



## Prairie Cycling Development

(306) 914-7199

[info@prairiecycling.com](mailto:info@prairiecycling.com)

[www.prairiecycling.com](http://www.prairiecycling.com)

## Town of Langham Trail Development Feasibility Assessment

### Executive Summary

The Town of Langham is evaluating the opportunity to develop a regional park for the enjoyment of their residents and visitors. The park is situated on the banks for the North Saskatchewan River, approximately 5km northwest of town centre. The park formerly housed a 9 hole golf course which has not been operating for a number of years. Council is seeking other uses for this space.

Council announced an interest in evaluating the feasibility of Mountain Biking in the park, and started looking for an organization to lease the land for development. Prairie Cycling Development has been working with councillor Wall and town staff to assess the land area for this form or recreational development.

Prairie Cycling Development's assessment of this land is that it can be developed as a multi use trail network, including mountain biking. Other summer uses will include hiking, walking, trail running, dog walking, and fishing. Winter uses may include nordic skiing, snow shoeing, fat biking, and tobogganing. Many of these activities will utilize the same trail network in cooperation with each other or seasonally, with the exception of nordic skiing which will be required to define a separate set of seasonal trails.

This form of trail network has the ability to provide year round non-motorized recreation to the town's residents and visitors. In addition, a well developed trail system has the ability to host regional, provincial, and possibly national level cycling competitions. The park and trail network may support this level of competition in other sports as well, which may be evaluated by other clubs or provincial sport organizations.

While a lease may be used in some cases for this type of development, it is generally not a common instrument. Typically, a Memorandum of Understanding is developed between local government and the local trail association. Private trail builders or developers may be contracted by either the local government or trail association to build or maintain all or part of the network. This should be consistent with other outdoor sport facilities within the town's control.

### Next Steps:

1. Engage Local Stakeholders (cross country running team, others)
2. Develop a Master Plan
3. Apply for grant funding
4. Form local trail association

Prairie Cycling Development can provide assistance and advice to the Town of Langham and the local trail association as a going concern. Our business is to develop the sport of cycling through coaching,



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events, and facilities. In some cases we will be able to provide assistance or advice, and in some cases we can be contracted to provide other services within our business model. Our goal is to develop a great public asset that can serve the community for many years.

Costs for these kinds of projects can range significantly depending on what is required, timelines, equipment used, and other factors. We believe that comparable trails exist in the area and that we can develop a budget for this project based off experiences from those other projects. Final budget will be dependent on sources and amounts of funding made available. For general budget information please see Confidential Attachment 1.

Thank you for viewing this report and allowing me to speak with you today.

Best Regards,

Craig de Gier



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### Why Trails?

Trails are, and should be developed as, a public asset for all to use (within reasonable limitations). Baring the land specifically being used for another purpose, if it is open to the public than trails will begin to emerge, whether planned or not. This can already be seen in the park with the construction of a small jump and berm (presumably for dirt bike use), and the removal of 2 parts of fencing for 4-wheel drive access (north corner, and southeastern corner).

To quote Robert Moor, *“The question, then, is not whether we want to make trails, but how—with our feet, or with our hands? In other words, do we want to create them unconsciously and with little foresight? Or do we want to build them deliberately, with the aim of making them as sustainable as possible?”* (The Great Trail Debate: Why Wilderness Needs More Trails, Outside, Aug 13, 2016, <https://www.outsideonline.com/2105176/great-trail-debate-why-wilderness-needs-more-trails>)

We recommend a multi-use trail network be developed within the regional park, and the park be designated and advertised as a premier non-motorized recreational area. Identified activities for the park include running, hiking, dog walking, and mountain biking in the summer, and nordic skiing, snowshoeing, and fat biking in the winter. Other park users will include fishing in the summer, and tobogganing in the winter. The park may be able to accommodate other recreational uses should the activity fit within the non-motorized recreation definition.

Important considerations for developing the trail network:

1. Signage - At the trailhead, at junction points within the trail network, and at certain trail features/points of interest. Additional signage should be placed on the highway and in town to direct visitors to the park.
2. Bathroom/Outhouse - At the trailhead should be sufficient, and should be constructed similar to facilities at other trail networks in area
3. Power - Consider extending utility service to trail head. This will aid for hosting events at the site.
4. Maintenance - Trails need periodic maintenance. The town, trail association, user groups, and private builders/contractors must work together.

### Proposed Trails

In the descriptions below, anywhere that “trail association” is noted is referring to anticipated formation of a new trail association for the area. Contractors may be used in place of the trail association.

1. Walking Path - 1,200m - Multi-use
  - a. Machine built path along the ridge nearest to the river
  - b. Maintenance - Minimal, maintained by town staff
  - c. Comparable Trails - Cranberry Flats Conservation area, some areas of Meewasin Trail.



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2. River Access - 100m - Multi-use
  - a. Machine built path, tangent from walking path down shallow slope to the river's edge
  - b. Maintenance - Minimal, maintained by town staff
  - c. Comparable Trails - Cranberry Flats Conservation area, some areas of Meewasin Trail.
3. Start Loop - 300m - Multi-use
  - a. Machine built path (largely already exists, just needs trimming)
  - b. Maintenance - Minimal, maintained by town staff and trail association. Mainly mowing any grass and trimming trees/shrubs along sides
  - c. Comparable Trails - Start area at most mountain bike race courses including Swift Current, Blackstrap, Buffalo Pound
4. Climb 1 - 250m - MTB primary, uphill only
  - a. Hand built single track on slope in northern corner of park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained by trail association
  - c. Comparable Trails - Swift Current, Buffalo Pound, Blackstrap
5. Climb 2 - 950m - MTB primary, uphill primary
  - a. Mix of machine and hand built single track on eastern edge of park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained primarily by trail association, some assistance from town staff with mowing open sections
  - c. Comparable Trails - Swift Current, Buffalo Pound, Blackstrap
6. Descend 1 - 810m - MTB primary, downhill primary
  - a. Mix of machine and hand built single track mid park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained primarily by trail association, some assistance from town staff with mowing open sections
  - c. Comparable Trails - Swift Current, Buffalo Pound, Blackstrap
7. Descend 2 (A-line) - 170m - MTB only, downhill only
  - a. Hand built single track on feature slope, may require some machine work building
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained by trail association
  - c. Comparable Trails - Swift Current
8. Descend 2 (B-Line) - 190m - MTB primary, downhill primary
  - a. Hand built single track on feature slope, b-line for Descend 2 above
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained by trail association
  - c. Comparable Trails - Swift Current
9. Climb 3 - 800m - MTB primary
  - a. Mix of machine and hand built single track mid park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained primarily by trail association, some assistance from town staff with mowing open sections



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- c. Comparable Trails - Swift Current, Buffalo Pound, Blackstrap
10. Descend 3 - 580m - MTB only, downhill only
  - a. Machine built flow double track on southern edge of park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained primarily by trail association, may require some equipment
  - c. Comparable Trails - Swift Current
11. Descend 4 (A-line) - 260m - MTB primary, downhill primary
  - a. Hand built single track on slope in southwestern corner
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained by trail association
  - c. Comparable Trails - Swift Current, Buffalo Pound, Blackstrap
12. Descend 4 (B-Line) - 360m - MTB primary, downhill primary
  - a. Hand built single track on slope in southwestern corner, b-line for Descend 4 above
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained by trail association
  - c. Comparable Trails - Swift Current, Buffalo Pound, Blackstrap
13. Climb 3 - 1,130m - MTB primary, uphill only
  - a. Mix of machine and hand built single track in southern end of park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained primarily by trail association, some assistance from town staff with mowing open sections
  - c. Comparable Trails - Swift Current, Buffalo Pound, Blackstrap
14. Descend 5 - 600m - MTB only, downhill only
  - a. Machine built flow double track mid park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained primarily by trail association, may require some equipment
  - c. Comparable Trails - Swift Current
15. The Green Loop 1 - 1,920m - MTB primary
  - a. Machine built flow double track mid park
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained primarily by trail association, may require some equipment
  - c. Comparable Trails - Swift Current
16. Traverse - 1,100m - MTB primary
  - a. Hand built single track along riverbank
  - b. Maintenance - Variable, will depend on exact line and soil characteristics. Will be maintained by trail association
  - c. Comparable Trails - Saskatoon (MVA Controlled land)

Most of the trails above can be used for hiking, trail running, and dog walking in the summer, and for fat biking and snowshoeing in the winter. Downhill "flow" trails, and the most difficult feature downhill are to be designated as MTB only due to terrain and/or rider speed. All MTB only trails have other parallel trails nearby for other activities to safely use.



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Map:



Appropriate features will be integrated into each trail on an as available and required basis. Features will increase the creativity of the trails, and provide users with appropriate challenges. Features are also



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relatively easy to add or adjust after the trail lines have been established. Trail sections through wooded areas will require less additional features than trails through open areas. Likewise, trails on steep terrain will require less features than trails on flatter ground. Design and amount of features can be adjusted to manage budget.

