway**



**Streetscaping on PTH. #44,
Looking towards the east**

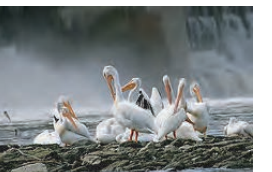


Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Streetscaping Elevations and Perspectives



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4.7 Four Season Sportsplex Park

The proposed Sportsplex Park is proposed to be developed with “tournament level” soccer fields and baseball diamonds. Private interests have approached the Steering Committee with a proposal to develop a Cable-Park (water-ski facility) on the east side of the Floodway south of PTH #44 (see Plan 9.0 – Sportsplex Park Master Plan). The Sportsplex Park will also set aside lands for the development of an indoor hockey/curling complex complemented with outdoor skating rinks. The Sportsplex Park is located on Provincial lands and will require either the lands being declared surplus and transferred to the Municipality or the negotiation of a long term land lease between the RM of St Clements and Manitoba. Vehicular access into the Sportsplex Park will be from an existing approach onto PTH #44. The Sportsplex Park would also serve as a staging area connecting to planned Floodway Trails.



A. Athletic Fields

Local ball and soccer leagues within the Planning District and Capital Region seek competition level sporting facilities. The athletic fields will include four Championship Level soccer pitches and three NCAA level baseball diamonds complete with turf, athletic equipment, irrigation and lights for evening competitions. The athletic fields will be served by a centralized parking lot. Other site amenities visitors will enjoy include a large picnic shelter, shaded seating and picnic areas and public washrooms.



B. Cable Park

A water sports oriented complex, or Cable-Park, is proposed as part of the Sportsplex concept catering to waterskiing, wakeboarding and wakeskating activities. The cable park will be available to both beginners seeking to try a water sport for recreation and professional wake boarders and skiers who want to compete. The water park is developed with a set of towers, located around the ski area, the towers are inter-connected with cables operated in the same manner as a high speed chair lift to mechanically tow skiers around the water park. Water skiers attach themselves to the main cable with their own tow lines and enjoy a continuous run of the course for an extended amount of time.



