



Toronto and Region Conservation Authority

Board of Directors Meeting Agenda

#5/19

May 24, 2019

9:30 A.M.

HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

Pages

1. ACKNOWLEDGEMENT OF INDIGENOUS TERRITORY
2. MINUTES OF MEETING #4/19, HELD ON APRIL 26, 2019
[Meeting Minutes Link](#)
3. BUSINESS ARISING FROM THE MINUTES
4. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
5. DELEGATIONS
 - 5.1 David Rembacz: in regard to Agenda Item 9.2. - Toronto and Region Conservation Authority Owned Land (CFN 45819)
6. PRESENTATIONS
 - 6.1 TORONTO PORT LANDS FLOOD PROTECTION AND ENABLING INFRASTRUCTURE
 - David Kusturin, Chief Project Officer, Waterfront Toronto
 - Kenneth Dion, Project Director, Port Lands Integration, Waterfront Toronto
7. CORRESPONDENCE

8. SECTION I - ITEMS FOR BOARD OF DIRECTORS ACTION

- | | | |
|------------|--|-----------|
| 8.1 | TORONTO AND REGION CONSERVATION AUTHORITY ADMINISTRATIVE OFFICE BUILDING PROJECT | 5 |
| | Update on the 90% construction document estimate, including construction management fixed fees, fixed construction general conditions cost and tender results to date for Toronto and Region Conservation Authority's Administrative Office Building Project. | |
| 8.2 | TORONTO REGION CONSERVATION FOUNDATION (TRCF) 2019 BUDGET | 9 |
| | Approval of Toronto Region Conservation Foundation's 2019 budget. | |
| 8.3 | MORNINGSIDE CREEK RESTORATION PROJECT | 12 |
| | Update on activities to restore and enhance natural heritage habitats associated with Morningside Creek (RES.#A146/16). | |
| 8.4 | EDUCATION TASK FORCE - APPROVAL OF MEMBERSHIP | 16 |
| | Appointments to the Toronto and Region Conservation Authority Outdoor Education Task Force as per previous Board direction. | |
| 8.5 | RFP FOR CONSULTING ENGINEERING SERVICES TO UNDERTAKE THE BLACK CREEK AT ROCKCLIFFE SPECIAL POLICY AREA (SPA) FLOOD REMEDIATION AND TRANSPORTATION FEASIBILITY STUDY | 18 |
| | Award of Request for Proposal (RFP) No. 10009033 for engineering consulting services to undertake a comprehensive flood remediation and transportation feasibility assessment of the Rockcliffe Special Policy Area in the City of Toronto. The key objective of this study is to develop a flood remediation plan to reduce flood risk within the Rockcliffe community. | |
| 8.6 | OAK RIDGES CORRIDOR CONSERVATION RESERVE TRAIL PLANNING PROJECTS | 23 |
| | Approval in principle of an Addendum to the Oak Ridges Corridor Park (ORCP) Management Plan describing a conceptual trail plan to connect the Macleod's Landing neighbourhood to the Oak Ridges Corridor Conservation Reserve (ORCCR) trail network. | |

9. SECTION III - ITEMS FOR THE INFORMATION OF THE BOARD

- | | | |
|------------|--|------------|
| 9.1 | TORONTO WILDLIFE CENTRE AND MENNO-REESOR RESTORATION PROJECT | 136 |
| | Update on the Toronto Wildlife Centre Project and the Menno-Reesor Restoration Project. | |
| 9.2 | TORONTO AND REGION CONSERVATION AUTHORITY OWNED LAND (CFN 45819) | 142 |
| | Status of Toronto and Region Conservation Authority-Owned land located west of Scarlett Road and east of Royal York Road, municipally known as 4156 Dundas Street West, Etobicoke, in the City of Toronto, Humber River watershed. | |

9.3	UNIONVILLE SPA 2D MODELLING AND FLOODPLAIN MAPPING UPDATE	147
	TRCA has recently updated the flood modelling for the Unionville Special Policy Area (SPA) in the City of Markham. The study utilized state of the art two dimensional hydraulic modelling and high resolution LiDAR data to estimate flood depths and velocities for 2-350 year and Regional storm events.	
9.4	PORT LANDS FLOOD PROTECTION AND ENABLING INFRASTRUCTURE PROJECT	152
	A progress update on the Port Lands Flood Protection and Enabling Infrastructure Project.	
9.5	EASTERN AND BROADVIEW FLOOD PROTECTION DUE DILIGENCE AND MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT	157
	An update on the results of the Due Diligence Study and Class Environmental Assessment for the Eastern and Broadview Flood Protection as directed at Authority Meeting #5/17, held on June 23, 2017, Resolution #A104/17.	
9.6	FREEDOM OF INFORMATION REQUESTS - 2018 SUMMARY	162
	Provide a summary of requests received by TRCA in 2018 under the Municipal Freedom of Information and Protection of Privacy Act.	
10.	MATERIAL FROM EXECUTIVE COMMITTEE MEETING	
10.1	SECTION I - ITEMS FOR BOARD OF DIRECTORS ACTION	
10.1.1	GREENLANDS ACQUISITION PROJECT FOR 2016-2020	
	Flood Plain and Conservation Component, Etobicoke Creek Watershed. Argo Caledon Development Inc. (CFN 61330) (Exec. Minutes p.19/223)	
10.1.2	REQUEST FOR PROPOSAL FOR FACILITY MANAGEMENT SERVICES	
	Award of Request for Proposal (RFP) No. 10020114 for facility management services for Toronto and Region Conservation Authority's (TRCA) new administrative office building. (Exec. Minutes p.23/223)	
10.1.3	REQUEST FOR TENDER FOR SUPPLY AND DELIVERY OF 100-700 MILLIMETRE CORE STONE MATERIAL FOR THE ASHBRIDGES BAY TREATMENT PLANT LANDFORM PROJECT	
	Award of Request for Tender (RFT) No. 10020798 for the supply and delivery of 100,000 tonnes of 100-700 millimetre core stone material for the cell one perimeter berm of the Ashbridges Bay Treatment Plant Landform Project. (Exec. Minutes p.27/223)	
10.1.4	2019 BUDGET	
	Approval of the recommended 2019 Budget, including municipal general (operating) and capital levies, which were approved at the April 26, 2019 Board of Directors meeting. (Exec. Minutes p.33/223)	

10.2 SECTION III - ITEMS FOR THE INFORMATION OF THE BOARD

10.2.1 BUDGET COMPOSITION - IMPROVING ACCOUNTABILITY AND TRANSPARENCY OF TRCA'S BUDGET PROCESS

Educational report regarding Toronto and Region Conservation Authority's (TRCA) budget composition due to potential changes in the Conservation Authorities Act (the Act). (Exec. Minutes p.69/223)

10.2.2 2018 FOURTH QUARTER EXPENDITURES REPORT

Receipt of Toronto and Region Conservation Authority's (TRCA) unaudited expenditures as of the end of the fourth quarter, December 31, 2018 for informational purposes. (Exec. Minutes p.165/223)

10.2.3 Q1 COMMUNICATIONS SUMMARY

Educational report regarding Toronto and Region Conservation Authority's (TRCA) corporate media communication activities during the first quarter of 2019 (January – March). (Exec. Minutes p.177/223)

10.2.4 TORONTO WILDLIFE CENTRE AND MENNO-REESOR RESTORATION PROJECT

Update on the Toronto Wildlife Centre Project and the Menno-Reesor Restoration Project. (Exec. Minutes p.188/223)

11. NOTICE OF MOTION

11.1 GLENN DE BAEREMAEKER - re. TORONTO WILDLIFE CENTRE APRIL 2019

165

12. NEW BUSINESS

13. ELECTION FOR VACANT CITY OF TORONTO POSITION ON TRCA'S EXECUTIVE COMMITTEE

TRCA Board of Directors Administrative By-law S. B.10: "Should a vacancy on the Executive Committee arise between Annual meetings, election for such positions will be held at the next regular meeting of the *Board of Directors*. All elections shall be in accordance with the *Board of Directors* Procedures for Election of Officials (*Appendix 3*)."

NEXT MEETING OF THE BOARD OF DIRECTORS #6/19, TO BE HELD ON FRIDAY, JUNE 21, 2019 AT 9:30 A.M. AT HEAD OFFICE, 101 EXCHANGE AVENUE, VAUGHAN

John MacKenzie, Chief Executive Officer

/af

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **TORONTO AND REGION CONSERVATION AUTHORITY ADMINISTRATIVE
OFFICE BUILDING PROJECT**

KEY ISSUE

Update on the 90% construction document estimate, including construction management fixed fees, fixed construction general conditions cost and tender results to date for Toronto and Region Conservation Authority's Administrative Office Building Project.

RECOMMENDATION

THAT this staff report on the 90% construction document estimate, including construction management fixed fees, fixed construction general conditions cost and tender results to date be received;

AND FURTHER THAT staff report back to the Board of Directors on June 21, 2019 with a recommendation for award once all tenders have been received and reviewed.

BACKGROUND

On February 27, 2015 Resolution #A23/15 approved 5 Shoreham Drive as the preferred site for the new TRCA headquarters and on February 24, 2017, staff reported at Authority Meeting #1/17 that all six of TRCA's participating municipalities, had approved the Project and the allocation of \$60,000,000 in new and existing capital funding. At Authority Meeting #4/18 on May 8, 2018, staff reported that the Minister of Natural Resources and Forestry granted approval to use \$3,538,000 in disposition proceeds from land sales, for an overall budget of \$63,538,000 with the disposition funds to be applied to reduce the overall term of the required financing.

In May 2017, TRCA retained Jones Lang LaSalle Canada (JLL) as its project managers and in September 2017 retained an integrated design team, led by ZAS Architects and Bucholz McEvoy Architects, to proceed with the detailed design, planning and approvals, of the Project. These assignments were followed by a Request for Qualifications and Proposals which resulted in the selection of Eastern Construction Company Limited to provide pre-construction services throughout the design and procurement stages along with construction management services for the construction of the new facility. This work includes the issuance of tenders to construction trades, as approved through Resolution #A216/17 on November 17, 2017.

RATIONALE

During the design and pre-tender process the project milestone schedule included cost estimates at the completion of schematic design, design development, 50% contract documents and 90% contract documents. A.W. Hooker was retained to prepare independent construction cost estimates that could be compared against those completed by Eastern Construction to provide a level of certainty that the project can be achieved within TRCA's defined budget. The costing reconciliation process between A.W. Hooker, Eastern Construction and the integrated design team has provided TRCA greater cost certainty with the proposed design and allowed for the ongoing consideration of design revisions and value engineering.

Item 8.1.

The original intention was to have the cost consultant and construction manager provide complementary cost estimates at the less predictable stages of the project, namely schematic design and design development. It was expected that as the design became more detailed only cost estimates from Eastern Construction would be necessary given the greater predictability of estimates at the 50% and the 90% stages. At schematic and design development the cost estimates were reconciled between A.W. Hooker and Eastern Construction and the design team made the necessary design changes to align the project with the approved budget. The 50% cost estimate, provided solely by Eastern Construction, highlighted the need for design alterations to meet the approved budget. The design team made the necessary changes through an extensive value engineering exercise.

Following the completion of 90% design, Eastern Construction issued an estimate which suggested the project was at risk of being over budget and suggested that a value engineering process would not align the Project with the approved budget but instead would potentially require a re-design process. Given the unexpected result of the 90% cost estimate TRCA, in consultation with JLL and the design team undertook the following strategy to ensure the project was able to proceed without substantially modifying the scope and delaying construction:

- A.W. Hooker was requested to provide a 90% contract document estimate to either validate the design direction or confirm Eastern Construction's 90% estimate. Subsequently, A.W. Hooker issued an estimate that showed the design team could align the project with the approved budget through a typical value engineering exercise.
- Using the Class A estimate from A.W. Hooker (+/- 5% accuracy), TRCA requested the design team provide Eastern Construction a list of design alternates to be included in the tender documents that if necessary could be instituted to bring the project in on budget with a minimum impact on the approved design (see below).
- TRCA requested Eastern Construction include in the "Instructions to Bidders" a clause that states the owner will, if necessary, negotiate with the low bidder trade suggested design alternates to bring the project in alignment with the approved budget.
- Eastern Construction has been requested to tender those items where there is the greatest divergence between the Eastern estimate and the Hooker estimate as soon as possible and thereby provide the team with an early indication of the project tendering direction.

Given the strategy outlined above, the project team feels confident in proceeding with the project tendering process. It should be noted that TRCA is not obligated to proceed with the Project based on the results from tenders. The tendering process started May 9, 2019 with the final tenders closing June 11, 2019. The tender amounts to date and a comparison to the budget cost are expected to be presented at the June 7, 2019 Executive Committee Meeting.

FINANCIAL DETAILS

As noted above, TRCA staff revised the original project cost based on the results of the design development costing reconciliation process between A.W. Hooker and Eastern Construction. The revised budget shown below compares the design development construction budget of \$45.2M to the 50% cost estimate by Eastern Construction of \$46.7M and the 90% cost estimate from A.W. Hooker of \$47.5M. The comparison does not include the 90% cost estimate from Eastern Construction which ranged from \$55M to \$57M. TRCA's project manager JLL is of the opinion that this estimate reflects trade fatigue in providing Eastern cost estimates and do not accurately reflect the market.

Item 8.1.

Item	Budget Based on DD Cost Estimate	50% CD Cost Estimate-Eastern	90% CD Cost Estimate-Hooker
General Conditions		\$6,266,795	\$5,759,100
Const. Mgmt. Fee		\$900,142	\$845,000
Const. Cost		\$39,588,107	\$40,985,900
Total Const. Cost	\$45,250,472 ¹	\$46,755,044 ²	\$47,590,000 ³
Consultant Fees	\$4,021,133	\$4,021,133	\$4,021,133
Permits	\$624,697	\$624,697	\$624,697
Furniture/Fittings and Equipment	\$1,550,000	\$1,550,000	\$1,550,000
Relocation Costs	\$2,026,697	\$2,026,697	\$2,026,697
Project Management	\$2,575,000	\$2,575,000	\$2,575,000
Financing Costs	\$2,515,265	\$2,515,265	\$2,515,265
Non-Recoverable HST (1.76%)	\$1,037,736	\$1,037,736	\$1,037,736
Soft Contingency	\$399,000	\$399,000	\$399,000
Total	\$60,000,000	\$61,504,572	\$62,339,528

¹includes 3% design and 5% construction contingency.

²includes 5% construction contingency.

³includes 5% construction contingency.

The design team have provided a list of design alternates to be included in the tender documents that have an estimated value of \$2,070,000 to reduce the construction costs. The items are as follows:

1. Granular B material in lieu of Native Material for Back Fill.	\$285,000
2. Cast in place Concrete Sidewalk in lieu of Slab Paver at entrance.	\$300,000
3. Separate Price for alternate planting list. Approx.	\$230,000
4. Nail, Glue, or Dowel Laminated Wood Slabs in lieu of Cross Laminated Wood Slabs	\$500,000
5. Separate Price for Temporary Waterproofing Applied to Wood Slabs.	\$230,000
6. R2 type Roof in lieu of Roof T4 and delete Glass Guard around Roof Terrace.	\$125,000
7. Separate Price for Sealer applied to Concrete Topping on Wood Slabs.	\$100,000
8. Interface Carpet as noted in Schedule of Materials in lieu of Tretford Carpet.	\$300,000
Total	\$2,070,000

It should also be noted that TRCA is in the second stage of the National Research Council's - GCWood Low-rise Non-Residential Wood Demonstration Projects program. Two meetings have been held with the program team from NRC and it was made clear that this project was a very good fit with the program. TRCA has provided NRC with all the required documentation and an agreement is anticipated to be finalized in July 2019 with potential for an up to \$2M grant.

Tenders to Date - The first round of tenders close between May 23 – 30, and as such, the tenders to date will be presented at the June 7, 2019 Executive Committee Meeting.

Major Maintenance Capital funding is available to Site Plan Approval process and tender for construction under account 006-50.

Item 8.1.

DETAILS OF WORK TO BE DONE

The key phases of the project are as follows:

Project Phases / Duration	
Site Plan Approval	July 2018 – July 2019
Building Permit	October 2018 – August 2019
Tender Contract Documents	July 2018 – April 2019
Award Construction Contract	March 2019 – July 2019
Construction (assumes partial bldg. permits)	June 2019 – June 2021
Occupancy	March 2021 – June 2021

Report prepared by: Jed Braithwaite, extension 5345

Emails: jed.braithwaite@trca.ca

For Information contact: Jed Braithwaite, extension 5345

Emails: jed.braithwaite@trca.ca

Date: May 16, 2019

Item 8.2.

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Derek Edwards, Director, Parks and Culture

RE: **TORONTO REGION CONSERVATION FOUNDATION (TRCF) 2019 BUDGET**

KEY ISSUE

Approval of Toronto Region Conservation Foundation's 2019 budget.

RECOMMENDATION

THAT Toronto Region Conservation Foundation's (TRCF) 2019 budget be approved.

BACKGROUND

Toronto Region Conservation Foundation (TRCF) is the fundraising and charitable arm of Toronto and Region Conservation Authority (TRCA). Since 1961, the Foundation has raised over \$40 million to support TRCA initiatives.

On May 3, 2017, TRCA and TRCF entered into a Management and Administrative Services agreement to support the common goals of both organizations. At Authority Meeting #5/17, held on June 23, 2017, Resolution #A125/17 was approved, in part, as follows:

"...THEREFORE LET IT BE RESOLVED THAT the Management and Administrative Services agreement as well as updates regarding the two major fundraising campaigns be received."

The agreement defines how TRCA employees will be providing management and administrative services to TRCF to promote a harmonious day-to-day relationship between the two organizations. Under this agreement, TRCF and TRCA have agreed to work collaboratively at the end of each calendar year to prepare a budget for the following calendar year and to submit this budget to their respective boards for approval.

The purpose of this report is to: (a) present TRCF's 2019 budget for TRCA Board of Directors (BOD) approval, and (b) share budget updates related to an improvement in the Foundation's operating deficit.

TRCF's 2019 budget for BOD approval is outlined in Attachment 1.

At the Toronto Region Conservation Foundation Board of Directors Meeting #1/19, held on May 8, 2019, Resolution #DR8/19 was approved as follows:

"THAT The 2019 Preliminary Budget be approved."

Toronto and Region Conservation Foundation Operating Deficit

For the year ended December 31, 2017 TRCF reported an accumulated operating fund deficit of \$103,500, an improvement of \$343,300 from the 2016 operating deficit balance of \$446,800.

For the year ended December 31, 2018, TRCF reported an accumulated operating fund deficit of \$19,200 representing an improvement of \$84,200 from the prior year.

Item 8.2.

This overall reduction consists of a \$57,400 surplus from ongoing operations and a \$26,795 surplus related to an investment designation adjustment.

TRCF has demonstrated a consistent improvement to the operating fund over the last three years, which coincides with a change in TRCF's approach to better align its objectives and operations with Toronto and Region Conservation Authority. This continued approach is expected to result in an accumulated operating fund surplus commencing in 2019.

FINANCIAL DETAILS

Attachment 1 presents Toronto and Region Conservation Foundation's 2019 budget, as approved by the Foundation's Board of Directors.

Identified in the budget are both restricted revenues (i.e., can only be used to support their designated purpose) and unrestricted revenues (i.e., can be used to support any purpose).

For Information contact: Derek Edwards, extension 5672

Emails: derek.edwards@trca.on.ca

Date: May 15, 2019

Attachments: 1

Attachment 1: Toronto and Region Conservation Foundation 2019 Budget

Budget Jan. 1 to Dec. 31, 2019			
Revenue	Restricted	Unrestricted	Total
Corporate Events (Tree Planting)	70,000	30,000	100,000
Corporate Events (Other)	10,000	30,000	40,000
Living City Dinner	0	362,000	362,000
Paddle the Don	30,000	70,000	100,000
Other Events	7,100	500	7,500
Events Total	117,100	492,500	609,500
Black Creek Pioneer Village	23,500	1,500	25,000
Conservation Field Centres	297,000	3,000	300,000
Environmental Projects	47,000	3,000	50,000
Other Funds	2,800	200	3,000
Tommy Thompson Park	4,700	300	5,000
Major Gifts Total	375,000	8,000	383,000
Black Creek Pioneer Village Campaign	48,000	12,000	60,000
Bolton Camp Campaign	241,300	8,800	250,000
The Meadoway Campaign	3,934,900	200,000 *	4,134,900
Tommy Thompson Park Campaign	2,000	500	2,500
Campaigns Total	4,226,200	221,300	4,447,400
Monthlies, Direct Response, Planned Giving	0	120,000	120,000
Interest	0	110,000	110,000
Gifts in Kind	25,000	0	25,000
Other Total	25,000	230,000	255,000
TOTAL REVENUE	4,743,300	951,800	5,694,900
Expenses			
Wages	0	346,000	346,000
Benefits	0	88,300	88,300
Facility Rentals	0	85,000	85,000
Software Maintenance	0	15,000	15,000
Credit and Debit Card Fees	0	12,000	12,000
Entertainment	0	10,000	10,000
Marketing	0	10,000	10,000
Printing and Photocopier	0	10,000	10,000
Other Contract Services	0	9,000	9,000
Audit and Legal Fees	0	9,000	9,000
Scholarships and Awards	6,000	1,600	7,600
Communications and Postage	0	7,500	7,500
Promo Materials	0	7,500	7,500
Travel and Meals	0	7,000	7,000
Event Supplies	0	7,000	7,000
Staff Development	0	5,000	5,000
Insurance	0	4,500	4,500
Internal Food Service	0	3,500	3,500
Computers and Accessories	0	3,000	3,000
Bank Charges	0	2,500	2,500
Memberships and Subscriptions	0	1,200	1,200
Licenses and Permits	0	1,000	1,000
Office Supplies	0	1,000	1,000
TOTAL EXPENSES	6,000	646,600	652,600
SURPLUS (DEFICIT)	4,737,300	305,100	5,042,300

* Monies to be transferred from the Weston Foundation for Fundraising and Look After Where You Live Events

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Moranne McDonnell, Director, Restoration and Infrastructure

RE: **MORNINGSIDE CREEK RESTORATION PROJECT**

KEY ISSUE

Update on activities to restore and enhance natural heritage habitats associated with Morningside Creek. (RES.#A146/16)

RECOMMENDATION

IT IS RECOMMENDED THAT the Toronto and Region Conservation Authority (TRCA) continue to work with the City of Toronto and community stakeholders on the strategic ecological restoration of selected areas of Morningside Creek;

BACKGROUND

At Authority Meeting #7/16, held on September 23, 2016, Resolution #A146/16 was approved as follows:

THAT approval be granted for Toronto and Region Conservation Authority (TRCA) to work with the City of Toronto for the restoration of habitats along Morningside Creek;

Morningside Creek is the only remaining Redside Dace creek in Toronto. Redside Dace is a fish currently listed as endangered under the Ontario Endangered Species Act (ESA 2007) and federally under the Species at Risk Act (SARA). As described in the “Recovery Strategy for Redside Dace in Ontario” (2010), it is particularly important to develop and implement restoration efforts to protect and enhance the functional habitat required for Redside Dace. There are records of Redside Dace in Morningside Creek as recently as 2016. Despite the existing records of Redside Dace, there are still significantly degraded sections within this reach and opportunities for restoration that would benefit habitat conditions and expand local population ranges. The section of creek shown in the map below (Figure 1) has been significantly altered, most recently in the late 1990s and early 2000s by adjacent residential housing developments. Portions of the creek channel were relocated and restored at that time through construction of a meandering natural channel. However, much of the associated creek and floodplain remained in low vegetation cover contributing to higher than desired in-stream temperatures, which threatens the resident population of Redside Dace.

Since 2016, with funding provided by the Save the Rouge Valley System, and the Morningside Heights Landowners Group, and in-kind support from the City of Toronto, TRCA staff have been working to implement strategic restoration projects along Morningside Creek to improve overall natural system function and address Redside Dace habitat needs. During the last 2 years, restoration projects including planting, instream habitat improvements as well as monitoring have occurred along this section of Morningside Creek.

Item 8.3.

Deliverables at the end of 2019 include:

1. Total of 1,065 m of stream restoration; including bank stabilization, bioengineering and substrate enhancement, instream habitat, erosion mitigation and water quality improvement; (Bioengineered cuttings: 31,840 plants planted)
2. Total of 3.2 ha of riparian area restored; including riparian shrubs to improve foraging areas for Redside Dace along the creek, upland shrub and tree plantings to help cool the creek and provide natural cover for wildlife; (13,475 plants planted)
3. Total of 0.6 ha Wetland Enhancement Plantings; (1,500 shrubs planted)
4. Total of 2.5 ha of upland and floodplain tree and shrub planting implemented by City of Toronto; (17,150 tree and shrubs planted)
5. Temperature monitoring of the creek and stormwater pond outlets to support the determination that the stormwater management ponds are not increasing stream temperatures as much as solar inputs
6. Three Community Events involving TRCA, City of Toronto and the local community (Over 1000 trees and shrubs planted).

As outlined in the Provincial Recovery Strategy, one of the main limiting factors for Redside Dace within the stream is elevated thermal conditions. Within the study area, TRCA, in partnership with the Ministry of Natural Resources and Forestry (MNRF) and the City of Toronto, completed a Thermal Balance Study (2017) to explore precipitation, discharge and water temperature data related to stormwater management ponds discharging into Morningside Creek. Analysis of this data suggested that thermal loading in the study reach receives greater contributions from solar inputs over those contributed from stormwater discharge. As such, riparian plantings have become a large focus regarding future restoration planning for this reach. By planting along the riparian area and floodplain, vegetation will help to shade out surface and creek flows and will help to cool in-stream temperatures for Redside Dace. With the support of the province and the City of Toronto, additional tree and shrub plantings are proposed throughout the floodplain. As an important component of the plan, planting will not occur around deeper in-water pools where resident Redside Dace commonly reside. This approach is consistent with the Recovery Strategy habitat condition recommendations for open undercut banks with overhanging grasses.

RATIONALE

Morningside Creek has experienced considerable alteration in the past. This project has provided the opportunity to restore some of the natural diversity and ecological function that was negatively impacted by historical activities and more recent urban development within the system. The continuation of this project will allow for additional riparian and upland plantings to improve instream conditions, biodiversity and wildlife habitat including habitat for the Redside Dace. The project provides an excellent opportunity to work closely with TRCA's partners to further enhance the understanding on how to manage the natural environment within occupied Redside Dace streams.

Item 8.3.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

Strategy 3 – Rethink greenspace to maximize its value

Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

In 2016, Save The Rouge Valley System and the Morningside Heights Landowner Group Ltd., entered into an agreement to transfer \$1,000,000 to TRCA for restoration and community engagement activities. By the end of 2019, TRCA will have spent an estimated \$436,000 of these funds. The remaining \$564,000 will be utilized to increase vegetation along the stream through riparian plantings, additional instream works, hosting two community events, and post-implementation monitoring valued at \$10,000, to be carried out in years 1, 3 and 5 following completion of the final restoration activities in 2021. Expenditures incurred for these activities are being tracked within account codes 113-32 and 119-55.

DETAILS OF WORK TO BE DONE

Staff are currently in discussions with various agencies and partners to finalize the conceptual plans for future works. Future plans will include but are not limited to 3.6 ha of riparian plantings, 260 m of stream restoration through bioengineered material; 740 m of infill bioengineered material, and stream restoration works to improve meanders and bank stability and tertiary treatments for thermal inputs into the stream. Final delivery of all components will be completed by end of 2021. Future monitoring will continue in 2022, 2024 and 2026.

Report prepared by: Katie Turnbull, extension 5788

Emails: Katie.Turnbull@trca.ca

For Information contact: Katie Turnbull, extension 5788

Emails: Katie.Turnbull@trca.ca

Date: May 8, 2019

Attachments: 1

Attachment 1: Morningside Creek Restoration Plan 2016-2021

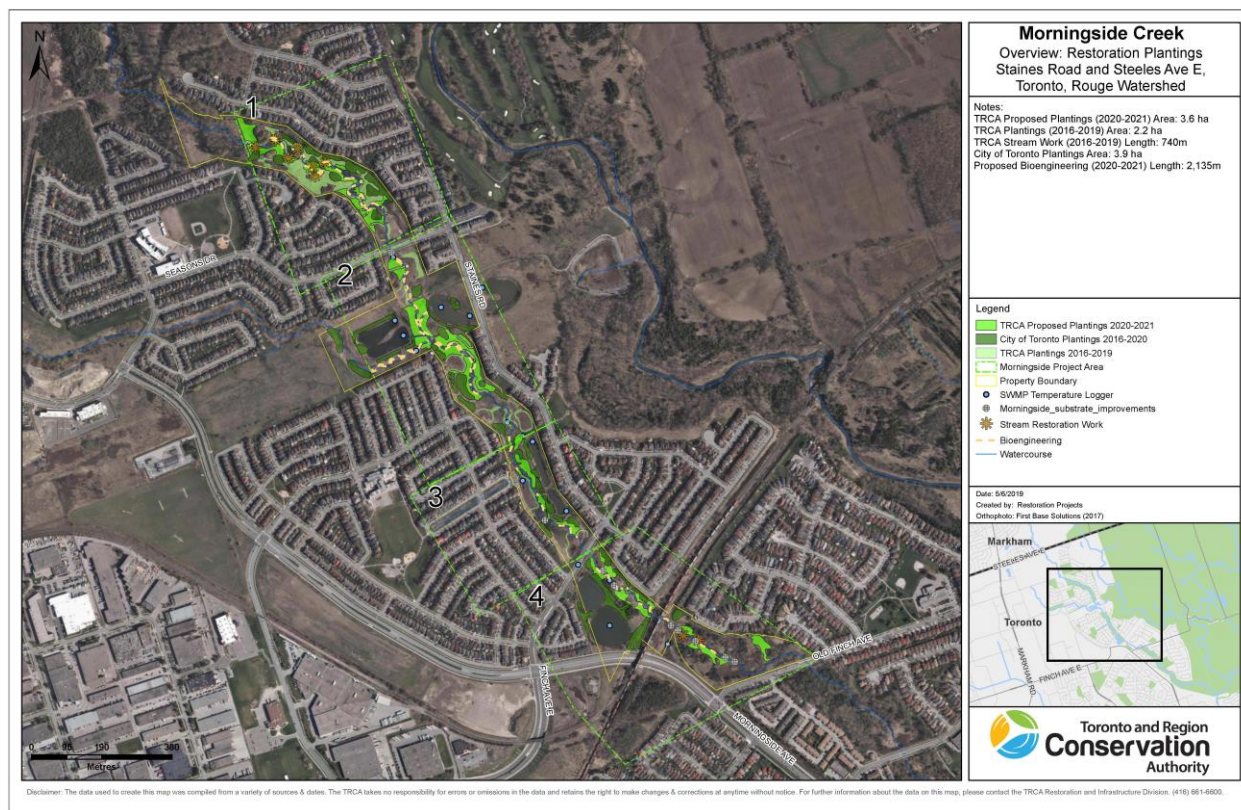


Figure 1. Morningside Creek Restoration Plan 2016-2021

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Darryl Gray, Director, Education and Training

RE: **EDUCATION TASK FORCE**
Approval of Membership

KEY ISSUE

Appointments to the Toronto and Region Conservation Authority Outdoor Education Task Force as per previous Board direction.

RECOMMENDATION

THAT the following School Board Trustees be appointed to the Outdoor Education Task Force for the eighteen (18) month period commencing September 2019 to February 2021.

- Durham Catholic District School Board: Trustee Morgan Ste. Marie
- York Region District School Board: Trustee Cynthia Cordova
- York Catholic District School Board: Trustee Jennifer Wigston
- Peel District School Board: Trustee Will Davies
- Dufferin-Peel Catholic District School Board: Trustee Frank Di Cosola
- Toronto District School Board: Trustee Anu Sriskandarajah
- Toronto Catholic District School Board: Trustee Garry Tanuan
- Conseil scolaire catholique MonAvenir: Chair Melinda Chartrand

THAT upon nomination by their Boards of Trustees, members from the following school boards be appointed:

- Conseil scolaire Viamonde
- Durham District School Board

THAT one member of the Board of Directors from each of TRCA's participating municipalities be appointed:

- City of Toronto:
- Region of York:
- Region of Durham:
- Region of Peel:
- Town of Mono / Adjala-Tosorontio:

THAT Toronto and Region Conservation Authority Clerk circulate the final membership list to participating municipalities and school boards.

BACKGROUND

At Authority Meeting #6/18, held on July 20, 2018, Resolution #A141/18 was approved, in part, as follows:

...THAT creation of the multi-stakeholder Toronto and Region Outdoor Education Task Force as outlined in Appendix 8 be approved, with an initial term of 18 months;

The Outdoor Education Task Force was established to provide strategic direction and recommendations related to the future provision of outdoor education in the Toronto region. The Terms of Reference for the Outdoor Education Task Force specifies that membership consist of:

- 4.1.1 School Board Trustee from each of the area school boards;
- 4.1.2 Board Member representing each participating municipality.

Staff have received trustee nominations from school boards operating in TRCA's jurisdiction and recommend their appointment to the Outdoor Education Task Force.

The Durham District School Board and Conseil scolaire Viamonde were not able to provide nominations for appointment to the Outdoor Education Task Force in time for this report. Staff are continuing to work with these school boards to secure an appointee to participate in the Task Force. Staff recommend appointment of members of these Boards upon receiving a nomination by their Board of Trustees.