Natural features will utilize the terrain and landscape surrounding the trail. Pitches, rocks, trees and the trail design over or around these items will create features. Artificial features will be built where no natural feature exists, but the trail could use something to challenge users. Materials used for these features can be brought in from other areas of the park and placed to create the feature, or materials from outside the park may be brought to site. Wherever possible, re-using scrap materials for features is preferable to buying new materials. Features may be built using scrap concrete, asphalt or broken utility poles, which limits costs compared to buying similar materials new, and can help to divert these materials away from landfill. Other scrap materials may be usable as well but should be discussed with the trail builder prior to being brought to site.

In addition to the trails listed above, we recommend constructing a skills park and pump track near the entrance to the park. Pump tracks are observed as the first step of cycling athlete development, and can be utilized as a training tool for athletes in many other stages of development. These parks are becoming more common as stand alone entities and as additions to riding areas.

### Benefits to Langham

Trail networks are typically open public use assets, which anyone can use to their liking at any time, within reasonable limitations. Trails planned and built properly can exist, with only periodic maintenance required, for many decades. This area can become one of your premier recreational areas for your residents to enjoy for many years, doing many different activities.

However, a well built and planned trail network is not only a recreational asset, it is also a sporting venue. Mountain Biking, Cross Country Running, and Nordic Skiing will all be potential organized sports interested in utilizing this facility. Cross Country Running already uses this park space for events, even without specific trails, and we believe that their events will benefit from trail development. With trails developed, regional and provincial level Mountain Bike races can be held, and we believe it can also be an attractive site for a Canada Cup national level race (will require participating in a bid process).

For running races, participation levels can be in the thousands, although numbers are typically lower for off road events, compared to on road. Currently, provincial level mountain bike races typically draw around 70 racers, plus organizers, volunteers, and family members. National level races can draw many more with proper preparation and marketing.

Regional level racing can happen on site as often as weekly if the demand supports this frequency. This kind of racing should be focused on fun for novice/sport level rider, with course length and configuration adjusted appropriately. Provincial and/or national level racing would be one event (each) annually, and



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course length and configuration will be focused on the expert/elite level rider. Additional events not specifically fitting into regional, provincial, or national level racing can also be hosted, such as mountain bike festivals, mountain bike marathons, or time based events (24 Hours of Adrenalin or smaller scale similar events).

Provincial level events and above will bring people to Langham who otherwise may not regularly stop in town. Outside of events, people from the surrounding area may wish to come to the park to participate in their preferred activity. These people may stop in town before or after their visit to the park for food, fuel, or other services in town.

### Forms of Agreements

Agreements between landowners, governments, trail associations, and contractors can take many different forms. This development is simplified as the government (town) and the landowner are the same party. Most typical in a case like this, the government will maintain overall control of the land and its allowed uses, while assigning some responsibilities to a community association or contractor. Leases are typically more common related to activities where there is a day-to-day retail operation once the construction phase is complete (such as a golf course). For this form of development, the trail network should be available for users to enjoy for free, outside of specific events held at the site.

When an organizer wishes to use the site for a specific event, they will often sign a rental agreement with the town allowing them permission to use the facility for the specified duration of their event. Langham should consider how to process these requests. Recommendation would be to manage it similarly to soccer, baseball, and football fields managed by the town. These event permits likely act as some form of rental or lease agreement.

Leases are also sometimes used when there is a private landowner involved. Often this occurs when there is land adjacent to a town controlled area which is also desirable to be developed for the same recreational purposes.

The less formalized option of a Memorandum of Understanding (MoU) is common when the agreements are for a trail association to manage an area on behalf of the government. When contractors are involved, usually a specific contract will be signed which will define the scope of the agreement. Under this format, the town maintains control over who uses the recreational site, for what events and activities, and when it is used.

### Prairie Cycling Development Inc.

Our Mission



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- Offer organized cycling training and racing programs in-line with Cycling Canada's Long Term Athlete Development model
- Organize and/or promote Regional and Provincial level events
- Create support programming to bridge athletes from competition stages to sport for life stage

### Our Vision

- From Grassroots to the Podium
- Clear pathways for developing cyclists
- Regional, Provincial and National events
- Modern cycling infrastructure and facilities

Prairie Cycling Development will be available to assist where needed with Mountain Bike programs, events, and trail building/maintenance. We can also be available to support non-mountain biking events with trail preparation, marking, or post event repair.

It is generally recommended that a trail association take on responsibility for general trail maintenance and repairs throughout the network, and that a contractor, such as us, be brought in for larger projects that the trail association may not have tools, equipment, or knowledge to complete. We can also help to train members of the community on trail building and maintenance techniques.

Generally speaking, we will be available as a first external point of contact for the town, or trail association, for anything Mountain Bike or trail related.



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## Pictures

Examples similar to "walking path" type trails (Cranberry Flats)



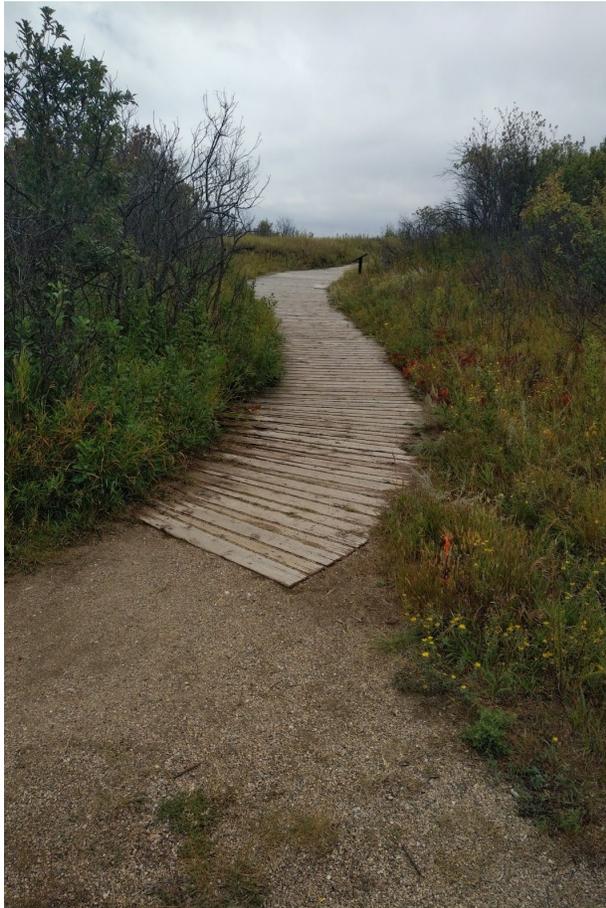


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River view from Cranberry flats





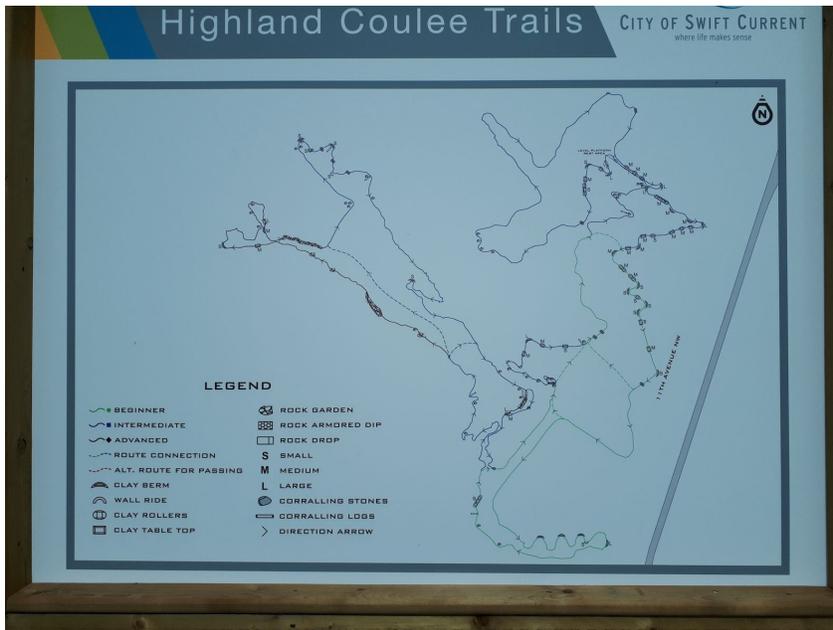
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Pictures from Swift Current