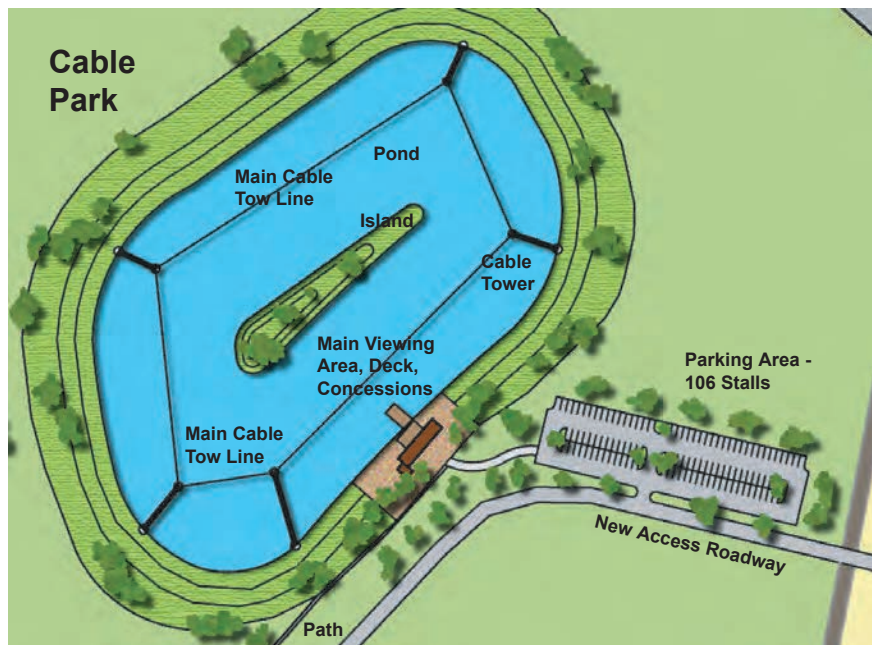
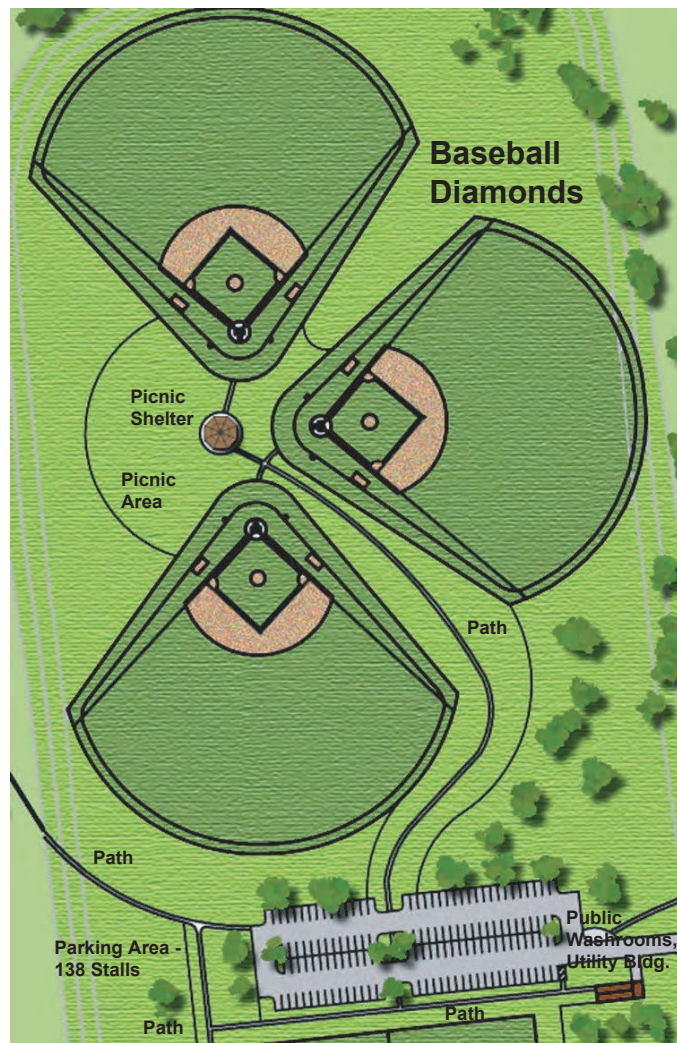
Practice ramps and a slalom courses can be set up along the cable route to provide water skiers obstacles for their practice and competition runs. Site amenities in the water park will include parking facility, pathways



viewing stands, change/ washrooms and concessions. A business proposal recently offered by a private company (*Just Add Water – Cable Park 2007*) demonstrates private interest in financing the water park's start-up development costs and site requirements. The Steering Committee has determined the business case for the water park looks promising and are interested in inviting proposals to develop the facility as part of the Sportsplex Park.

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Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 9.0 - Sportsplex Park Master Plan