Report prepared by: Darryl Gray, (416) 791-0327
Emails: darryl.gray@trca.ca
For Information contact: Darryl Gray, (416) 791-0327
Emails: darryl.gray@trca.ca
Date: May 15, 2019

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Sameer Dhalla, Director, Development and Engineering Services

RE: **REQUEST FOR PROPOSAL FOR CONSULTING ENGINEERING SERVICES TO UNDERTAKE THE BLACK CREEK AT ROCKCLIFFE SPECIAL POLICY AREA (SPA) FLOOD REMEDIATION AND TRANSPORTATION FEASIBILITY STUDY**
RFP No. 10009033

KEY ISSUE

Award of Request for Proposal (RFP) No. 10009033 for engineering consulting services to undertake a comprehensive flood remediation and transportation feasibility assessment of the Rockcliffe Special Policy Area in the City of Toronto. The key objective of this study is to develop a flood remediation plan to reduce flood risk within the Rockcliffe community.

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) reported on flood risk in the Black Creek Rockcliffe area including next steps in pursuing flood remediation at Authority meeting #2/18 held on March 23 2018;

WHEREAS at Authority meeting #2/18, TRCA received authorization to seek funding for and undertake the Black Creek at Rockcliffe Special Policy Area (SPA) Flood Remediation and Transportation Feasibility Study;

AND WHEREAS TRCA solicited proposals for the feasibility study through a publicly advertised process and evaluated the proposals based on pre-established RFP criteria;

THEREFORE LET IT BE RESOLVED THAT Request for Proposal (RFP) No. 10009033 for engineering consulting services to undertake the Black Creek at Rockcliffe SPA Flood Remediation and Transportation Feasibility Study be awarded to Wood Environment & Infrastructure Solutions at a total cost not to exceed \$498,126 plus applicable taxes, to be expended as authorized by TRCA staff;

THAT TRCA staff be authorized to approve additional expenditures to a maximum of \$49,812 (approximately 10% of the project cost), plus applicable taxes, in excess of the contract cost as a contingency allowance if deemed necessary;

THAT should TRCA staff be unable to negotiate a contract with the above-mentioned proponent, staff be authorized to enter into and conclude contract negotiations with other Proponents that submitted proposals, beginning with the next highest ranked Proponent meeting TRCA specifications;

THAT authorized TRCA officials be directed to take whatever action may be required to implement the contract, including the obtaining of necessary approvals and the signing and execution of any documents;

Item 8.5.

AND FURTHER THAT TRCA report back to the Board of Directors upon completion of the study.

BACKGROUND

The Rockcliffe area is located in Ward 5 (York South-Weston) and within the regulatory floodplain of Black Creek. It is an area with a high concentration of Flood Vulnerable Structures in the floodplain, and thus is one of TRCA's previously identified Flood Vulnerable Clusters. Development in the area is controlled by Special Policy Area (SPA) policies originally approved in 1991. There are 413 buildings located within the regulatory floodplain, which corresponds to 622 properties because some of the residential buildings are semi-detached homes. Many of these properties have experienced surface and basement flooding during severe storms in July 2013 and August 2018 due to both riverine flooding and/or overloading of the City's sewer systems.

TRCA and the City of Toronto have been coordinating efforts to reduce flooding risks in the Rockcliffe area. In 2014, the TRCA and the City completed two separate EA studies that examined options to reduce riverine and sewer system related flooding, respectively. These EA studies are:

- 1) Black Creek (Rockcliffe Area) Riverine Flood Management Class Environmental Assessment, completed in 2014 by Amec Foster Wheeler – this TRCA EA study investigated riverine flooding and recommended riverine flood remediation measures; and,
- 2) Basement Flooding Study Area 4 and Combined Sewer Overflow Control Environmental Assessment, completed August 2014 by XCG – this City of Toronto EA study investigated sewer system flooding and recommended sewer system improvements to reduce basement and flooding.

Since the completion of the 2014 Class Environmental Assessment, TRCA has undertaken several technical modeling studies within the Black Creek and broader Humber River watersheds using new data, updated software and meteorological and flood information from the 2013 and 2018 storm events. These studies include a comprehensive watershed hydrology update resulting in new regulatory and design storm flow estimates for floodplain delineation (2015 Humber River Hydrology Update) and a high resolution 2 Dimensional (2D) hydraulic model leveraging detailed data inputs like LiDAR within the Rockcliffe community (2018 Black Creek at Rockcliffe 2D Model and Floodplain Mapping Update).

The results of TRCA's refined models and subsequent discussions with City of Toronto staff have resulted in the need to re-assess and evaluate the feasibility of the recommended flood remediation alternatives developed in the 2014 Environmental Assessment.

DETAILS OF WORK TO BE DONE

TRCA in partnership with the City of Toronto is looking to retain the services of a multidisciplinary consulting engineering firm with expertise in flood modelling, flood remediation, traffic and transportation management, Environmental Assessment process, geotechnical and structural engineering, and cultural heritage to undertake a comprehensive flood mitigation and transportation feasibility study of the Rockcliffe community within the City of Toronto.

Item 8.5.

On March 12, 2019 TRCA released Request for Proposal # 10009033 “Black Creek at Rockcliffe Special Policy Area Flood Remediation and Transportation Feasibility Study” publicly through the Biddingo public procurement website. The project includes the following key components:

1. Background Review

The study team will review existing information available for the study area and identify data gaps and methods to fill those gaps. The team will collect utility and infrastructure information from the City of Toronto and other service providers and develop a comprehensive plan of the study area identifying potential utility and infrastructure conflicts with proposed flood remediation works.

A review of all available traffic and transportation information from the City of Toronto will be completed. In addition, an assessment of potential traffic and transportation impacts associated with the implementation of the flood remediation alternatives will be completed.

The study team will conduct geotechnical investigations at water crossings and proposed flood control berm locations to ensure sub surface conditions are appropriate to support berm structures, and modifications to road embankments have enough information to support designs.

2. Flood Remediation Feasibility Assessment

The study team will review flood remediation alternatives developed as part of the “Black Creek (Rockcliffe Area) Riverine Flood Management Class Environmental Assessment” and the refined modelling work completed as part of the “Rockcliffe SPA 2D Modelling and Mapping Update” and assess the viability of the proposed measures to provide flood protection to affected areas.

This component of the study will assess in detail the feasibility of providing flood protection to residential areas adjacent to Hilldale Road and Humber Boulevard. This includes the completion of a risk assessment using the 2D hydraulic model, the development of additional flood mitigation alternatives specific to the area.

3. Transportation and Traffic Needs Assessment

The study team will conduct a transportation and traffic assessment of all proposed flood protection alternatives. The objective of the assessment is to identify and evaluate impacts on the existing and future transportation network within the study area, including infrastructure enhancements that may be proposed or planned.

The assessment will include the evaluation of the following impacts: traffic operations, changes to property access, geometric design, lane configuration, sidewalks (existing and proposed), cycling facilities (existing and proposed), structural capacity, utilities, constructability, easements and property acquisitions. A Cultural Heritage Evaluation Report (CHER) of major bridges and structures with potential cultural significance will also be conducted in the assessment.

Item 8.5.

4. Flood Remediation Infrastructure Implementation Plan

This component of the study is to develop a detailed implementation strategy for the proposed flood remediation plan. Components of the plan will include:

- identification of any feasible near-term solutions to mitigate flood impacts,
- Environmental Assessment (EA) process with the establishment of a preliminary list of EA schedules for each flood control component,
- provide a list of further technical and environmental study requirements,
- provide a list of potential permit requirements, and
- develop a cost estimate for the overall implementation strategy.

It is expected that the project will be completed by July 2020 and will include a study summary report including study methodology, completed technical work, mapping, modeling and technical drawings. The report will be reviewed and approved by TRCA and City staff prior to completion.

RATIONALE

Request for Proposal (RFP) documentation was posted on the public procurement website www.biddingo.com on March 12, 2019 and closed on April 8, 2019. One (1) addendum was issued to respond to questions received. A total of twenty-three (23) firms downloaded the documents and three (3) proposals were received from the following Proponents:

- Matrix Solutions Incorporated
- Valdor Engineering Incorporated
- Wood Environmental & Infrastructure Solutions

An Evaluation Committee comprised of staff from TRCA's Development & Engineering Services and the City of Toronto's Transportation Services reviewed the proposals. The criteria used to evaluate and select the recommended Proponent included the following:

Criteria	Weight (%)	Minimum Score (%)
Conformance with the terms of the RFP	5	3
Understanding of Project and Scope of Work	15	9
Similar Projects - Scope and Magnitude	20	12
Expertise and Availability of Project Team (Resumes)	15	9
Approach/Methodology/Schedule	20	12
Sub-Total Technical	75	45
Pricing	25	-
Sub-Total Cost	25	-
Total Points	100	

Item 8.5.

Wood Environmental & Infrastructure Solutions achieved the highest overall score based on the evaluation criteria. Therefore, it is recommended that RFP No. 10009033 be awarded to Wood Environmental & Infrastructure Solutions at a total annual cost not to exceed \$498,126, plus 10% contingency, plus applicable taxes, it being the highest ranked Proponent meeting TRCA specifications. Proponent's scores and staff analysis of the evaluation results can be provided to Board of Directors in an in-camera presentation, upon request.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategic priority set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 7 – Build partnerships and new business models

Strategy 2 – Manage our regional water resources for current and future generations

FINANCIAL DETAILS

The Federal National Disaster Mitigation Program (NDMP) will fund \$200,000 of the project cost and the remainder is funded by the City of Toronto through Black Creek at Rockcliffe Special Policy Area Flood Remediation and Transportation Feasibility Study Account 107-72 and Black Creek at Rockcliffe Flood Remediation Phase 3 EA and Design Project Account 133-36.

Report prepared by: Nick Lorrain, extension 5278

Emails: nick.lorrain@trca.ca

For Information contact: Nick Lorrain, extension 5278

Emails: nick.lorrain@trca.ca

Date: May 24, 2019

Section I – Items for Board of Directors Action

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Moranne McDonnell, Director, Restoration and Infrastructure

RE: **OAK RIDGES CORRIDOR CONSERVATION RESERVE TRAIL PLANNING PROJECTS**
Trail Planning Update and Approval of Management Plan Addendum

KEY ISSUE

Approval in principle of an Addendum to the Oak Ridges Corridor Park (ORCP) Management Plan describing a conceptual trail plan to connect the Macleod's Landing neighbourhood to the Oak Ridges Corridor Conservation Reserve (ORCCR) trail network.

RECOMMENDATION

WHEREAS it was resolved by the TRCA Board at Meeting #10/17 on January 5, 2018 that staff initiate a public planning process for two related trail planning projects within the ORCCR: an Addendum to the ORCP Management Plan – the Macleod Estate Trail Linkage, and an Update to the Oak Ridges Corridor Park East (ORCPE) Management Plan – Cycling on Secondary Trails, subject to confirmation of funding (RES #A231/17);

AND WHEREAS it was resolved by the TRCA Board at Meeting #10/17 on January 5, 2018 that staff report back to the Authority for approval on the final draft plans of the Addendum to the ORCP Management Plan and the Update to the ORCPE Management Plan;

AND WHEREAS it was resolved by the TRCA Board at Meeting #6/18 on July 20, 2018 that Item 8.1 be referred to TRCA staff to work with concerned residents and the City of Richmond Hill staff through detailed site planning to ensure an appropriate trail setback from private property and the incorporation of vegetative screening measures, as well as investigate the Vandervoort Drive Entrance to the ORCCR as a trail entrance.

THEREFORE LET IT BE RESOLVED THAT the Addendum to the ORCP Management Plan, as presented in Attachment 3 (Addendum A: Macleod Estate Trail Linkage), be approved in principle, and staff proceed to update the necessary Management Plan and management agreement documents with the endorsement of the Province of Ontario;

THAT approval be granted to TRCA to enter into partnership agreements with the City of Richmond Hill and the Gordon and Patricia Gray Foundation for the project;

THAT authorized TRCA officials be directed to take any action necessary to implement the project including obtaining any required approvals and the signing and execution of documents.

BACKGROUND

The ORCCR is a large area covering two formerly separate properties: the ORCP (428 hectares) owned by the Province of Ontario (Infrastructure Ontario) and managed by TRCA, and the ORCPE (175 hectares) owned and managed by TRCA. The two sites were integrated

Item 8.6.

following the completion of the ORCPE Management Plan in 2011. Together these properties form 603 hectares of prime Oak Ridges Moraine landscape on the border of the Humber River and Rouge River watersheds in the City of Richmond Hill, Regional Municipality of York. The ORCCR is located west of Leslie Street, south of Bethesda Sideroad, east of Bathurst Street, and north of Jefferson Sideroad and Stouffville Road.

The ORCCR is a rich natural area that includes wetlands, kettle lakes and forests, supporting many unique wildlife and plant species. The Reserve includes a significant network of popular recreational trails including a section of the main Oak Ridges Trail and a portion of the Lake-to-Lake Trail. TRCA has conducted ongoing engagement and outreach within the ORCCR and in the surrounding communities to promote environmental stewardship and build community relations. This has included guided walks, restoration plantings, and signage.

The management of the ORCP property is guided by the ORCP Management Plan (2006). A key objective of this plan is to enable passive recreational uses that welcome and accommodate local residents, supporting the development of secondary trail linkages for neighbouring communities to link to the main spine trail which runs through the ORCP.

The management of the ORCPE property is guided by the ORCPE Management Plan (2011). The ORCPE Management Plan permits cycling on the main spine trail but not on any secondary trails. At the time of plan development, cycling on secondary trails was considered and the need for an organized group to assist with management of the trails was identified. No such group stepped forward to assume these responsibilities. Therefore, cycling on secondary trails was excluded as a permitted use.

Two distinct yet related trail planning needs for the ORCCR have been raised through community advocacy. TRCA's completion of these trail planning projects will further ensure that the trail network on the ORCCR can meet the needs of a growing community, providing sustainable options for trail use that are supported by the community and will discourage informal and unauthorized trails.

The Macleod Estate Trail Linkage project addresses the need for a secondary trail connection from the ORCP spine trail to a neighbourhood of approximately 1,000 homes, as well as Macleod's Landing Public School. This new neighbourhood was not fully established when the ORCP Management Plan was developed in 2006. During the management planning process, options for trail connections from this development to the main ORCP trail were evaluated, including the option to connect near the Macleod Estate. The Macleod Estate, located at 16 Macleod Estate Court, is one of the most historically significant homes in Richmond Hill, and is connected to the broader history of western Canada. This option was eliminated during the management planning process because of the private occupation of the residential home on the Macleod Estate property. However, the sales brochure for homes in the Macleod's Landing development indicated trail connections from the residential development and these never materialized. Current access to the main ORCCR trail from the Macleod's Landing community is via Yonge Street where there are limited to no sidewalks. Local residents have expressed that this is a dangerous access route.

As the Macleod's Landing neighbourhood was being developed, the Province of Ontario declared a parcel of land that includes the Macleod Estate as surplus and advised that the land would be sold to the highest bidder if there was no identified public buyer. The City of Richmond Hill secured a portion of this land along the remnant silver maple carriageway to construct a trail from Silver Maple Road to Macleod Estate Court, and a private family purchased the remainder

Item 8.6.

of the surplus land so that the Macleod Estate would remain intact. This series of events triggered Macleod Estate Trail Linkage project as a partnership between TRCA, the City of Richmond Hill, and The Gordon and Patricia Gray Foundation.

The second of the two ORCCR Trail Planning Projects, the Cycling on Secondary Trails project, will plan for cycling uses on secondary trails within the ORCPE property. At the time the ORCPE Management Plan was approved in 2011, there was no organized mountain biking or cycling club in the area that was willing to manage cycling trails and cycling users. Since the management plan was approved, the Durham Mountain Biking Association (DMBA) has expressed a desire to steward mountain biking trails on the TRCA lands in the ORCCR. An update to the ORCPE Management Plan will assess appropriate cycling routes on secondary trails within the ORCPE. This project is being undertaken in partnership with the City of Richmond Hill and DMBA.

It was conceived that these two projects would be undertaken concurrently. The projects have similar internal and external key stakeholders, and the surrounding community would likely be interested in both projects. At TRCA Board Meeting #10/17, held on January 5, 2018, Resolution #A231/17 was approved and provided direction for TRCA staff to initiate these trail planning projects.

ORCCR Trail Planning Projects Process (In Advance of TRCA Board Meeting #6/18)

While the ORCCR Trail Planning Projects were initiated as concurrent projects to be undertaken under one overarching planning process, it became clear that the Cycling on Secondary Trails Project should progress on a longer timeline as this project covers a larger geographical area and broader scope of work than the Macleod Estate Trail Linkage. The public planning process for the Macleod Estate Trail Linkage was completed in the Spring of 2018 and the Addendum to the ORCP Management Plan was prepared and brought to the TRCA Board for approval at Meeting #6/18 on July 20, 2018. The planning process for the Cycling on Secondary Trails Project shall continue into the Spring and Summer of 2019.

The Macleod Estate Trail Linkage was developed through a collaborative process that engaged TRCA staff, municipal partners, stakeholders and community members.

The project process completed prior to July 20, 2018 is outlined below.

Phase 1: Initial Site Scoping and Evaluation

- Inventoried ORCCR physical environment, natural environment, land use context in the study areas
- Inventoried existing ORCCR trails in the study areas

Phase 2: Trail Planning

- Established a TRCA staff Technical Advisory Committee (TAC) concerned with both projects, hosted meeting
- Established a Public Advisory Committee (PAC) concerned with both projects, hosted meeting
- Initiated on-line engagement (TRCA YourSay Engagement Website <https://yoursay.ca/trail-planning-oak-ridges>)
- Developed and evaluated trail alignment alternatives for the Macleod Estate Trail Linkage, including trail connections to the ORCCR main spine trail and supporting trail

Item 8.6.

- amenities, such as signage and rest areas
- Hosted a public engagement session
- Consulted with the City of Richmond Hill Accessibility Advisory Committee
- Hosted meeting with the TAC and the PAC
- Developed management and budget recommendations for the Macleod Estate Trail Linkage
- Drafted and finalized the Addendum to the ORCP Management Plan

Phase 3: Trail Plan Endorsement in Principle

- Brought the Addendum to the ORCP Management Plan to the TRCA Board of Directors for approval in principle

Engagement with TRCA staff and the public was critical for the planning process to develop the Macleod Estate Trail Linkage alignment that was presented to the TRCA Board on July 20, 2018. Public engagement was undertaken through a multidimensional approach. A smaller PAC sought focused input from key external stakeholders, and broader public engagement techniques enabled more general feedback from the broader community. The Province of Ontario was engaged regarding the project on February 13, 2018. On-line, traditional media, and face-to-face communication methods were employed to provide information about the project and seek relevant input prior to the TRCA Board Meeting #6/18.

A public engagement session held at the Oak Ridges Community Centre on February 22, 2018 drew an estimated 70 people including local residents and trail users. Feedback forms were distributed to session attendees, inviting them to identify the Macleod Estate Trail Linkage conceptual trail alternative they preferred (and why), and to describe the trail amenities and features they would like to see along the new trail linkage. There were also large-format maps of the trail alternatives available for attendees to annotate with their comments. Broadly, there was community interest and support for the Macleod Estate Trail Linkage project, with questions as to how the trail would interact with Philips Lake, what type of landscapes the trail would pass through, and what type of trail would be built. Local residents were generally supportive of the direct trail connection into the ORCCR. There was concentrated, rational, yet firm opposition for either proposed trail alignment from a few residents whose properties are situated adjacent to the location of the proposed trail, citing concerns over safety, privacy, environmental impact, and constructability of the proposed trail. These neighbours also raised concerns over the impact this trail would have on the value of their properties and historical political decision-making to re-open the approval of the City of Richmond Hill trail along the remnant silver maple carriageway from Silver Maple Road to Macleod Estate Court. An on-site meeting was held with these residents, TRCA staff, and City of Richmond Hill staff on May 15, 2018 to discuss their concerns. A summary of this site visit was included as an Attachment to Agenda Item 8.1 at Meeting #6/18. The residents who attended this Public Engagement Session and May 15, 2018 site visit were among those who submitted correspondence in opposition to the Macleod Estate Trail Linkage alignment presented to the TRCA Board on July 20, 2018.

ORCCR Trail Planning Projects Process (After TRCA Board Meeting #6/18)

The Addendum to the ORCP Management Plan as presented to the TRCA Board at Meeting #6/18 recommended a Macleod Estate Trail Linkage alignment connecting the Macleod's Landing neighbourhood to the ORCCR's spine trail. Correspondence both in support of and against the trail alignment was submitted to the TRCA Board and included as part of the

Item 8.6.

Meeting Agenda. One of these items of correspondence suggested an alternative trail entrance to the ORCCR from Vandervoort Drive. At the TRCA Board Meeting #6/18, it was resolved:

“THAT item 8.1 – Oak Ridges Corridor Conservation Reserve Trail Planning Projects be referred to staff;

THAT Toronto and Region Conservation Authority (TRCA) staff work with concerned residents and Town of Richmond Hill staff through detailed site planning and design of the trail implementation project to ensure an appropriate trail setback from private property and the incorporation of full season planting buffers and screening for privacy, as well as safety;

AND FURTHER THAT TRCA investigate the Vandervoort Drive entrance to the Conservation Reserve as an entrance to the spine trail.”

The project team has worked to address these resolutions over the Fall of 2018 and Winter 2019. This work has included technical analysis and more detailed site planning, including analyzing an alternative Vandervoort Drive trail option (Attachment 1) and the development of detailed drawings and preliminary planting plans for the Macleod Estate Trail Linkage alignment (see Attachment 2). The project team has further engaged with the concerned residents referenced in the resolution above, as well as residents adjacent to the ORCCR near the area where the Vandervoort Drive trail option would be located.

The additional project process undertaken after July 20, 2018 is outlined below:

- Hosted meeting with the TAC for technical input to inform comparison of the Macleod Estate Trail Linkage alignment and a feasible Vandervoort Drive trail option
- Hosted site visit with the TAC and City of Richmond Hill staff to confirm technical input
- Consulted with City of Richmond Hill staff regarding stormwater engineering and planning considerations to inform identification of a feasible Vandervoort Drive trail option and comparison between both trail options
- Hosted site visit with concerned residents in opposition to the Macleod Estate Trail Linkage alignment
- Hosted site visit with neighbours adjacent to the ORCCR near the location of the Vandervoort Drive trail option
- Hosted PAC meeting
- Developed detailed designs and preliminary planting plans for the Macleod Estate Trail Linkage alignment
- Hosted meeting with neighbours opposed to the Macleod Estate Trail Linkage alignment to discuss setbacks and buffering measures
- Drafted and finalized a comparative analysis regarding an Investigation of the Vandervoort Drive Trail Entrance to compare this trail option to the Macleod Estate Trail Linkage alignment.

As noted above, a site visit took place on September 21, 2018 with TRCA staff, City of Richmond Hill staff and nine residents of Birchbark Court, Roderick Court, and Miles Hill Crescent, including five out of the eight residents who expressed opposition to the Macleod Estate Trail Linkage through correspondence submitted to the TRCA Board Meeting #6/18. The site visit included both the Vandervoort Drive trail area and the locations of their concerns along the Macleod Estate Trail Linkage alignment. The residents discussed potential advantages of locating the trail from Vandervoort Drive, including the farther trail setback from most nearby

Item 8.6.

homes. They also reiterated their privacy, safety, ecological, litter, and property value impact concerns, adding that there are stormwater drainage concerns with the Macleod Estate Trail Linkage alignment.

As noted above, a site visit took place on November 12, 2018 with TRCA staff, City of Richmond Hill staff and 16 residents of Vandervoort Drive. These residents registered for the site visit in response to a notice delivered on October 22, 2018 to 39 addresses along Vandervoort Drive and Miles Hill Crescent, whose properties border the ORCCR near the area where the Vandervoort Drive trail option would be located or construction disturbance could occur. These residents raised privacy, security and safety, ecological, litter, parking, property value impact, trail service area, and drainage concerns. The neighbours in attendance presented TRCA staff with a petition stating their opposition to the Vandervoort Drive trail option. The petition was signed by 23 people at the time of the site visit. For a detailed summary of this site visit, including materials provided to TRCA staff at the time of the site visit, please see Attachment 4.

Once TRCA staff drafted further detailed drawings and planting plans for the Macleod Estate Trail Linkage, TRCA offered to meet with the residents in opposition to the Macleod Estate Trail Linkage alignment to discuss trail setbacks and vegetative screening measures. An email communication was sent to 7 households advising of TRCA's availability for meeting. Only one household accepted the meeting invitation, and this meeting was held on February 4, 2019. Detailed setbacks and vegetative screening measures between the trail alignment and adjacent residential properties were discussed. Detailed draft planting plans and trail design drawings were presented and sent to all invited residents in advance (see Attachment 2). Residents were invited to provide comments on these materials in writing if they were unable to meet with the project team. During the meeting on February 4 the residents requested a row of coniferous plantings between their rear yard and the trail, as they felt the existing fencing, brush, and setback did not provide sufficient visual screening. The planting plans were updated to reflect this request, and it is expected that these additional plantings can be accommodated. The planting plans will be additionally refined during further detailed design work.

Based on the additional technical analysis and engagement undertaken since July 20, 2018, a comparative analysis was prepared outlining the difference between the Macleod Estate Trail Linkage alignment and the alternative Vandervoort Drive trail option (see Attachment 1). This comparative analysis describes the two feasible trail options, the advantages and disadvantages of each, and provides a recommended trail option. Based on this comparative analysis, the Macleod Estate Trail Linkage alignment remains the recommended trail option.

RATIONALE

The Macleod's Landing neighbourhood includes over 1,000 homes and the Macleod's Landing Public School, however it is the sole neighbourhood adjacent to the ORCCR without direct trail access. Currently the closest trail access points to the ORCCR trail system are the entrance from Jefferson Sideroad near Lake Forest Drive and from Yonge Street near Bond Lake. It was expressed by a number of local residents during the public engagement process that these access points are too far to be useful to them, and walking up Yonge Street to the Yonge Street trail access is not safe due to high volumes of fast-moving motor vehicle traffic, with limited to non-existent sidewalks. The residents of the Macleod's Landing neighbourhood have expressed eagerness for a direct trail linkage into the ORCCR, and an online petition for a direct trail connection to the ORCCR has garnered over 400 signatures. The other neighbourhoods that border the ORCP between Bathurst Street and Yonge Street that were developed at the same time as Macleod's Landing all have at least one authorized direct community access into the

Item 8.6.

ORCCR via a trail connection from the neighbourhood to the main ORCCR trail. The lack of a direct trail connection creates the risk of informal trails.

With the need for a trail connection established, the issue remains as to which of the two identified trail options has comparative advantage. The comparative analysis between the Macleod Estate Trail Linkage and the Vandervoort Drive trail option included as Attachment 1 has been developed based on technical input from TRCA and City of Richmond Hill staff, additional public engagement, and TRCA's established policies. The ORCP Management Plan recommends providing controlled access to the ORCCR for neighbouring communities, with the secondary trail connections serving this function. The Macleod's Landing Trail Linkage alignment is superior to the Vandervoort Drive trail option in fulfilling this purpose, and has unique advantages in providing cultural heritage interpretation opportunities that cannot be replicated elsewhere along the ORCCR trail system. The drawbacks to this trail option, primarily the proximity to environmental features and proximity to adjacent residential properties, can be mitigated through physical barriers and vegetative screening. The scenic advantages of the Vandervoort Drive trail option can be found elsewhere along the ORCCR trail system, and this trail option includes a location where screening cannot be provided to mitigate impacts to neighbouring residential properties.

Alignment Comparison Summary Table

Macleod Estate Trail Linkage Alignment	
Advantages	Disadvantages
Location serves the entire neighbourhood within a 10-minute walk	Closer proximity to sensitive natural features creates a higher risk of disturbance to these features
Connects to both an existing neighbourhood trail and the ORCCR trail system	Closer proximity to adjacent residences raises safety, privacy, and property value concerns from neighbours
Unique cultural heritage value and interpretation opportunities	More tree removals
More variety of landscapes creates a more interesting and engaging trail user experience	
Less new construction disturbance due to construction efficiencies with other projects	
<u>Vandervoort Drive Trail Option</u>	
<u>Advantages</u>	<u>Disadvantages</u>
Greater distance from nearby sensitive natural features reduces risk of disturbance to these features	More remote location which does not connect to the existing neighbourhood trail or serve the entire neighbourhood within a 10-minute walk
Greater presence of scenic moraine landscape views	Greater presence of stormwater management features along the trail alignment increases design complexities

Item 8.6.

Less tree removals	More direct views into the second floor windows of nearby residential homes raises privacy, safety, property value concerns from neighbours
Greater distance from nearby residences helps create a spatial buffer	Trail access from a quieter, more secluded residential street could cause on-street parking capacity and disturbance issues
	More new construction disturbance
	Presence of steep slopes along the trail alignment increases design complexities and results in a less accessible trail

Based on this comparative analysis both trail options have distinct advantages and disadvantages, and comparing these trail options involves a somewhat subjective weighing of disparate factors. Because a trail connection between the Macleod's Landing neighbourhood and the existing ORCCR trail system was not included during the original construction of the neighbourhood, the area that can now accommodate a functional trail linkage is constrained by the limits of the built environment and buffer distances from natural heritage features. Analyzing these two trail options underscores the need for trail planning to be integrated into the development planning process at the early stages.

Many of the neighbours' concerns regarding either trail option are related to the trail's proximity to their properties. Neither the City of Richmond Hill's Parks and Open Space Trail Guidelines, the ORCP Management Plan, the Oak Ridges Moraine Conservation Plan, nor TRCA's The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (LCP) stipulate minimum distances between a trail and the boundaries of private property. Additionally, the subdivision agreements for the Macleod's Landing neighbourhood include clauses within Schedule M which state purchasers are advised that the City intends to install trail systems on public open space lands in the vicinity of residential properties.

The ORCP Management Plan recommends avoiding placing trails next to residences but, where this occurs, provide a vegetated buffer. The City of Richmond Hill's Parks and Open Space Trail Guidelines recommends spatial separation between trails and rear and side lots of adjacent private property where possible, recognizing that there are other factors to be considered. These design guidelines recommend that if a trail is closer than 10 metres to a rear property line, vegetative screening should be integrated into the trail design. The Macleod Estate Trail Linkage is able to meet these guidelines, whereas the Vandervoort Drive trail option is not. Detailed trail design drawings and planting plans have been developed to further specify what kinds of setback and screening measures can be integrated into the trail corridor, and these drawings have been shared with the neighbours in opposition to the Macleod Estate Trail Linkage alignment.

The Macleod Estate Trail Linkage alignment has been designed through a partnership between TRCA and the City of Richmond Hill and in consultation with the local community and key stakeholders. The trail connection has been designed in an effort to provide an important overarching benefit to the neighbourhood while attempting to mitigate impacts to the adjacent neighbours. The Macleod Estate Trail Linkage provides direct trail access to the ORCCR in a centralized location within the neighbourhood, and allows unique interpretation opportunities to experience important natural and cultural heritage features. Because of the constrained nature

Item 8.6.

of the trail corridor and concerns raised by adjacent neighbours, the Macleod Estate Trail Linkage includes robust buffer plantings and additional fencing.

Macleod Estate Trail Linkage Alignment Description

From the ORCCR spine trail, the Macleod Estate Trail Linkage alignment will pass eastwards through meadow area and new-growth conifer plantations, before turning southwards through thicker plantation forest. Once the trail reaches the fence surrounding Philips Lake, the trail will continue through a corridor of open meadow between the more mature forest that surrounds Philips Lake and the fence-line of neighbouring properties. The trail will then pass near the Macleod Estate residence before turning sharply eastwards along the historic silver maple carriageway and connecting to Silver Maple Road. This approximately 800 m trail connection provides a link from the Macleod's Landing neighbourhood to the main spine trail, which runs for approximately 9.5 km through the ORCCR.

The trail design standards for the Macleod Estate Trail Linkage alignment are consistent with the trail design standards for secondary trails within the ORCP Management Plan, and are also based on the as-built design details of precedent secondary trail linkages constructed since the approval of the ORCP Management Plan. The Macleod Estate Trail Linkage will have a trail tread 1.8 m wide and be surfaced with compacted limestone granular fines.

A trailhead kiosk will be incorporated into the Macleod Estate Trail Linkage alignment, located where trail users can view both the Macleod Estate residence and the silver maple carriageway (see Attachment 2). Interpretive signage relating to these cultural heritage features will be included alongside the kiosk. A rest area and/or additional interpretive signage may be included in the trail design along the section of trail away from residential properties.

It is anticipated that the Macleod Estate Trail Linkage alignment will fulfill the accessibility standards for recreational trails set out by Regulation 191/11: Integrated Accessibility Standards, under the Accessibility for Ontarians with Disabilities Act (2005).

Relationship to Building The Living City, the TRCA 2013-2022 Strategic Plan

Both trail options support the TRCA 2013-2022 Strategic Plan, although the Macleod Estate Trail Linkage alignment provides some comparative advantages to the Vandervoort Drive trail option. The following strategic directions are furthered by the Macleod Estate Trail Linkage Project:

Strategy 3 – Rethink greenspace to maximize its value

Strategy 4 – Create complete communities that integrate nature and the built environment

Strategy 5 – Foster Sustainable Citizenship

Strategy 6 – Tell the story of the Toronto region

Relationship to TRCA's Trail Strategy for the Greater Toronto Region

The Trail Strategy for the Greater Toronto Region provides a vision and direction for the planning, development, and management of a complete regional trail system across TRCA's jurisdiction.