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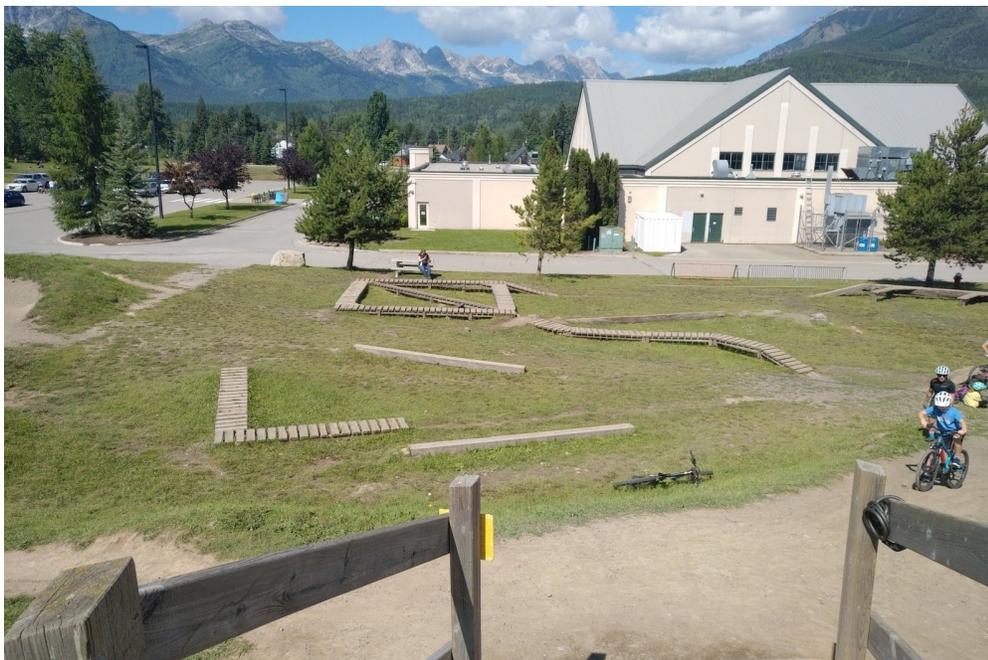
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Mountain Bike Skills Park and Pump Track (Fernie, BC)





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Events (Saskatoon Short Track regional series)





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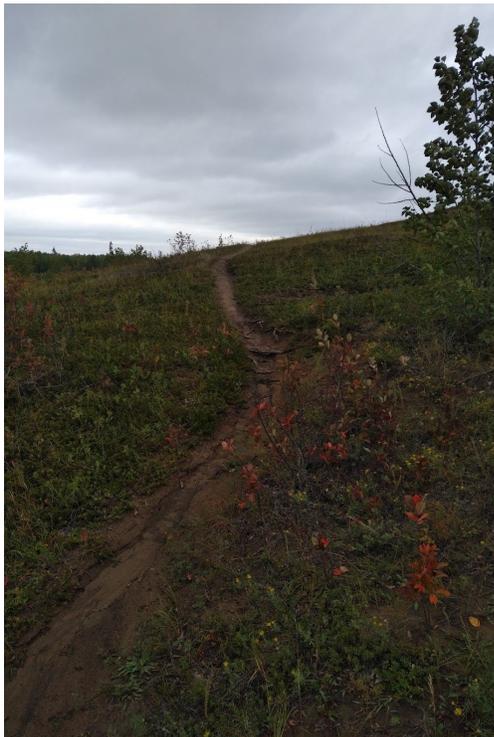
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### Trail Building Mistakes



Above is a "t" intersection with no signage (also illegal trail)



Fall line non-built trail, can see erosion beginning to take trail



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Non-built trail, braids forming



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Multiple braids visible in the distance



Non-built or maintained



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Re: NE-30-39-07-W3M  
SE-31-39-07-W3M

Attn. [REDACTED]

As per our meeting on April 27, 2020, the partnership between Prairie Cycling Development Inc. (PCDI) and the Town of Langham (ToL) is planning to develop a multi-use trail network onto portions of the land legally described as NE-30-39-07 W3M and SE-31-39-07 W3M. Trails are to be built in line with International Mountain Bike Associations (IMBA) and other established trail building standards, and in line with any applicable government regulations. Trails will be designed primarily for summer uses, including mountain biking, hiking, and trail running, but may also be suitable for other uses in the summer and winter. Cross-country skiing is also interested in developing trails, however this use has not yet been scoped.

### Phase 1:

1. Establish trails, flag and clear brush
  - a. Trails
    - i. Walking Path
    - ii. Alternate Entrance
    - iii. River Access
    - iv. Start Loop
    - v. The Green Loop 1
    - vi. The Green Loop 2
    - vii. Climb 2
    - viii. Climb 3
    - ix. Descend 1
    - x. Descend 2 (B-Line)
    - xi. Descend 5
  - b. Clean-up
    - i. Dispose of brush and other clearing scrap
    - ii. Remove old structures which are not reusable
    - iii. Secure structures or infrastructure which is to be reused
    - iv. Harvest sand from former "sand greens" to be blended to trail beds



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- c. Trail bed construction
  - i. Bench cut (if on slope) or crown (if on flat) trail lines
  - ii. Blend sand or larger aggregate if native soil requires
  - iii. Integrate natural features or obstacles found in trail line into trail bed
  - iv. Compact trail bed
2. Facilities
  - a. Have bathroom facility constructed (site and design to be developed)
  - b. Temporary signage
3. Add features and finishes
  - a. Trails
    - i. Walking Path
      1. Add crusher dust or comparable aggregate
      2. Add benches at designated lookouts
    - ii. The Green Loop 1 & 2
      1. Fully form roller and berm features into trail bed
      2. Blend crusher dust or comparable aggregate into trail bed as needed
      3. Compact trail bed
    - iii. Descend 5
      1. Fully form jump and berm features into trail bed
      2. Features may required clay to be imported to site
      3. Blend crusher dust or comparable aggregate into trail bed as needed
    - iv. Climb 2, Climb 3, Descend 1
      1. Add trail features as needed
      2. Features may required stone, concrete, or wood to be imported to site

### Phase 2:

1. Establish trails, flag and clear brush
  - a. Trails
    - i. Climb 1
    - ii. Descend 2 (A-line)
    - iii. Descend 3
    - iv. Descend 4 (A-line)



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- vi. Descend 4 (B-line)
    - vii. Climb 4
    - viii. Easy Way Out
  - b. Clean-up
    - i. Dispose of brush and other clearing scrap
  - c. Trail bed construction
    - i. Bench cut (if on slope) or crown (if on flat) trail lines
    - ii. Blend sand or larger aggregate if native soil requires
    - iii. Integrate natural features or obstacles found in trail line into trail bed
    - iv. Compact trail bed
- 2. Facilities
  - a. Permanent trail signage
  - b. Trailhead Signage
  - c. Information boards on walking path
  - d. Tree Planting
- 3. Add features and finishes
  - a. Trails
    - i. Descend 2 (A-Line)
      - 1. Construct major technical trail feature
      - 2. Create safety run outs and manage fall zone
    - ii. Descend 3
      - 1. Fully form jump and berm features into trail bed
      - 2. Features may required clay to be imported to site
      - 3. Blend crusher dust or comparable aggregate into trail bed as needed
    - iii. Climb 1, Descend 4 (A-line), Descent 4 (B-Line), Climb 4
      - 1. Add trail features as needed
      - 2. Features may required stone, concrete, or wood to be imported to site
- 4. Other Builds
  - a. Skills Park
    - i. Skill park and pump track located at entrance area to park
    - ii. Stone, concrete, wood, crusher dust, clay or other clean fill or materials may be imported to site to construct features
    - iii. Skill park to focus on beginner to intermediate level skill development
  - b. Traverse Trail
    - i. Natural trail requiring bench cut along river bank
    - ii. Utilizing native soil and natural features



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### Phase 3:

1. Cross Country Skiing
  - a. Trail map to be defined by Nordic Ski Subject Matter Expert
  - b. Initial development expected to utilize existing cart paths and fairways cuts
  - c. Initial development limited to mowing paths to be used and grooming snow
  - d. No excavation, or clearing anticipated for initial trail network
2. Building revitalization
  - a. Improve existing building to house equipment and provide registration site
  - b. Define part of building as warming hut for winter use
3. Install electricity or other utilities at site
4. Boat launch
5. Establish campsites in northern corner of park

Some items listed above may be shifted to other phases of development as budget, materials, and labour availability allow. Phase 1 is expected to commence and be completed in 2020. Phase 2 is expected to commence in late 2020 or 2021, and be completed in 2021. Phase 3 currently does not have a budget or timeline for commencement or completion. All timelines are dependent on availability of budget, materials, and labour.

Please refer to Appendix I for a copy of the trail map which references the trails listed in the work plan. Highlighted sections indicate where type 3 trails will be constructed more like type 4 trails.

Please refer to Appendix II for trail descriptions, including primary and secondary trail build types assigned to each trail.

Please refer to Appendix III for descriptions of each trail build type.

We are happy to provide additional information regarding this project as required.