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4.8 Gunn's Creek Park

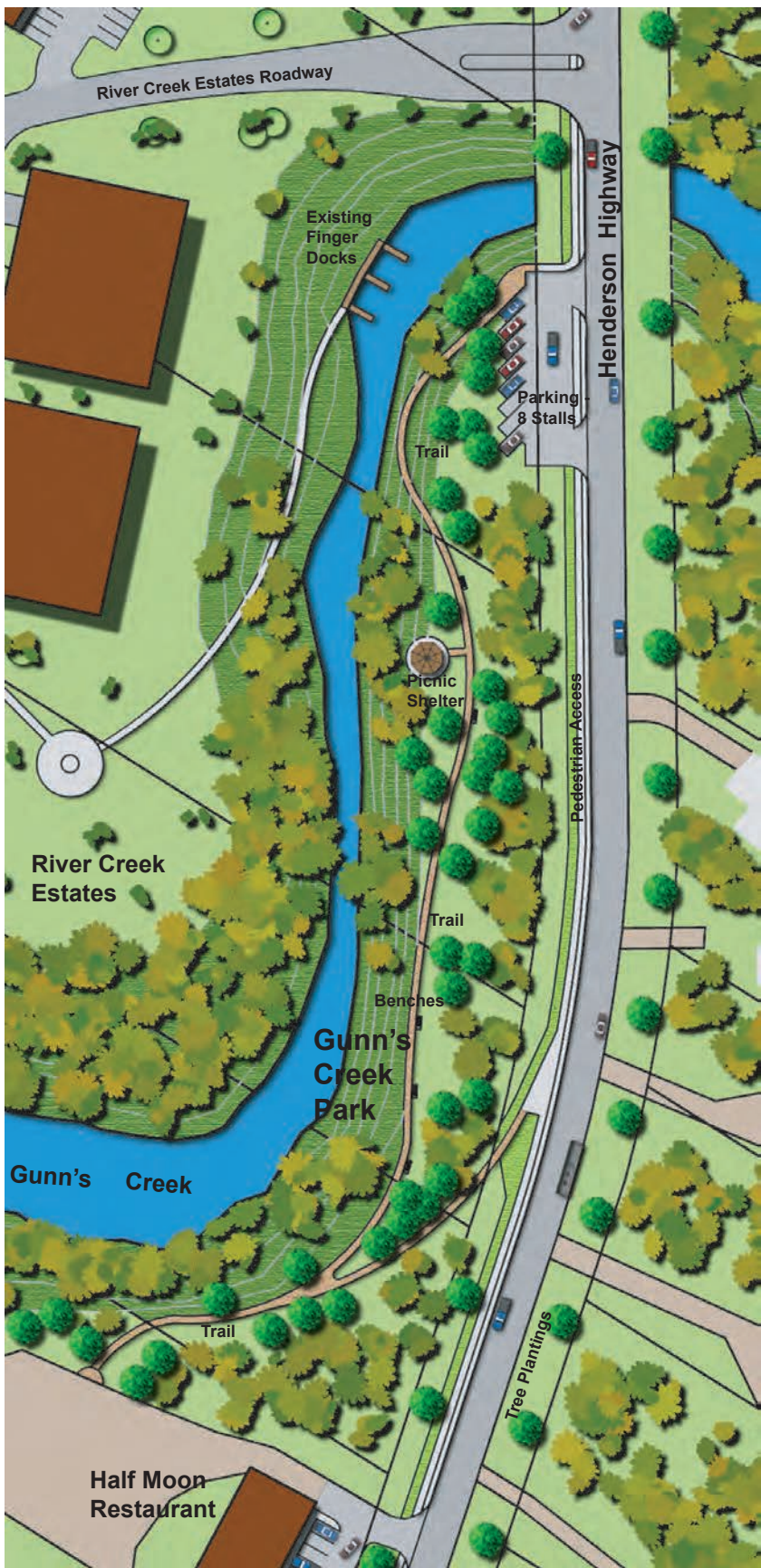


The development of Gunn's Creek Park as a River access west of Henderson Highway is intended to integrate commercial development areas fronting Henderson Hwy south of the Creek with the Lockport Village Center (see Plan 10.0 – Gunn's Creek Park Master Plan). Gunn's Creek Park creates a naturalized public setting in an underutilized parcel of land. The park itself will provide views of the creek and access to the Red River, include low impact pathways, trees, seating areas and picnic shelter. The site has potentially to serve as canoe/kayak launching area for visitors wanting to explore the Red River.



Pedestrian access into the park can be obtained either through the Half Moon Restaurant at the south or along Henderson Highway, with parking available in a planned parking lot on the west side of Henderson Hwy. The development of the Park will enhance waterfront properties, extend public use of local natural resources and add to the quality of greens spaces in Lockport.