Item 8.6.

Kettle Lakes Destination Area

The TRCA Trail Strategy for the Greater Toronto Region identifies 10 areas that provide the essential combination of conservation area properties, regional trails, places of interest, amenities and transit access, and that are priorities for additional investment to enrich the trail experience. The ORCCR is the center of the Kettle Lakes District, noted as one of the most picturesque destinations in York Region. Both the Macleod Estate Trail Linkage alignment and the Vandervoort Drive trail option increase access to this important destination greenspace; however, the Macleod Estate Trail Linkage alignment is more central and serves the entire neighbourhood within a walkable distance including the Macleod's Landing Public School.

Strategic Objective 3: Promote greater trail use and awareness

Greater trail connectivity and safe trail access provide for greater trail use. Both trail options provide an additional community connection to the ORCCR. The Macleod Estate Trail Linkage alignment more fully connects to existing trails and so better fulfills this objective.

Strategic Objective 5: Prioritize trail and destination area capital projects

This project supports Initiative 5.1: Protect, restore and enhance habitats through sustainable trail development. Both trail options have been planned to be developed and maintained in a manner consistent with the LCP. The Macleod Estate Trail Linkage alignment allows for sustainable trail development that is less impacted by stormwater runoff/overland flow and soil conditions than the Vandervoort Drive trail option. Initiative 5.3: Identify opportunities for trail-based cultural heritage programming is better delivered through by the Macleod Estate Trail Linkage alignment by providing visual access to and interpretation of the culturally significant Macleod Estate.

Strategic Objective 7: Support complete communities.

Supporting Initiative 7.1: Better integrate land use and trail planning, this trail connection project seeks to create a more complete community by providing direct trail access from a residential neighbourhood to the ORCCR spine trail. The Macleod Estate Trail Linkage option provides this access to a greater proportion of the Macleod's Landing neighbourhood, the last of the ORCCR's neighbouring residential developments to be connected to the ORCCR by a trail access.

FINANCIAL DETAILS

Based on current estimates, the total project cost of the Macleod Estate Trail Linkage is \$569,000 plus applicable HST. This amount includes both planning work to date and future trail implementation work. The estimate also includes an administrative surcharge and a contingency of 10% for implementation work. The cost estimate for implementation of the Macleod Estate Trail Linkage alignment (\$499,000 plus HST) is \$24,000 more than the Vandervoort Drive trail option of \$475,000 plus HST. The implementation cost estimate is greater than the estimate presented to the TRCA Board on July 20, 2018 of \$375,043.86 plus HST, primarily due to additional knowledge and details regarding vegetative buffering measures to help address privacy and safety concerns, updated labour costs, additional planning fees resulting from the extended planning process timeline, long-term TRCA aquatic monitoring access needs to Philips Lake, and upgraded fencing to further deter unauthorized access to Philips Lake. A breakdown of the total project cost is presented below. The final budget for project

Item 8.6.

implementation will be refined as the detailed design process moves forward.

Macleod Estate Trail Linkage Project Budget (Including work done to date)

Expenses	Spent to date	Remaining*	Total Estimated Cost*
Planning and Engagement	\$70,000	\$0	\$70,000
Baseline Studies Survey, Detailed Design and Approvals	\$21,500	\$29,500	\$51,000
Construction Equipment, Materials, Implementation	\$0	\$351,000	\$351,000
Vegetated Buffer	\$0	\$97,000	\$97,000
Subtotal	\$91,500	\$477,500	\$569,000
Revenue	Received to date	Remaining	Total Estimated Revenue
City of Richmond Hill	\$0	\$370,000	\$370,000
Gordon and Patricia Gray Foundation	\$0	\$100,000	\$100,000
TRCA	\$35,000	\$75,000	\$110,000
Total	\$35,000	\$545,000	\$580,000**

*These amounts do not include applicable HST.

**This total reflects anticipated costs including HST.

To date, TRCA has expended \$70,000.00 for planning and engagement work, and \$21,500.00 for baseline studies, survey, and detailed design in account code 14-110, including any applicable HST.

Through letters of agreement the City of Richmond Hill will commit to provide a contribution of \$370,000.00 towards the project, and the Gordon and Patricia Gray Foundation will commit to provide a contribution of \$100,000.00. These agreements will be finalized and executed in 2019. TRCA contributed \$35,000.00 towards the project in 2018 and will contribute an additional \$35,000.00 in 2020. The remaining balance of \$40,000 will be provided by TRCA in 2020 and directed to planting activities. Maintenance costs related to the portion of the Macleod Estate Trail Linkage on TRCA-managed lands will be included in the existing agreement between TRCA and the Province of Ontario.

Item 8.6.

DETAILS OF WORK TO BE DONE

The successful implementation of the Macleod Estate Trail Linkage will require the efforts of TRCA and its partners. Construction is anticipated to begin in 2020.

TRCA will take the following actions:

- Circulate the Addendum to the ORCP Management Plan to the Province of Ontario.
- Circulate the Addendum to the ORCP Management Plan with approval in principle to the PAC.
- Obtain ORTA endorsement of the Addendum to the ORCP Management Plan with approval in principle.
- Circulate the Addendum to the ORCP Management Plan with approval in principle to the Region of York.
- Report back to the TRCA Board of Directors to confirm the endorsement of the Addendum to the ORCP Management Plan by the Province of Ontario, and to receive final approval.
- Pending the securement of public land for a trail corridor, enter into the necessary partnership agreements for the Macleod Estate Trail Linkage project.
- Prepare an amendment to the agreement between TRCA and the Province of Ontario for the management of the ORCP to include the Macleod Estate Trail Linkage.

Report prepared by: Corinna Thomassen-Darby, extension 5625

Emails: corinna.thomassen-darby@trca.on.ca

For Information contact: Ralph Toninger, extension 5366, Deanna Cheriton, extension 5204

Emails: roninger@trca.on.ca, dcheriton@trca.on.ca

Date: May 16, 2019

Attachments: 4

- Attachment 1: Comparative Analysis – Macleod Estate Trail Linkage Alignment and Vandervoort Drive Trail Option
- Attachment 2: Draft Detailed Designs and Planting Plans for the Macleod Estate Trail Linkage Alignment
- Attachment 3: Addendum to the ORCP Management Plan
- Attachment 4: Previous Board of Directors Correspondence and Site Visit Summaries with Macleod's Landing Neighbours



Comparative Analysis: Macleod Estate Trail Linkage Alignment and Vandervoort Drive Trail Option

Prepared by:
Resource Management Projects
March, 2019

TABLE OF CONTENTS

Alignment Comparison Summary	2
Introduction	3
Process.....	3
Macleod Estate Trail Linkage Alignment	4
Advantages	4
Location and Neighbourhood Access	4
Connection to Existing Trails.....	5
Cultural Heritage Value.....	5
Variety of Landscapes	6
Construction and Environmental Disturbance Efficiencies	6
Disadvantages.....	7
Proximity to from Natural Features.....	7
Proximity to Adjacent Residential Properties.....	8
Tree Removals	8
Vandervoort Drive Trail Option	8
Advantages	9
Distance from Natural Features	9
Scenic Views	9
Tree Removals	9
Spatial Separation from Adjacent Residential Properties	9
Disadvantages.....	10
Remote Location and Inferior Neighbourhood Access.....	10
Stormwater Management Features	10
Views to Residential Properties and Privacy Concerns	10
Parking.....	11
Construction Disturbance	11
Steep Slopes.....	12
Conclusion.....	12
Figures	14
Maps.....	23

ALIGNMENT COMPARISON SUMMARY

Macleod Estate Trail Linkage Alignment	
Advantages	Disadvantages
Location serves the entire neighbourhood within a 10-minute walk	Closer proximity to sensitive natural features creates a higher risk of disturbance to these features
Connects to both an existing neighbourhood trail and the ORCCR trail system	Closer proximity to adjacent residences raises safety, privacy, and property value concerns from neighbours
Unique cultural heritage value and interpretation opportunities	More tree removals
More variety of landscapes creates a more interesting and engaging trail user experience	
Less new construction disturbance due to construction efficiencies with other projects	
Vandervoort Drive Trail Option	
Advantages	Disadvantages
Greater distance from nearby sensitive natural features reduces risk of disturbance to these features	More remote location which does not connect to the existing neighbourhood trail or serve the entire neighbourhood within a 10-minute walk
Greater presence of scenic moraine landscape views	Greater presence of stormwater management features along the trail alignment increases design complexities
Less tree removals	More direct views into the second floor windows of nearby residential homes raises privacy, safety, property value concerns from neighbours
Greater distance from nearby residences helps create a spatial buffer	Trail access from a quieter, more secluded residential street could cause on-street parking capacity and disturbance issues
	More new construction disturbance
	Presence of steep slopes along the trail alignment increases design complexities and results in a less accessible trail

INTRODUCTION

The following comparative analysis has been prepared in response to RES.#A110/18, adopted by the TRCA Board at Meeting #6/18 on July 20, 2018. The resolution was carried as follows:

THAT item 8.1 – Oak Ridges Corridor Conservation Reserve Trail Planning Projects be referred to staff;

THAT Toronto and Region Conservation Authority (TRCA) staff work with concerned residents and Town of Richmond Hill staff through detailed site planning and design of the trail implementation project to ensure an appropriate trail setback from private property and the incorporation of full season planting buffers and screening for privacy, as well as safety;

AND FURTHER THAT TRCA investigate the Vandervoort Drive entrance to the Conservation Reserve as an entrance to the spine trail.

This comparative analysis intends to address the final part of this resolution, describing staff's investigation of the Vandervoort Drive entrance for a trail connection to the Oak Ridges Corridor Conservation Reserve (ORCCR) spine trail. This analysis compares the Vandervoort Drive trail option and the Macleod Estate Trail Linkage alignment as recommended by Toronto and Region Conservation Authority (TRCA) Board approval at Meeting #6/18. The results of this comparison determine that the Macleod Estate Trail Linkage alignment as previously presented to the TRCA Board of Directors remains the recommended trail option.

PROCESS

To investigate the Vandervoort Drive trail entrance and develop the comparison between this trail option and the Macleod Estate Trail Linkage, further technical analysis and stakeholder engagement was undertaken by the project team.

An ORCCR Trail Planning Projects Technical Advisory Committee (TAC) meeting was convened on September 5, 2018 to discuss ecological and technical site constraints of the Vandervoort Drive entrance area, and discuss a potential trail corridor in comparison to the Macleod Estate Trail Linkage alignment¹. To confirm these site constraints and trail construction considerations for the Vandervoort Drive trail corridor, a site visit with relevant members of the TAC and a project team representative from the Town of Richmond Hill took place on September 13. Steep slopes, stormwater drainage routes, and the need for a construction access road were the main technical issues identified by the TAC. However, it was noted that the Vandervoort Drive access would allow for good scenic viewpoints, could likely remain further from nearby Provincially Significant Wetland (PSW), and result in less tree removal than the Macleod Estate Trail Linkage alignment.

Subsequently, a site visit took place on Friday, September 21, 2018 with Town of Richmond Hill staff and nine residents of Birchbark Court, Roderick Court, and Miles Hill Crescent, including five out of the eight residents who expressed opposition to the Macleod Estate Trail Linkage through correspondence submitted at Authority Board Meeting #6/18². The site visit included both the Vandervoort Drive trail area and the locations of their concerns along

¹ For further details regarding the composition and past involvement of the TAC as part of the Macleod Estate Trail Linkage project see Item 8.1 of Authority Meeting #6/18.

² At the Authority Board Meeting, a letter in opposition to the Macleod Estate Trail Linkage signed by eight residents was included as correspondence.

the Macleod Estate Trail Linkage alignment. The residents discussed potential advantages of locating the trail at the Vandervoort Drive access area, including the greater trail setback from most nearby homes. They also reiterated their privacy, safety, ecological, litter, and property value impact concerns, adding that there are stormwater drainage concerns with the Macleod Estate Trail Linkage alignment.³

Additionally, a site visit took place on November 12, 2018 with Town of Richmond Hill staff and 16 residents of Vandervoort Drive. These residents registered for the site visit in response to a notice delivered on October 22, 2018 to 39 addresses along Vandervoort Drive and Miles Hill Crescent, whose properties border the ORCCR near the area where the Vandervoort Drive trail option would be located or construction disturbance could occur. These residents raised privacy, security and safety, ecological, littering, parking, property value impact, trail service area, and drainage concerns. The neighbours in attendance presented TRCA staff with a petition stating their opposition to the Vandervoort Drive trail option. The petition was signed by 23 people at the time of the site visit.

Based on TAC feedback and the site visits, the preliminary Macleod Estate Trail alignment cost estimate was refined and a preliminary cost estimate was developed for the Vandervoort Drive trail access. Stormwater management and drainage issues were noted at both potential trail locations. Town of Richmond Hill Development Engineering and Water Resources staff was engaged to provide detailed input into the nature and level of design interventions required for either trail option to avoid impairing the safe functioning of stormwater management systems servicing the Macleod's Landing neighbourhood and the Town of Richmond Hill's access needs. This input helped refine the design and cost estimates for each trail option.

MACLEOD ESTATE TRAIL LINKAGE ALIGNMENT

From the ORCCR spine trail, the Macleod Estate Trail Linkage alignment passes eastwards through meadow area and new-growth conifer plantations, before turning southwards through thicker, more mature plantation forest and reaching a fence that surrounds the majority of Philips Lake. The trail will continue past this fence through a corridor of open meadow between the forest that surrounds Philips Lake and the fence-line of neighbouring properties. The trail will then pass near the Macleod Estate residence before turning sharply eastwards along the historic silver maple carriageway and connecting to Silver Maple Road, which ultimately extends by existing trail all the way east to Yonge Street. The total length of this proposed trail connection is approximately 798 metres (m). Please see Map 1 for the conceptual location of this trail alignment.

Advantages

Location and Neighbourhood Access

The Macleod's Landing neighbourhood includes over 1,000 homes and the Macleod's Landing Public School, however it is the sole neighbourhood adjacent to the ORCCR without direct trail access. An online petition for a direct trail connection to the ORCCR has garnered over 400 signatures, and a public engagement session undertaken as part of the Macleod's Landing Trail Linkage project on February 22, 2018 found general support from local residents. The 2006 Oak Ridges Corridor Park Management Plan (the Management Plan) proposes the concept of secondary trails to link neighbouring communities to the ORCCR spine trail. A trail connection that serves the entire neighbourhood

³ For full details regarding the concerns of these neighbours in opposition to the Macleod Estate Trail Linkage alignment see Item 8.1 of Authority Meeting #6/18.

fulfills the direction of the Management Plan and the needs of many residents who have been advocating for a direct trail connection. It will also improve safe access into the ORCCR for local residents and students at Macleod's Landing Public School.

The Macleod Estate Trail Linkage alignment provides direct trail access to the ORCCR in a centralized location serving the entire neighbourhood, located within a walkable distance from each address. A walkability analysis completed by Town of Richmond Hill staff demonstrates that this trail access, located off Silver Maple Road between Aspenview Drive and Birchbark Court, is located within 800 metres (m) from every address in the neighbourhood (estimated at 3,100 residents, 100% coverage) (see Figure 1). Eight hundred metres is a commonly-used metric for walkability, and represents an approximately 10-minute walk. The Vandervoort Drive trail access, by comparison, serves only 60% of the community (see Figure 1). If the existing Jefferson Sideroad ORCCR trail entrance is combined with the Vandervoort Drive trail access, 13% of the neighbourhood is still not served by the trail within a walkable distance (see Figure 2).

Notably, the Macleod Estate Trail Linkage alignment provides excellent access to and from Macleod's Landing Public School (195 Silver Maple Road) for the students and daycare as the trail entrance is almost directly across the street from the school. The school often brings students into the ORCCR at Bond Lake by walking up Yonge Street, which does not have sidewalks and therefore presents a safety concern. In contrast, the Vandervoort Drive trail entrance is approximately 850 m from Macleod's Landing Public School, and the Jefferson Sideroad trail entrance is approximately 810 m from the school.

TRCA's Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (LCP) is a policy document that guides the implementation of TRCA's legislated and delegated roles and responsibilities in the planning and development approvals process. Policy 7.4.5.1 i) recommends that trails be connected and accessible to the community or communities which they serve. The Macleod Estate Trail Linkage alignment better fulfills this policy than the Vandervoort Drive Trail option.

Connection to Existing Trails

The Town of Richmond Hill has constructed a trail that runs through the centre of the neighbourhood, along the heritage silver maple carriageway from Yonge Street to Silver Maple Road. This existing trail also passes along the north side of the Macleod's Landing Public School property and Macleod's Landing Park. The Macleod Estate Trail Linkage alignment builds off this existing trail infrastructure, continuing the trail along the remaining section of the heritage silver maple carriageway to the Macleod Estate and into the ORCCR, where it ultimately connects to the ORCCR's spine trail. By connecting to existing trails at both ends of the alignment, the Macleod Estate Trail Linkage option offers greater trail connectivity and integration than the Vandervoort Drive trail option. The trail access from Vandervoort Drive is located approximately 550 m from the existing Town of Richmond Hill trail.

As noted above, TRCA's LCP recommend that trails be "connected and accessible to the community or communities which they serve" (Policy 7.4.5.1 i)). The Macleod Estate Trail Linkage alignment connects to existing trails at both ends of the alignment, better fulfilling this policy objective than the Vandervoort Drive Trail option.

Cultural Heritage Value

The Macleod Estate Trail Linkage alignment passes beside the Macleod Estate (Drynoch Estate) and along the heritage silver maple carriageway which once led to the Macleod Estate residence from Yonge Street (see Map 1 for the location of the Macleod Estate, see Figure 3 for a photo of the Macleod Estate, and see Figure 4 for a photo of the carriageway). The Macleod Estate, located at 16 Macleod Estate Court, is one of the most historically significant

homes in Richmond Hill, and is connected to the broader history of western Canada. Both the Macleod Estate residence and the scenic silver maple carriageway have been designated for their cultural heritage value by the Town of Richmond Hill under the *Ontario Heritage Act* RSO 1990, Chapter 0.18, as amended.

The Macleod Estate Trail Linkage alignment continues the existing Town of Richmond Hill trail further along the silver maple carriageway leading to the Macleod Estate and provides a side view of the Macleod Estate residence. A cultural heritage interpretation installation is intended at this location to highlight this unique feature of the trail. Allowing trail users to experience and learn about important cultural heritage features can help connect local residents to the history of their community, the local area and the country. By completing the existing Town of Richmond Hill trail along the silver maple carriageway to the Macleod Estate, the Macleod Estate Trail Linkage alignment creates a unique place that connects trail users to the history of the area and develops these cultural heritage features as functional, engaging local landmarks. The Macleod Estate Trail Linkage alignment productively re-invigorates and repurposes the remnant carriageway, realizing its potential as a scenic public asset instead of allowing it to remain disconnected and disused.

The LCP Policy 6.9.1 states that it is the policy of TRCA: “To encourage the protection and enjoyment of cultural heritage resources, including built heritage, cultural heritage landscapes, and archaeological resources throughout our watersheds’ urban and rural landscapes.” The Macleod Estate Trail Linkage’s alignment passing through the silver maple carriageway and beside the Macleod Estate contributes to the fulfillment of this policy objective.

Variety of Landscapes

The Macleod Estate Trail Linkage alignment passes through a variety of landscapes with both natural and cultural heritage value. This trail connection crosses through undulating open meadow closer to the ORCCR spine trail before passing through progressively more mature plantation forest, skirting around the edge of a treed slope surrounding a PSW, and then reaches the cultural heritage landscape of the Macleod Estate grounds with the historic silver maple carriageway. This variety of landscapes creates a more interesting and engaging trail experience, and increases educational interpretation opportunities to share the story of the natural and cultural heritage of the area. The Vandervoort Drive trail option is located entirely in an open meadow landscape, and so does not present the same variety of interpretation opportunities or dynamic trail experience.

Construction and Environmental Disturbance Efficiencies

TRCA is working with Infrastructure Ontario to proceed with demolition of the remnant Macleod Estate boat house, located north of the Macleod Estate residence within the ORCCR on Philips Lake. This work is currently planned for 2019, and access for equipment and materials is planned along existing lines of disturbance, namely the remnant access driveway to this boathouse. Construction for the Macleod Estate Trail Linkage alignment could be scheduled and located alongside the boathouse demolition work, reducing duplication of environmental and nuisance construction disturbance. Locating a significant portion of the trail⁴ within already-disturbed area, namely the silver maple carriageway and the remnant access driveway to the boathouse, reduces environmental impacts associated with the new trail connection.

⁴ Approximately 280 m, or 35%, of the total 798 m trail connection.

TRCA's LCP recommends that trail alignments "follow existing linear disturbances (where ecologically appropriate)" (Policy 7.4.5.1 h) ii) Locating significant portion of the trail connection within already-disturbed area is consistent with this policy.

Disadvantages

Proximity to from Natural Features

The Macleod Estate Trail Linkage alignment would be located comparatively closer to significant natural features than the Vandervoort Drive trail option. The Management Plan recommends a "no-go" buffer area of 30 m around woodlands and wetlands. While the Macleod Estate Trail Linkage remains outside of this buffer distance for wetland features, this trail alignment encroaches into the buffer area for a young white pine successional woodland in the area between the trail alignment and Philips Lake. TRCA technical staff have advised that a 10 m buffer from the forest's edge would be acceptable near this specific woodland, and the trail encroaches into this 10 m buffer area for approximately 150 m. Where the trail encroaches into the 10 m woodland buffer, the area that can accommodate a trail connection at this location is constrained between residential property boundaries and the wooded slope down to Philips Lake. The proposed trail was aligned to maximize distance from the property line thereby providing as much room for a vegetated screen as possible.

The Macleod Estate Trail Linkage is comparatively closer to a PSW than the Vandervoort Drive trail corridor (the closest distances between each trail option and the PSW are approximately 35 m and approximately 45 m, respectively). Both trail options are outside the recommended 30 m buffer for PSW features.

The Macleod Estate Trail Linkage alignment is also located close to the boundary of the Philips Lake Area of Natural and Scientific Interest (ANSI) (life science), which loosely follows the edge of the 30 m PSW buffer. Concern for the environmental impacts of trails generally, including disruption of wildlife habitat and litter, has been expressed by residents in opposition to the Macleod Estate Trail Linkage option.

The proximity of the Macleod Estate Trail Linkage to Philips Lake presents a risk that trail users will leave the trail to attempt to approach the lake. This risk was emphasized by the Macleod's Landing residents in opposition to this trail option.

It should be noted that the steep slopes, thick vegetated understory, and difficult terrain that characterizes the woodland around Philips Lake will help deter trail users from encroaching into the successional woodland, the PSW, and Philips Lake. This uninviting landscape acts as a natural barrier and reduces the risk of disturbance to these features. Additional vegetative screening and fencing installation incorporated into the Macleod Estate Trail Linkage design act as further deterrents to trail users encroaching into these features, providing added environmental protection measures.

TRCA's LCP recommend that trail alignments "avoid sensitive habitats, floral and/or faunal species" (Policy 7.4.5.1 h) iii). The Macleod Estate Trail Linkage alignment is located closer to identified sensitive habitats than the Vandervoort Drive trail option, though both alignments avoid encroaching into the limits of these features. TRCA technical staff have reviewed and approved both alignments as acceptable from an environmental standpoint. TRCA's LCP allows recreational uses, including trails, within natural feature buffer areas, subject to various policy requirements (Policy 7.3.1 d)).

Proximity to Adjacent Residential Properties

For approximately 247 m, the Macleod Estate Trail Linkage alignment is located close to the rear yards of residential properties which border the ORCCR and the view from the trail into these properties is relatively unobstructed⁵ (see Map 1). See Figures 5, 6, and 7 for photos of this trail section. Trail users have a full view of these residents' rear yards. Approximately 8 properties lie adjacent to this section of the trail. These properties are generally located on Birchbark Court and Miles Hill Crescent. The distance between the conceptual trail alignment and rear lot lines within this section of trail varies from approximately 3.5 m to approximately 15 m. The neighbours who have expressed opposition to this trail option generally are residents of these streets. They have cited concerns for the privacy and safety of their homes, the loss of their natural view for which they paid a lot premium, and a decrease in their property values. TRCA staff has proposed enhanced vegetative screening between this section of the trail and the adjacent residential properties, in an effort to mitigate these privacy concerns and deter trail users from approaching these properties. While this screening will help to provide a buffer between the trail and the private properties, these plantings increase the cost of the Macleod Estate Trail Linkage alignment.

Tree Removals

The construction of the Macleod Estate Trail Linkage alignment would require approximately 165 m of tree removals within an approximately 10-year old plantation forest (15-20 year old trees), which increases the environmental impacts of this alignment. The Vandervoort Drive trail option would not require nearly as many tree removals, as this option is located entirely in open meadow.

While no LCP policy speaks specifically to the issue of trails and tree removals, it can be inferred that tree removals are undesirable through Policy 7.4.5.1 h) ii, which recommends that trails “follow existing linear disturbances (where ecologically appropriate) such as existing informal trails, sanitary easements, gas pipelines, and other infrastructure, rather than through undisturbed areas;”. The logic of aversion to new environmental disturbance within this policy could reasonably extend to tree removals.

Further LCP Policy 7.4.5.1 f) states that “when minor recreational uses [including trails]... remove a natural feature, or part of a natural feature, that compensation be provided in accordance with policies 7.4.2.1 c) and d) of this document.” It is staff's position that policy 7.4.2.1 c) and d) can be fulfilled, and compensation for the tree removals necessary for both the Macleod Estate Trail Linkage alignment and the Vandervoort Drive trail option will be achieved through the additional vegetative buffer plantings and through a restoration plan. The project team will continue to work with TRCA's ecology staff to determine the requirements for compensation due to tree removals, using the TRCA Guideline for Determining Ecosystem Compensation.

VANDERVOORT DRIVE TRAIL OPTION

From the ORCCR spine trail, the Vandervoort Drive trail option passes westwards through open meadow interspersed with new-growth conifer plantation. The trail circles around a small seasonally wet stormwater feature (see Map 2, this stormwater feature is noted as “west scour pond”) and continues through open meadow near the crest of a long berm which rises behind residences fronting portions of Miles Hill Crescent and Vandervoort Drive. The trail then descends this slope through two switchbacks and enters a narrow stormwater overland flow block between 35 and 37

⁵ The Vandervoort Drive trail option includes a length of approximately 465 m where sightlines provide visual access to the back lines of properties

Vandervoort Drive. This stormwater overland flow block is owned by the Town of Richmond Hill and drains to a small stormwater pond located approximately 20 m north of the rear property boundary of 35 Vandervoort Drive (see Map 2, this stormwater feature is noted as “east scour pond”).

Advantages

Distance from Natural Features

As discussed above, the Vandervoort Drive trail option is located comparatively further from significant natural features than the Macleod Estate Trail Linkage. The closest identified significant natural feature is a PSW to the north of the trail alignment, located approximately 45 m away (the Macleod Estate Trail Linkage is 35 m away from the nearest PSW). This PSW is additionally buffered from the PSW by a steep slope to the north of the trail, although there is no tree cover over this slope. TRCA technical staff has stated that siting a trail alignment farther from provincially significant natural features such as PSWs and ANSIs contributes to reducing the risk of disturbance to these features.

Scenic Views

Approximately 250 m of the Vandervoort Drive Trail option passes through open meadow area along a long elevated berm. This section of trail offers scenic views of the rolling moraine landscape which characterizes the ORCCR, remnant agricultural fields undergoing restoration, and a large sunken PSW to the north of the trail (see Figure 8). Rest areas could be incorporated into the trail design to highlight these viewpoints, along with natural/cultural interpretation signage to discuss the natural heritage significance of the Moraine landscape. The Oak Ridges Moraine is an ecologically important geologic landform and serves as the headwaters for the Rouge and Humber River watersheds in Richmond Hill.

While these views would be an asset to the ORCCR trail system, it should be noted that there are other locations within the existing ORCCR trail system where views of this type can be experienced.

LCP policy 6.10.1 a) states that it is the policy of TRCA to support, “programs in environmental education and stewardship that increase watershed awareness and encourage sustainable behaviours.” The opportunities for interpretive signage described above align with this policy, however the same interpretive information could be provided in other areas along the existing ORCCR trail system where views of this type can be experienced.

Tree Removals

As noted above, the Vandervoort Drive trail option requires significantly fewer tree removals than the Macleod Estate Trail Linkage alignment. Tree removals for the Vandervoort Drive trail option are also limited to a new-growth conifer plantation, while the Macleod Estate Trail Linkage alignment would necessitate tree removals within a more mature conifer plantation.

Spatial Separation from Adjacent Residential Properties

As discussed above, the Vandervoort Drive trail option is generally located comparatively further from residential properties than the Macleod Estate Trail Linkage. Along the 247 m section of trail where the Macleod Estate Trail Linkage is in proximity to adjacent residential properties with relatively unobstructed visual access, this trail alignment is less than 20 m away from the rear fenceline of these properties. Along the 465 m section of trail where the trail is within the sightlines of residential properties, the Vandervoort Drive trail option is located between 12 m and 45 m

away from the rear fenceline of these properties. Increased spatial separation between the trail and residential property boundaries can help mitigate the risk of trail users approaching and disturbing these residences.

It should be noted that along the portion of the Vandervoort Drive trail option within the narrow corridor between 35 and 37 Vandervoort Drive, the trail is located approximately 1 metre from the side yard boundaries of these residences (see Figure 9). The spatial constraints of this corridor inhibit any flexibility in increasing separation. This separation distance is less than at any point along the Macleod Estate Trail Linkage alignment. There is no room within this corridor to provide any vegetative screening. The residents of 35 and 37 Vandervoort Drive have raised safety, security, and privacy concerns as a result of this proximity and the lack of any possible vegetative barriers between the trail and their side fencelines.

Disadvantages

Remote Location and Inferior Neighbourhood Access

As discussed above, the Vandervoort Drive trail option is located near the edge of the neighbourhood and does not service nearly as many residences within a typical walkable distance as the Macleod Estate Trail Linkage. Notably, the Vandervoort Drive trail entrance is located beyond a typical walking distance for the Macleod's Landing Public School. The relatively remote location of the Vandervoort Drive trail option could lead to residents driving to the trail entrance and parking along Vandervoort Drive, which is a local residential street not designed as a collector road or for significant on-street parking. Additional parking issues are discussed below.

Stormwater Management Features

The narrow corridor between 35 and 37 Vandervoort Drive is intended as a stormwater overland flow block, leading to a small roof drain collector scour pool immediately north of 35 Vandervoort Drive (see Map 2 and Figure 8). Another scour pool is located adjacent to the trail further west, near 24 Miles Hill Crescent (see Map 2). This corridor block does not meet typical municipal public access standards to accommodate a trail. The Vandervoort Drive trail option would need to ensure the functionality of these stormwater management features are not impeded by the presence of the trail, resulting in design complexities. A culvert or swale may need to be installed, and chain-link fencing needs to be installed surrounding both scour ponds for public safety. These design needs are not rare or insurmountable, however they add additional complexity and cost to the Vandervoort Drive trail option. The Macleod Estate Trail Linkage alignment involves comparatively less interference with stormwater management features; however this option may also need to integrate a culvert into the trail design (near 27 Birchbark Court).

LCP Policy 7.4.1.1.1 a) states "that all development and site alteration, infrastructure, and recreational use meet TRCA's stormwater management criteria for water quantity, water quality, erosion control, and water balance for groundwater recharge and natural features, as demonstrated through technical reports [the scope of which is determined by TRCA staff] and as more specifically described in TRCA's Stormwater Management Criteria Document." TRCA technical staff have been involved throughout the trail planning process and expect that these criteria can be fulfilled for either the Macleod Estate Trail Linkage alignment or the Vandervoort Drive Trail option.

Views to Residential Properties and Privacy Concerns

For approximately 465 m, the Vandervoort Drive trail option is located within sightlines of residential properties south of the trail. See Figures 11, 12, and 13 for photos of this area. The trail corridor passes through open meadow near the top of a long berm rising behind these homes. In certain areas along the trail corridor sightlines provide full visual

access into neighbour's backyards and their rear windows. In some areas there is a low berm providing some visual cover for trail users; however trail users would still be able to see into second-storey windows of these residences. There are approximately 21 properties that lie within these open sightlines from the trail corridor.

The residents who attended the site visit on November 12, 2018 expressed privacy and security concerns related to the elevated location and open sightlines from the trail corridor to the nearby residences. The neighbours noted that sightlines from various locations on top of the berm along the trail corridor lead straight into the second-storey bedroom and bathroom windows of certain properties. The neighbours expressed concern that trail users could easily leave the trail for a few metres to the top of the hill and have a full view of their backyards and rooms (see Figure 14). Similarly to the neighbours in opposition to the Macleod Estate Trail Linkage alignment, the privacy and undisturbed natural view into the ORCCR from these properties was factored into a premium purchase price of their homes. They also feel that with this open landscape and easy visual access, trail users could easily intrude into their properties by jumping over their rear fences.

It should be noted that vegetative screening can be integrated into the trail design for the Vandervoort Drive trail option. As the Vandervoort Drive trail location is generally farther from nearby properties, less dense vegetation would be required than the Macleod Estate Trail Linkage alignment, however the extended length of plantings required increases the cost for the Vandervoort Drive trail option.