Best Regards,

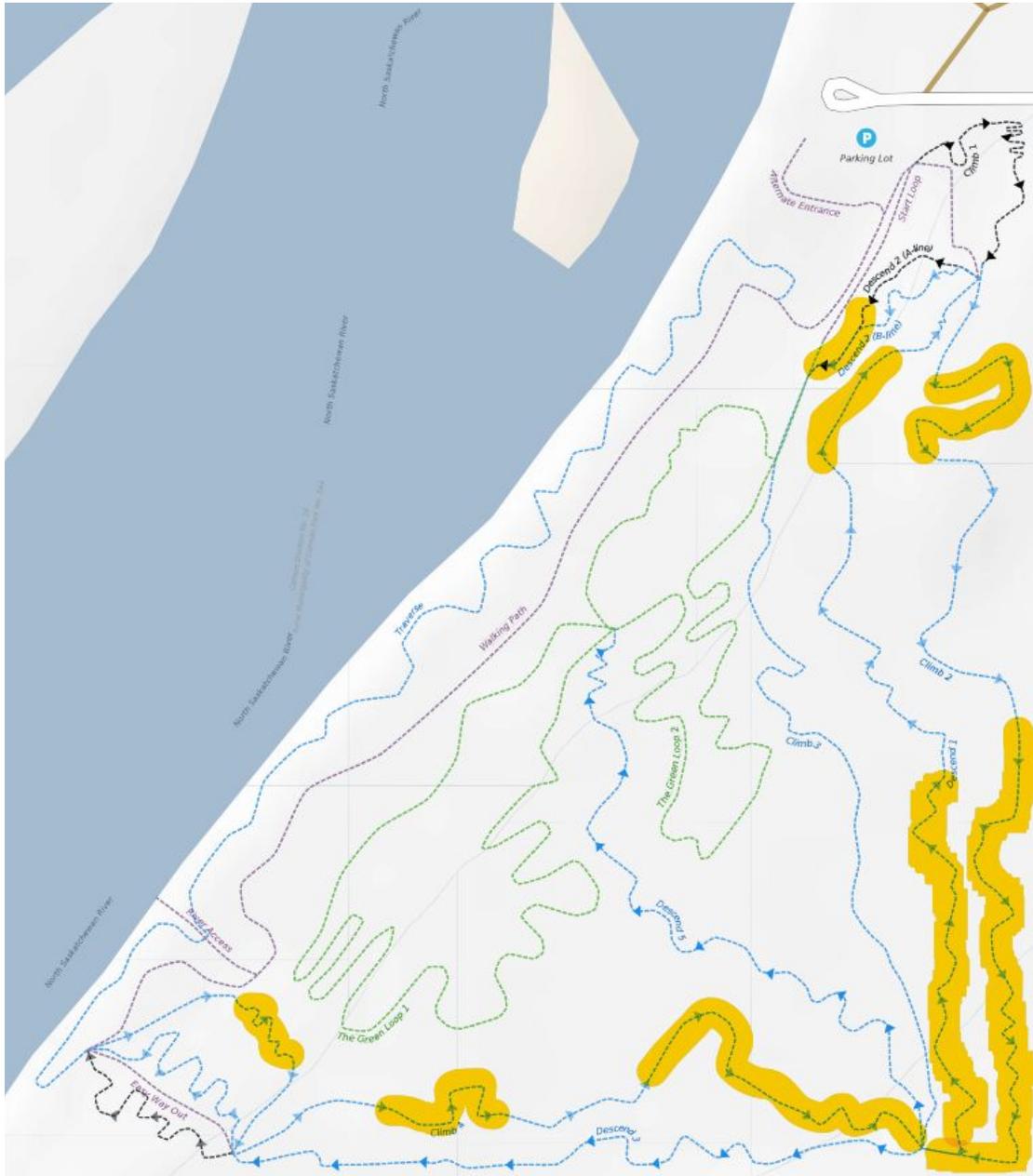
[Redacted Signature]



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[info@prairiecycling.com](mailto:info@prairiecycling.com)  
[www.prairiecycling.com](http://www.prairiecycling.com)

## Appendix I





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[info@prairiecycling.com](mailto:info@prairiecycling.com)  
[www.prairiecycling.com](http://www.prairiecycling.com)

## Appendix II

Trail Identification	Expected Difficulty	Target Trail Type	Estimated Distance (m)	Build Type	Trail Style	Build Priority	Primary Trail Type	Secondary Trail Type	aMTB Potential
Climb 1	Black Diamond	Singletrack	299	Hand	Tech	2	4		No
Climb 2	Blue	Singletrack	1053	Hand/Machine	Mix	1	3	4	No
Climb 3	Blue	Singletrack	695	Hand/Machine	Mix	1	3	2	Yes
Climb 4	Blue	Singletrack	1,004	Hand/Machine	Mix	2	3	4	No
Descend 1	Blue	Singletrack	875	Hand/Machine	Mix	1	3	4	No
Descend 2 (A-line)	Black Diamond	Singletrack	174	Hand/Machine	Tech	2	3	4	No
Descend 2 (B-line)	Blue	Singletrack	188	Hand	Tech	1	4		No
Descend 3	Blue	Singletrack	580	Machine	Flow	2	3		No
Descend 4 (A-line)	Black Diamond	Singletrack	232	Hand	Tech	2	4		No
Descend 4 (B-line)	Blue	Singletrack	275	Hand	Tech	2	4		No
Descend 5	Blue	Doubletrack	645	Machine	Flow	1	3	2	Yes
Easy Way Out	Access Trail or Doubletrack	Doubletrack	135	Machine	Path	1	2		Yes
River Access	Access Trail or Doubletrack	Gravel Path	95	Machine	Path	1	2		Yes
Start Loop	Access Trail or Doubletrack	Doubletrack	271	Machine	Path	1	2		Yes
The Green Loop 1	Green	Doubletrack	1,471	Machine	Flow	1	3	2	Yes
The Green Loop 2	Green	Doubletrack	1,278	Machine	Flow	1	3	2	Yes
Traverse	Blue	Singletrack	1,104	Hand	Tech	3	4		No
Alternate Entrance	Access Trail or Doubletrack	Gravel Path	122	Machine	Path	1	2		Yes
Walking Path	Access Trail or Doubletrack	Gravel Path	1,056	Machine	Path	1	2		Yes
<b>Total Distance</b>			<b>11,552</b>						



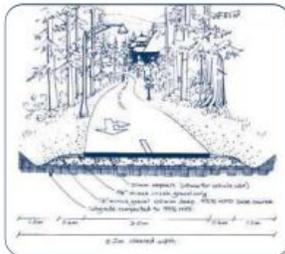
# Prairie Cycling Development

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## Appendix III

### TRAIL TYPES

Trail Types are a description of non-motorized trail tread characteristics. Trail Type I has the highest amount of traffic and the most impact on the environment of the trail types. Conversely, Trail Type V has little traffic and the trail tread is minimal.



TRAIL TYPE I

- TYPE I**
- plan as paved double-track trail for smooth, all weather use to provide access to village, parks and subdivisions
  - use asphalt or chip-and-seal surfacing
  - clear width to tread width plus 0.5 m gravel shoulder and adequate drainage on each side
  - clear height to 3.0 m
  - provide 2.3 m tread width
  - provide illumination for night use if appropriate
  - provide interpretive and directional signs, benches, viewing areas where appropriate



TRAIL TYPE II

- TYPE II**
- plan as surfaced double-track or single-track trail
  - machine built
  - remove all embedded trail obstacles
  - use crushed limestone with fines, well-compacted gravel, or existing old roadbeds
  - clear width to 3.0 m for double-track and 1.5 m for single-track trails
  - clear height to 2.4 m
  - provide 2.3 m tread width for double-track trails, 1 m for single-track trails
  - provide illumination for night use if appropriate

<sup>1</sup> Sources for these classifications are: D.L. Poffin, B.C. Forest Service and B.C. Park Management Trail Classification Schedule 11

- TYPE III**
- plan as un surfaced single-track trail
  - may be machine built
  - clear width to 1.0-1.3 m
  - clear height to 2.4 m
  - provide 50-70 cm tread width on native soil



TRAIL TYPE III



TRAIL TYPE IV

- TYPE IV**
- plan as low-impact nature trail or lightly used wilderness trail
  - no high impact users, such as motorized vehicles or horses
  - clear height to 2.4 m
  - provide 30-50 cm tread maximum, avoid tread grubbing, sections of very rough terrain
  - in the case of low-impact nature trails use boardwalks to traverse sensitive areas



TRAIL TYPE V



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Re: NE-30-39-07-W3M  
SE-31-39-07-W3M

Attn. [REDACTED]

Please see the development update as marked below on the original phased development plan. As per the 2021 permit, we pushed back many "fit and finish" tasks to phase 2 of development, and pulled forward many of the trail establishment activities into phase 1. We consider phase 1 to now be complete and we are now focused on phase 2 of development.