Lombard North Group
Planners & Landscape Architects
t: 204.943.3896
www.lombardnorth.com

Plan 10.0 - Gunn's Creek Park Master Plan



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4.9 Floodway Trails



The Floodway expansion project was undertaken in Partnership between Canada and Manitoba. A driving vision for the Floodway was to promote it as more than a flood control device by making Floodway lands available for recreational activities. A study commissioned in 2007 by Rivers West (*Floodway Expansion Recreation Consultation Study – Final Report April, 2007*) focused on the recreational potential of the Floodway. It indicated some examples of practical uses geared towards a trail system that could provide motorized and non-motorized activities, chiefly snowmobiling, hiking, cycling and horseback riding. Some of the benefits the Floodway trail to communities located nearby include the following:

- Establishes key linkages with other communities and destinations in the surrounding region,
- Increases the number of visits and promote tourism through this network of trail linkages in the region,
- Encourages active living and alternative methods of mobility, and
- Promotes recreational use of an otherwise underutilize man-made resource.



Additional benefits of the Floodway trail relates to a host of supporting commercial activities required to sustain it. These serve demand for other sources of recreational activities, food concessions and rental facilities. The trail can also be used to help promote connectivity with Lockport including the Kenosewun Aboriginal Centre, Festival Park, Marina and Sportsplex.



The trail has the potential of extending the full length of the floodway from St Norbert to Lockport and with possibilities to link with Birds Hill Park east of PTH #59. The planned Floodway trail is illustrated in Plan 9.0 – Sportsplex Park Master Plan and suggests route alignments for trail development within the Lockport Destination Strategy study area. Integration of the Floodway trail with the Lockport initiatives will require a collaborative effort between St. Clements and provincial authorities including Rivers West and the MFA to assist in the planning and funding trail development.



5.0 East Lockport Destination Capital Budget

The capital budget estimates assume that the RM of St Clements and the Department of Infrastructure and Transportation are able to reach agreements with private property owners to provide the lands required for streetscaping works as contributions-in-kind towards the Destination Strategy Lockport Village Center areas fronting P.T.H. #44 and Henderson Highway. Similarly it is assumed that the RM of St Clements can by agreement with the MFA secure those portions of the Floodway lands required to develop Red River Landing/ Marina, Festive Park, the Campgrounds and Sportsplex Park. Although no land acquisition budget has been included it is acknowledged that the municipality will also need to purchase land from private owners to develop the Marina and to provide a river trail connection between the Marina and Kenosewun Park. A further material consideration will be determining the roles to be taken on by the municipality and the Department of Conservation to undertake the Kenosewun Park Aboriginal Centre initiative. Similarly, a partnership will be required between the Municipality and the Lockport Children's Festival Organizers on the use and programming of the Festival Park site.

The following Class "C" cost estimates include capital costs of site preparation and construction, 15% Design Fee and contingency. Preliminary costs show combined values for underground site servicing, including land drainage (LDS) and waste water sewer (WWS) lines. It must be pointed out that all private and commercial buildings in Lockport rely on wells for their water and it is assumed that the proposed project initiatives detailed in this report will use similar sources on-site. The cost of servicing the RV Campground includes values for an on-site staging area, complete with underground waste water storage tank requiring scheduled removal. The choice to use sewage holding tanks was recommended by the Province's Regional Parks Manager who considered this method more cost effective and environmentally friendly compared with trenched sewer lines.



Class “C” Cost Estimate:

5.1 Red River Landing & Marina:

a. Marina, Terraces, Rip Rap	\$2,016,000.00
b. Plaza Development	\$ 99,000.00
c. Sidewalk Development/Site Prep	\$ 48,250.00
d. Roadway and Parking Lot Development	\$ 557,500.00
e. Docking Facilities	\$ 150,000.00
f. Lighthouse/Lookout Development	\$ 131,000.00
g. Planting	\$ 17,900.00
h. Site Servicing	\$ 94,000.00
SUBTOTAL	\$3,113,650.00
15% Design Fees/Contingencies	\$ 467,047.50
TOTAL RED RIVER LANDING	\$3,580,697.50

5.2 Campgrounds:

RV Campground:

a. Site Prep	\$ 165,000.00
b. Roadway and Parking Lot Development	\$ 477,000.00
c. Serviced RV Lots (46 Lots)	\$ 207,000.00
d. Pathways/Site Prep	\$ 40,500.00
e. Picnic Shelter	\$ 37,500.00
f. Playground	\$ 25,000.00
g. Site Furniture/Fixtures	\$ 6,500.00
h. Planting/Seeding	\$ 79,000.00
i. Site Servicing	\$ 19,000.00
SUBTOTAL	\$1,056,500.00