Parking

The neighbours who attended the site visit on November 12, 2018 expressed concern that the private and quiet nature of their streets would be compromised by people coming from outside the neighbourhood to park on their street if the proposed trail's entrance from the street is located at Vandervoort Drive. As a trail access point from Vandervoort Drive would be relatively close to the existing and busy trail entrance at Bond Lake (from Yonge Street), the residents suggested that Vandervoort Drive would become the secondary parking area and trail entrance for Bond Lake, which draws visitors from beyond the immediate area. Constructing a trail connection from Vandervoort Drive would therefore undermine the purpose of the trail to serve the Macleod's Landing neighbourhood as a local connection.

The entrance to the Macleod Estate Trail Linkage alignment is located from Silver Maple Road, a wider and more central street that functions as a collector road within the neighbourhood. The Macleod's Landing Public School fronts onto Silver Maple Road, a public bus route runs along this street, and the existing entrance to the Town of Richmond Hill trail is located from Silver Maple Road. The street does not have same degree of private residential character as Vandervoort Drive – it provides amenities that are intended to serve the neighbourhood as a whole. The central location of the Macleod Estate Trail Linkage entrance is within a reasonable walking distance for the entire neighbourhood, reducing the likelihood of people driving to the trail entrance and increasing on-street parking. Silver Maple Road is also farther from Yonge Street and Bond Lake. On-street parking is permitted along Silver Maple Road, and with the less private nature of the street any on-street parking that does occur is not expected to incur as much of an intrusion to residents.

Construction Disturbance

Vandervoort Drive and the narrow corridor between 35 and 37 Vandervoort Drive does not provide sufficient space for trail construction equipment access and stockpiling. The Vandervoort Drive trail option will require a temporary construction access road for equipment access and stockpiling materials. This road would begin at Silver Maple Road east of Yonge Street and lead north into the ORCCR, meeting the intended trail location near the stormwater pond

north of 35 Vandervoort Drive. This road will involve a small stream crossing. The Vandervoort Drive trail option necessitates environmental disturbance and construction nuisance beyond the location of the trail alignment. Construction nuisance will be temporary, restoration of temporary environmental impacts will be undertaken, and compensation for permanent environmental losses will be applied. This construction access road also increases the cost of the Vandervoort Drive trail option.

LCP Policy 7.4.5.1 j) recommends “that the number of *watercourse* crossings for trails be minimized.” The small stream crossing necessary for the construction access road described above is only a temporary feature, however the Macleod Estate Trail Linkage alignment comparatively better fulfills this policy as no watercourse crossings are needed.

Steep Slopes

In the area behind 35 and 37 Vandervoort Drive, the trail would need to climb a steep slope to the crest of a large berm (see Figure 13). This would necessitate a number of switchbacks and steeper maximum slopes than the Macleod Estate Trail Linkage alignment. These steeper slopes result in a comparatively less accessible trail than the Macleod Estate Trail Linkage alignment. Both trail options will be able to meet the design standards set by *O.Reg 413/12 Integrated Accessibility Standards* under the *Accessibility for Ontarians with Disabilities Act* (2005). These standards do not set a maximum slope requirement.

LCP Policy 7.4.5.1 h) vi recommends that trails “avoid incompatible topography, so that grading or filling is avoided or minimized.” The steep topography described above demands additional trail construction measures to contend with this slope, such as switchbacks and bench-cutting, which are not necessary for the Macleod Estate Trail Linkage alignment.

CONCLUSION

Both trail options have distinct advantages and disadvantages, and comparing these trail options involves a somewhat subjective weighing of disparate factors. Because the Town was not able to secure a trail connection between the Macleod’s Landing neighbourhood and the Oak Ridges Corridor Conservation Reserve trail system during the original construction of the neighbourhood, the area that can accommodate a functional trail linkage is constrained by the limits of the built environment and buffer distances from natural heritage features. A petition with over 400 signatures calls for a direct trail connection from the Macleod’s Landing neighbourhood to the ORCCR. The other neighbourhoods bordering the ORCCR developed at the same time as Macleod’s Landing all have at least one authorized local trail access into the ORCCR. Analyzing these two trail options underscores the need for trail planning to be integrated into the development planning process at the early stages.

It should be noted that sections of both the Macleod Estate Trail Linkage alignment and the Vandervoort Drive Trail option pass within TRCA’s Regulated Area⁶. Within the Regulated Area LCP Policies 8.4 (General Regulation Policies) and 8.10 (Recreational Use) must be fulfilled. Part of the intention for these policies is to ensure minor recreational uses (including trails) undergo proper site planning and minimize environmental impacts to the satisfaction of TRCA

⁶ Through Ontario Regulation 166/06 under Section 28 of the *Conservation Authorities Act*, TRCA regulates construction, alteration, and development activities in and around valleys, streams, and wetlands and along the Lake Ontario shoreline. The regulated area represents the greatest physical extent of combined features and hazards plus a prescribed allowance as set out in the regulation.

technical staff. TRCA technical staff have been involved in the planning process for both the Macleod Estate Trail Linkage alignment and the Vandervoort Drive and are satisfied that these policies can be fulfilled for both trail options as the detailed design and construction process moves forward.

Both trail options support TRCA's Five Year Update to Building The Living City, the TRCA 2013-2022 Strategic Plan, although the Macleod Estate Trail Linkage provides some comparative advantages. Strategy 3 – "Rethink greenspace to maximize its value" envisions a well-connected network of accessible greenspace. Both trail options provide an additional community connection to greenspace, however the Macleod Estate Trail Linkage more fully connects to existing trails and so better fulfills this outcome. Strategy 4 – "Create complete communities that integrate nature and the built environment" speaks to providing optimal access to TRCA owned or managed greenspace. Both trail options provide access to the ORCCR for the Macleod's Landing neighbourhood, however the Macleod Estate Trail Linkage alignment is more central to the community and serves the entire neighbourhood while the Vandervoort Drive trail option does not. By encouraging increased neighbourhood access to nature-based recreation provided by the ORCCR trail system, both trail options uphold Strategy 5 – "Foster Sustainable Citizenship". The Macleod Estate Trail Linkage provides unique opportunities for both natural and cultural heritage interpretation, more comprehensively supporting Strategy 6 – "Tell the story of the Toronto region."

Neither the Town of Richmond Hill's Parks and Open Space Trail Guidelines, the Oak Ridges Corridor Park Management Plan, the Oak Ridges Moraine Conservation Plan, nor TRCA's LCP stipulate minimum distances between a trail and the boundaries of private property. The Management Plan recommends avoiding placing trails next to residences but, where this occurs, provide a vegetated buffer (page 63). The Town of Richmond Hill's Parks and Open Space Trail Guidelines recommends spatial separation between trails and rear and side lots of adjacent private property where possible, recognizing that there are other factors to be considered. These design guidelines recommend that if a trail is closer than 10 metres to a rear property line, vegetative screening should be integrated into the trail design. The Macleod Estate Trail Linkage is able to meet this guideline, whereas the Vandervoort Drive trail option is not.

The Management Plan recommends providing controlled access to the Oak Ridges Corridor Conservation Reserve for neighbouring communities (page 63), and the function of secondary trail connections should be to provide this access (page 64). The Macleod's Landing Trail Linkage alignment is superior to the Vandervoort Drive trail option in fulfilling this purpose, and has unique advantages in providing cultural heritage interpretation opportunities that cannot be replicated elsewhere along the ORCCR trail system. The drawbacks to this trail option, primarily the proximity to environmental features and proximity to adjacent residential properties, can be mitigated through physical barriers and vegetative screening. The scenic advantages of the Vandervoort Drive trail option can be found elsewhere along the ORCCR trail system, and this trail option includes a location where screening cannot be provided to mitigate impacts to neighbouring residences.

In consideration of this comparison, TRCA and Town of Richmond Hill staff recommend the Macleod's Landing Trail Linkage as the preferred option for creating a neighbourhood link to ORCCR.

FIGURES

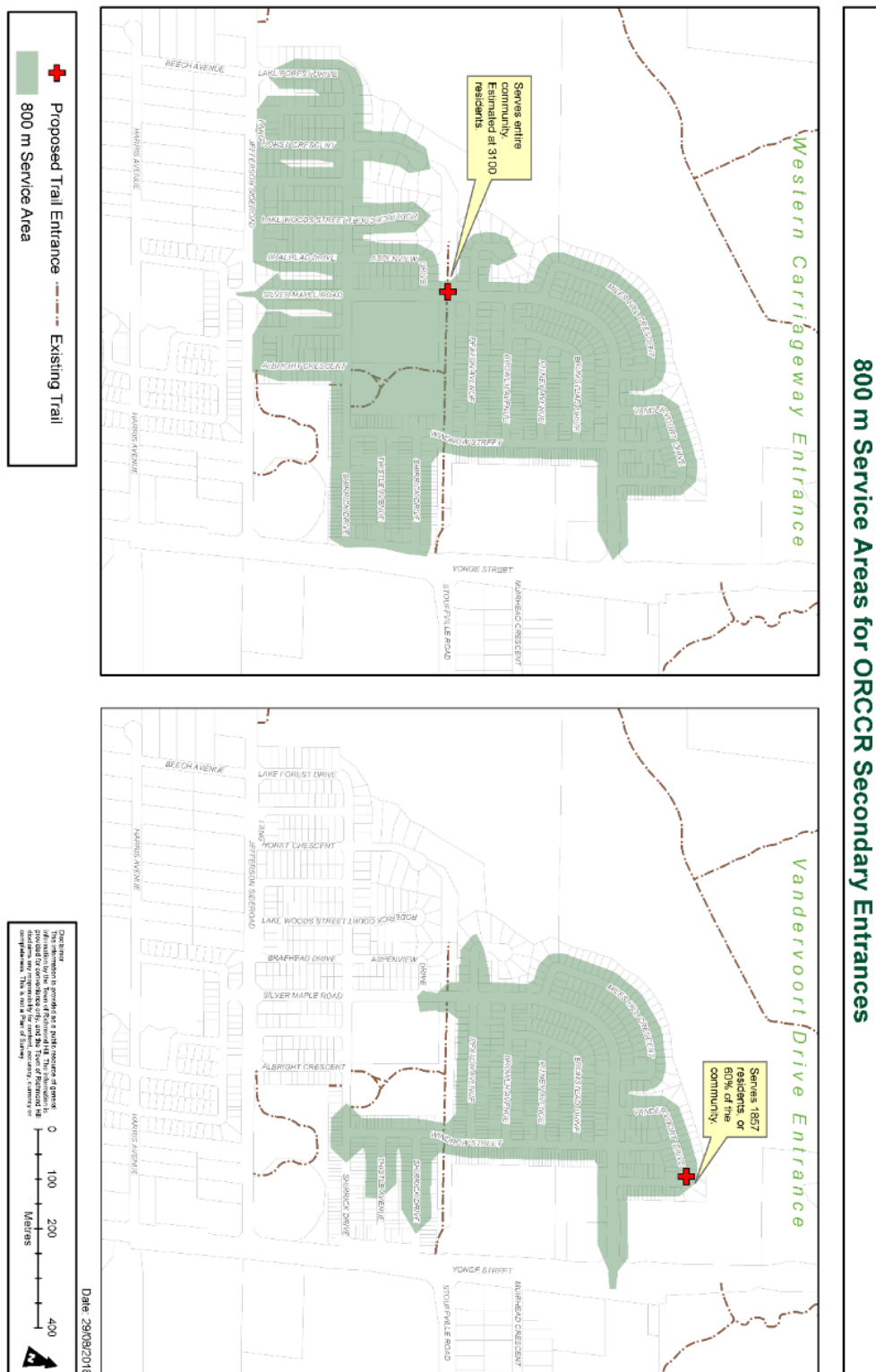


Figure 1: Comparative Service Area Analysis

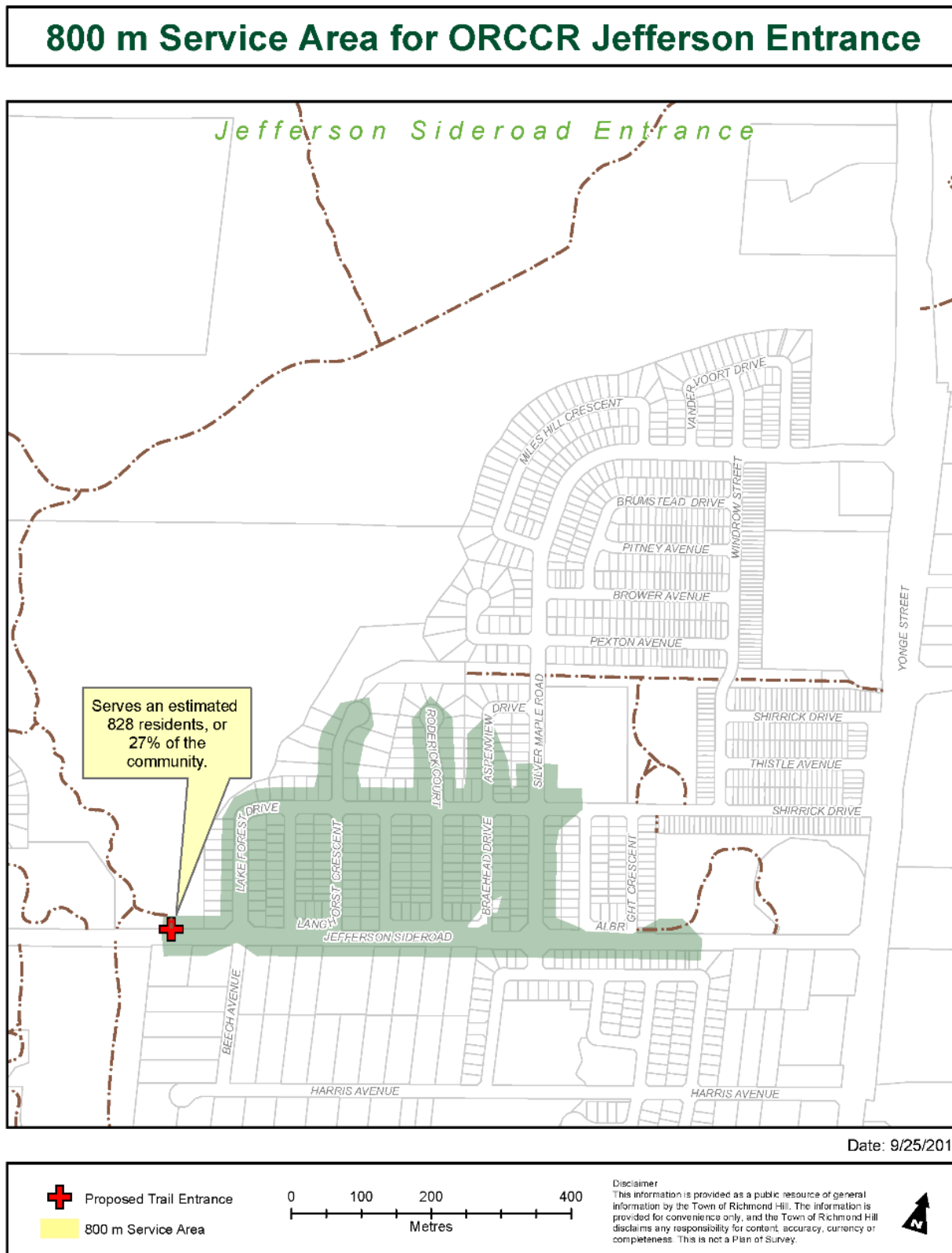


Figure 2: Jefferson Sideroad Trail Access Service Area Analysis



Figure 3: Macleod Estate Heritage Residence (looking west from proposed trail location)

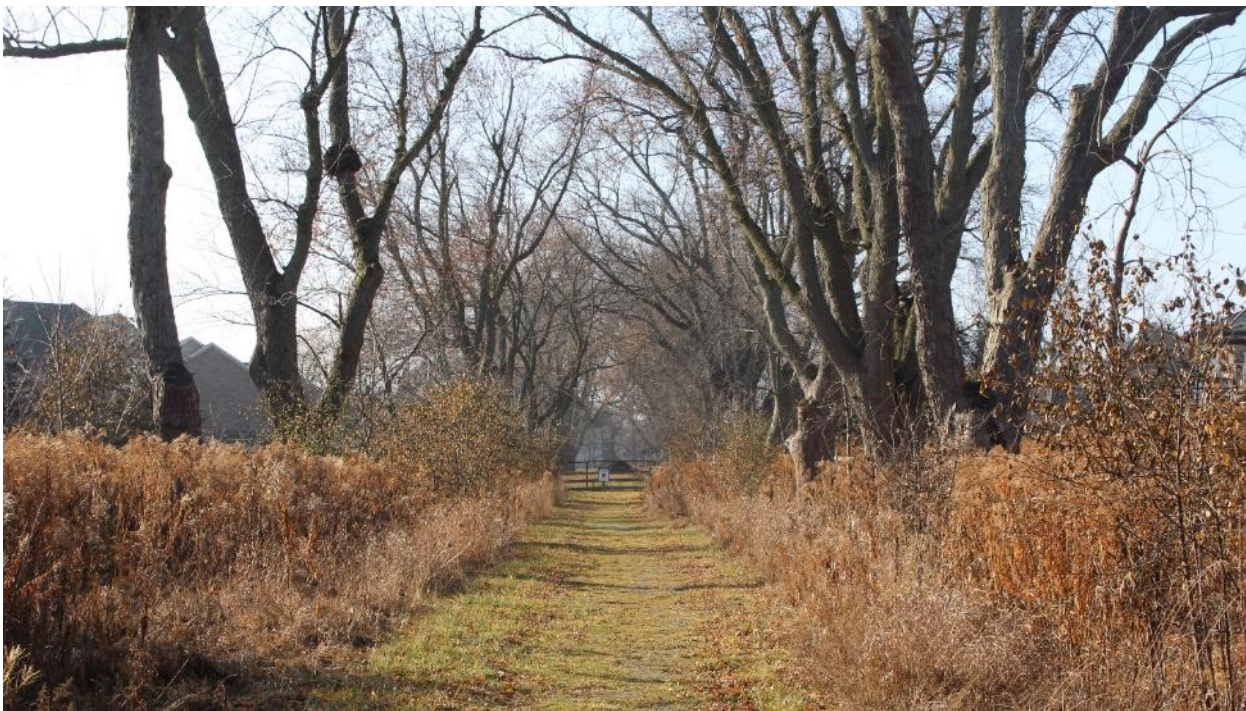


Figure 4: Heritage Silver Maple Carriageway (looking west along proposed trail location)



Figure 5: View looking north from Macleod Estate Trail Linkage alignment (see Map 1 for photo location)



Figure 6: View looking north from Macleod Estate Trail Linkage alignment (see Map 1 for photo location)



Figure 7: View looking south along Macleod Estate Trail Linkage alignment (See Map 1)



Figure 8: Example of scenic views from Vandervoort Drive trail option



Figure 9: Stormwater overland flow corridor between 35 and 37 Vandervoort Drive



Figure 10: East scour pond (see Map 2)



Figure 11: View looking northwest from Vandervoort Drive trail option (see Map 2)



Figure 12: View looking south east from Vandervoort Drive trail option (see Map 2)



Figure 13: View looking south from Vandervoort Drive trail option (see Map 2)

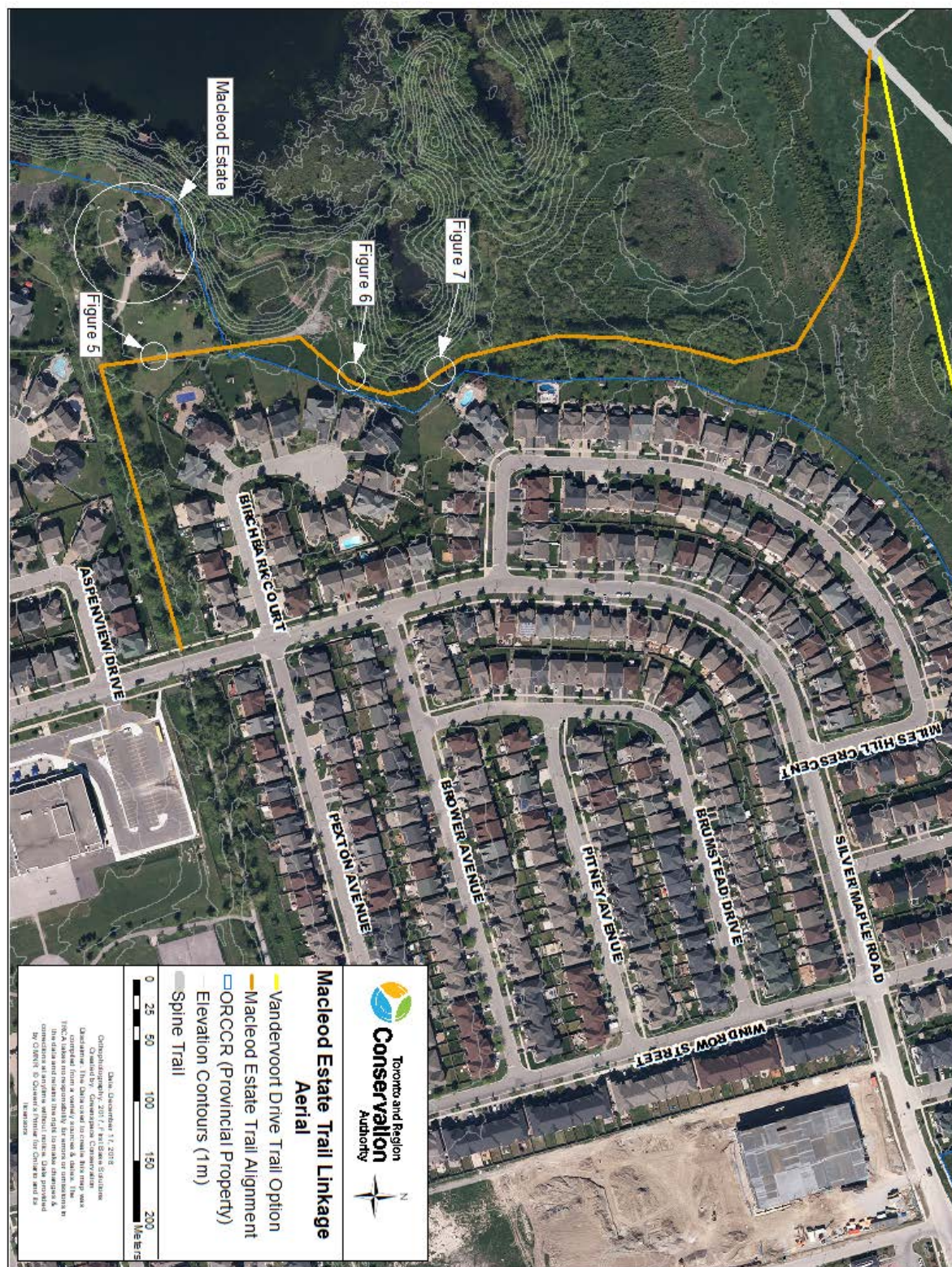


Figure 14: View looking south from top of berm north of Vandervoort Drive residences

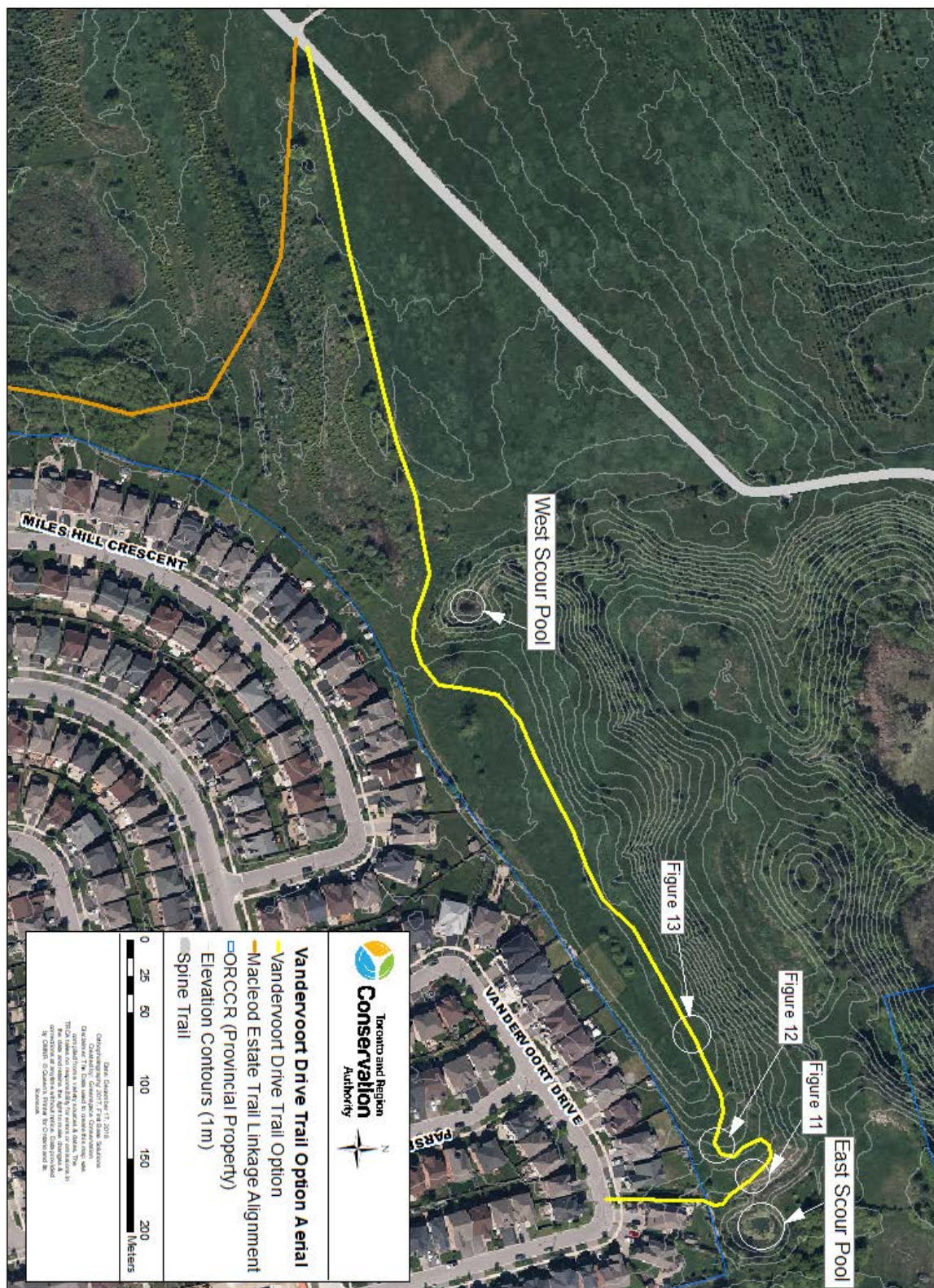


Figure 15: View looking west to berm rising adjacent to Vandervoort Drive residences

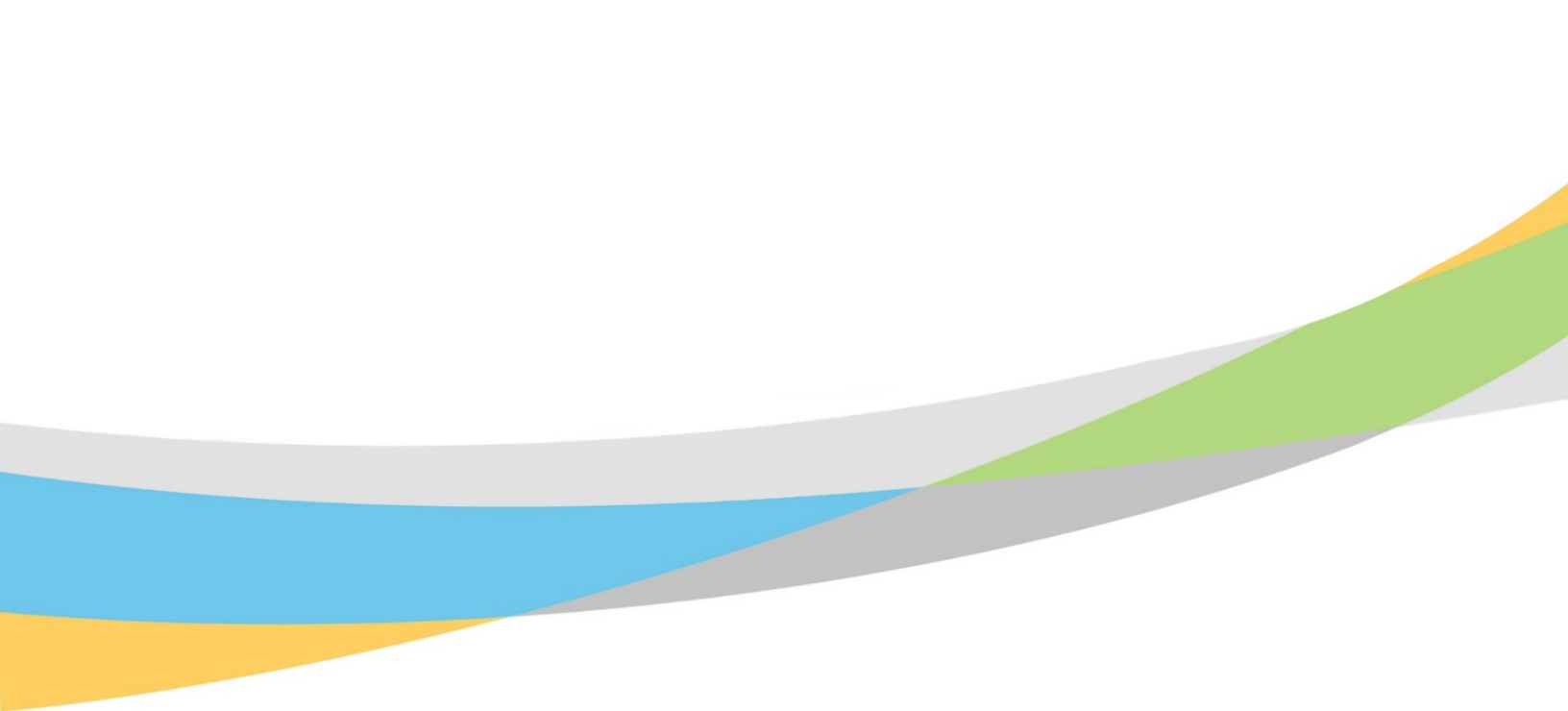
MAPS



Map 1: Macleod Estate Trail Linkage Alignment Aerial



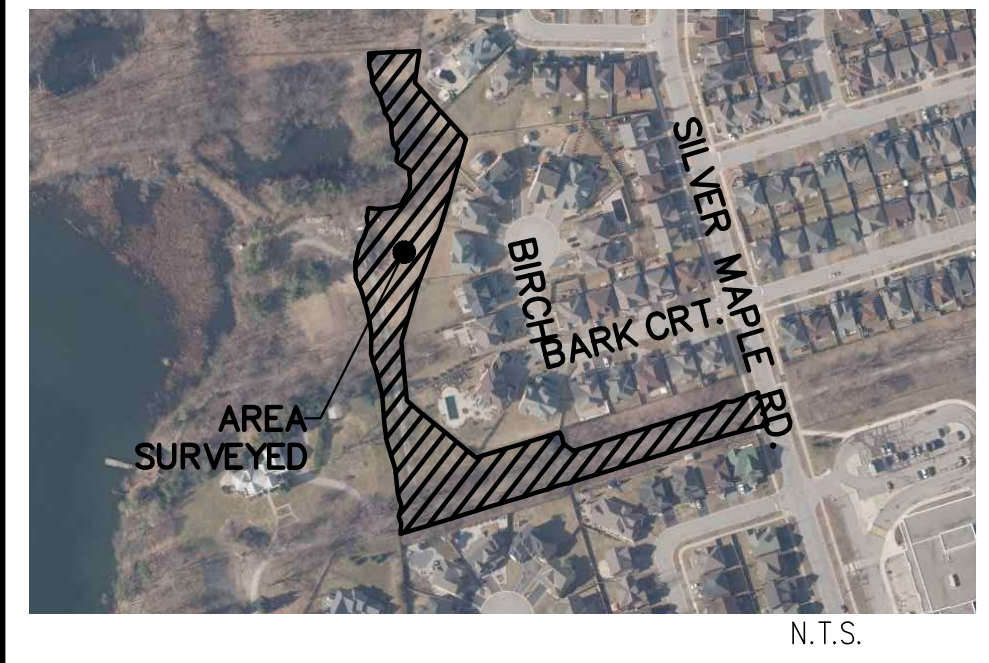
Map 2: Vandervoort Drive Trail Option Aerial



www.trca.ca



KEY MAP



THE TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) IS NOT LIABLE FOR INFORMATION SHOWN ON THIS DRAWING. PLEASE CONTACT THE TRCA BEFORE REPRODUCING, ALTERING, OR USING THE INFORMATION CONTAINED IN THIS DRAWING IN WHOLE OR IN PART.

NOTES

1. VERTICAL CONTROL IS IN METERS (GSC). ELEVATIONS HAVE BEEN DERIVED FROM CITY OF VAUGHAN BENCH MARK No.10519980112-ELEVATION=315.327m.
HORIZONTAL CONTROL IS IN 6' UTM (NAD83-CSRS). COORDINATES HAVE BEEN DERIVED FROM CITY OF VAUGHAN HCM No.'s 10519980112 AND 10519980114.
2. SURVEY PERFORMED BY TRCA STAFF ON JANUARY 14, 16, 17 AND 18, 2019.
3. CONTOUR INTERVAL IS 0.25 METERS.