### Phase 1:

1. Establish trails, flag and clear brush
  - a. Trails
    - i. Walking Path - Complete
    - ii. Alternate Entrance - Complete
    - iii. River Access - Complete
    - iv. Start Loop - Complete
    - v. The Green Loop 1 - Moved to Phase 2
    - vi. The Green Loop 2 - Complete
    - vii. Climb 2 - Complete
    - viii. Climb 3 - Complete
    - ix. Descend 1 - Complete
    - x. Descend 2 (B-Line) - Complete
    - xi. Descend 5 - Moved to Phase 2
  - b. Clean-up
    - i. Dispose of brush and other clearing scrap - Complete (for work above)
    - ii. Remove old structures which are not reusable - Complete
    - iii. Secure structures or infrastructure which is to be reused - Complete
    - iv. Harvest sand from former "sand greens" to be blended to trail beds - Moved to Phase 2
  - c. Trail bed construction
    - i. Bench cut (if on slope) or crown (if on flat) trail lines - Complete
    - ii. Blend sand or larger aggregate if native soil requires - Partly complete, remainder in phase 2
    - iii. Integrate natural features or obstacles found in trail line into trail bed - Complete
    - iv. Compact trail bed - Complete
2. Facilities
  - a. Have bathroom facility constructed (site and design to be developed) - Complete (mid park, may add additional facility at trailhead)
  - b. Temporary signage - Complete
3. Add features and finishes
  - a. Trails
    - i. Walking Path - Moved to Phase 2



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1. Add crusher dust or comparable aggregate
2. Add benches at designated lookouts
- ii. The Green Loop 1 & 2 - *Partly complete, remainder in phase 2*
  1. Fully form roller and berm features into trail bed
  2. Blend crusher dust or comparable aggregate into trail bed as needed
  3. Compact trail bed
- iii. Descend 5 - *Moved to Phase 2*
  1. Fully form jump and berm features into trail bed
  2. Features may required clay to be imported to site
  3. Blend crusher dust or comparable aggregate into trail bed as needed
- iv. Climb 2, Climb 3, Descend 1 - *Partly complete, remainder in phase 2*
  1. Add trail features as needed
  2. Features may required stone, concrete, or wood to be imported to site

### Phase 2:

1. Establish trails, flag and clear brush
  - a. Trails
    - i. Climb 1 - *Complete*
    - ii. Descend 2 (A-line) - *Complete*
    - iii. Descend 3 - *Complete*
    - iv. Descend 4 (A-line) - *Complete*
    - v. Descend 4 (B-line) - *Complete*
    - vi. Climb 4 - *Complete*
    - vii. Easy Way Out - *Complete*
  - b. Clean-up
    - i. Dispose of brush and other clearing scrap - *Complete (for work above)*
  - c. Trail bed construction
    - i. Bench cut (if on slope) or crown (if on flat) trail lines - *Complete*
    - ii. Blend sand or larger aggregate if native soil requires - *Partly complete, remainder in phase 2*
    - iii. Integrate natural features or obstacles found in trail line into trail bed - *Complete*
    - iv. Compact trail bed - *Complete*
2. Facilities
  - a. Permanent trail signage - *Phase 2*
  - b. Trailhead Signage - *Phase 2*
  - c. Information boards on walking path - *Phase 2*
  - d. Tree Planting - *Phase 2*
3. Add features and finishes
  - a. Trails
    - i. Descend 2 (A-Line) - *Complete*
      1. Construct major technical trail feature
      2. Create safety run outs and manage fall zone
    - ii. Descend 3 - *Partly complete, remainder in phase 2*
      1. Fully form jump and berm features into trail bed



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2. Features may required clay to be imported to site
        3. Blend crusher dust or comparable aggregate into trail bed as needed
      - iii. Climb 1, Descend 4 (A-line), Descend 4 (B-Line), Climb 4 - *Partly complete, remainder in phase 2*
        1. Add trail features as needed
        2. Features may required stone, concrete, or wood to be imported to site
    4. Other Builds
      - a. Skills Park - *Phase 2*
        - i. Skill park and pump track located at entrance area to park
        - ii. Stone, concrete, wood, crusher dust, clay or other clean fill or materials may be imported to site to construct features
        - iii. Skill park to focus on beginner to intermediate level skill development
      - b. Traverse Trail - *Complete*
        - i. Natural trail requiring bench cut along river bank
        - ii. Utilizing native soil and natural features

### Phase 3:

1. Cross Country Skiing - *Completed in Phase 1*
  - a. Trail map to be defined by Nordic Ski Subject Matter Expert
  - b. Initial development expected to utilize existing cart paths and fairways cuts
  - c. Initial development limited to mowing paths to be used and grooming snow
  - d. No excavation, or clearing anticipated for initial trail network
2. Building revitalization - *See adjusted plans for Phase 2*
  - a. Improve existing building to house equipment and provide registration site
  - b. Define part of building as warming hut for winter use
3. Install electricity or other utilities at site - *Moving to Phase 2*
4. Boat launch - *No change in plans*
5. Establish campsites in northern corner of park - *No change in plans*

### Current Development Plans

Phase 2 is now planned to commence in spring 2022 and we hope to have it completed by spring 2023. The updated development plan for Phase 2 is outlined below:

#### Phase 2

1. Establish trails, flag and clear brush
  - a. Trails



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- i. Trail 15 (formerly The Green Loop 1)
    - ii. Trail 14 (formerly Descend 5)
  - b. Clean-up
    - i. Dispose of brush and other clearing scrap
  - c. Trail bed construction
    - i. Bench cut (if on slope) or crown (if on flat) trail lines
    - ii. Blend sand or larger aggregate if native soil requires
    - iii. Integrate natural features or obstacles found in trail line into trail bed
    - iv. Compact trail bed
  - d. Nordic Ski Trails - sections of all trails as per map
    - i. Widen "pinch points" in current trails to target 7m clear width for skate/classic lanes, 4m for classic only lanes
    - ii. Level trail surface, remove rocks and fill ruts where required, replant grass where required
    - iii. Plant trees & shrubs alongside trails to establish paths and provide wind breaks
2. Facilities
  - a. Permanent trail signage
  - b. Trailhead Signage
  - c. Information boards on walking path
  - d. Tree Planting
  - e. Trailhead Restroom - exact location to be determined
  - f. Warmup shelter, registration building, interpretive center
    - i. Plans being developed
3. Add features and finishes
  - a. Trails
    - i. Trail 15
      1. Fully form roller and berm features into trail bed
      2. Blend crusher dust or comparable aggregate into trail bed as needed
      3. Compact trail bed
    - ii. Trail 14
      1. Fully form jump and berm features into trail bed
      2. Features may require clay to be imported to site
      3. Blend crusher dust or comparable aggregate into trail bed as needed
    - iii. The River's Ridge (formerly "Walking Path")
      1. Add crusher dust or comparable aggregate



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2. Add benches at designated lookouts
- iv. Other trails from Phase 1
  1. Fully form roller, jump, and berm features as required
  2. Blend soil and aggregates, compact trail bed
  3. Add stone, concrete, and wood features as required
- b. Add or repair benches along trails, especially at look-off points
- c. Add interpretive signage at look-off points
4. Other
  - a. Zoning - While the lane has been used for recreational purposes for several decades, it is currently still zoned as AG land with the RM of Corman Park.
    - i. The RM wishes for the land to be formally re-zoned
    - ii. The RM, the Town of Langham, and the Langham Multi-Use Trail Development Committee agree the land should be zoned REC.
  - b. Skills Park(s)
    - i. Mini pump track located at entrance area to park, other small "featured" parks added throughout where appropriate trail styles and similar features exist
    - ii. Pump tracks will be built to be utilized by Nordic Ski as "ski playgrounds" in winter
    - iii. Stone, concrete, wood, crusher dust, clay or other clean fill or materials may be imported to site to construct features
    - iv. Skill park to focus on beginner to intermediate level skill development, and provide users proper progression opportunities for other trails and features
  - c. Electricity to site
    - i. Hire qualified contractors to install electricity to the site.
  - d. Replace fence at trailhead
  - e. Widen pre-existing path near trailhead to be used as toboggan hill

Notably, we have evaluated that there is limited value in converting the existing structure on site to be used as a warmup shelter and for event registrations due to its original construction permitting, current condition, and estimated costs to complete the conversion. Therefore, adding a separate structure on site will be more cost effective and provide a better user experience.

Additionally, the site has become much more popular with the Nordic Ski community than originally anticipated, and some additional considerations for this use have become apparent. There are several narrow sections of trail which need to be widened to improve visibility and,



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subsequently, safety. Additionally, several sections need to have the camber corrected or ruts filled to improve the user experience, and improve the groomer's ability to maintain trails especially when there is minimal snow.

The final significant adjustment to plans involves the toboggan hill. Currently the most prominent hill goes across a major pinch point in the park near the entrance, and down into an existing slew. We would like to establish a location slightly north of the current location, which avoids the pinch point and slew. This will improve safety for all winter users, but would involve clearing brush on the north side of the existing path making it about 3-4 times its current width. Please see satellite image below in appendix iii with a polygon outlining the proposed area.

Appendix i and ii below are the current trail maps outlining all established and planned trails.

Please let me know if you have any questions about these plans and the request to have the permit renewed for another year.