Limited-Serviced Campground:

a. Site Prep	\$ 38,000.00
b. Roadway and Parking Lot Development	\$ 72,200.00
c. Pathways/Site Prep	\$ 19,000.00
d. Site Furniture/Fixtures	\$ 51,500.00
e. Planting/Seeding	\$ 44,500.00
SUBTOTAL	\$ 225,200.00

The Landing and Campground Service Building:

a. Site Prep	\$ 8,400.00
b. Building Facility	\$ 600,000.00
c. Maint./Storage Building	\$ 15,000.00
d. Sidewalk Development/Site Prep	\$ 20,950.00
e. Site Furniture/Fixtures	\$ 10,900.00
f. Planting	\$ 7,000.00
g. Site Servicing	\$ 111,200.00
SUBTOTAL	\$ 773,450.00

SUBTOTAL CAMPGROUNDS:	\$2,055, 150.00
15% Design Fees/Contingencies	\$ 308,272.50
TOTAL CAMPGROUNDS:	\$2,363,422.50



5.3 Festival Park – Lockport Children’s Festival Site:

a. Site Prep	\$ 200,500.00
b. Berm/Amphitheatre	\$ 143,500.00
c. Roadway and Parking Lot Development	\$ 339,000.00
d. Sidewalk Development/Site Prep	\$ 181,250.00
e. Large Picnic Shelter	\$ 451,000.00
f. Site Furniture/Fixtures	\$ 42,500.00
g. Planting/Seeding	\$ 175,000.00
h. Site Servicing	\$ 50,000.00
SUBTOTAL	\$1,582,750.00
15% Design Fees/Contingencies	\$ 237,412.50
TOTAL FESTIVAL PARK	\$1,820,162.50

5.4 Kenosewun Aboriginal Centre:

a. Site Prep	\$ 25,500.00
b. Building Demo	\$ 3,000.00
c. Aboriginal Centre Building	\$ 720,000.00
d. Sidewalk Development/Site Prep	\$ 215,000.00
e. Site Furniture/Fixtures	\$ 175,500.00
f. Planting/Seeding	\$ 43,200.00
g. Parking Lot	\$ 323,500.00
h. Site Servicing	\$ 45,000.00
SUBTOTAL	\$1,550,700.00
15% Design Fees/Contingencies	\$ 232,605.00
TOTAL KENOSEWUN CENTRE	\$1,783,305.00

5.5 Streetscaping:

Lockport Bridge to PTH #44/Henderson Main Intersection:

a. Road Site Prep, Demo	\$ 57,600.00
b. New Conc. Roadway (200mm) & Curbing	\$ 536,000.00
c. New Ramp & Staircase	\$ 166,000.00
d. Sidewalks and Boulevard Development	\$ 321,000.00
e. Site Furniture/Fixtures	\$ 124,500.00
f. Roundabout Development	\$ 24,500.00
g. Planting	\$ 21,250.00
h. Site Servicing	\$ 78,000.00
SUBTOTAL	\$1,328,850.00

Roadway to Marina & Campgrounds (from Main Intersection):

a. Road Site Prep, Demo	\$ 37,500.00
b. New Roadway	\$ 420,000.00
c. Conc. Curbing	\$ 50,500.00
d. New Sidewalk/Site Prep	\$ 67,000.00
e. Planting	\$ 17,000.00
f. Site Servicing	\$ 8,500.00
SUBTOTAL	\$ 600,500.00



Landscaping from Main Intersection to PTH #202:

a. New Pathway/Site Prep	\$ 30,000.00
b. Planting	\$ 9,500.00
c. Crosswalk Paint	\$ 1,000.00
SUBTOTAL	\$ 40,500.00