LEGEND



REVISIONS/STATUS				
NO.	DATE	DESCRIPTION	APP'D.	
1	JAN21/19	ISSUED FOR REVIEW		
1	JAN24/19	ISSUED FOR REVIEW		
DESIGN		DRAWN C.C.	CHECKED X.X.	APPROVED

PROJECT TITLE	MACLEOD ESTATE TRAIL	TOWN OF RICHMONDHILL
---------------	----------------------	----------------------

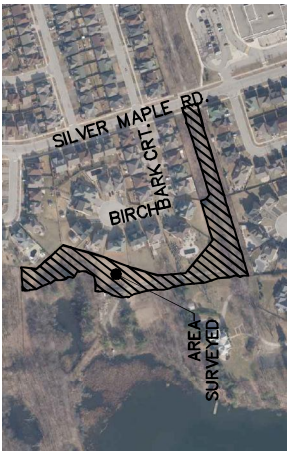
DRAWING TITLE

MACLEOD ESTATE TRAIL
PROPOSED ALIGNMENT
PLAN VIEW

DRAWING NO. F1731-D1.dwg		FILE NO. 1 OF 6	
DATE JAN 24, 2019	SCALE AS SHOWN	REV.	



KEY MAP

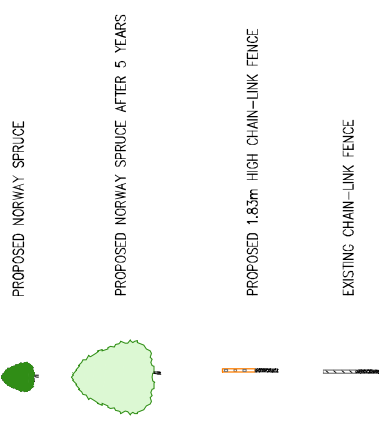


THE TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) IS NOT LIABLE FOR INFORMATION SHOWN ON THIS DRAWING. PLEASE CONTACT THE TRCA BEFORE REPRODUCING, ALTERING, OR USING THE INFORMATION CONTAINED IN THIS DRAWING IN WHOLE OR IN PART.

NOTES

- VERTICAL CONTROL IS IN METERS (GSC). ELEVATIONS HAVE BEEN DERIVED FROM CITY OF VAUGHAN BENCH MARK No.10519980112 - ELEVATION=315.327m. HORIZONTAL CONTROL IS IN 6' UTM (NAD83-CSRIS). COORDINATES HAVE BEEN DERIVED FROM CITY OF VAUGHAN HCN No.5 10519980112 AND 10519980114.
- SURVEY PERFORMED BY TRCA STAFF ON JANUARY 14, 16, 17 AND 18, 2019.
- CONTOUR INTERVAL IS 0.25 METERS.

LEGEND



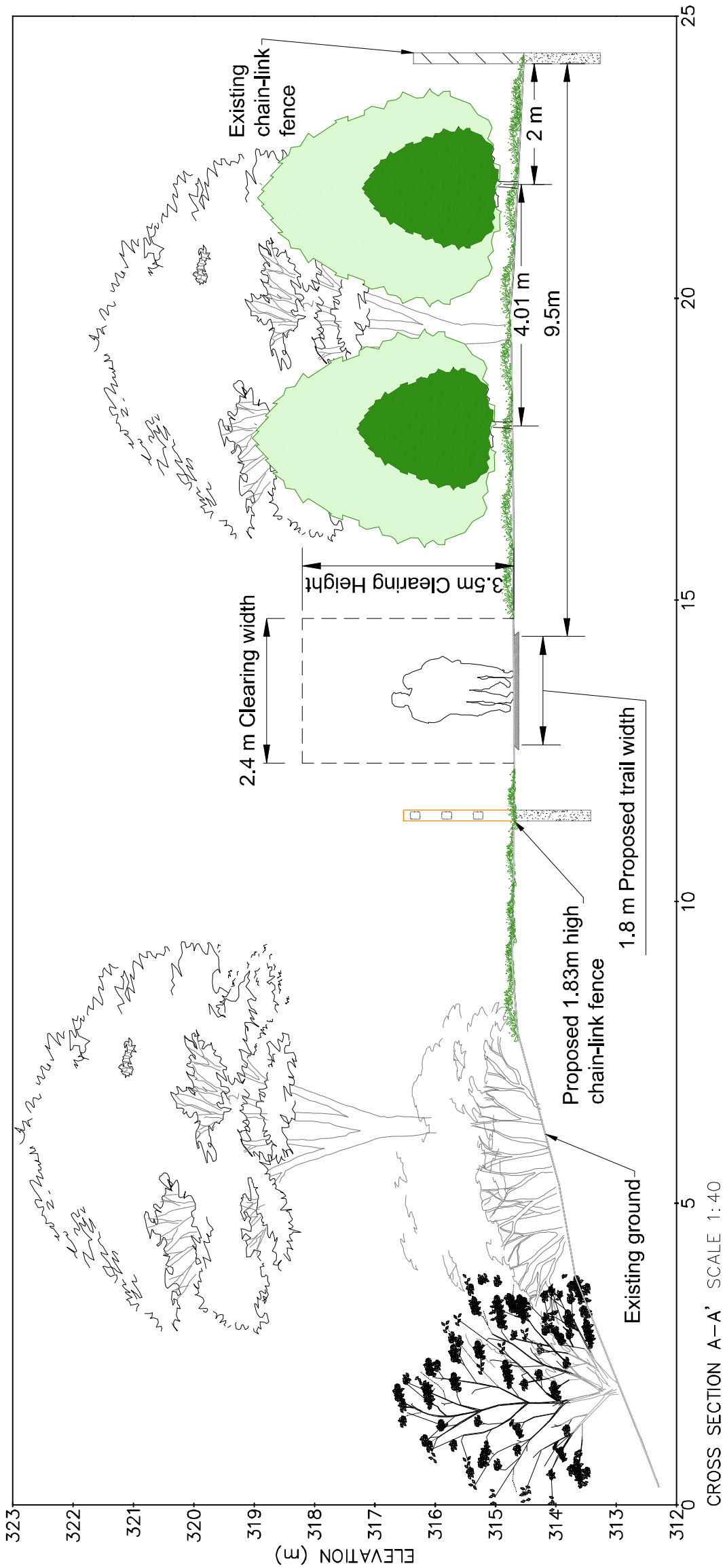
NO.	DATE	REVISIONS/STATUS	DESCRIPTION	APPR'D.
1	JAN21/19	ISSUED FOR REVIEW		
2	JAN24/19	ISSUED FOR REVIEW		

DESIGN	DRAWN	C.C.	CHECKED	X.X.	APPROVED

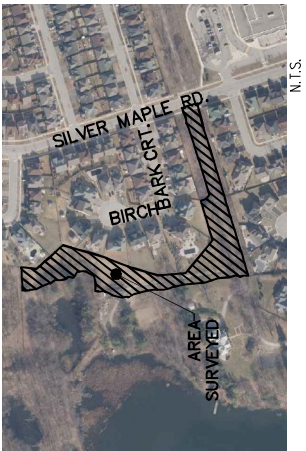
PROJECT TITLE
MACLEOD ESTATE TRAIL
TOWN OF RICHMONDHILL

DRAWING TITLE
MACLEOD ESTATE TRAIL
PROPOSED ALIGNMENT
CROSS-SECTION A-A'

DRAWING NO.	FILE NO.	SCALE	REV.
F1731-D2	2 OF 6	AS SHOWN	
JAN 24, 2019			



KEY MAP



THE TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) IS NOT LIABLE FOR INFORMATION SHOWN ON THIS DRAWING. PLEASE CONTACT THE TRCA BEFORE REPRODUCING, ALTERING, OR USING THE INFORMATION CONTAINED IN THIS DRAWING IN WHOLE OR IN PART.

NOTES

1. VERTICAL CONTROL IS IN METERS (GSC). ELEVATIONS HAVE BEEN DERIVED FROM CITY OF VAUGHAN BENCH MARK No.10519980112 - ELEVATION=315.327m. HORIZONTAL CONTROL IS IN 6' UTM (NAD83-CSSRS). COORDINATES HAVE BEEN DERIVED FROM CITY OF VAUGHAN HOM No.'s 10519980112 AND 10519980114.
2. SURVEY PERFORMED BY TRCA STAFF ON JANUARY 14, 16, 17 AND 18, 2019.
3. CONTOUR INTERVAL IS 0.25 METERS.

LEGEND

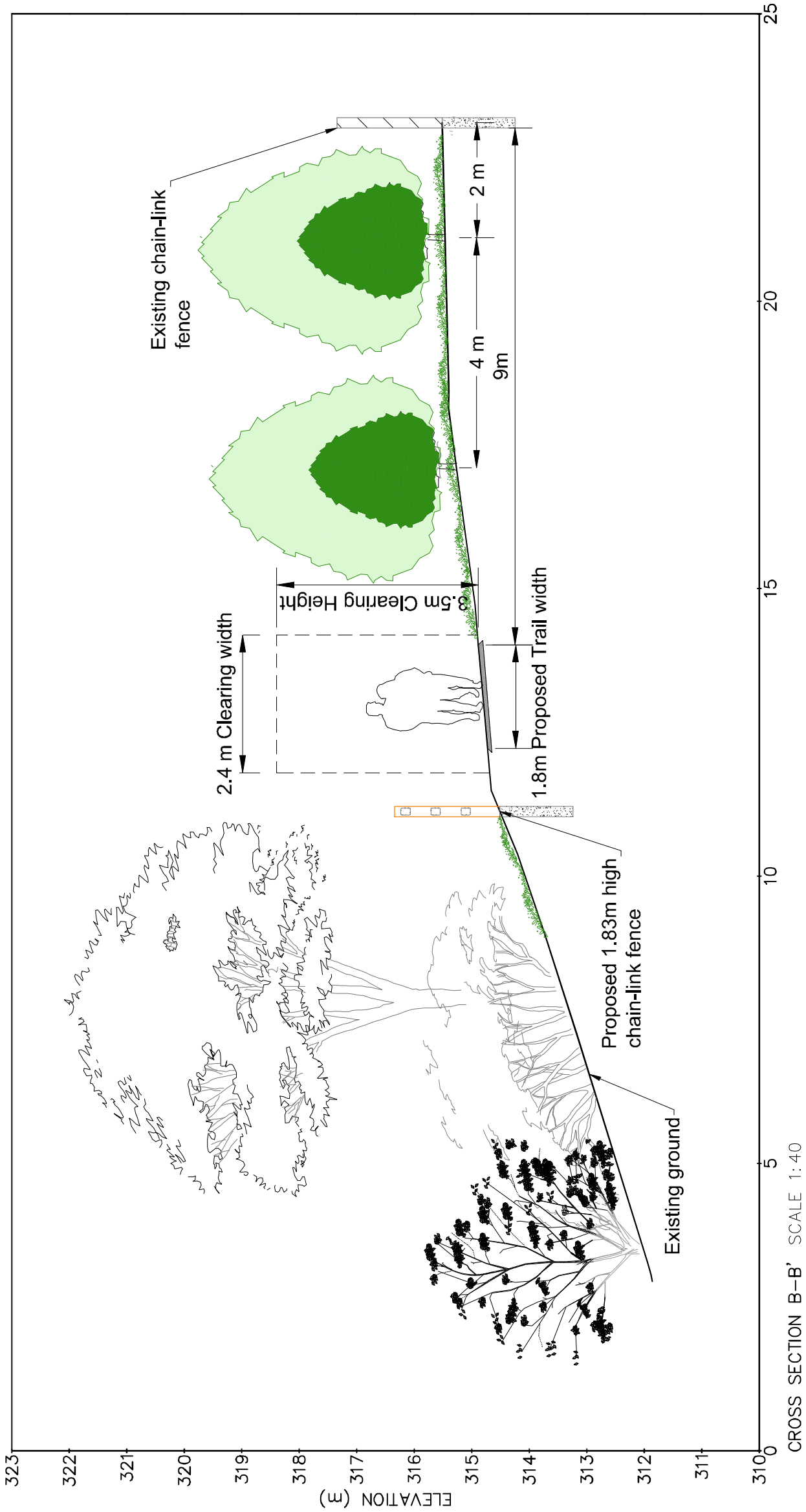
- PROPOSED NORWAY SPRUCE
- PROPOSED NORWAY SPRUCE AFTER 5 YEARS
- PROPOSED 1.83m HIGH CHAIN-LINK FENCE
- EXISTING CHAIN-LINK FENCE

REVISIONS/STATUS		APPROVED	
NO.	DATE	DESCRIPTION	APPROVED
1	JAN21/19	ISSUED FOR REVIEW	
2	JAN24/19	ISSUED FOR REVIEW	
DESIGN		DRAWN	CHECKED
		C.C.	X.X.
		APPROVED	

PROJECT TITLE
MACLEOD ESTATE TRAIL
TOWN OF RICHMONDHILL

DRAWING TITLE
MACLEOD ESTATE TRAIL
PROPOSED ALIGNMENT
CROSS-SECTION B-B'

DRAWING NO.	FILE NO.	SCALE	REV.
F1731-D3	3 OF 6	AS SHOWN	
DATE	JAN 24, 2019		



KEY MAP



THE TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) IS NOT LIABLE FOR INFORMATION SHOWN ON THIS DRAWING. PLEASE CONTACT THE TRCA BEFORE REPRODUCING, ALTERING, OR USING THE INFORMATION CONTAINED IN THIS DRAWING IN WHOLE OR IN PART.

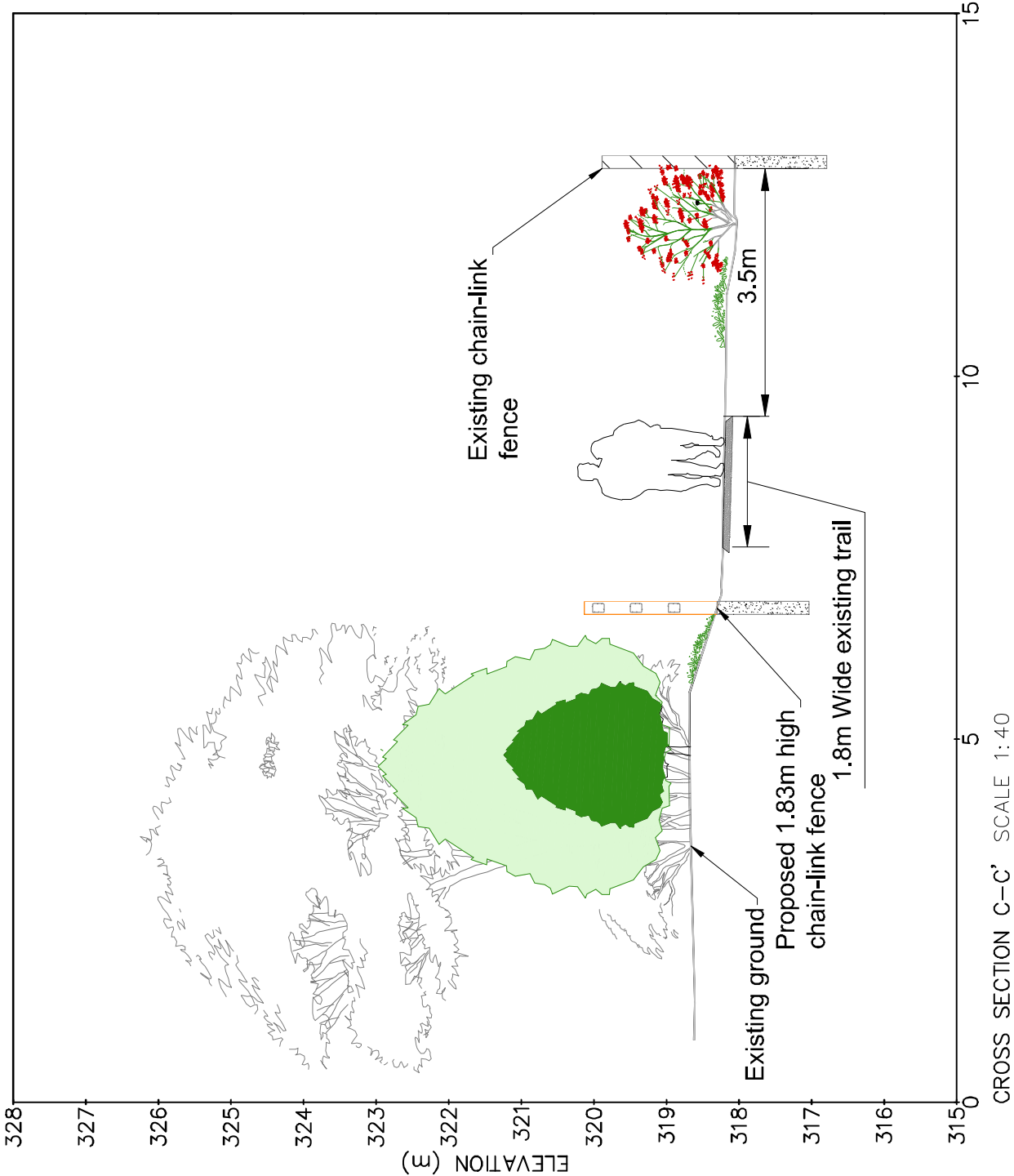
NOTES

- VERTICAL CONTROL IS IN METERS (GSC). ELEVATIONS HAVE BEEN DERIVED FROM CITY OF VAUGHAN BENCH MARK No.10519980112 – ELEVATION=315.327m. HORIZONTAL CONTROL IS IN 6' UTM (NAD83–CSRS). COORDINATES HAVE BEEN DERIVED FROM CITY OF VAUGHAN HCN No.'s 10519980112 AND 10519980114.
- SURVEY PERFORMED BY TRCA STAFF ON JANUARY 14, 16, 17 AND 18, 2019.
- CONTOUR INTERVAL IS 0.25 METERS.

LEGEND

- PROPOSED NORWAY SPRUCE
- PROPOSED NORWAY SPRUCE AFTER 5 YEARS
- PROPOSED SHRUBS (GRAY DOGWOOD OR SERVICEBERRY)
- PROPOSED 1.83m HIGH CHAIN-LINK FENCE
- EXISTING CHAIN-LINK FENCE

REVISIONS/STATUS	
NO.	DATE
1	JAN21/19
2	JAN24/19
DESCRIPTION	
DESIGN	DRAWN
C.C.	CHECKED
X.X.	APPROVED
PROJECT TITLE	
MACLEOD ESTATE TRAIL TOWN OF RICHMONDHILL	
DRAWING TITLE	
MACLEOD ESTATE TRAIL PROPOSED ALIGNMENT CROSS-SECTION C-C'	
DRAWING NO.	FILE NO.
F1731-D4	4 OF 6
DATE	SCALE
JAN 24, 2019	AS SHOWN
REV.	



KEY MAP



THE TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) IS NOT LIABLE FOR INFORMATION SHOWN ON THIS DRAWING. PLEASE CONTACT THE TRCA BEFORE REPRODUCING, ALTERING, OR USING THE INFORMATION CONTAINED IN THIS DRAWING IN WHOLE OR IN PART.

NOTES

- VERTICAL CONTROL IS IN METERS (GSC). ELEVATIONS HAVE BEEN DERIVED FROM CITY OF VAUGHAN BENCH MARK No.10519980112 - ELEVATION=315.327m. HORIZONTAL CONTROL IS IN 6' UTM (NAD83-CSRIS). COORDINATES HAVE BEEN DERIVED FROM CITY OF VAUGHAN HCN No.5 10519980112 AND 10519980114.
- SURVEY PERFORMED BY TRCA STAFF ON JANUARY 14, 16, 17 AND 18, 2019.
- CONTOUR INTERVAL IS 0.25 METERS.

LEGEND

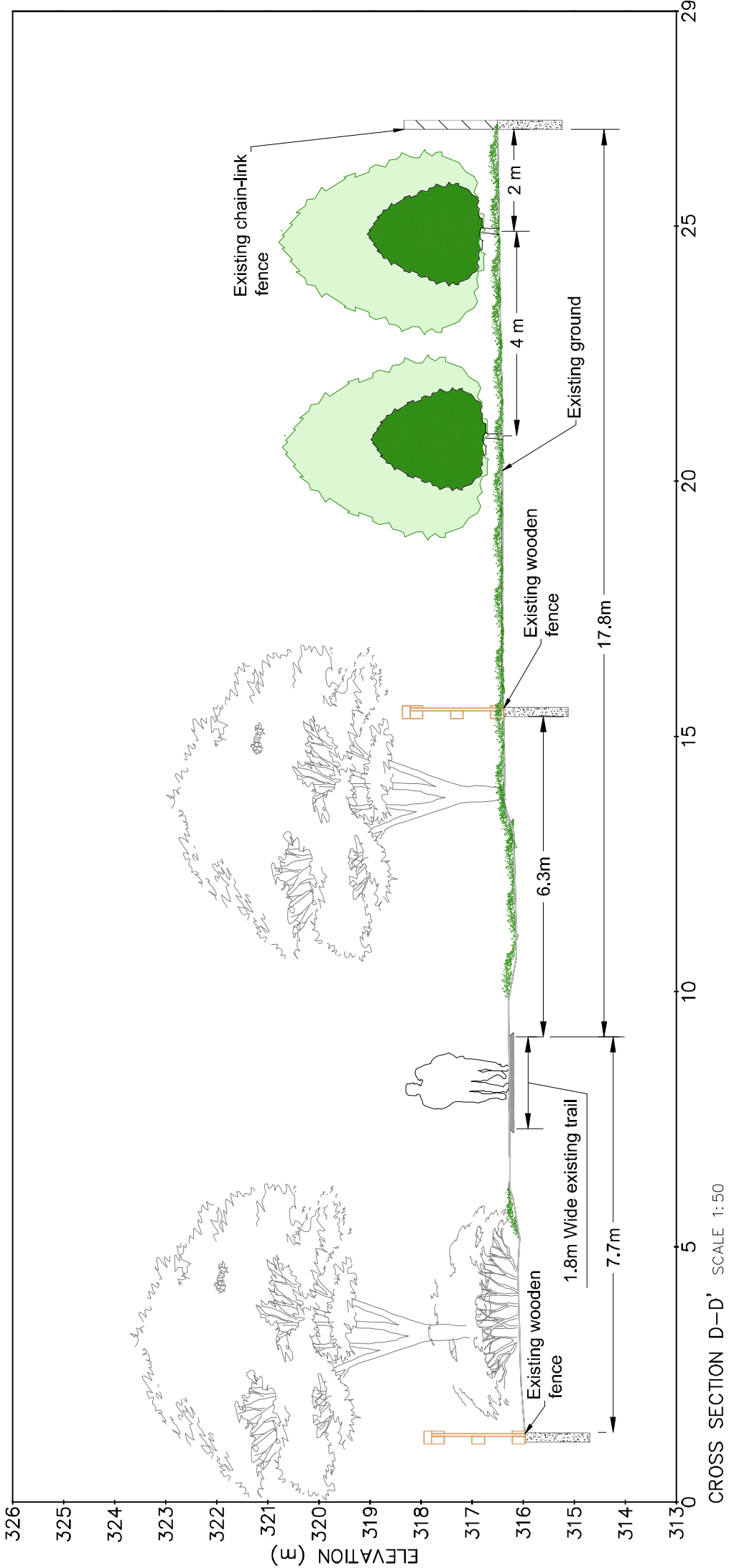
- PROPOSED NORWAY SPRUCE
- PROPOSED NORWAY SPRUCE AFTER 5 YEARS
- PROPOSED 1.83m HIGH CHAIN-LINK FENCE
- EXISTING CHAIN-LINK FENCE
- EXISTING WOODEN FENCE

REVISIONS/STATUS		APPR'D.	
NO.	DATE	DESCRIPTION	
1	JAN21/19	ISSUED FOR REVIEW	
2	JAN24/19	ISSUED FOR REVIEW	
DESIGN		DRAWN	C.C.
		CHECKED	X.X.
		APPROVED	

PROJECT TITLE
MACLEOD ESTATE TRAIL
TOWN OF RICHMONDHILL

DRAWING TITLE
MACLEOD ESTATE TRAIL
PROPOSED ALIGNMENT
CROSS-SECTION D-D'

DRAWING NO.	FILE NO.	5 OF 6	REV.
F1731-D5			
DATE	SCALE	AS SHOWN	
JAN 24, 2019			





Gray Dogwood :

- Potted stock- average height is 175 cm (1.75 meters)

Gray Dogwood will grow to be about 8 feet tall at maturity, with a spread of 6 feet. It has a low canopy with a typical clearance of 1 foot from the ground. It grows at a slow rate, and can grow 1 foot in height per year. Under ideal conditions gray dogwood can be expected to live for 40 years or more.



Downy Serviceberry :

- Potted stock- average height is 175 cm (1.75 meters)

Downy serviceberry is a small tree or multi-stemmed large shrub. It has a rounded crown with many small arching, spreading branches. Tree/shrub can grow 20 to 50 feet in height with a variable spread. It will grow to full size in between 5-8 years. Plants can be grown single-trunked or multi-stemmed. It rarely lives longer than 50 years.



Planting Notes

Planting will take place the spring after trail implementation Shrubs cannot be planted among the norway spruce for additional privacy in early stages, it would cause low survival rates.

Full plant care program will be implemented, includes 3 waterings in the first season, plant monitoring (and replacements if necessary) for 2 years following

Deer like to browse on newly planted trees and will likely lower survival ship, this is a major consideration of species choice

The smaller the plant at the time of planting, the higher the survival rates (the proposed tree size is the largest we would want to plant in this type of application), they are also the most expensive to plant and care for Trees are planted 2 m from property fence line and 4 m apart in all directions



White Spruce:


White spruce can live between 50 to 100 years, and can reach the height of 20 to 25 m (65 to 80 ft), with a spread up to 6 m (20 ft). The tree has a moderate growth rate. It can grow from 30 to 60 cm (12 to 24 in.) a year till maturity.



Fragrant Sumac :

- Potted stock- average height is 80 cm to 125 cm

Fragrant Sumac will grow to be about 6 feet tall at maturity, with a spread of 6 feet. It grows at a slow rate, it will grow to full size in between 5-8 years and under ideal conditions can be expected to live for approximately 25 years.



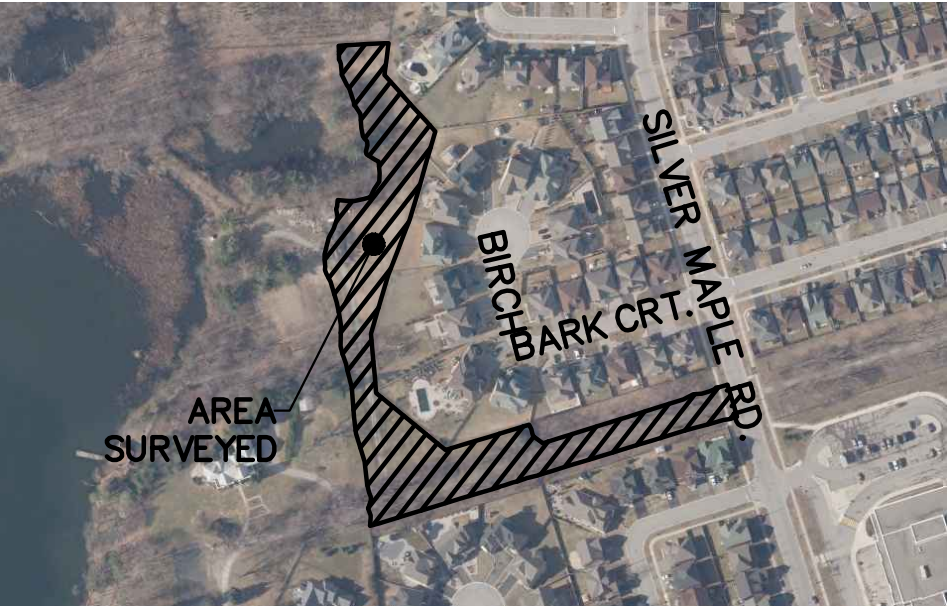
Toronto and Region

Conservation Authority

Member of Conservation Ontario

5 shoreham drive • downsview ontario m3n 1s4 (416) 661-6600

KEY MAP



N.T.S.

THE TORONTO AND REGION CONSERVATION AUTHORITY (TRCA) IS NOT LIABLE FOR INFORMATION SHOWN ON THIS DRAWING. PLEASE CONTACT THE TRCA BEFORE REPRODUCING, ALTERING, OR USING THE INFORMATION CONTAINED IN THIS DRAWING IN WHOLE OR IN PART.

NOTES

1. VERTICAL CONTROL IS IN METERS (GSC). ELEVATIONS HAVE BEEN DERIVED FROM CITY OF VAUGHAN BENCH MARK No.10519980112—ELEVATION=315.327m. HORIZONTAL CONTROL IS IN 6" UTM (NAD83—CSRS). COORDINATES HAVE BEEN DERIVED FROM CITY OF VAUGHAN HCM No.'s 10519980112 AND 10519980114.

2. SURVEY PERFORMED BY TRCA STAFF ON JANUARY 14, 16, 17 AND 18, 2019.

3. CONTOUR INTERVAL IS 0.25 METERS.

LEGEND

REVISIONS/STATUS				
NO.	DATE	DESCRIPTION	APP'D.	
1	JAN21/19	ISSUED FOR REVIEW		
2	JAN24/19	ISSUED FOR REVIEW		
DESIGN	DRAWN	C.C	CHECKED	X.X.
			APPROVED	

PROJECT TITLE

MACLEOD ESTATE TRAIL
TOWN OF RICHMONDHILL

DRAWING TITLE

MACLEOD ESTATE TRAIL
PLANT DESCRIPTIONS

DRAWING NO.		F1731—D6		FILE NO.		6 OF 6	
DATE	JAN 24, 2019	SCALE	AS SHOWN		REV.		



Addendum A: Macleod Estate Trail Linkage

Prepared by:

Resource Management Projects

March 2019

Table of Contents

A.1 Introduction & Study Area	3
A.1.1 Introduction	3
A.1.2 Oak Ridges Corridor Conservation Reserve	4
A.1.3 Study Area	5
A.1.4 Oak Ridges Corridor Park Management Plan	5
A.2 Trail Planning Process	6
A.2.1 Project Process	6
A.2.2 Engagement and Consultation	7
A.2.2.1 TRCA Staff	8
A.2.2.2 Public	8
A.3 Current Trail System & Conditions	12
A.3.1 Existing Trails	12
A.3.1.1 Primary Trail	12
A.3.1.2 Secondary Trails	13
A.3.2 Existing Access and Amenities	13
A.4 Macleod Estate Trail Linkage Concept	13
A.4.1 Macleod Estate Trail Linkage Goals	13
A.4.2 Macleod Estate Trail Linkage Alignment	14
A.4.2.1 General Trail Experience	14
A.4.2.2 Slope Characteristics	15
A.4.2.3 Property Ownership	15
A.4.3 Macleod Estate Trail Linkage Design	15
A.4.4 Trail Amenities	16
A.4.4.1 Trailhead Signage	16
A.4.4.2 Postmarkers	16
A.4.4.3 Benches	16
A.4.4.4 Interpretive Signage	17
A.4.4.5 Planting	17
A.4.4.6 Fencing	17

A.4.5 Accessibility 17

 A.4.5.1 Slope Improvements 19

 A.4.5.2 Paved Surface Area 19

A.4.6 Macleod Estate Trail Linkage Management..... 20

A.5 Macleod Estate Trail Linkage Budget20

Figures21

References.....38

A.1 INTRODUCTION & STUDY AREA

A.1.1 Introduction

Since the approval of the Oak Ridges Corridor Park (ORCP) Management Plan and the establishment of a trail system within the ORCP lands, urban development has increased substantially around the ORCP property. When the ORCP Management Plan was approved in 2006, the Macleod's Landing neighbourhood located at Jefferson Sideroad and Yonge Street was not fully established. This new neighbourhood has now grown to over 1000 homes, including the Macleod's Landing Public School. There is no trail linkage from this neighbourhood into the Oak Ridges Corridor Conservation Reserve (ORCCR) trail network¹. Local advocacy by residents of the Macleod's Landing neighbourhood has demonstrated the desire for a direct, safe trail connection from this relatively new neighbourhood to the trail network within the ORCCR.

To adapt the existing trail network to this newly identified community desire, TRCA undertook a public planning process from approximately October 2017 to June 2018 to assess the feasibility of a new trail connection from the Macleod's Landing neighbourhood to the existing ORCCR trail network. The new trail connection will be known for the purposes of this trail planning project as the "Macleod Estate Trail Linkage." The public planning process included the development of multiple trail alignment alternatives based on ecological and cultural constraints, gathering feedback on these alternatives, the determination of a preferred conceptual trail alignment, and the assessment of opportunities for trail amenities. The planning process included input from TRCA technical staff through a Technical Advisory Committee (TAC), the Town of Richmond Hill, key public interest groups through a Public Advisory Committee (PAC), and the general public.

From approximately July 2018 to March 2019, additional technical analysis, detailed planning and design, and focused stakeholder engagement was undertaken to work with local residents concerned with the preferred trail alignment resulting from the public planning process outlined above and evaluate an additional alternative trail option. This additional planning and design work involved the TAC, Town of Richmond Hill, PAC, and key Macleod's Landing neighbourhood residents.