Best Regards,



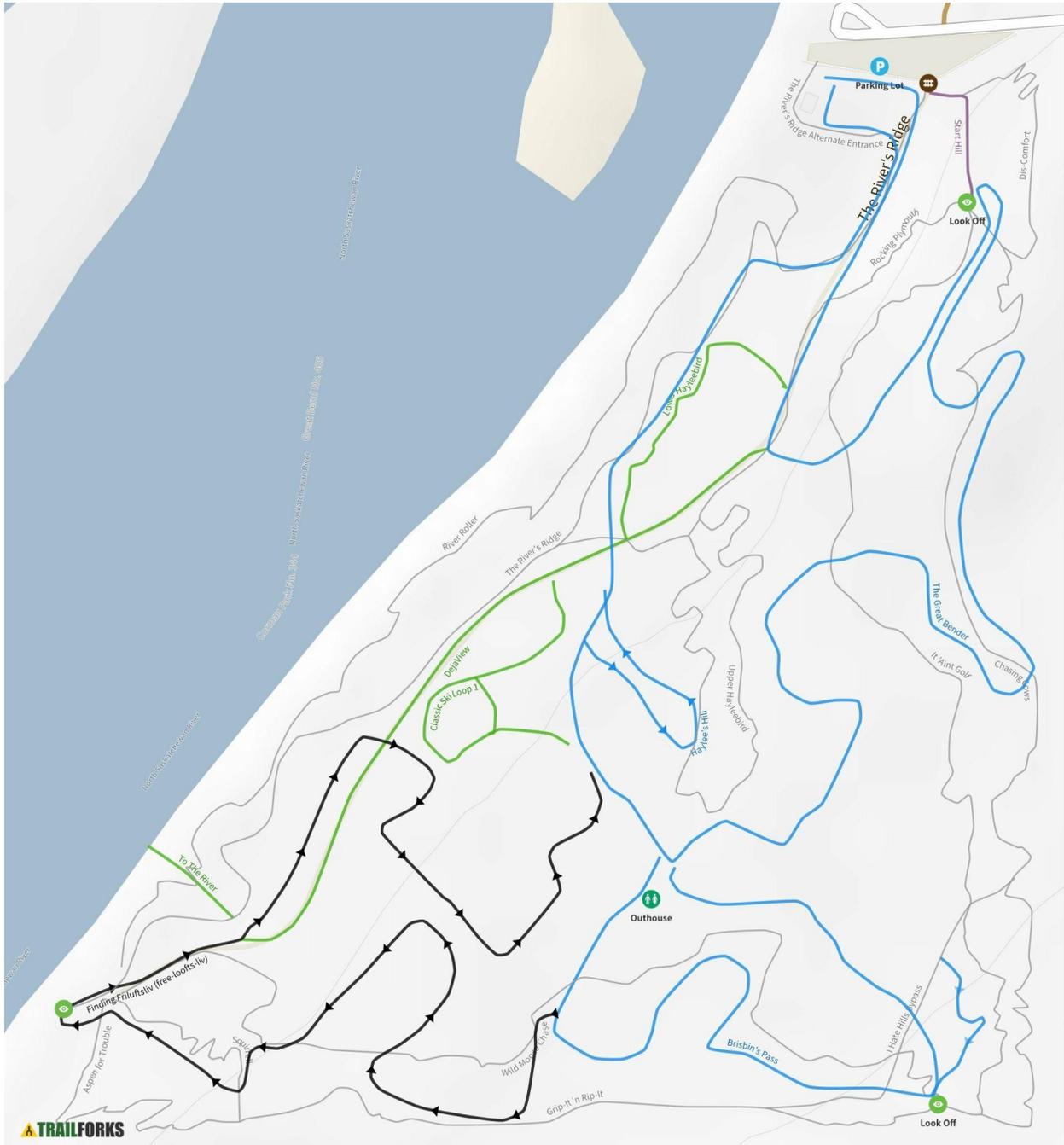




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## Appendix II - Nordic Ski Map



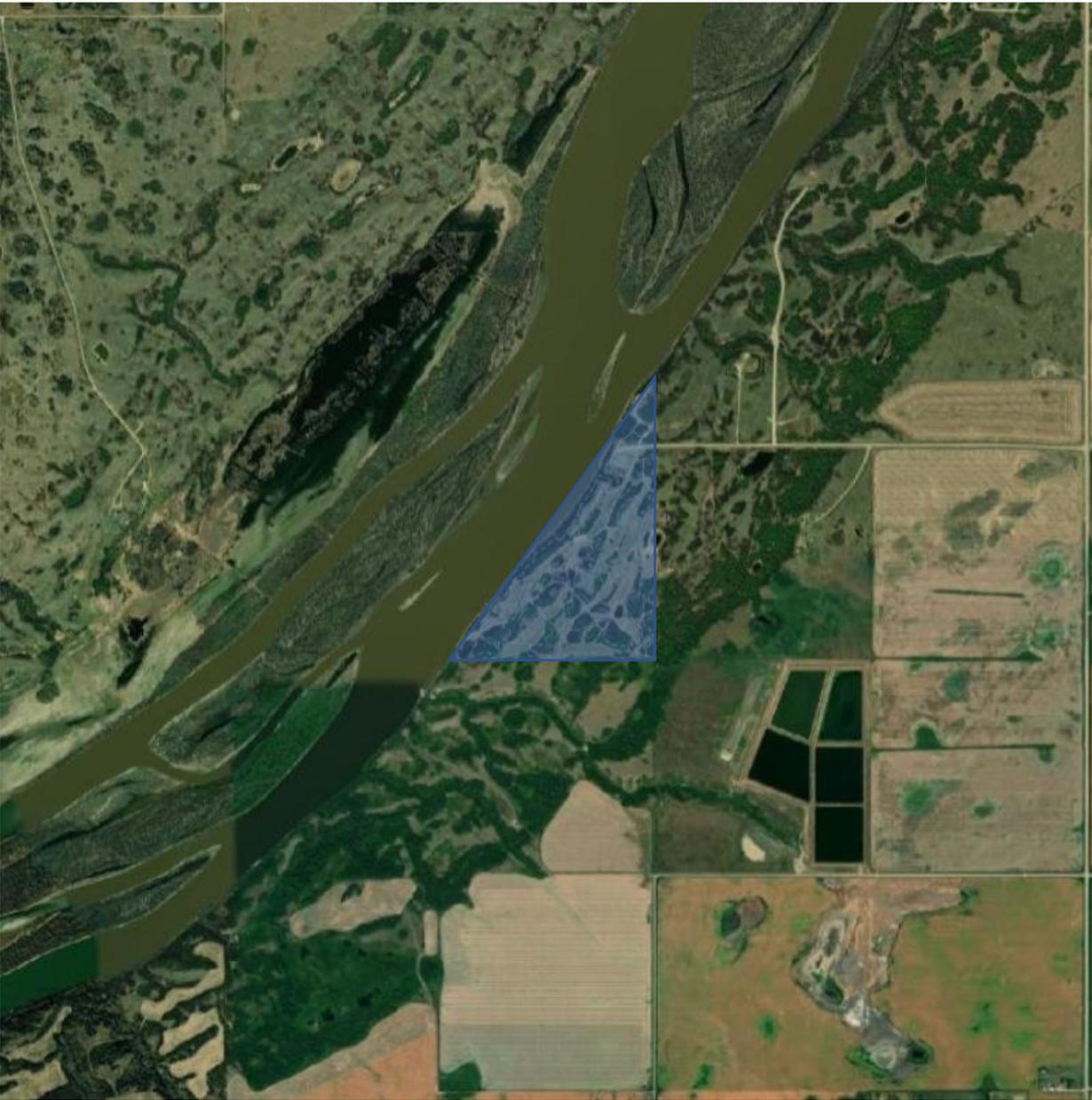


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[www.prairiecycling.com](http://www.prairiecycling.com)

## Appendix III - Toboggan Hill Polygon







Langham Multi-Use Trail Development Committee Inc.

[www.riverridgetrails.ca](http://www.riverridgetrails.ca)

[LMUTDCI@gmail.com](mailto:LMUTDCI@gmail.com)

To whom it may concern,

The Langham Multi-Use Trail Development Committee Inc (LMUTDCI) is re-developing portions of the land legally described as NE-30-39-07-W3M and SE-31-39-07-W3M for passive recreational use in the form of multi-use trails. These trails are intended for many forms of non-motorized uses including, but not limited to, hiking, cycling, running, walking, cross-country skiing, snowshoeing, and tobogganing. Motorized recreational use of the land is prohibited on the site, and the only motorized vehicles authorized on the site are for maintenance or emergency purposes.

Historically, this land has been used for recreational purposes for the past, approximately, 40 years. The previous development was run as a regional park and included a nine-hole sand green golf course on NE-30-39-07-W3M and had a camping area on SE-31-39-07-W3M. The current development is to include about 11km of sanctioned singletrack trails, with an additional 7km of seasonal cross-country skiing trails. The site will also include some user support and maintenance facilities, and various look-off points around the park will have benches and interpretative signage.