Pathway to Floodway Bridge (from Main Intersection):

a. New Pathway/Site Prep	\$ 29,000.00
SUBTOTAL	\$ 29,000.00

Service Roadway:

a. Site Prep	\$ 45,000.00
b. New Conc. Roadway (150mm) & Curbing	\$ 263,000.00
c. New Circle Pavers	\$ 70,000.00
d. Conc. Sidewalks	\$ 26,500.00
e. Lights	\$ 30,000.00
f. Planting	\$ 6,000.00
g. Site Servicing	\$ 175,000.00
SUBTOTAL	\$ 615,500.00

Public Parking Lot Development:

a. North Parking Areas (A&W, Grocery, Subway)	\$ 491,000.00
b. South Parking Areas (Beer Vendor, Inn, Sonia's)	\$ 298,500.00
c. Gaffer's and Hotel Parking Lot	\$ 487,500.00
d. Half Moon Restaurant	\$ 155,000.00
SUBTOTAL	\$1,432,000.00

SUBTOTAL STREETSCAPING:	\$4,046,350.00
15% Design Fees/Contingencies	\$ 606,952.50
TOTAL STREETSCAPING	\$4,653,302.50

5.6 Sportsplex Park:

Main Access Roadway:

a. Site Prep/Excavating	\$ 79,000.00
b. New Conc. Roadway (150mm)	\$ 886,500.00
c. Ditches	\$ 6,500.00
SUBTOTAL	\$ 972,000.00

Athletic Fields:

a. 4-Soccer Fields (site prep, sod, posts, lines)	\$ 400,000.00
b. 3-Baseball Fields (site prep, sod, backstops, lines)	\$ 330,000.00
c. Gravel Pathways/Site Prep	\$ 52,000.00
d. Picnic Shelter	\$ 140,000.00
e. Site Furniture/Fixtures	\$ 22,000.00
f. Washrooms/Storage/Maint. Building	\$ 68,000.00
g. Parking Lot/Lights	\$ 240,000.00
h. Planting/Seeding	\$ 69,000.00
i. Athletic Fields Irrigation	\$ 150,000.00
j. Sports Field Lights	\$ 106,000.00
SUBTOTAL	\$1,577,000.00



Cable-Park:

a. Cable Park	\$3,000,000.00
b. Parking Lot/Lights	\$ 187,000.00
c. Gravel Pathways/Site Prep	\$ 14,000.00
d. Planting/Seeding	\$ 112,000.00
SUBTOTAL	\$3,313,000.00

SUBTOTAL SPORTSPLEX PARK	\$5,862,000.00
15% Design Fees/Contingencies	\$ 879,300.00
TOTAL SPORTSPLEX PARK	\$6,741,300.00

5.7 Gunn's Creek Park

a. Parking Lot	\$ 82,500.00
b. Gravel Pathways/Site Prep	\$ 35,000.00
c. Picnic Shelter	\$ 38,000.00
d. Site Furniture/Fixtures	\$ 18,000.00
e. Planting	\$ 18,500.00
SUBTOTAL	\$ 192,000.00
15% Design Fees/Contingencies	\$ 28,800.00
TOTAL GUNN' CREEK PARK	\$ 220,800.00

5.8 Floodway Trails

a. Gravel Pathways/Site Prep	\$ 132,000.00
b. Trees	\$ 19,000.00
SUBTOTAL	\$ 151,000.00
15% Design Fees/Contingencies	\$ 22,650.00
TOTAL GUNN' CREEK PARK	\$ 173,650.00



5.9 Summary of Capital Budget

LOCKPORT DESTINATION STRATEGY SUMMARY:		
1	Red River Landing:	\$3,580,697.50
2	Campgrounds:	\$2,363,422.50
3	Festival Park – Lockport Children’s Festival Site:	\$1,820,162.50
4	Kenosewun Aboriginal Centre:	\$1,783,305.00
5	Streetscaping:	\$4,653,302.50
6	Sportsplex Park:	\$6,741,300.00
7	Gunn’s Creek Park:	\$220,800.00
8	Floodway Trails:	\$173,650.00
SUBTOTAL		\$21,336,640.00
5% GST		\$1,066,832.00
TOTAL		\$22,403,472.00



6.0 Project Prioritization & Phasing Strategies

6.1 Project Prioritization

The following chart shows the prioritization of each Destination Strategy Project along with their associated Capital Cost and the potential participants the RM of St. Clements will need to cooperate with in order to develop these initiatives. The selected order of projects is based upon their immediate need within the community and the positive impact they will create upon the local economy, culture and recreational resources. Totals exclude GST.