This Addendum to the ORCP Management Plan reflects the results of both the public planning process undertaken from October 2017 to June 2018 and the additional focused planning work undertaken from July 2018 to March 2019. The Addendum describes the study area context and the existing trail system into which the future Macleod Estate Trail Linkage will integrate. It describes the project process that was undertaken, and engagement techniques that were employed to seek input into this process. The Addendum describes a design concept for the Macleod Estate Trail Linkage, including a conceptual alignment, general design standards, trail amenities, and opportunities for design interventions to enhance trail accessibility. Finally, recommendations for the management of the Macleod Estate Trail Linkage are included and a budget is

¹ It should be noted that a series of land use and land management changes have occurred since the approval of the ORCP Management Plan in 2006. The lands formerly known as the ORCP are now intended to be managed cohesively with approximately 175 hectares (ha) of TRCA-owned property to the immediate east of the lands formerly known as the ORCP. Both properties are now known collectively as the Oak Ridges Corridor Conservation Reserve. This Addendum recognizes and describes this new management context.

outlined. Guided by this Addendum, additional detailed design work will be undertaken for the Macleod Estate Trail Linkage that will address the additional technical details, engineering works, and siting of trail amenities needed to begin the construction of the trail.

A.1.2 Oak Ridges Corridor Conservation Reserve

Immediately adjacent to the 428 hectares that form the ORCP, TRCA owns approximately 175 hectares of greenspace lands east of Bayview Avenue. Referred to as the Oak Ridges Corridor Park East (ORCPE) property, these lands are dominated by natural cover and consist of many unique and sensitive natural features. A Management Plan was completed for the ORCPE in 2011 (Oak Ridges Corridor Park East Management Plan). The majority of the property within the ORCPE is owned by TRCA, with the exception of two parcels owned by the Province of Ontario (See Figure A1). The two parcels owned by the Province were addressed in the Management Plan developed for the ORCP in 2006; however, for the purposes of management zones, management recommendations and trail planning, they are now considered part of the ORCPE area.

It is the intent of TRCA and the Province that the main ORCP and the ORCPE lands be managed cohesively. Following the completion of the ORCPE Management Plan, the ORCP and the ORCPE were combined into ORCCR (See Figure A1). Restoration activities and trail development should consider the properties together as one area, and projects for the Reserve should be managed cohesively to allow TRCA to more effectively streamline work.

Together, the ORCCR properties form 603 hectares of prime Oak Ridges Moraine landscape on the natural boundary between the Humber River and Rouge River watersheds in the Town of Richmond Hill, Regional Municipality of York (see Figure A2). The ORCCR is located west of Leslie Street, south of Bethesda Sideroad, east of Bathurst Street, and north of Jefferson Sideroad and Stouffville Road.

The ORCCR is a rich natural area consisting of forest and successional forest areas, wetlands, waterbodies, meadows, agricultural fields, a golf course, approximately 17.1 km of popular recreational trails, and some notable cultural heritage features. The site contributes to a large forest complex, including the Jefferson Forest Area of Natural and Scientific Interest to the southeast. Bond Lake has been identified as an Area of Natural and Scientific Interest, and Bond Lake along with Philips Lake, Thompson Lake and other kettle waterbodies within the site form part of the provincially significant Philips-Bond-Thompson Wetland complex (See Figure A3). Bond Lake, Philips Lake and Jefferson Forest all support regionally- and locally-rare species. The site contributes a diversity of high quality and sensitive habitats to the ecosystem functions of the headwater region.

Urban development has increased substantially around the ORCCR in the past decade, and there are housing developments immediately adjacent to the boundary of the Reserve in multiple locations. The areas south of King Road, north of Jefferson Sideroad, and around Old Colony Road are especially developed. Richmond Hill's population continues to rise, and—pending development in the area surrounding the ORCCR along Leslie Street—will increase impact on the Reserve.

A.1.3 Study Area

The study area for the Macleod Estate Trail Linkage project is in the southwestern portion of the ORCCR, generally in the area surrounding Philips Lake. This area is within the ORCP property (See Figure A4). There are approximately 3.5 km of existing authorized trails in this area. Trail planning is focused within this area, though the surrounding context of this study area is examined as well to inform trail development and management decision-making.

A.1.4 Oak Ridges Corridor Park Management Plan

At TRCA Board Authority Meeting #8/06, on October 27, 2006, the ORCP Management Plan was approved through Resolution #A235/06:

“THAT the Oak Ridges Corridor Park Management Plan, prepared by AMEC Earth and Environmental dated August 2006, be approved;

THAT copies of the Oak Ridges Corridor Park Management Plan be sent to the members of the Oak Ridges Corridor Park Management Plan Advisory Committee with a request that the document be endorsed and they consider opportunities for providing multi-year funding to support the implementation of the plan, and operation of the park;

THAT staff assist with the establishment of an Oak Ridges Corridor Park Advisory Committee made up of interested citizens, interest groups and organizations, to help with the implementation of the management plan;

THAT the province be requested to approve the official name of the park as "Kettle Lakes Nature Reserve at Richmond Hill";

THAT approval be granted to enter into agreements with the Province of Ontario and the current Oak Ridges Corridor Park land owners to maintain and protect the completed trail on an interim basis and until the lands are conveyed to the Province of Ontario;

AND FURTHER THAT appropriate TRCA officials be authorized and directed to take such action as is necessary to implement the agreements including obtaining any necessary approvals and execution of documents.”

Section 6.0 of the ORCP Management Plan provides guidance for trail planning and development on the property. Regarding secondary trails, the Management Plan states:

“Secondary trails are proposed to link the neighbouring communities to the spine trail; the total length of proposed secondary trails is 2.8 km. People living adjacent to open space have a natural desire to access these areas. If formal access points are not provided, residents will make their own paths which can be much more detrimental to the sensitive environments than a formalized path in a pre-determined location.”

When the ORCP Management Plan was approved in 2006, the Macleod’s Landing neighbourhood near the Macleod Estate at Jefferson Sideroad and Yonge Street was not fully established. This new neighbourhood now contains approximately 1000 homes and the Macleod’s Landing Public School; however, there is no trail linkage from this area of the neighbourhood into the ORCCR trail network. The lack of a trail connection

creates the risk of informal trails, as the neighbourhood has expressed eagerness for an additional safe, direct trail linkage within the study area into the ORCCR. Existing informal trails from the Macleod's Landing neighbourhood have been inventoried within the study area (See Figure A5).

A.2 TRAIL PLANNING PROCESS

The planning process for the Macleod Estate Trail Linkage was undertaken from approximately October 2017 to June 2018, within an ecosystem framework and in consultation with TRCA staff, key public stakeholders, and the general public to ensure watershed health, public enjoyment and environmental sustainability. The project was managed under the broader umbrella of the "Oak Ridges Corridor Conservation Reserve Trail Planning Projects," which was concerned with both the Cycling on Secondary Trails project and the Macleod Estate Trail Linkage project².

A.2.1 Project Process

The public planning process was undertaken in three phases:

Phase 1: Initial Site Scoping and Evaluation

- Inventory ORCCR physical environment, natural environment, land use context in the study areas
- Inventory existing ORCCR trails in the study areas

Phase 2: Trail Planning

- Establish a TRCA staff Technical Advisory Committee (TAC), host meeting
- Establish a Public Advisory Committee (PAC), host meeting
- Initiate on-line engagement (TRCA YourSay Engagement Website)
- Develop and evaluate trail alignment alternatives for the Macleod Estate Trail Linkage, including trail connections to the ORCCR main spine trail and supporting trail amenities, such as parking, signage and resting areas
- Host a Public Engagement Session
- Consult on pedestrian and cycling trails with the Town of Richmond Hill Accessibility Advisory Committee
- Host meeting with the TAC and the PAC
- Develop management recommendations for the Macleod Estate Trail Linkage
- Drafting and finalization of the Addendum to the ORCP Management Plan

² The Cycling on Secondary Trails Project intends to evaluate and plan for changes to cycling uses within the ORCCR trail system, primarily focusing on mountain biking trails within the ORCPE property. While the Macleod Estate Trail Linkage Project and the Cycling on Secondary Trails Project were initiated simultaneously, the timeline for the Cycling on Secondary Trails project will extend further than the culmination of the Macleod Estate Trail Linkage Project. This longer timeline is due to the need for additional fieldwork and focused discussion with key interest groups. A further Addendum to the Oak Ridges Corridor Park Management Plan will be prepared at the completion of the Cycling on Secondary Trails Project.

Phase 3: Trail Plan Endorsement in Principle

- Bring the Addendum to the ORCP Management Plan to the TRCA Board of Directors for approval in principle

From approximately July 2018 to March 2019, TRCA undertook additional technical analysis, detailed planning and design, and focused stakeholder engagement to work with local residents concerned with the preferred trail alignment resulting from the public planning process outlined above and evaluate an additional alternative trail option. This additional focused planning and design work involved the TAC, Town of Richmond Hill, PAC, and key Macleod's Landing neighbourhood residents. An alternative trail option leading from a stormwater overland flow block off Vandervoort Drive to the spine trail was evaluated against the preferred trail alignment resulting from the public planning process. Additionally, more detailed trail designs and planting plans were developed articulating trail setbacks from private property and the specifics of planned vegetative screening and buffering measures.

The specifics of this additional project process are described below:

- Hosted TAC meeting for technical input to inform comparison of the Macleod Estate Trail Linkage alignment and a feasible Vandervoort Drive trail option
- Hosted site visit with the TAC and Town of Richmond Hill staff to confirm technical input
- Consulted with Town of Richmond Hill staff regarding stormwater engineering and planning considerations to inform identification of a feasible Vandervoort Drive trail option and comparison between both trail options
- Hosted site visit with concerned residents in opposition to the Macleod Estate Trail Linkage alignment
- Hosted site visit with neighbours adjacent to the ORCCR near the location of the Vandervoort Drive trail option
- Hosted PAC meeting
- Developed detailed designs and planting plans for the Macleod Estate Trail Linkage alignment
- Hosted meeting with neighbours opposed to the Macleod Estate Trail Linkage alignment to discuss setbacks and buffering measures
- Drafted and finalized a memorandum regarding an Investigation of the Vandervoort Drive Trail Entrance to compare this trail option to the Macleod Estate Trail Linkage alignment.

After the completion of this focused engagement and planning work, TRCA re-sought approval in principle of the Addendum to the ORCP Management Plan at the TRCA Board of Directors Meeting #4/19, and circulated this approved Addendum to the Oak Ridges Trail Association and Infrastructure Ontario.

A.2.2 Engagement and Consultation

Engagement with TRCA staff, external key interest groups, and the general public was critical to the planning process for the Macleod Estate Trail Linkage.

A.2.2.1 TRCA Staff

A TAC was formed to gain input and feedback from internal TRCA staff. This TAC included representation from various departments including Land Management, Planning Ecology, Terrestrial Natural Heritage, Archeology and Cultural Heritage, Planning & Development, Watershed Strategies, Restoration Projects, Resource Management Projects, Enforcement & Compliance, Parks & Culture, and Bathurst Glen Golf Course.

The TAC convened four times during the course of the Macleod Estate Trail Linkage planning process to discuss opportunities and constraints, trail alternative alignments, trail amenities, programming, and implementation. Meetings were held on January 17, 2018, March 22, 2018 and September 5, 2018. A site visit was held on September 13, 2018. Input on specific issues was also sought informally from TAC members. Key input provided by the TAC included the ecological buffers and constraints necessary to incorporate into decision-making for the trail alignment, appropriate design specifications and plantings, identification of drainage issues, and maintenance issues that could arise with certain potential trail amenities.

A.2.2.2 Public

Public engagement was undertaken through a multidimensional approach. A smaller PAC sought focused input from key interest groups, and broader public engagement techniques enabled more general feedback from the broader community. On-line, traditional media, and face-to-face communication methods were employed to provide information about the project and seek relevant input.

Public Advisory Committee

A Public Advisory Committee was formed to gain input and feedback from key external interest groups. The PAC included representation from The Regional Municipality of York, the Town of Richmond Hill, the Oak Ridges Trail Association, the Durham Mountain Biking Association, The Gordon & Patricia Gray Animal Welfare Foundation, and interested residents. The Committee met twice over the course of the project to discuss opportunities and constraints, trail alternative alignments, trail amenities, programming, and implementation. Meetings were held on January 19, 2018, April 6, 2018 and November 26, 2018. The PAC was concerned with both ORCCR Trail Planning Projects (the Macleod Estate Trail Linkage Project and the Cycling on Secondary Trails Project). Key input provided by the PAC included underscoring the need to prevent trail access to Philips Lake to preserve ecological value, recommendations for incorporating planting buffers into the trail design, the need to incorporate design to enhance trail accessibility for a wide variety of users, and suggestions for trail amenities and programming that promote ecological stewardship.

It should be noted that while the Philips Lake Stewardship Panel is not active and therefore could not be engaged through this public planning process, the PAC included many of the individuals who would likely make up this committee. This PAC included many of the same groups who had participated in the PAC convened for the Oak Ridges Corridor Park East Management Plan.

Online Engagement

An online web presence for the Macleod Estate Trail Linkage planning process was launched on December 21, 2017. An engagement webpage was created through the TRCA YourSay platform, which could communicate key project dates, project updates, distribute supporting documents and photos, advertise upcoming events, and enable users to provide feedback on key elements of the trail plan through an online survey and online comment forms. Users could also subscribe to email updates about the project. The YourSay page covered both the Cycling on Secondary Trails Project and the Macleod Estate Trail Linkage Project. Text was added to the Oak Ridges Corridor Conservation Reserve TRCA webpage to notify visitors

about ongoing ORCCR trail planning projects, and to direct visitors to the YourSay page for further engagement in the projects.

A general ORCCR online trail user survey was launched on December 21, 2017. The questions were intended to obtain a general sense of how trail users access the ORCCR, how they are using the trails, when and how often they visit, the purpose of their visit, what they like and dislike about the trail system, etc. A total of 112 responses were collected between December 19, 2017 and May 8, 2018. Some key findings from the survey indicate that most respondents access the ORCCR by car, that Stouffville Road, Jefferson Sideroad, and Old Colony Road are the most popular access points, that most respondents visit once per week for between one and three hours on weekend mornings, most respondents participate in hiking and mountain biking, and overall respondents rated their trail experiences at 8/10.

Public Engagement Session

A Public Engagement Session was held on February 22, 2018, at the Oak Ridges Community Centre (12895 Bayview Ave, Richmond Hill). The Public Engagement Session was concerned with both ORCCR Trail Planning Projects. Materials related to the Macleod Estate Trail Linkage Project presented to the public included contextual information on the entire ORCCR trail system, two conceptual alignment options for the proposed Macleod Estate Trail Linkage, study area ecological constraints, and perspective artistic renderings and cross-sections. The materials were mounted on display boards and presented in an open house format, where attendees were free to circulate around the space and view the materials at their own pace. Project team members from TRCA and the Town of Richmond Hill were available to answer questions from attendees in an informal manner.

The Public Engagement Session was advertised through both online and physical tactics. A flyer was distributed via Canada Post's neighbourhood mail to approximately 1764 addresses (1734 homes, 30 businesses), and this flyer was also posted at the Oak Ridges Community Centre, the Bond Lake Arena, and the Oak Ridges Moraine Public Library. The flyer was also included in a Macleod's Landing Public School newsletter. A newspaper ad promoting the Public Engagement Session was issued in the February 15, 2018 edition of the Richmond Hill Liberal newspaper. The Session was promoted through word-of-mouth at a TRCA Snowshoeing event on February 10, 2018. The Public Engagement Session was advertised through the online TRCA events calendar and the Town of Richmond Hill online bulletin board. Tweets were sent from the @TRCA_Trails Twitter account to promote the session, which were retweeted through the @YorkRegionGovt York Region Transportation Services Twitter account. An email blast was sent through the Oak Ridges Trail Association's email distribution list on February 14th, 2018. An email was sent out to people who had requested to subscribe for email project updates through the YourSay Engagement website. Details on the Public Engagement Session were posted to the ORCCR Trail Planning Projects YourSay Engagement website, and many of the marketing tactics employed to promote the Session directed people to the YourSay website to find out more about the event and the ORCCR Trail Planning Projects generally.

It is estimated that 69 people attended the Session. Feedback forms were distributed to session attendees, inviting them to choose the conceptual trail alternative alignment they preferred (and explain why), and describe the trail amenities and features they would like to see along the proposed new trail linkage. There were also large-format maps of the trail alternatives available for attendees to annotate with their comments. Broadly, there was community interest and support for the Macleod Estate Trail Linkage, with questions as to how the trail would interact with Philips Lake, what type of landscapes the trail would pass through, and what type of trail would be built. Local residents were generally supportive and excited about

the direct trail connection into the ORCCR. There was concentrated, rational, yet firm opposition for the proposed trail alignment from a few residents whose properties are situated adjacent to the location of the proposed trail, citing concerns over privacy, safety, environmental impact, and constructability of the proposed trail. The day after the Public Engagement Session, the materials from the Session were posted on the YourSay website, and an online questionnaire was posted asking the same questions as the feedback forms distributed at the Session. This online comment period continued for approximately 2 weeks and allowed people who were not able to attend the Public Engagement Session to provide their feedback.

At the Public Engagement Session, the sign-in sheet allowed people to provide their email to request to be added to the list of subscribers for email project updates. An email blast was sent to the whole list of project subscribers on July 6, 2018, including people who subscribed via the YourSay Engagement Website, notifying people of the July 20 TRCA Board Meeting. Another email blast was sent to this list of subscribers in advance of the April 26 Board of Directors Meeting.

Focused Engagement with Macleod's Landing Neighbours

An on-site meeting was scheduled with TRCA technical staff and the residents who had expressed their opposition to the plan at the Public Engagement Session on May 15, 2018, in an effort to address their concerns during the detailed design process. At the site visit the neighbours raised many of the same concerns as at the Public Engagement Session. They expressed concern for the security of their homes because the trail alignment is proposed so close to the rear yards of their properties. TRCA staff noted that they have not heard of any cases of people jumping fences into residential properties to commit crimes in any other areas in the TRCA jurisdiction where trails are in close proximity to residential properties. The neighbours also relayed that at the time they bought their homes, they were promised by the developer and the Town of Richmond Hill that their view into the ORCCR would remain undisturbed. The neighbours in attendance expressed concern for the environmental protection of Philips Lake and the surrounding area. TRCA staff discussed some trail design measures that could mitigate these issues, such as buffer plantings and fencing. The neighbours also raised concerns over the impact this trail could have on the value of their properties and historical political decision-making to re-open the approval of a previous Town of Richmond Hill trail alignment along the remnant silver maple carriageway from Silver Maple Road to Macleod Estate Court. TRCA staff reviewed the tentative plan approval and implementation commencement with the neighbours. It was suggested that the neighbours could provide a delegation or submit correspondence when TRCA seeks approval of the Macleod Estate Trail Linkage Addendum to have their concerns heard by the TRCA Board. These neighbours submitted correspondence as part of the July 20, 2018 TRCA Board Meeting outlining their concerns and suggesting another trail alignment from Vandervoort Drive to the ORCCR spine trail.

A site visit took place on Friday, September 21, 2018 with Town of Richmond Hill staff and nine residents of Birchbark Court, Roderick Court, and Miles Hill Crescent, including five out of the eight residents who expressed opposition to the preferred Macleod Estate Trail Linkage alignment through correspondence submitted at the July 20, 2018 TRCA Board Meeting. The site visit included both the potential Vandervoort Drive trail area and the locations of their concerns along the Macleod Estate Trail Linkage alignment. The residents discussed potential advantages of locating the trail at the Vandervoort Drive access area, including the greater trail setback from most nearby homes. They also reiterated their privacy, safety, ecological, litter, and property value impact concerns, adding that there are stormwater drainage concerns with the Macleod Estate Trail Linkage alignment.

To engage the neighbours who would be directly impacted by a Vandervoort Drive trail option, a site visit also took place on November 12, 2018 with Town of Richmond Hill staff and 16 residents of Vandervoort Drive. These residents registered for the site visit in response to a notice delivered on October 22, 2018 to 39 addresses along Vandervoort Drive and Miles Hill Crescent, whose properties border the ORCCR near the area where the Vandervoort Drive trail option would be located or construction disturbance could occur. These residents raised privacy, security and safety, ecological, littering, parking, property value impact, trail service area, and drainage concerns. The neighbours in attendance presented TRCA staff with a petition stating their opposition to the Vandervoort Drive trail option. The petition was signed by 23 people at the time of the site visit.

The correspondence submitted by the neighbours in opposition to the preferred Macleod Estate Trail Linkage alignment and a summary of the November 12, 2018 site visit was consolidated and presented as an attachment at the TRCA Board of Directors Meeting on April 26, 2019. In this way the comments expressed by both groups of neighbours could be considered by the TRCA Board of Directors in their decision to approve the Macleod Estate Trail Linkage alignment.

Town of Richmond Hill Accessibility Advisory Committee

The Ontario Regulation 191/11: Integrated Accessibility Standards (under Accessibility for Ontarians with Disabilities Act, S.O. 2005, c.11), in “Section 80.8: Consultation, recreational trails”, states:

“(1) Obligated organizations shall consult on the following before they construct new or redevelop existing recreational trails:

1. The slope of the trail.
2. The need for, and location of, ramps on the trail.
3. The need for, location and design of,
 - i. rest areas,
 - ii. passing areas,
 - iii. viewing areas,
 - iv. amenities on the trail, and
 - v. any other pertinent feature. O. Reg. 413/12, s. 6.

(2) Obligated organizations shall consult on the matters referred to in subsection (1) in the following manner:

1. Obligated organizations must consult with the public and persons with disabilities.
2. Municipalities must also consult with their municipal accessibility advisory committees, where one has been established in accordance with subsection 29 (1) or (2) of the Act. O. Reg. 413/12, s. 6.”

To fulfill these requirements, members of the project team attended a Town of Richmond Hill Accessibility Advisory Committee on March 28, 2018 to present the conceptual alignment for the Macleod Estate Trail Linkage and gain feedback from Committee members. Concern was expressed by the Committee regarding the granular limestone fine trail surface. It was noted that the trail surface should be firm and stable enough to prevent wheelchair wheels from slipping or becoming stuck, and pavement as a trail surface was

suggested. There was also concern raised over extended lengths of trail with 5-8% slope (30m). A switchback and/or rest areas at appropriate intervals should be considered to address this issue. It was noted that the trail width should be wide enough for wheelchair passing. It was also noted that signage should be accessible for those with visual disabilities. As a more general comment regarding the ORCCR trail system, it was suggested that trail improvements should be made to recognize aging population demographics; for example more washroom facilities should be integrated into the ORCCR trail system. Another general comment mentioned erosion issues that have been emerging on the existing ORCCR trail system, and that these maintenance issues need to be addressed for both the existing trail network and for the future Macleod Estate Trail Linkage. Efforts have been made to address many of these concerns within the Macleod Estate Trail Linkage Concept (see Section A4).

A.3 CURRENT TRAIL SYSTEM & CONDITIONS

A.3.1 Existing Trails

The existing authorized ORCCR trail network includes a spine trail, which is the primary multi-use trail offering an east-west link through the Reserve, and secondary trails which are intended to link neighboring communities to the spine trail and create loops for recreational enjoyment (see Figure A6). The authorized existing trail system within the study area consists of a section of the primary multi-use spine trail and two secondary trail sections (see Figure A5). The ORCCR trail network also includes linkages to regional trail networks - the Lake-to-Lake Cycling Route and Walking Trail alignment runs through the ORCCR, and this alignment connects with the Oak Ridges Trail directly north of the Reserve. A large section of spine trail is also a designated section of the Oak Ridges Trail Network. Thus, the ORCCR is linked to 121 km of Lake-to-Lake Cycling Route and Walking Trail, and over 350 km of trails that comprise the Oak Ridges Trail network (see Figure A7).

Table A 1: Existing Trail Network (excluding the Macleod Estate Trail Linkage)

	Existing ORCCR Trail Network	Existing Macleod Estate Trail Linkage Study Area Trail Network
Spine Trail	9620 m	2327 m
Secondary Trail	7527 m	1137 m
Total	17147 m	3464 m

A.3.1.1 Primary Trail

The primary multi-use spine trail runs generally east-west through the ORCCR property, from Bathurst Street in the southwest to Bethesda Sideroad in the northeast. The spine trail is designated as a side trail of the Oak Ridges Trail Network.

The primary trail is designed for a relatively high volume of use, and therefore the trail width and construction is substantial enough to allow safe passing, along with a consistent and even surface. The primary trail is constructed to a maximum width of 2.4 m and surfaced with compacted granular limestone fines on a compacted granular base (see Figure A8). The granular base is to be constructed to a maximum

width of 3 m. A geogrid web is employed to distribute the weight of the soil compaction evenly. The alignment of the spine trail has been carefully selected to follow the height of the land and minimize grade changes, thereby providing a trail experience that will be accessible to a wide range of users (see Section 6.2).

Appropriate, nature-based public uses are permitted along trails including hiking, walking, cross-country skiing, leashed dog-walking, and cycling. Based on the results of the online ORCCR trail user survey launched alongside this public planning process, hiking and cycling are the most prevalent trail activities.

A.3.1.2 Secondary Trails

Secondary trails serve two functions in the trail system: to link the neighbouring communities to the primary trail, and to provide loop trails for recreational enjoyment.

People living adjacent to open space have a natural desire to access these areas. If formal access points are not provided, residents often make their own paths, which can be much more detrimental to sensitive environments than a formalized path in a pre-determined location. As these secondary trails are providing access to local residents, a more moderate level of use is anticipated and therefore, it is possible to accommodate users on paths that are narrower than the spine trail (See Figure A9). A maximum width of 2 m with a granular surface is recommended for these trails (see Section 6.3).

A.3.2 Existing Access and Amenities

Currently, the closest trail access points to the ORCCR trail system within the study area are the entrance from Jefferson Sideroad near Lake Forest Drive, and from Yonge Street near Bond Lake (see Figure A10). It was expressed by a number of local residents that these access points are too far to be useful to them, and additionally walking up Yonge Street to the Yonge Street trail access is not safe due to high volumes of fast-moving motor vehicle traffic, with limited, to non-existent sidewalks.

The ORCCR trail system includes trail amenities that improve the trail user experience through enhanced user comfort, wayfinding, or interpretation opportunities. The current suite of trail amenities for the ORCCR includes trailhead kiosks, wooden postmarkers, and stone slab benches. Kiosks, benches, and postmarkers are sited based on ease of access, safety, and field-fit onsite. Trail signage and amenities are developed based on the guidance of the Oak Ridges Corridor Park Management Plan. This plan (see Section 6.8.5) recommends interpretive/educational signage may be installed at specific natural or cultural feature areas along the trail. Themes include wildlife and natural ecosystems, landscape or human heritage. See Figures A11 – A14 for examples of existing trail amenities within or near the Macleod Estate Trail Linkage study area.

A.4 MACLEOD ESTATE TRAIL LINKAGE CONCEPT

A.4.1 Macleod Estate Trail Linkage Goals

The goals of the Macleod Estate Trail Linkage mirror the goals of the existing Oak Ridges Corridor Park Management Plan:

- “1. To support the implementation of the Oak Ridges Moraine Conservation Act by contributing to the protection, restoration and enhancement of the Moraine’s ecological functions, protecting water quality and quantity, maintaining the integrity of the continuous natural system and fostering partnerships for stewardship.

2. To address the challenge of sustaining a sanctuary for nature in an urban setting by including public uses that provide opportunities for passive recreation, linkages to the Oak Ridges Trail, and experiential learning, while protecting the environmental integrity of the park.”

Within Section 6.0, the Oak Ridges Corridor Park Management Plan provides more specific direction as to the purpose of Secondary Trails (Section 6.3), and how these trails can contribute to the goals of the Oak Ridges Corridor Park Management Plan:

“Secondary trails are proposed to link the neighbouring communities to the spine trail; the total length of proposed secondary trails is 2.8 km. People living adjacent to open space have a natural desire to access these areas. If formal access points are not provided, residents will make their own paths which can be much more detrimental to the sensitive environments than a formalized path in a pre-determined location.”

When the Oak Ridges Corridor Park Management Plan was approved in 2006, the Macleod’s Landing neighbourhood was not fully established. This new neighbourhood now contains approximately 1000 homes and the Macleod’s Landing Public School, and the neighbourhood residents have expressed eagerness for a trail linkage into the Reserve within the study area. The lack of a trail connection coupled with the identified desire for access to the ORCCR trail network creates the risk of informal trails. These informal trails would likely not be developed with the technical input necessary to ensure protection of the surrounding environment. Therefore, without a more sustainable trail alternative, informal trails which degrade the integrity of the surrounding ecology are at risk of proliferating.

The Macleod Estate Trail Linkage will provide a trail connection from the Macleod’s Landing neighbourhood into the ORCCR trail system that has been designed intentionally and sustainably. The new trail alignment has been designed recognizing relevant ecological buffers, such as setbacks from the area of the Provincially significant Philips-Bond-Thompson Wetland complex. The trail alignment has been developed with the input of TRCA technical staff with knowledge of the area and the sensitivities of the surrounding environment.

The proposed new trail connection is intended to function as a neighbourhood connection and will serve a wide variety of users, providing enhanced access to the natural beauty of the Moraine landscape within the ORCCR in a sustainable, intentional manner. The trail opens further opportunities for passive recreation, which provides mental and physical health benefits. Enhancing opportunities for the neighbourhood to connect to this engaging and scenic greenspace also fosters local stewardship, as residents will be able to experience and value the ORCCR as a part of their day-to-day lives.

A.4.2 Macleod Estate Trail Linkage Alignment

The conceptual alignment for the new Macleod Estate Trail Linkage can be seen on Figure A15. The new trail will be approximately 798 m, having a width of 1.8 m, and will be classified as a secondary trail.

A.4.2.1 General Trail Experience

From the ORCCR spine trail, the new trail will pass eastwards through meadow area and new-growth conifer plantations, before turning southwards through thicker plantation forest. Once the trail reaches the fence surrounding Philips Lake, the trail will continue through a corridor of open meadow between the more mature forest that surrounds Philips Lake and the fence-line of neighbouring properties. The trail will then pass near the Macleod Estate residence before turning sharply eastwards along a remnant carriageway lined

with silver maples and connecting to Silver Maple Road. A bird's eye view of this conceptual trail alignment may be seen in Figure A16

A detailed view of the conceptual trail alignment can be seen on Figure A17. Minor variations from this alignment may occur during the detailed design and construction of the trail based on on-site landscape barriers or opportunities for improvements in slope sustainability.

A.4.2.2 Slope Characteristics

The longitudinal slope profile of the Macleod Estate Trail Linkage, as calculated from the conceptual trail alignment³, is gentle relative to the ORCP trail network⁴. Calculated over 10 m sections of trail, the maximum longitudinal slope of the Macleod Estate Trail Linkage conceptual alignment is 9.81% and the typical longitudinal slope is 2.57% (see Figure 18). Where the longitudinal slope of the trail exceeds 5%, efforts will be made during at the detailed design and implementation stages to find opportunities—through minor trail alignment adjustments—to reduce the trail's longitudinal slope. As the slope profile for the conceptual Macleod Estate Trail Linkage is based on a desktop exercise over 10 m intervals, a more detailed slope profile will be created based on the as-built trail alignment with TRCA's High-Efficiency Trail Assessment Process (HETAP) equipment. This more detailed longitudinal slope profile will be used for future trail signage purposes.

A.4.2.3 Property Ownership

Based on current land ownership arrangements and the conceptual alignment for the new Macleod Estate Trail Linkage, approximately 193 m of trail is located on land owned by the Town of Richmond Hill, approximately 57 m of trail is located on land owned privately, and approximately 546 m of trail is located on land owned by the Province of Ontario (ORCCR) and managed by TRCA (See Figure A19).

A.4.3 Macleod Estate Trail Linkage Design

The design standards of the Macleod Estate Trail Linkage are generally consistent with the Oak Ridges Corridor Park Management Plan Section 6.1.

The general design standards of the Macleod Estate Trail Linkage are based to the as-built design details of precedent secondary trail linkages constructed since the approval of the Oak Ridges Corridor Park Management Plan. The general design standards for the Macleod Estate Trail Linkage are described in Table A2 below:

³ The longitudinal slope calculations for the conceptual trail alignment are based on a desktop Geographic Information Systems (GIS) exercise. The trail alignment line was converted to a series of points every 10 m. The longitudinal slopes in between these points were calculated, thus providing longitudinal slopes in 10 m sections for the trail alignment. The maximum longitudinal slope is the highest longitudinal slope out of these 10m sections, and the average longitudinal slope is the average of the longitudinal slopes of these 10m sections. This methodology will thus not capture micro scale variations of longitudinal slope within these 10m sections.

⁴ The ORCP Primary and Secondary Trails, viewed together, have a typical longitudinal slope of 3.8% and a maximum longitudinal slope of 26.6%

Table A 2: Macleod Estate Trail Linkage Design Standards

Trail Characteristic	Design
Trail Tread Width	1.8 m
Trail Clearing Width	2.4 m – 2.77 m
Trail Clearing Height	3.5 m
Trail Surfacing	Compacted limestone granular fines on a compacted granular base, for enhanced accessibility pavement may be considered for the portion of trail along the remnant silver maple carriageway (See Figure A20)

A.4.4 Trail Amenities

A.4.4.1 Trailhead Signage

A trailhead kiosk will be incorporated into the Macleod Estate Trail Linkage. This structure will be designed to match the construction of existing trailhead kiosks throughout the ORCCR trail system (see Figure A11). This trailhead kiosk is recommended to be sited alongside the trail near the Macleod Estate residence immediately north of the silver maple carriageway, located where trail users can view both the Macleod Estate residence and the silver maple carriageway. The precise location of the trailhead kiosk will be finalized through the detailed trail design process.