In addition to the typical passive recreational use, several sports may find the site desirable for events, including running, cycling, and cross-country skiing. Cycling and cross-country skiing events or programs have been tested over the last 2 years and have been well received by participants and officials. Running events have a long history at this site, as the Langham elementary and high schools had hosted running events at the site for many years while it was a golf course, and re-initiated the events in 2021 after a hiatus. The board is working with stakeholders within cycling, running, and cross-country skiing to ensure the site will continue to be attractive for these kinds of activities and events into the future.

The LMUTDCI is registered as a Charitable Non-Profit Corporation in Saskatchewan formed for the purpose of developing and managing this land. The organization has a volunteer board made up of eight members of the public who are charged with overseeing the project, fundraising, and overall site management. Additionally, the River Ridge Nordic Ski Club has formed specifically to support winter maintenance and activities at the site, and to run youth and adult cross-country skiing programs and events.

Re-zoning the parcels to Recreation District (REC) from the current Agricultural District (AG) brings the past, present, and intended future use of the land in line with the RM of Corman Park's current Zoning Bylaw. This will serve to protect this land for recreational uses into the future from other non-recreational development. Passive recreation is non-intensive by nature and will also serve to conserve much of the natural characteristics of the site, and the river valley.

If you have any questions, comments, or concerns the LMUTDCI would like to hear from you. Please contact us via e-mail at [LMUTDCI@gmail.com](mailto:LMUTDCI@gmail.com). If you would like to speak with someone via telephone, or meet in in person, please send the request via e-mail and a member of the board will contact you to coordinate the meeting. For questions regarding the rezoning process, please contact the R.M. of Corman Park Planning Department @ [planning@rmcormanpark.ca](mailto:planning@rmcormanpark.ca) or call 306-242-9303. All correspondence must be received prior to April 30, 2022.

Sincerely,

The Team at River Ridge Trails

The map below outlines the area to be re-zoned.





Langham Trails &lt;lmutdci@gmail.com&gt;

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**RE: Rezoning Consultation in R.M. of Corman Park**

---

rm405@sasktel.net &lt;rm405@sasktel.net&gt;

Wed, Apr 13, 2022 at 2:42 PM

To: Kristie Muzyka &lt;kmuzyka@rmcormanpark.ca&gt;, lmutdci@gmail.com

Good Afternoon,

This is in reply to your notice. Council for the RM of Great Bend expresses no concerns.

*Valerie Fendeleit*

Administrator

RM of Great Bend No. 405

Ph: (306) 997-2101

Fax: (306) 997-2201

**OFFICE HOURS:** 8:00 a.m. – 4:00 p.m. (12:00 – 1:00 p.m. closed)**CLOSED** 3<sup>RD</sup> Friday / Weekends / Statutory Holidays**CLOSED TO PUBLIC** Mondays, Tuesdays when statutory holiday Monday

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**From:** Kristie Muzyka <kmuzyka@rmcormanpark.ca>**Sent:** Wednesday, March 30, 2022 4:22 PM**To:** rm405@sasktel.net**Subject:** Rezoning Consultation in R.M. of Corman Park

Good afternoon,

There is a property adjacent to your R.M., known as River Ridge Trails. They will be applying to rezone their land from Agricultural District to Recreational District to better fit the R.M. of Corman Park Zoning Bylaw. As part of their

Comprehensive Development Review, they're required to send you a notice of consultation, being the adjacent municipality to the property.

I'm assisting the applicants to send out a letter for their consultation to relevant parties. Please see the attached letter provided by the Langham Multi-Use Trail Development Committee Inc. and let them know both of your support or your concerns.

Sincerely,

Kristie Muzyka, BA, Planner I  
Phone: 306-975-1646  
[111 Pinehouse Drive, Saskatoon, SK S7K 5W1](#)





## Development Report

For

## Passive Recreation Use (Multi-Use Trails)

March 23, 2022 (Updated May 1, 2022)

Submitted to R.M. of Corman Park #344

Submitted by Town of Langham & Langham Multi-Use Trail Development  
Committee Inc.

Prepared by Craig de Gier

## Background

### Introduction

The legal descriptions of the parcels are NE-30-39-07-W3M and SE-31-39-07-W3M, though trails are limited to the NE-30-39-07-W3M parcel. Total area of the parcels is approximately 102 acres.

The purpose of development is to facilitate multi-use trails on this scenic property in the North Saskatchewan River Valley. This development will facilitate several groups of non-motorized recreational users, including but not limited to, walking, hiking, cycling, cross-country skiing, snowshoeing, and tobogganing. Several trails will also facilitate users with disabilities by being compatible with Adaptive Mountain Bikes (aMTB) and similar equipment. The site will also allow for periodic cycling, running, cross-country skiing, and possibly other sport events to take place. The land has sufficient size and elevation throughout to provide a quality user experience for the above listed recreational uses and boasts beautiful lookoff and observation points of the river and river valley throughout.

This land was previously used as a regional park and golf course, first established in the late 1970's or early 1980's, and continued to exist into the twenty-teens, prior to maintenance ceasing on the golf course. The proposed Recreation Zoning will bring the land's past, current and future use inline with the R.M.'s current zoning bylaws.

## Description of Proposed Development & Land Use

### Land Use Context

This land has been used for recreational purposes for roughly 40 years. Trails were determined, in 2019, to be a viable alternative recreational use to the existing golf course which was seeing minimal use and hadn't been maintained for several years (please see Feasibility Assessment in attachment 1). Trails provide open access to users and have a minimal impact on the surrounding environment, allowing much of the area outside the trail bed and clear width of the trail to be naturalized. Re-forestation of the area will also occur where land was cleared previously for the golf course.

Currently the land is zoned Agricultural District (AG) and is proposed to be changed to Recreation District (REC). No subdividing is proposed. Trails are developed one by one and within a phased plan included as attachment 2.1. The phased plan was updated in early 2022 and is pending approval from the Ministry of Environment. The updated plan is included as attachment 2.2. For developed and planned trails as of January 2022 please see attachments 3 and 4.

Within the vicinity of this land are several acreages and other pasture land or seeded acres. The Town of Langham Sewage Lagoon is on an adjacent land section. The North Saskatchewan River borders the western edge of the property. Please see map as attachment 5 showing property and surrounding area within one mile.

The site has two existing structures, an outhouse with fibreglass privy tank, and a large utility shed. Both structures have no utility services. Access for sanitary maintenance of the outhouse is available during the summer months via existing paths established golf course access and maintenance, and now maintained for winter cross country skiing. Future structures for consideration would include an additional outhouse or bathroom facility, a small warm-up shack for cross-country skiing use, and an interpretive centre management building. It may be desirable to bring electricity to the site for the interpretive centre management building. Water, if any, would be trucked in and out.

Trails are soft landscaped typically using the native soil of the trail, or native soil available adjacent to the trail. Some specific aggregates, such as crusher dust, may be brought in for some trail applications. Designated lookoff points are to be defined with amenities such as viewing platforms, benches, and interpretive signage. Viewing areas may be defined with stone, wood, or aggregates such as crusher dust. Other landscaping will be related to

re-forestation and preserving the naturalization of the land outside of the sanctioned trails. Trails are not lit and must be used during daylight hours, or with lights supplied by the user.

No known hazard lands are present at the site.

Heritage review completed in 2020 is attached as attachment 6. Water Security Agency Aquatic Habitat Protection Permit is included as attachment 7 pertaining to specific trails near the North Saskatchewan River. Crown Land Work Authorizations issued by the Ministry of Environment are included as attachments 8 and 9.

Trails allow recreational users to access and enjoy the North Saskatchewan River Valley. Well designed and defined trails will direct users along the most sustainable routes throughout the property available for users. Sustainability is evaluated within three contexts: physical, social, and managerial. Trail design strives to achieve the best balance of all three contexts throughout the entire trail network. The established trails direct the public users and allow the remaining land to be naturalized at the site.

## Official Community Plan, Zoning Bylaw and Other Policy Review

### Policy Context

*8.1.1 To acknowledge the need for both intensive and extensive recreational land uses in selected areas within the Municipality.*

Development provides open access non-motorized trail recreation in the northwest area of the R.M. of Corman Park #344. There are no other known sites in this area.

*8.1.3 To ensure that environmental and historic features and wildlife habitat are protected from unauthorized recreational use.*

Uses are limited to non-motorized recreational uses. These uses tend to have a lower impact on the environment than some motorized uses. Defined trails help to direct users along the most sustainable paths throughout the site, protecting any other features and habitats from unintentional interference.

*8.1.4 To acknowledge the recreational value of the North and South Saskatchewan Rivers.*

Site is adjacent to the North Saskatchewan River

*8.1.5 To acknowledge the interrelationship of passive recreational land use with Conservation policies.*

Outside the defined and sanctioned trails, the land is left in a naturalized state.

*8.1.6 To ensure that recreational developments, particularly those of an intensive character, do not place inordinate demands for new municipal services or for extensive improvements to existing services.*

Site has existed for about 40 years as a regional park and golf course. Access roads are already in place and are sufficient for this kind of site. Passive recreation, by nature, requires limited development of the land and surrounding area. Trails do not materially affect the landscape and do not affect drainage patterns or other natural characteristics of the site or neighboring properties.