ITEM	LOCKPORT INITIATIVE	CAPITAL COST (w/ DESIGN FEES & CONTINGENCIES)	PARTICIPANTS
1	Red River Landing & Marina: develop the marina docking facilities, boat launch, park and plaza to enhance Lockport's reputation as a "world class" fishing destination.	\$3,580,697.50	- Dept. of Fisheries & Oceans, - Manitoba Floodway Authority
2	Campgrounds: develop the fully serviced RV, limited service campsites and campground centre to establish new overnight facilities in East Lockport which would complement the adjoining Red River Landing/Marina and surrounding sport fishing industry.	\$2,363,422.50	- Manitoba Floodway Authority
3	Streetscaping: establish new pedestrian environments along East Lockport's main commercial area, redevelop roadways and adjoining parking facilities, develop a new traffic round-about, new roadway to the marina/campground facilities and extend streetscaping to the Floodway bridge and PR. #202. Streetscaping will increase pedestrian/vehicular access, mitigate traffic speeds and enhance the commercial outdoor environment in East Lockport.	\$4,653,302.50	- Public Works Government Services Canada, - Dept. of Infrastructure and Transportation



4	<p>Kenosewun Aboriginal Centre: redevelop the existing Kenosewun Museum/Park site to include a new Aboriginal Centre/Tourist Info Centre, extend new river trails linking the Centre with Marina/Campgrounds and enhance the Kenosewun landscaping to complement the new facility. The new Aboriginal Centre will raise the significance of the 3000 year old Black Duck First Nations settlement in the region, potentially increasing provincial and national tourist visitations in the area.</p>	\$1,783,305.00	<ul style="list-style-type: none"> - Dept. of Conservation
5	<p>Sportsplex Park: develop tournament level baseball and soccer fields along the east floodway lands complete with new roadway, parking, picnic and washroom facilities. The Cable Park shall be developed in partnership with a private investment group. The new Sportsplex Park will augment East Lockport's appeal as a key recreation centre in the region. There are options to develop areas for indoor hockey/curling facilities at the park.</p>	\$6,741,300.00	<ul style="list-style-type: none"> - Manitoba Floodway Authority, - Private Investment Group(s)
6	<p>Festival Park: establish a permanent year-round park site complete with berm/amphitheatre, picnic shelter and washrooms with a focus on the Lockport Children's Festival. The park shall provide the terminus for the proposed Floodway Trail in East Lockport and complement the Duff Roblin Park slated for development south of Winnipeg.</p>	\$1,820,162.50	<ul style="list-style-type: none"> - Manitoba Floodway Authority, - Lockport Children's Festival Organizers
7	<p>Gunn's Creek Park: create a new park that would increase river and creek access to the public. The site will offer passive recreation space, low impact paths, picnic areas and potentially provide a canoe/kayak launching area in the future.</p>	\$220,800.00	<ul style="list-style-type: none"> - Private Property Owners
8	<p>Floodway Trails: development of the floodway trails will provide increased recreational access to the floodway and establish key linkages between East Lockport and the surrounding communities. Termination of the proposed Floodway Trail in East Lockport makes sense since this is the place where the floodway channel ends and connects with the Red River.</p>	\$173,650.00	<ul style="list-style-type: none"> - Manitoba Floodway Authority, - Rivers West
TOTAL FUNDING REQUIRED		\$21,336,640.00	



6.2 Phasing Strategy

Development of the eight (8) Lockport Initiatives should be phased over time, as larger projects may be broken down into their key elements and implemented as funding permits. The chart below explains the recommended phasing strategy following the implementation of each Lockport Project through a five (5) year period. Totals exclude GST.