Signage posted on the trailhead will be generally consistent with guidelines provided in the Oak Ridges Corridor Park Management Plan Section 6.8. All signage posted on these trailhead kiosks will conform to the Accessibility for Ontarians with Disabilities Act (2005) Regulation 191/11: Section 80.9 (Technical requirements for trails, general).

A.4.4.2 Postmarkers

Postmarkers will be incorporated into the Macleod Estate Trail Linkage. These postmarkers will be designed to match the construction of existing postmarks along the broader ORCCR trail system (see Figure A13).

The siting and design of these postmarkers will be generally consistent with the guidance provided within the Oak Ridges Corridor Park Management Plan Section 6.8.2, although the precise location of the postmarkers will be determined through the detailed trail design process and field-fit during construction.

A.4.4.3 Benches

Benches will be incorporated into the Macleod Estate Trail Linkage. These benches will be designed to match the construction of existing benches along the broader ORCCR trail system (see Figure A12). The siting of benches along the Macleod Estate Trail Linkage shall be designed to enhance trail accessibility for a wide variety of users, including seniors and persons with disabilities. These benches will be located along the section of trail away from residential properties. . The precise number and location of benches will be determined through the detailed design process.

The provision of benches will be generally consistent with the guidance provided in the Oak Ridges Corridor Park Management Plan Section 6.1.

A.4.4.4 Interpretive Signage

Interpretive Signage is recommended to be incorporated into the Macleod Estate Trail Linkage, highlighting the ecological importance of Philips Lake and/or the cultural heritage value of the Macleod Estate and the associated silver-maple lined carriageway. Interpretive signage relating to these features will be included alongside the trailhead kiosk discussed in Section A.4.4.1.

The Oak Ridges Corridor Park Management Plan Section 4.1 notes that Philips Lake supports locally and regionally rare species. Philips Lake is also part of the Provincially significant Philips-Bond-Thompson wetland complex, and is relatively undisturbed as compared to Bond Lake, the other major ORCCR waterbody. Interpretive signage could describe the ecological features of Philips Lake and its ecological importance, explaining why it is essential to limit disturbance to the Lake. Interpretive signage can provide important opportunities to foster environmental stewardship.

The Oak Ridges Corridor Park Management Plan Section 3.4.1 notes that the Macleod Estate (Drynoch Estate) is an important cultural heritage feature significant for its associative and architectural value. The Estate residence and the silver maple carriageway associated with the Estate have both been designated under the Ontario Heritage Act, R.S.O. 1990 for their design and associative value (Town of Richmond Hill, 2016). Interpretive signage could describe the history and significance of the Macleod Estate and the silvery maple carriageway, explaining how the Estate is linked to the broader history of Canada.

Any interpretive signs incorporated into the Macleod Estate Trail Linkage shall be designed to be generally consistent with the Oak Ridges Corridor Park Management Plan Section 6.8.5. These interpretive signs will also take guidance from the Accessibility for Ontarians with Disabilities Act (2005) Regulation 191/11: Section 80.9 (Technical requirements for trails, general), subsection (3); the signs will have high tonal contrast with its background in order to assist with visual recognition; and include characters that use a sans serif font.

A.4.4.5 Planting

A substantial vegetated buffer will be ensured between the Macleod Estate Trail Linkage and the surrounding Macleod's Landing neighbourhood. This will be provided through existing vegetation where possible, and through the creation of additional planted buffer area where needed. Visual screening and dissuading trail users from entering the planted area are priorities for the design of this planted buffer.

To help prevent trail users from attempting to access Philips Lake, the vegetated buffer in between the Macleod Estate Trail Linkage and Philips Lake should be enhanced. Visual screening and preventing trail users from entering the planted area are priorities for the design of this planted buffer.

A.4.4.6 Fencing

Additional fencing should be implemented between the Macleod Estate Trail Linkage and Philips Lake. Any additional fencing should be substantial physical barriers to prevent access by trail users, however the fencing should not detract from the greenspace trail experience.

A.4.5 Accessibility

In an effort for the Macleod Estate Trail Linkage to be accessible for a wide variety of users, the new trail will fulfill the following accessibility requirements as set forth by the Accessibility for Ontarians with Disabilities Act (2005) Regulation 191/11: Section 80.9 (Technical requirements for trails, general):

“80.9 (1) Obligated organizations shall ensure that any recreational trails that they construct or redevelop, and that they intend to maintain, meet the following technical requirements:

1. A recreational trail must have a minimum clear width of 1,000 mm.
 2. A recreational trail must have a clear height that provides a minimum head room clearance of 2,100 mm above the trail.
 3. The surface of a recreational trail must be firm and stable.
 4. Where a recreational trail has openings in its surface,
 - i. the openings must not allow passage of an object that has a diameter of more than 20 mm, and
 - ii. any elongated openings must be orientated approximately perpendicular to the direction of travel.
 5. Where a recreational trail is constructed adjacent to water or a drop-off, the trail must have edge protection that meets the following requirements:
 - i. The edge protection must constitute an elevated barrier that runs along the edge of the recreational trail in order to prevent users of the trail from slipping over the edge.
 - ii. The top of the edge protection must be at least 50 mm above the trail surface.
 - iii. The edge protection must be designed so as not to impede the drainage of the trail surface.
 6. Despite paragraph 5, where there is a protective barrier that runs along the edge of a recreational trail that is adjacent to water or a drop-off, edge protection does not have to be provided.
 7. The entrance to a recreational trail must provide a clear opening of between 850 mm and 1,000 mm, whether the entrance includes a gate, bollard or other entrance design.
 8. A recreational trail must have at each trail head signage that provides the following information:
 - i. The length of the trail.
 - ii. The type of surface of which the trail is constructed.
 - iii. The average and the minimum trail width.
 - iv. The average and maximum running slope and cross slope.
 - v. The location of amenities, where provided. O. Reg. 413/12, s. 6.
- (2) The signage referred to in paragraph 8 of subsection (1) must have text that,
- (a) has high tonal contrast with its background in order to assist with visual recognition; and
 - (b) includes characters that use a sans serif font. O. Reg. 413/12, s. 6.
- (3) Where other media, such as park websites or brochures, are used by the obligated organization to provide information about the recreational trail, beyond advertising, notice or promotion, the media must provide the same information as listed in paragraph 8 of subsection (1). O. Reg. 413/12, s. 6.”

The Macleod Estate Trail Linkage will also investigate opportunities to go beyond these design requirements, as requested by the Town of Richmond Hill Accessibility Advisory Committee. These exact scope, nature, and location of these elements will be determined during the detailed design phase.

A.4.5.1 Slope Improvements

Trail slope characteristics are linked to enabling accessibility for a wide variety of users. Typically trail longitudinal grades below 5% are considered to be accessible for the widest variety of users. Trail longitudinal slopes between 5% and 8% and between 8% and 10% can be incorporated into a trail that is accessible for a wide variety of users, including persons with disabilities, if areas with slopes less than 5% are included at appropriate intervals.

Based on the preliminary desktop longitudinal slope analysis of the conceptual Macleod Estate Trail Linkage alignment, areas of the trail have been identified which are anticipated to pose accessibility issues due to longitudinal slope. These areas can be viewed on Figure A20, identified by the red circles⁵. These areas should be evaluated during the detailed design and construction of the Macleod Estate Trail Linkage to incorporate intervals with slopes less than 5%. These rest areas could be realized through minor realignments of the trail to incorporate areas of grade lesser than 5% if possible, or by regrading a small area of the trail to a longitudinal slope lesser than 5%.

The exact design and siting of these rest areas will be determined through the detailed design process for the Macleod Estate Trail Linkage.

A.4.5.2 Paved Surface Area

The provision of a firm and stable surface area is necessary to enable accessibility for a wide variety of users. While the limestone granular fines currently in use along the existing ORCCR trail system can provide a surface area that achieves this accessibility, pavement can also be an effective surface area to enabling accessibility. Pavement may be an appropriate trail surface in more urbanized areas, while granular fine material may be appropriate in more natural settings (MBTW Group, 2013).

Based on the input of the Town of Richmond Hill Accessibility Advisory Committee, the possibility of installing a paved trail surface for the section of trail along the sliver maple carriageway will be evaluated. This section of trail is within an urban area and the trail longitudinal slope is minimal. The type and extent of any paved trail surface area along the Macleod Estate Trail Linkage will be evaluated based on budgetary and environmental impact considerations, and will be finalized during the detailed design process.

⁵ These areas were identified based on a combination of longitudinal slope characteristics. If a section of 8%-10% longitudinal grade was present, the area was identified for slope mitigation or rest areas. If an extended section of trail (approx. 30m) exhibited a consistent 5%-8% longitudinal grade, the area was identified for slope mitigation or rest areas. This methodology generally follows the precedent of the Accessibility Design Guidelines for York Regional Forest Trails (MBTW Group, 2013), as well as the input of the Town of Richmond Hill Accessibility Advisory Committee.

A.4.6 Macleod Estate Trail Linkage Management

The management, maintenance, and oversight of the section of the Macleod Estate Trail Linkage within the ORCCR property will be undertaken by TRCA staff, as per the Management Agreement between TRCA and the Province of Ontario.

The management, maintenance, and oversight of the sections of the Macleod Estate Trail Linkage within private lands or within lands owned by the Town of Richmond Hill will be negotiated between TRCA and individual landowners. If these activities are to be undertaken by TRCA, a formalized maintenance or management agreement will be necessary.

A.5 MACLEOD ESTATE TRAIL LINKAGE BUDGET

Total implementation cost for the Macleod Estate Trail Linkage: **\$ 521,303.21 (+HST)**

This cost is in 2019 dollars, and includes a contingency and administrative surcharge.

This cost does not include pavement as a surface treatment for the trail

The implementation budget may be refined further through the detailed design process.

FIGURES

Figure A 1: Oak Ridges Corridor Conservation Reserve Map

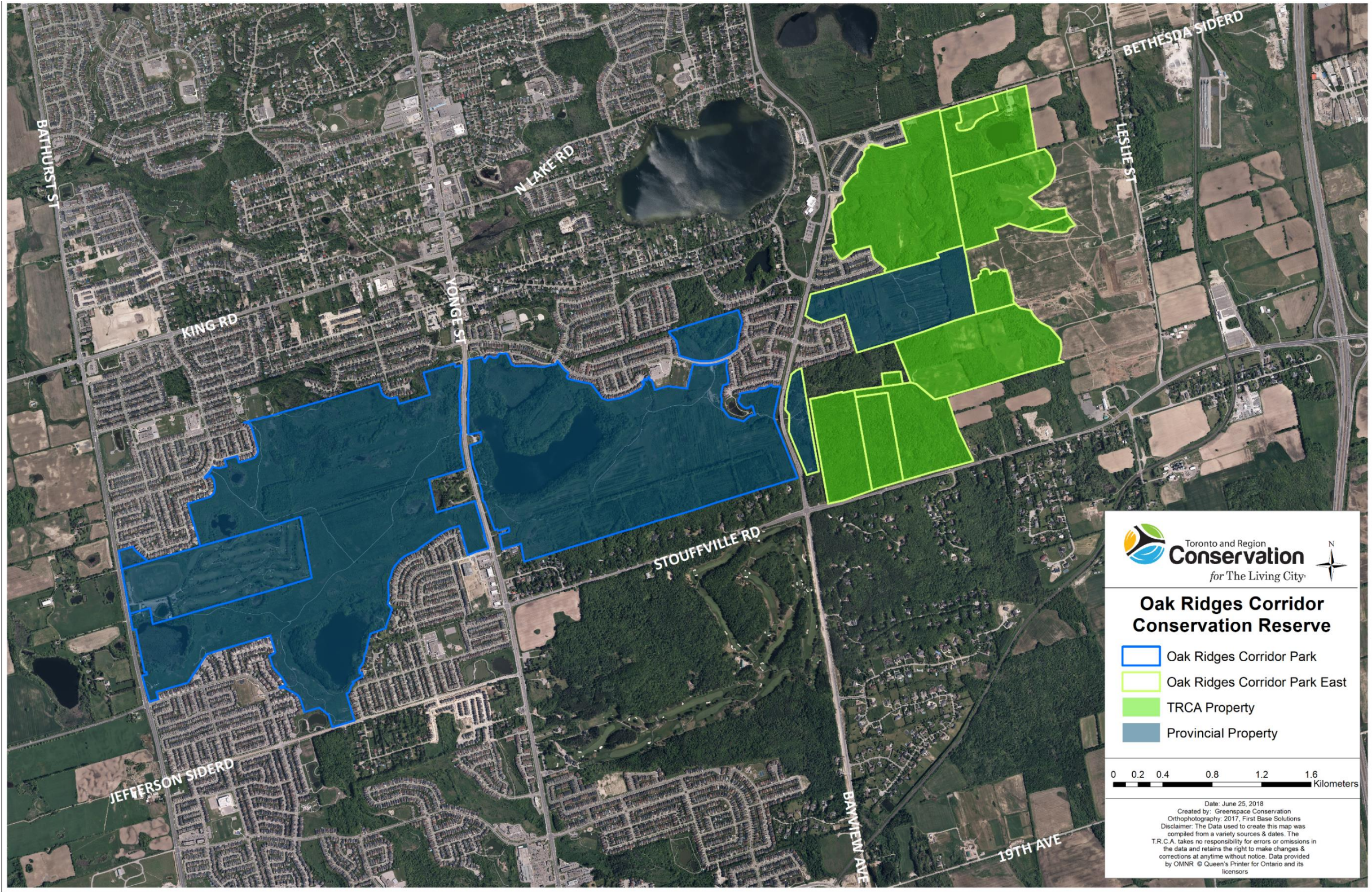
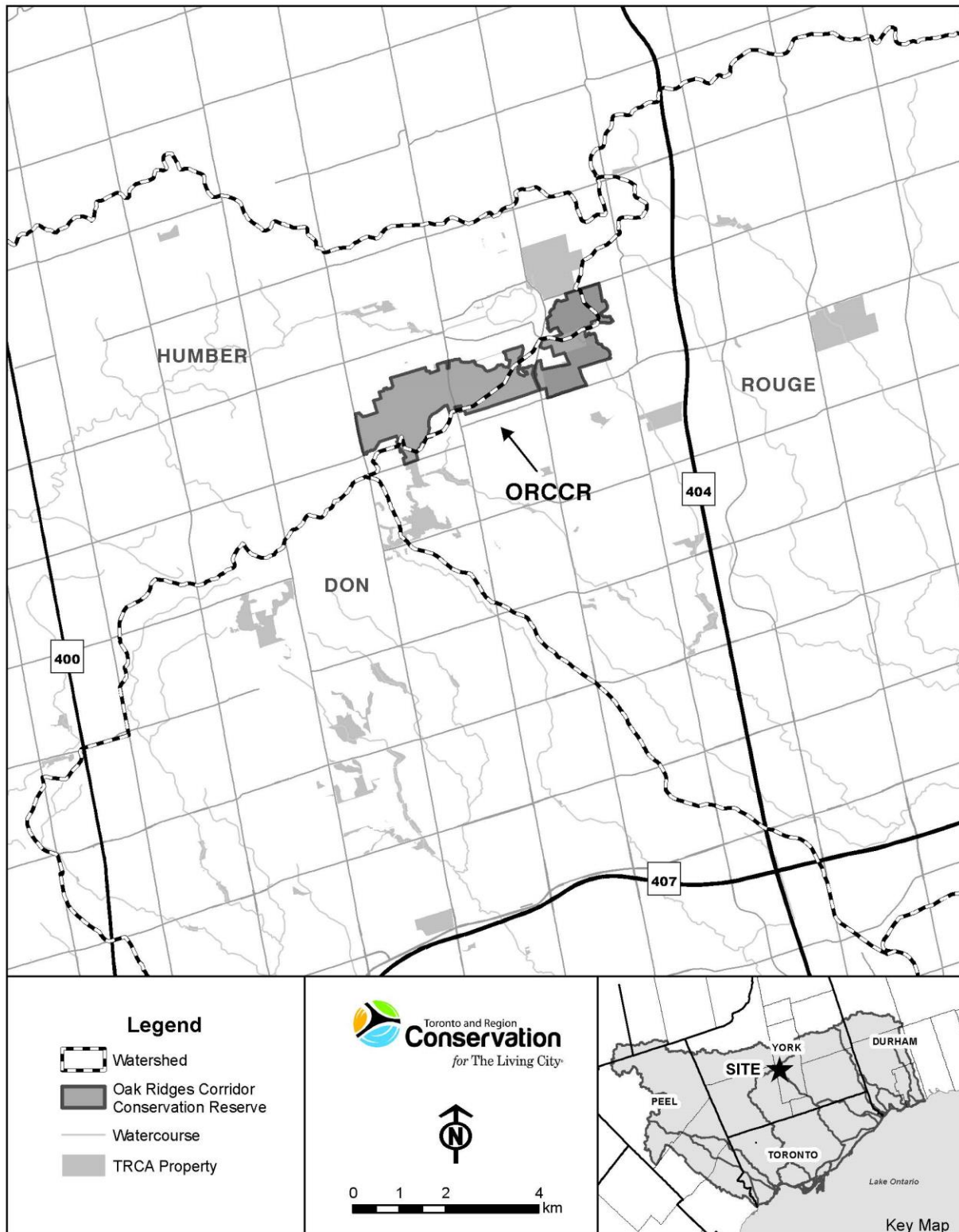


Figure A 2: Oak Ridges Corridor Conservation Reserve Location Map



© Queen's Printer for Ontario and its licensors. [2017] May Not be Reproduced without Permission. THIS IS NOT A PLAN OF SURVEY.

Figure A 3: Oak Ridges Corridor Conservation Reserve Areas of Natural and Scientific Interest and Provincially Significant Wetlands

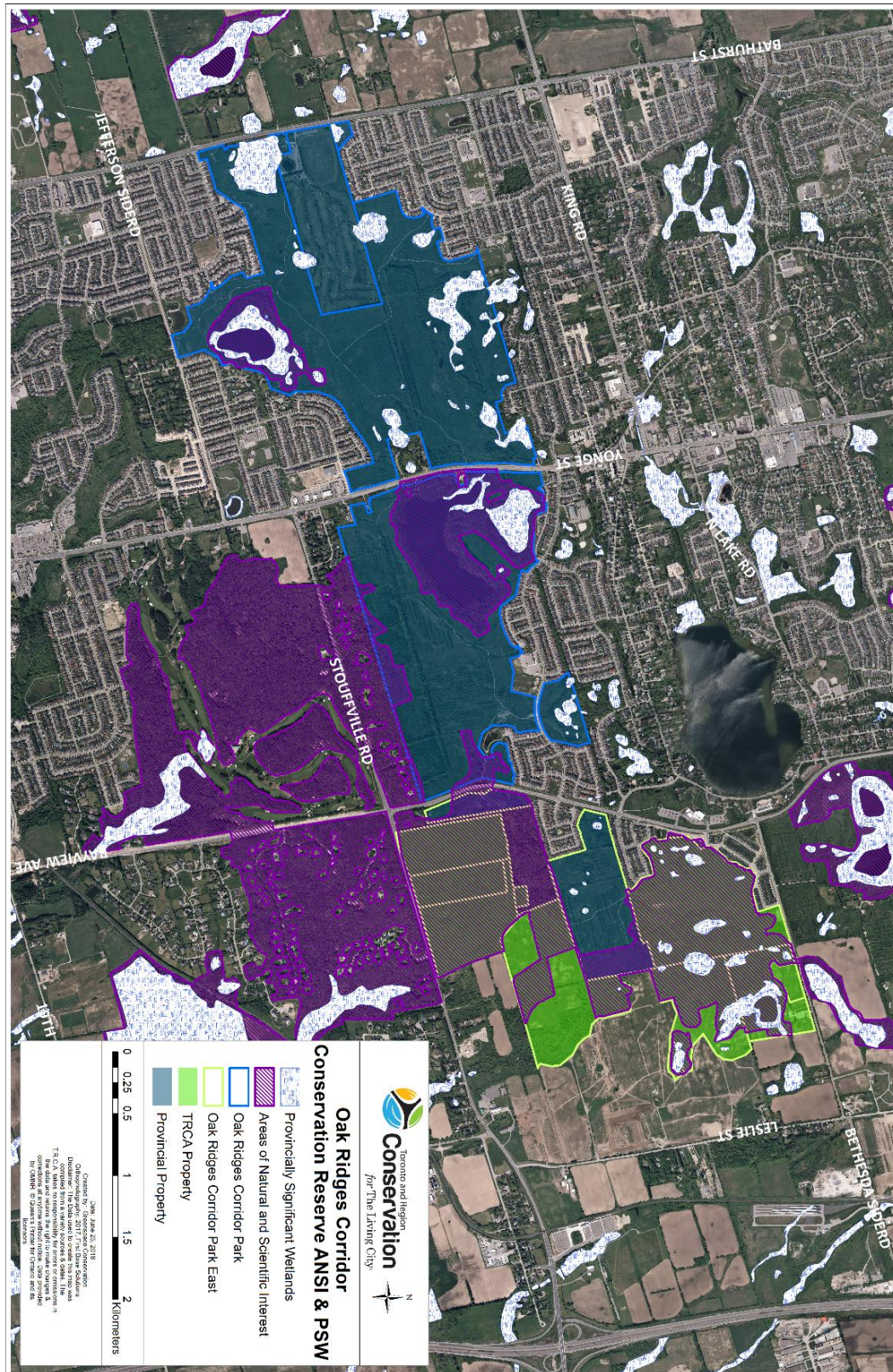


Figure A 4: Macleod Estate Trail Linkage Study Area

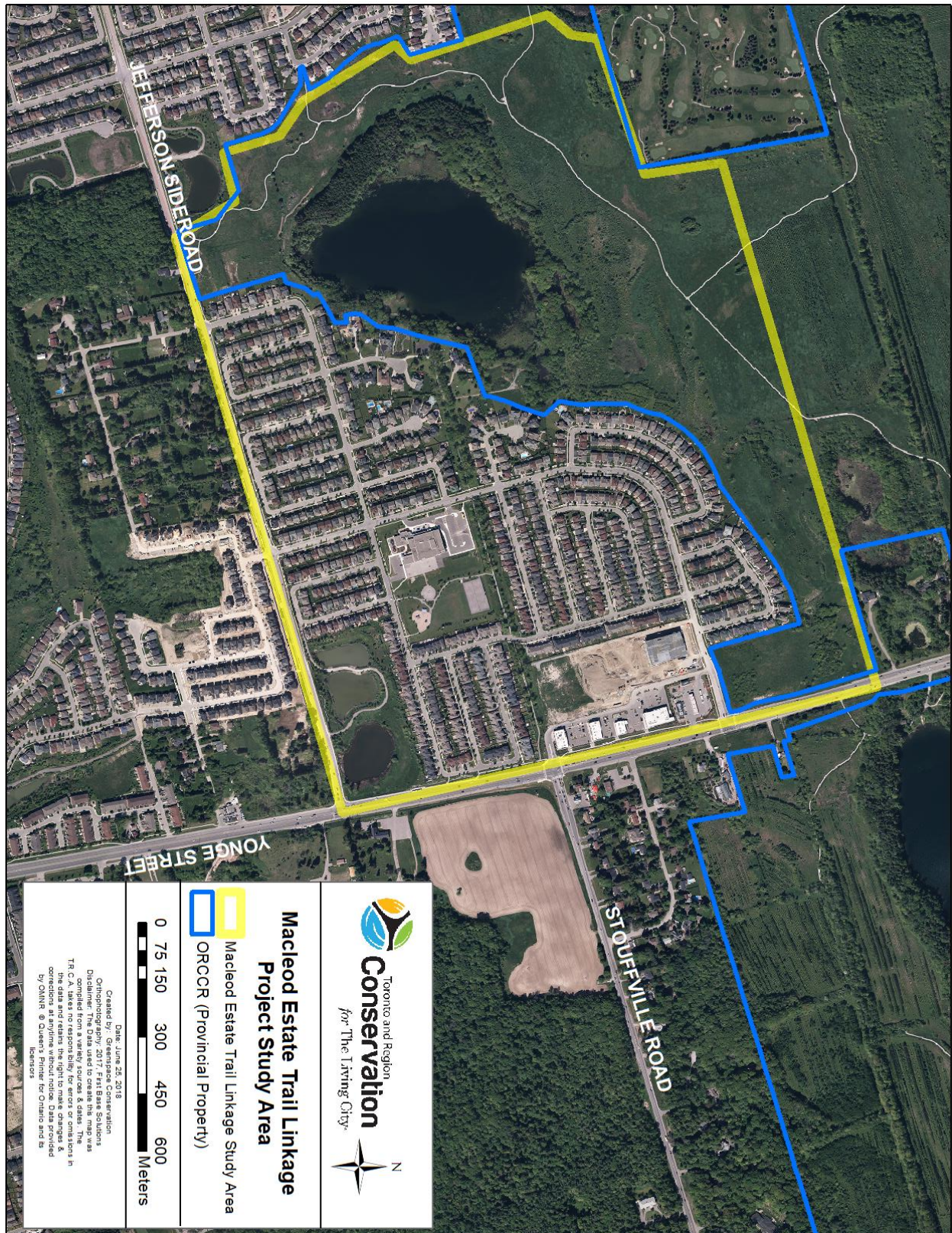


Figure A 5: Macleod Estate Trail Linkage Study Area Trail Map

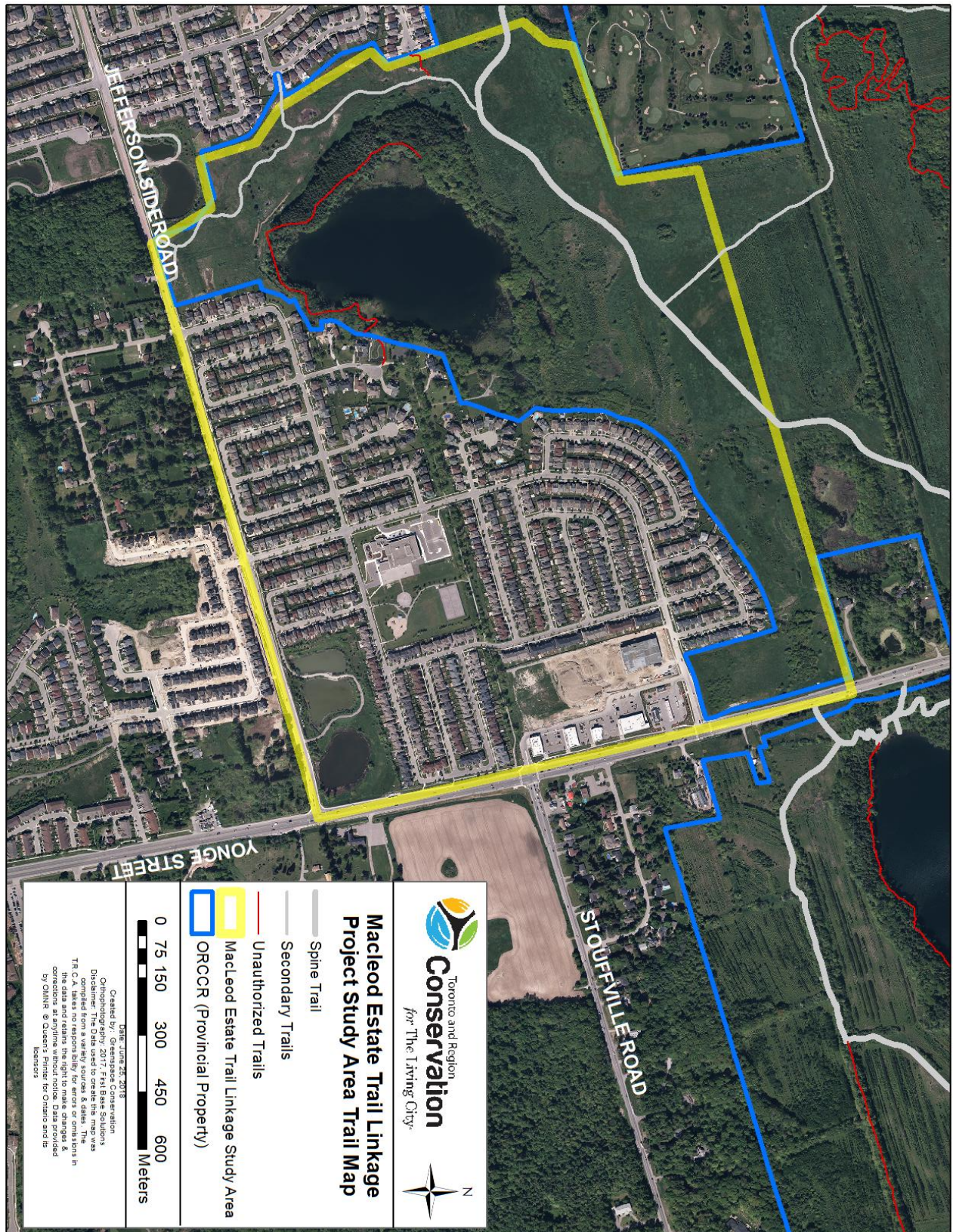


Figure A 6: Oak Ridges Corridor Conservation Reserve Trail Map

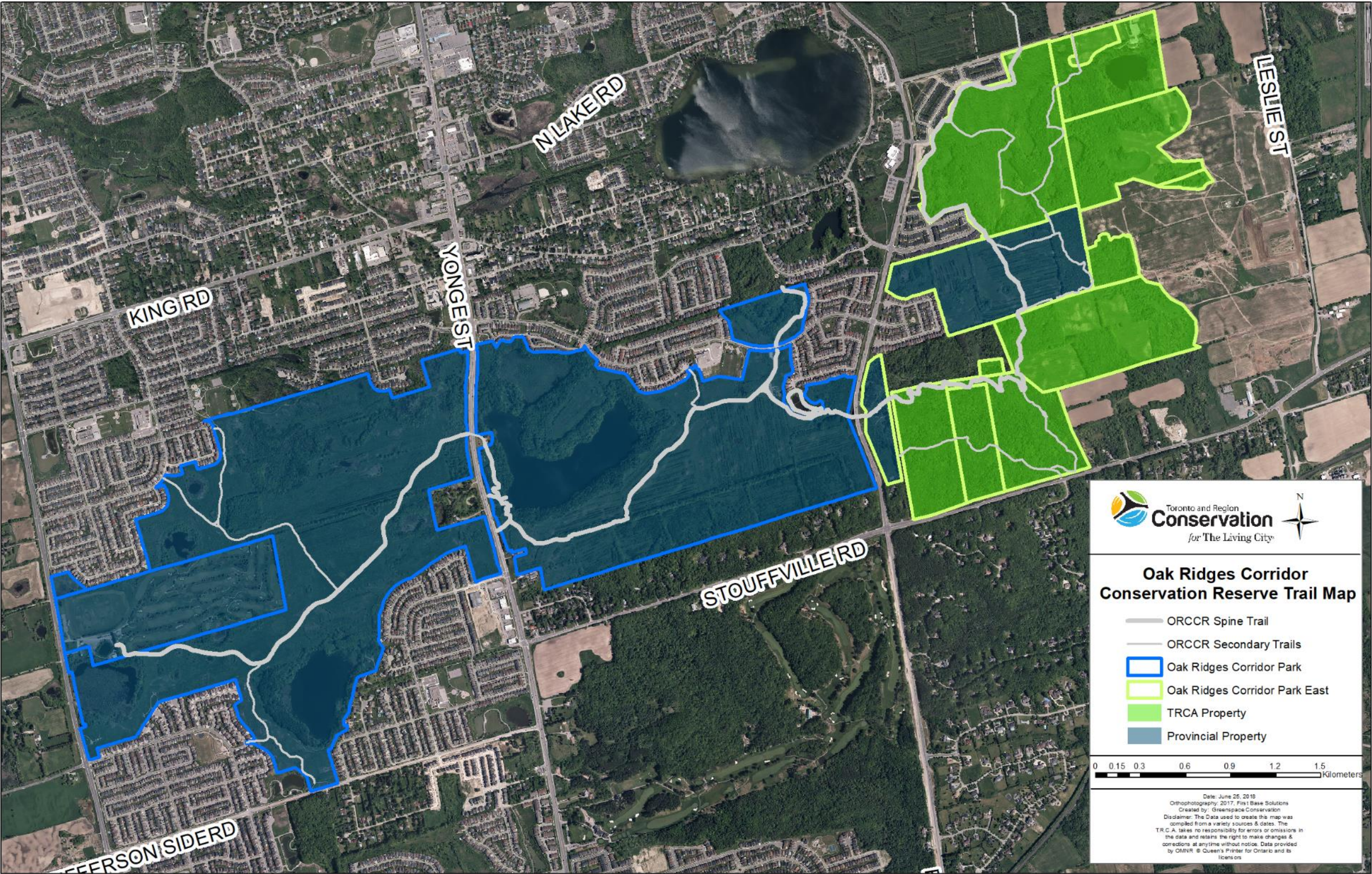


Figure A 7: Regional Trail Map

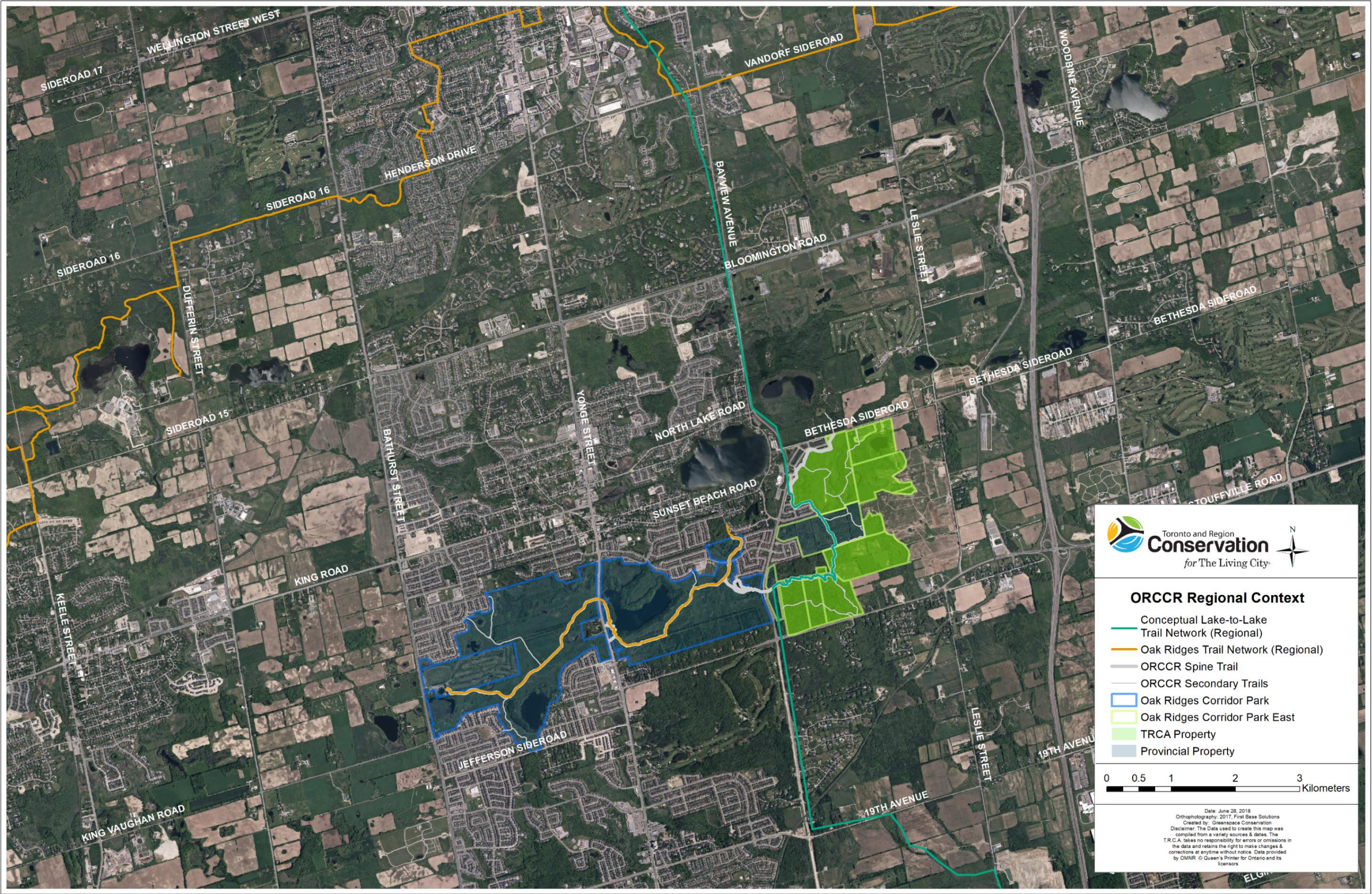


Figure A 8: ORCCR Spine Trail



Figure A 9: ORCCR Secondary Trail



Figure A 10: Existing Trail Access and Amenities



Figure A 11: ORCCR Trailhead Kiosk



Figure A 12: Stone Slab Bench



Figure A 13: ORCCR Postmarker



Figure A 14: Educational Sign Example



Figure A 15: Macleod Estate Trail Linkage Proposed Trail Map (Conceptual Alignment)