*8.2.1 a) shall be restricted wherever possible, to lands of low agricultural capabilities;*

Site was converted to recreational uses about 40 years ago with the establishment of a regional park and golf course. Camping was also available at the site in the past. No documented agricultural use has happened on the site since this conversion.

*8.2.1 b) iii. where it will not conflict with the agricultural community and conservation of ecological preserves.*

Site has existed for recreational purposes for about 40 years, including being used annually for cross country running trail sport purposes on non-sanctioned trails and paths. Defined, sanctioned, and maintained trails help to preserve the natural environment and habitats at the site.

*8.2.1 c) shall be designed in a manner which can be adequately supervised and policed.*

Site is near to the Town of Langham which has emergency services available. Site has gated access for maintenance and emergency vehicles, and keys have been provided to required parties. Parking lot is at the terminus of Township Road 395 and the lot has clear views out to the public road. The trail network in general operates as a “front country” site. Users are never more than about 1km from the parking lot while on the sanctioned trails within the park. Cross country ski trails provide emergency access throughout the park via snow machine in the winter, or appropriate emergency vehicle in the summer.

## Servicing

### Roadways

The site is located approximately 6km from the Yellowhead Hwy 16. Access to the site is provided by Range Road 3074 to Township Road 395. The site is at the western terminus of Township Road 395, and the existing parking lot is adjacent to the south of the road’s terminus. No road changes, upgrades, replacements, or restrictions are required by this development.

### Drainage

The site is on the eastern slope of the North Saskatchewan River Valley. The terrain is rolling throughout. Generally, the site has several steps throughout where there is a slope leading up to the next flatter level of the site. There is a mix of grasses, shrubs, and trees throughout the property. Most areas appear to be new growths of poplar and aspen. The property had seen minimal maintenance for past several years and presents in a naturalized state, aside from the sanctioned trails.

The trails are being developed as “rolling contour” trails, meaning that the trails are designed to adapt to and utilize the natural shape of the land. Drainage patterns of the land are to be left in their natural state. Low-lying areas which appear to hold water are generally avoided where possible, or where not possible, the trail bed is raised above the low-lying area. There are several techniques available to deal with these, but none alter the natural drainage patterns of the land.

### Wastewater

Currently there is a single fibreglass privy tank underneath an outhouse near the middle of the site. This tank was installed at some point while the site was operating as a golf course. There is no water source at this outhouse facility. The Saskatoon Health Region and the RM of Corman Park both approved the re-construction of the outhouse overtop of this tank in 2021, please see permit included in attachment 10.

Any future wastewater systems would be constructed to whatever the current approved standard is at the time.

### Potable Water Supply

No potable water currently at the site.

If installed in the future, supply would be constructed to whatever the current approved standard is at the time.

### Geotechnical

Rolling contour trails typically do not require this kind of report.

## Shallow Utilities

No utilities currently on site.

Installing electricity to the site is desirable. Electricity is present at neighboring properties.

## Solid Waste

Town of Langham public works staff checks the garbage bin once per month under agreement between the Langham Multi-Use Trail Development Committee and the Town of Langham. Members of the committee have access to drop waste off at the Langham Transfer Station on an interim basis if required.

## Municipal & Protective Services

Emergency services are provided by the Langham Volunteer Fire Department. This is generally limited to emergency calls, and for events members may be stationed at the site to provide first aid. Policing is covered by the RCMP Warman detachment on a call by call basis.

## Public Consultation and Communication

### Public Consultations & Stakeholder Meetings

The public and other stakeholders have been consulted on several occasions regarding this project as outlined below.

September 23, 2019 – presentation of the feasibility assessment to Langham Town Council

October 23, 2019 – project concept presented to attendees at the Langham Public Meeting

April 27, 2020 – site visit with representatives from the Ministry of Environment and Town of Langham to review the site plans

June 17, 2020 – site visit with volunteers interested in helping to develop the project and form the non-profit board of directors

July 6, 2020 – Delegation with the R.M. of Corman Park #344 council meeting to present the project and plans.

July 7, 2020 – formation meeting of the Langham Multi-use Trail Development Committee Inc's board of directors. Board is comprised of 8 volunteers representing different interests in the community. Board meetings have continued bi-weekly to start, and monthly after legal formation was completed.

November 18, 2020 – Meeting with community members interested in forming a Nordic Ski Club at the site

December 1, 2020 – Meeting with founding members of River Ridge Nordic Ski Club Inc.

September 9, 2021 – Meeting with a representative of Walter W Brown High School regarding Cross Country Running events at the site

September 14, 2021 – Meeting with a representative of Walter W Brown High School regarding Cross Country Running events at the site

March 30, 2022 – Letter (Attachment 11) mailed to 11 landowners plus the RM of Great Bend to notify of the re-zoning application and asking for feedback regarding re-zoning. All feedback or requests for more information was to be provided by April 30, 2022.

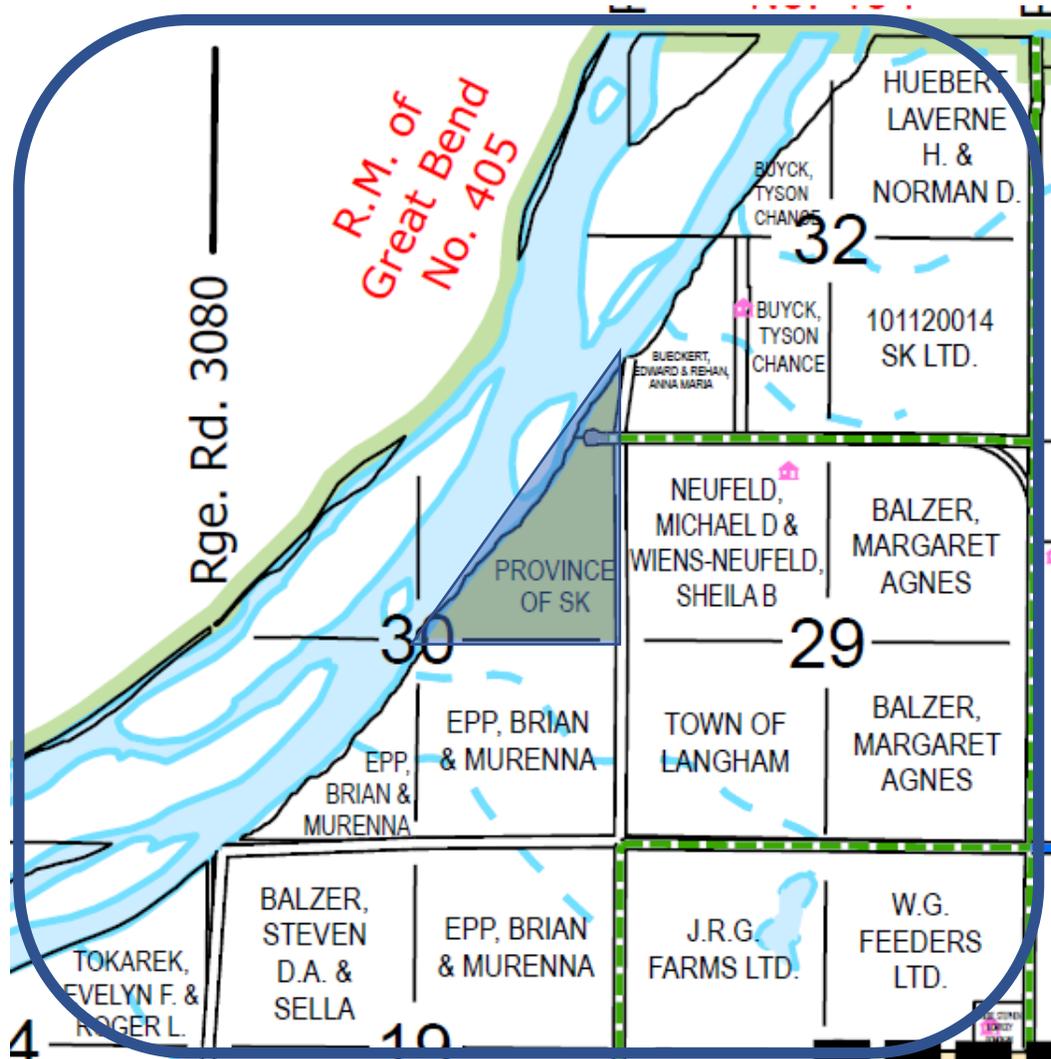
May 1, 2022 – Feedback period closed. Only feedback received was from the RM of Great Bend No. 405 expressing no concerns (Attachment 11.1).

## Public Communication

Regular public communication regarding the site uses and development have been reported publicly on social media channels since July 27, 2020.

Several articles regarding the site have been published in the Clarks Crossing Gazette since 2020.

## Map



For additional trail maps please see attachments 3 and 4.

## Technical Reports

Attachment 6 contains the heritage review

Attachment 7 contains the Aquatic Habitat Protection Permit issued by Water Security Agency for specific trails near the North Saskatchewan River.