Project Implementation - 5 Year Track:

LOCKPORT PROJECT		YEAR OF DEVELOPMENT				
		2008	2009	2010	2011	2012
1. Red River Landing & Marina: \$3,580,697.50						
1a.	Marina, Terraces, Rip Rap	\$2,318,400.00				
1b.	Site Servicing, Roadway, Parking Lot		\$749,225.00			
1c.	Plaza, Sidewalks, Docks		\$341,837.50			
1d.	Lighthouse, Planting		\$171,235.00			
SUBTOTAL FUNDING REQUIRED		\$2,318,400.00	\$1,262,297.50			
2. Campgrounds: \$2,363,422.50						
		2008	2009	2010	2011	2012
2a.	RV Campgrounds		\$1,214,975.00			
2b.	Campgrounds Centre		\$889,467.50			
2c.	Limited Service Campgrounds		\$258,980.00			
SUBTOTAL FUNDING REQUIRED			\$2,363,422.50			



3. Streetscaping: \$4,653,302.50		2008	2009	2010	2011	2012
3a.	Lockport Bridge to PTH #44/Henderson Intersection		\$1,528,177.50			
3b.	Roadway to Marina & Campgrounds		\$690,575.00			
3c.	Landscaping from PTH.#44 Intersection to PTH #202			\$46,575.00		
3d.	PTH.#44 Pathway to Floodway Bridge			\$33,350.00		
3e.	Village Centre Service Road		\$707,825.00			
3f.	Parking Lot Development			\$1,646,800.00		
SUBTOTAL FUNDING REQUIRED			\$2,926,577.50	\$1,726,725.00		
4. Kenosewun Aboriginal Centre: \$1,783,305.00		2008	2009	2010	2011	2012
4a.	New Aboriginal Centre Building	\$860,775.00				
4b.	Sidewalks, Site Furniture, Plantings		\$498,755.00			
4c.	Parking Lot, Site Servicing		\$423,775.00			
SUBTOTAL FUNDING REQUIRED		\$860,775.00	\$922,530.00			



5. Sportsplex Park: \$6,741,300.00		2008	2009	2010	2011	2012
5a.	Main Access Roadway			\$1,117,800.00		
5b.	Athletic Fields, Parking Lot, Irrigation, Lighting				\$1,409,900.00	
5c.	Washrooms, Picnic Shelter, Pathways, Site Furniture, Plantings					\$403,650.00
5d.	Cable Park					\$3,809,950.00
SUBTOTAL FUNDING REQUIRED				\$1,117,800.00	\$1,409,900.00	\$4,213,600.00
6. Festival Park: \$1,820,162.50		2008	2009	2010	2011	2012
6a.	Site Prep., Berm/Amphitheatre			\$395,600.00		
6b.	Roadway, Parking Lot, Sidewalks, Site Servicing			\$655,787.50		
6c.	Picnic Shelter, Site Furniture, Plantings			\$768,775.00		
SUBTOTAL FUNDING REQUIRED				\$1,820,162.50		
7. Gunn's Creek Park: \$220,800.00		2008	2009	2010	2011	2012
7a.	Gunn's Creek Park					\$220,800.00
SUBTOTAL FUNDING REQUIRED						\$220,800.00



8. Floodway Trails: \$173,650.00		2008	2009	2010	2011	2012
8a.	Floodway Trails		\$173,650.00			
SUBTOTAL FUNDING REQUIRED			\$173,650.00			
PROJECT YEAR		2008	2009	2010	2011	2012
TOTAL FUNDING REQUIRED		\$3,179,175.00	\$7,648,477.50	\$4,664,687.50	\$1,409,900.00	\$4,434,400.00

SUMMARY OF PROJECT DEVELOPMENT BY YEAR	PROJECT COSTS
2008	\$3,179,175.00
2009	\$7,648,477.50
2010	\$4,664,687.50
2011	\$1,409,900.00
2012	\$4,434,400.00
TOTAL OF ALL PROJECTS	\$21,336,640.00