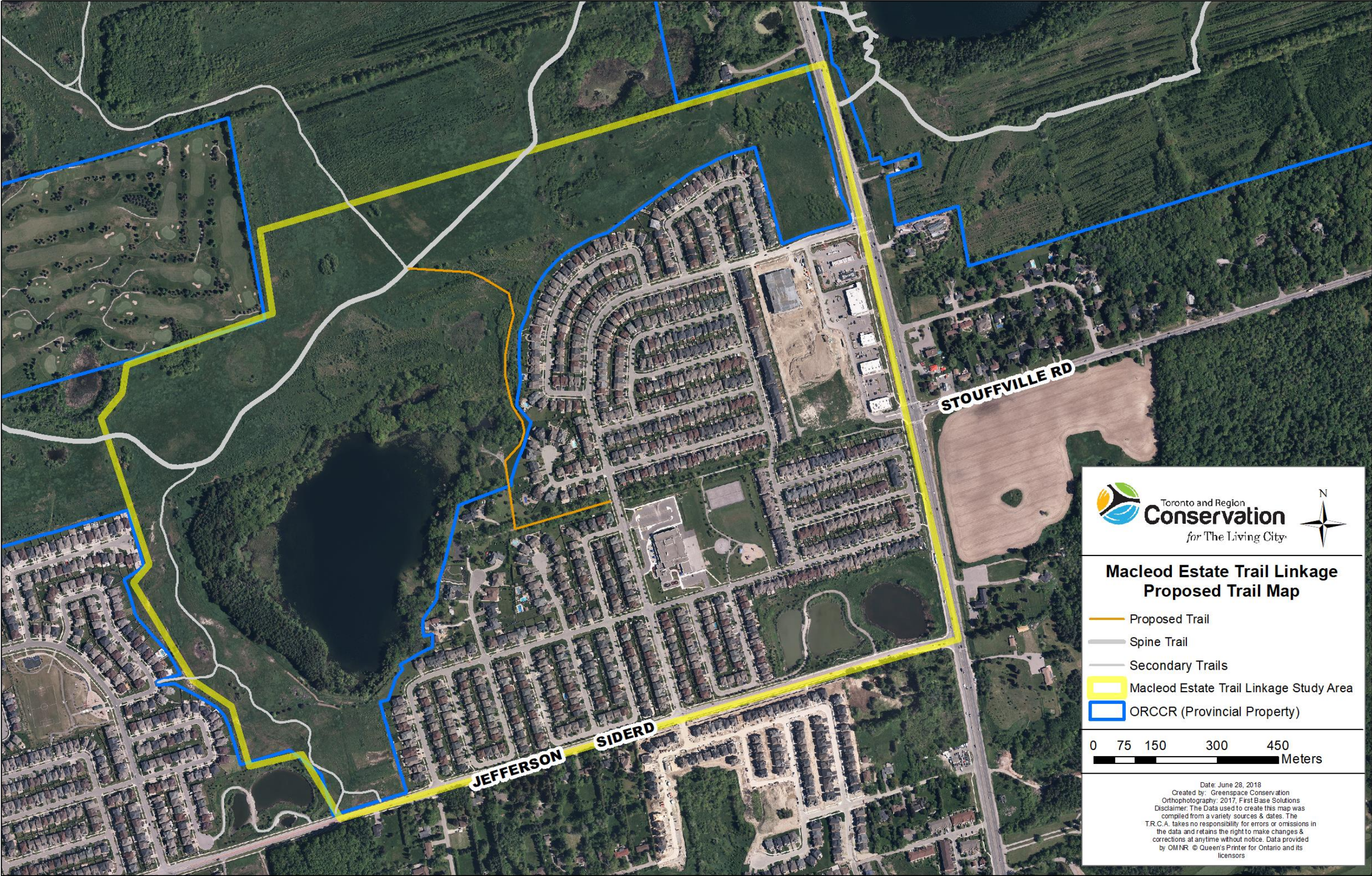


Figure A 16: Bird's Eye View of the Macleod Estate Trail Linkage Conceptual Alignment

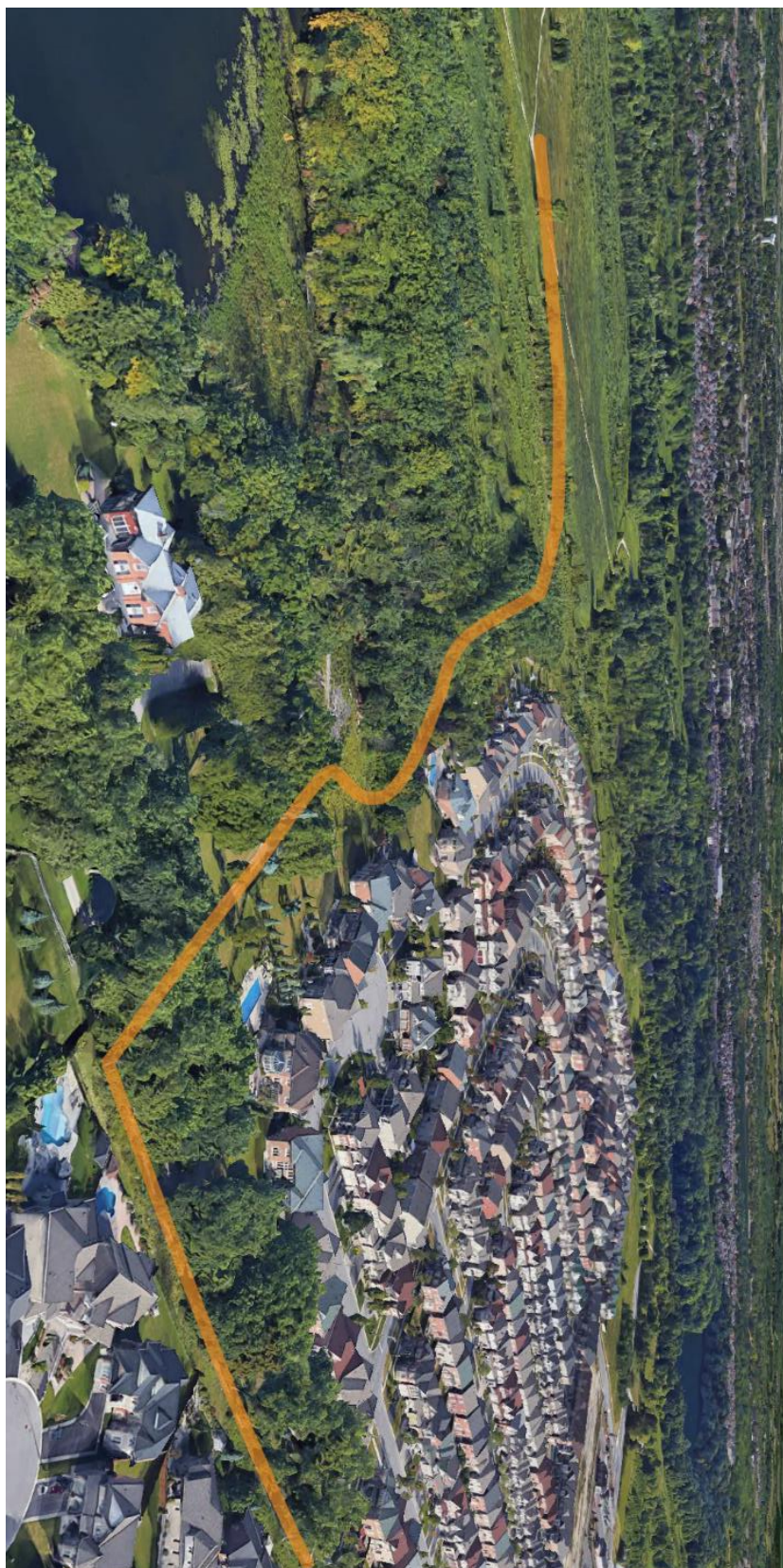


Figure A 17: Macleod Estate Trail Linkage Proposed Trail Map Close Up (Conceptual Alignment).



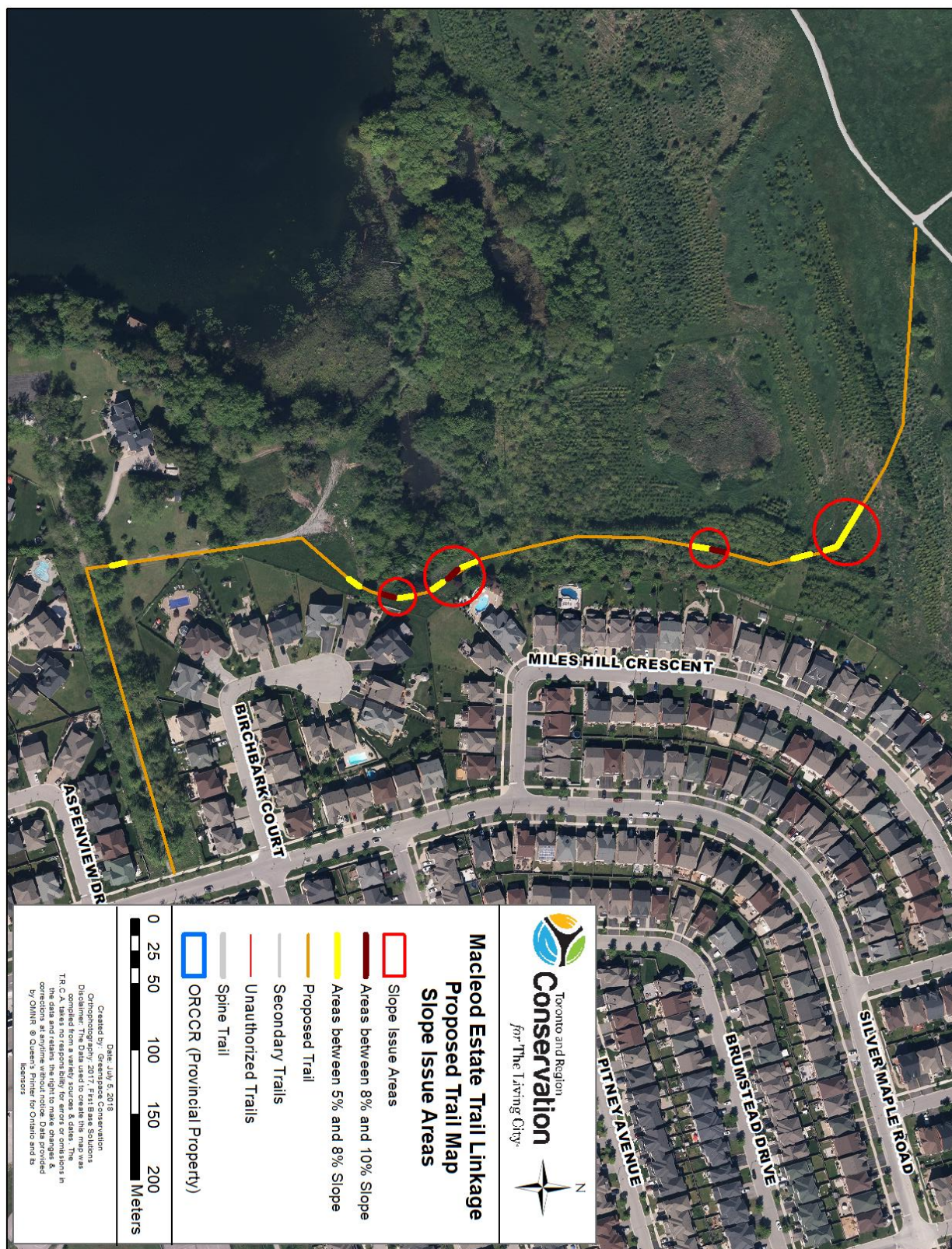
Figure A 18: Macleod Estate Trail Linkage Proposed Trail Map (Conceptual Alignment) Longitudinal Slope Characteristics



Figure A 19: Macleod Estate Trail Linkage Proposed Trail Map (Conceptual Alignment) Property Parcels



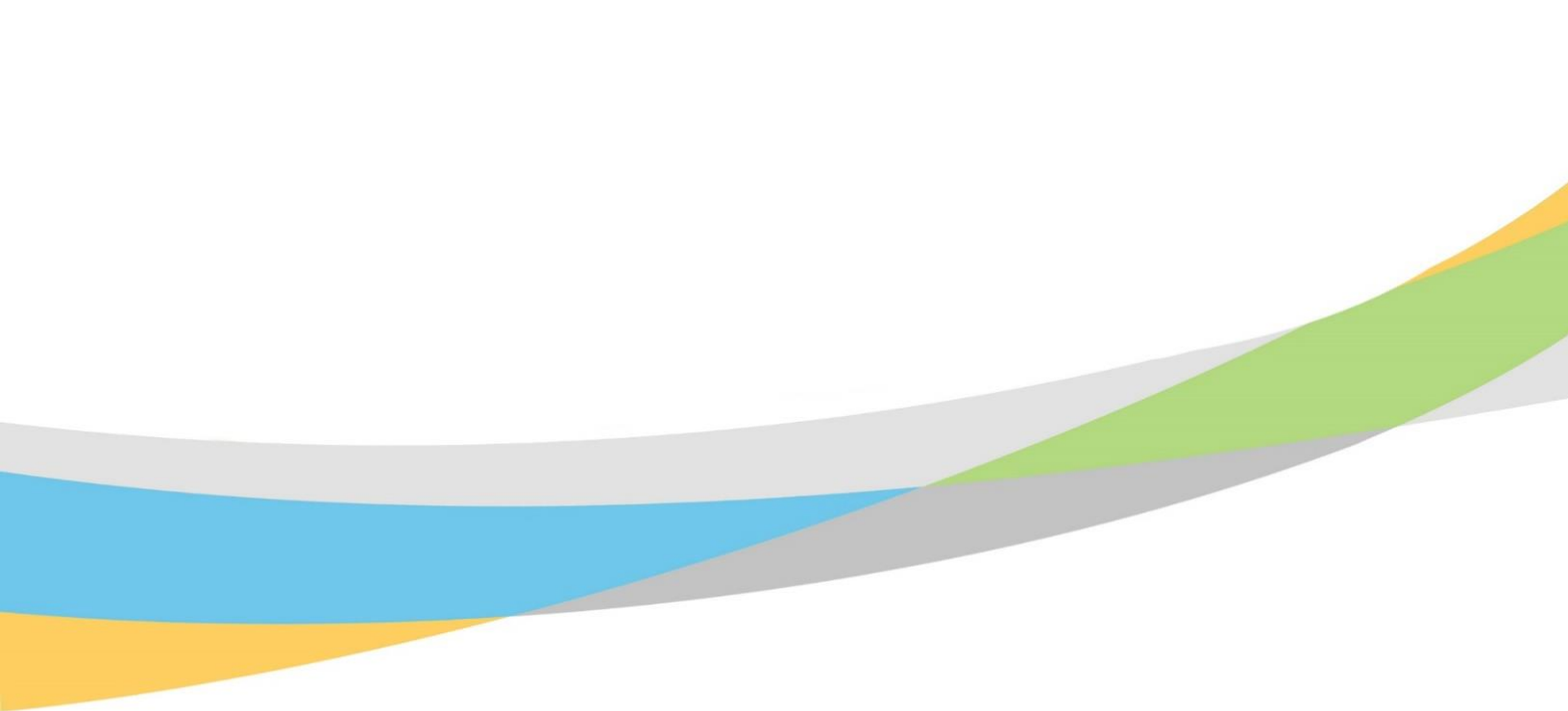
Figure A 20: Macleod Estate Trail Linkage Proposed Trail Map (Conceptual Alignment) Longitudinal Slope Issue Areas



REFERENCES

MBTW Group. 2013. Accessibility Design Guidelines for York Regional Forest Trails.

Richmond Hill, Heritage Richmond Hill. September 13, 2016. Minutes – Heritage Richmond Hill Meeting #05-16.



www.trca.ca





Toronto and Region
Conservation
Authority

**OAK RIDGES CORRIDOR CONSERVATION RESERVE TRAIL PLANNING
PROJECTS**

**MACLEOD ESTATE TRAIL LINKAGE
SITE MEETING – VANDERVOORT DRIVE TRAIL OPTION**

Monday, November 12, 2018

1:00 pm – 2:30 pm

Vandervoort Drive and Oak Ridges Corridor Conservation Reserve

PRESENT:

TRCA: Mike Bender, Deanna Cheriton, Corinna Thomassen-Darby,

TOWN OF RICHMOND HILL: Angelo Vincent

MACLEOD'S LANDING NEIGHBOURS: Sheila Meghadashi, Kamran Anvari, Marjan Asmani, Joseph Huang (+1), Whenjun Zhu, Donald Lau, Jose Barturem, Tony Campisi, Denis Khabas, Evgenia Khabas, Sarah Ramiz, Thomas Ha, Mojdah Tanarosh, Lisa Lianos, Oksana Kripak, Vitaly Kripak

MEETING NOTES

Background

At TRCA Board Meeting #6/18 on July 20, 2018, RES.#A110/18 was carried as follows:

THAT item 8.1 – Oak Ridges Corridor Conservation Reserve Trail Planning Projects be referred to staff;

THAT Toronto and Region Conservation Authority (TRCA) staff work with concerned residents and Town of Richmond Hill staff through detailed site planning and design of the trail implementation project to ensure an appropriate trail setback from private property and the incorporation of full season planting buffers and screening for privacy, as well as safety;

AND FURTHER THAT TRCA investigate the Vandervoort Drive entrance to the Conservation Reserve as an entrance to the spine trail.

As part of efforts to address the final part of this resolution, on October 22, 2018 TRCA distributed a notice to 39 addresses along Vandervoort Drive and Miles Hill Crescent

whose properties immediately border the Oak Ridges Corridor Conservation Reserve (ORCCR) near the area where a potential trail connection from Vandervoort Drive would be located or construction disturbance for this trail could occur. These residents were invited to a site visit on November 12, 2018 to share their thoughts regarding a potential trail connection from the Town of Richmond Hill's Vandervoort Drive stormwater management access block to the ORCCR spine trail, based on a feasible trail corridor for this connection previously outlined by TRCA technical staff.

On-site Discussion

Security

The neighbours in attendance expressed concerns regarding the security of their homes. The identified trail corridor is relatively close to their rear yards, and the elevated location of the trail provides unobstructed sightline opportunities into these backyards. The proposed trail corridor passes through open meadow near the top of a long ridge behind these homes, and there is a low berm providing some visual cover for trail users. The neighbours expressed concern that trail users could easily leave the trail for a few metres to the top of the hill and have a full view of their backyards. They feel that with this open landscape and easy visual access, trail users could easily intrude into their properties by jumping over their rear fences. They noted that there have been multiple break-ins in the area, and they are concerned that the trail would invite additional intrusion into their properties. TRCA staff suggested that additional vegetative screening between the trail and the neighbours' rear yards could help to mitigate these sightlines and deter trail users from approaching private properties. It should be noted however that vegetative screening could not be possible inside the Town of Richmond Hill's narrow corridor of land between 35 and 37 Vandervoort Drive. In addition, vegetative screening material may be difficult to establish on the berm and be slow growing depending on soil conditions, as the berm appears to be man-made.

Safety

The neighbours relayed that they have seen wild animals such as coyotes along their street in the evenings, and they feel that opening the gate to the ORCCR from Vandervoort Drive and constructing a trail will exacerbate this issue. They suggested that opening the gate could lead to more frequent wildlife encounters, which poses a risk to their families' safety.

Drainage

The neighbours relayed that there have been localized flooding and drainage problems in their rear yards for 9 years, since the Macleod's Landing neighbourhood was completed. They stated that the steep slope which rises immediately behind their properties was created as part of the construction of the neighbourhood, and this grade pattern creates stormwater issues for their rear yards. They suggested that these issues need to be urgently addressed, and prioritized for funding ahead of a trail connection for

the neighbourhood. TRCA offered to coordinate with the Town of Richmond Hill technical staff to further investigate the causes of these drainage and flooding issues and determine how they might be resolved. TRCA will also have to coordinate the findings of this review with the Province of Ontario, as they are the land owner adjacent to the homes.

Privacy

The neighbours expressed concern that the private and quiet nature of their street would be compromised by people coming from outside the neighbourhood to park on their street and access the trail if the proposed trail's entrance from the street is located beside their homes. One of the reasons that these neighbours purchased their homes was because of the secluded residential nature of the street. As children often play in the street, the neighbours feel that the presence of strangers to the neighbourhood is both a privacy and safety issue.

The neighbours noted that sightlines from various locations on top of the berm along the trail corridor lead straight into the second-storey windows of certain properties. The privacy and undisturbed natural view into the ORCCR from these properties was factored into the purchase price of their homes, and they have paid a premium for these views, privacy and location.

Parking

The neighbours in attendance expressed concern that street parking along Vandervoort Drive and nearby streets would be overwhelmed with people coming from outside the neighbourhood to access the trail system. As a trail access point from Vandervoort Drive would be relatively close to the existing trail entrance to Bond Lake (from Yonge Street), the neighbours suggested that Vandervoort Drive would become the secondary parking area and trail entrance for Bond Lake, which draws visitors from beyond the surrounding area. The parking lot for the Bond Lake trail entrance is frequently busy. Constructing a trail connection from Vandervoort Drive would therefore undermine the purpose of the trail to serve the Macleod's Landing neighbourhood as a local connection.

The neighbours noted that there is not a lot of existing space for on-street parking, with it being limited to the area between residential driveways. The neighbours are concerned that emergency access to the street could be impaired by on-street parking to access the proposed trail entrance. The neighbours identified that Vandervoort Drive is often one of the last streets to be ploughed after a snow event and that snow is piled high at the end of the driveways. This contributes to dangerous driving and parking conditions along Vandervoort Drive that could be exacerbated with additional parking pressures from trail users.

Litter and Environmental Protection

The neighbours in attendance expressed concern for the environmental protection of the ORCCR. They referenced that Bond Lake has a proliferation of unauthorized trails, litter, and undesirable activity. They suggested that the primary purpose of the ORCCR should be environmental protection and introducing a trail through the area will invite further human disturbance and litter. Efforts to resolve issues of dumping and litter are made by TRCA staff for the entire trail system as part of on-going land and trail management activities.

Neighbourhood Service Area

During the site visit, the neighbours in attendance noted that the proposed Vandervoort Drive trail access point is at the far end of the neighbourhood. They suggested that this location is much less convenient and accessible to the majority of homes within the neighbourhood than the original Macleod's Landing Trail Linkage alignment as recommended by staff at TRCA Board Meeting #6/18. They noted that the original recommended alignment is much more central within the neighbourhood, connects to the existing Town of Richmond Hill trail along the carriageway from Yonge Street to Silver Maple Road, and is closer to the Macleod's Landing Public School.

General Opposition

The neighbours in attendance presented TRCA staff with a petition stating their opposition to the proposed trail location. The petition was signed by 23 people at the time of the meeting. The neighbours identified that they are still getting signatures on this petition.

Timing and Next Steps

TRCA staff reviewed tentative timelines for returning to the TRCA Board of Directors in response to RES.#A110/18, scheduled for March 29, 2019. TRCA staff suggested that the neighbours could send correspondence in advance of this TRCA Board of Directors Meeting outlining their positions, or they could make a delegation at the Meeting. This would ensure that the TRCA Board of Directors hears their comments directly, and that these comments are included as part of the formal record of the Meeting. TRCA committed to notifying the neighbours once the report is available and advise on how they can submit correspondence or request a delegation.

November 12, 2018

To: Toronto and Region Conservation for the Living City

Re: Re: Oak Ridges Corridor Conservation Reserve Trail Planning Projects – Macleod estate Trail Linkage Projects

We received your letter dated Oct 22, 2018 and we are extremely worried and deeply concerned about the privacy, safety and security of our families as you are suggesting a trail behind our backyard fences.

1. Privacy:

This will affect our privacy; our backyard, living room and even our bedrooms will be visible from any potential trail. Many of these homes have swimming pools that the residents and their families enjoy during the summer season. Any such trail will drastically affect the use and enjoyment of homeowners both inside and outside of their homes drastically, in our backyards and also our enjoyment inside of our homes. We are certain that you are not and will not be able to control and govern people after you allow them to walk and populate behind our fences.

2. Security:

Some of us have already experienced break ins. The suggested new trail is raising even more concern to our security. Due to the lower land elevation of Vandervoort properties in comparison to the Oak Ridges land on the other side of our fences, inside our homes, and for some, even second floor bedrooms are entirely visible from the moraine. Allowing public access to the back of our properties will result in decreased security for the residents and their families - these properties were not designed with this new plan in mind. You are not able to guarantee no break ins will happen as a result of this new plan and public access to the back of our properties.

3. Safety:

The Moraine is a sensitive ecosystem and a shelter for wild animals. We all know that behind our fences, a wide variety of wild animals are living. We have seen many of these animals, year around, and they include but are not limited to: deer, coyotes, foxes, turkeys, and various other smaller wild animals. We chose and enjoy living beside them and count on our fences for protection. When you open the gate to the moraine, our families will not feel safe anymore. There is also a pond very close by the Vandervoort entrance; and we have safety concerns for our children to be safe from now on with being in such a close proximity to the pond right outside our doors.

4. Access:

We have heard of previous plans by TRCA to connect the neighbourhood to the trail's main spine. There was the original plan of Macleod estate trail linkage to connect the existing and original treed trail path from Yonge Street (right across Stouffville Rd.) passing through Windrow St. and Silver Maple Rd. and connecting it to MacLeod Estate Crt. We heard this plan was cancelled. The second plan to connect the same existing trail towards north and connecting it to the main trail spine was opposed by neighbouring properties; hence the study of Vandervoort Dr.

We strongly believe the Vandervoort entrance is NOT a good option as it is located in the far end of the community, as oppose to the original plan which is located at the heart of the community and provides more people larger access to the main trail and area. What is the valid casue of relocating the Macleod estate trail linkage project from its original location and close proximity to Macleod estate to more than a kilometer away to the border of the community at vandervoort?

FLAVIO LORENZINI

Leon

龍崎

Item 7.1

To whom it may concern,

July 9th2018.

My Name is Mark Curtis and I live with my family at [REDACTED],
Richmond Hill ONT L4E-4Z2.

The reason for this letter is express opposition to any form of proposed hiking trail in the immediate rear of my property adjacent to The Crown Lands that are owned by her Majesty (Province of ONT) and are operated by the TRCA.

I purchased my residence in Jan.2006 from Aspen Ridge Homes understanding that I was buying a home that would be backing onto crown lands with No chance of future development as outlined in the 2006 MacLeods Landing subdivision agreement. The reason for this non-development was of course due to the highly enviromental sensitivity of the Oak Ridges Moraine corridor, not to mention the fact that the protection of Phillips Lake was the obvious High ranking priority. I also wanted to mention that I had to pay a Lot \$ premium for my home in order to achieve this Lot privacy. At the time, \$120,000 was the amount I paid to the builder.

I understand that the new owner of 16 MacLeods Estate Court has entered into an agreement with both the Town of Richmond Hill and the ONT Govt wrt stewardship program of the property known as Drynoch (Former Gray Estate). The idea to put in a trail would constitute further headaches and problems for this individual to overlook the property let alone police it all by himself. The design of this proposed trail does Not even allow the users to get a proper full view of the Historic property, not to mention the many other issues associated as I will list below. Here are some of the many important reasons to Not allow for the building of this trail...

1. Actual Statistical By-Law set back Data as provided by the Planning and Engineering Depts
2. Safety for the Current residences who back onto the Crown lands
3. Potential Trespassing violators to Phillips Lake
4. Litter and garbage

5. Enviromental pressure to the existing species of plant and animals native to the local area
6. Accessibility only during Summer months hence not being able to use it during the winter since they will Not plow it
7. The path will Not have regular park hours meaning it will be open 24/7 creating limitless hours of disruption for those who live nearby.
8. Parking will become a major issue and negatively affect local roads and trail entrances
9. \$Cost (spend the money on Hospitals & infrastructure to be used year round.)
10. Grading and Low land areas pose a challenge to the so-called intended buffer zone to help create privacy for adjacent landowners.
11. Who will properly Police this trail, will they use Drones?
12. Adjacent Landowners property values will drop significantly.

I also understand that I am a spit in the ocean when it comes to my actual opinion in the matter as acknowledged with my many conversations with this issue as pertaining to the discussions I have had with Councillor Greg Beros, TRCA staff Corinna Thomassen-Darby and with Tracey Steele planner with the Town of Richmond Hill. Unfortunately I will Not be able to attend the July 20th meeting b/c I will be in Florida on a 1-week vacation returning July 22nd. I am self-employed and only take one week vacation a year. Hopefully the rest of those sitting on the panel can understand my reasons for opposition and vote against such a proposal because it would truly be a shame if this trail goes thru and we end with a similar scenario as what is currently the reality on Bond Lake. That is, Mass confusion and chaos with No clear level of authority to protect and police the area. Hopefully this decision can be deferred to a later date to ensure that this is the best option for all those involved. There are other solutions to connect to the existing trail system.

Thank-You, Mark Curtis

Attachment 1: Residents in support of the letter

MAGED FARAG
Stephen BLACK

Mohsen Arjmand

Qiang Ma
Olga Parkhomenko

Vince Chu

FOROUZAN BAZVAK

Attachment 2

2.3.7 OFFSET FROM PROPERTY LINE

Where possible, provide spatial separation between trails and rear and side lot lines of adjacent private property. As a general rule, trails should be kept as far away from private property boundaries as possible, recognizing that there are other factors to be considered.

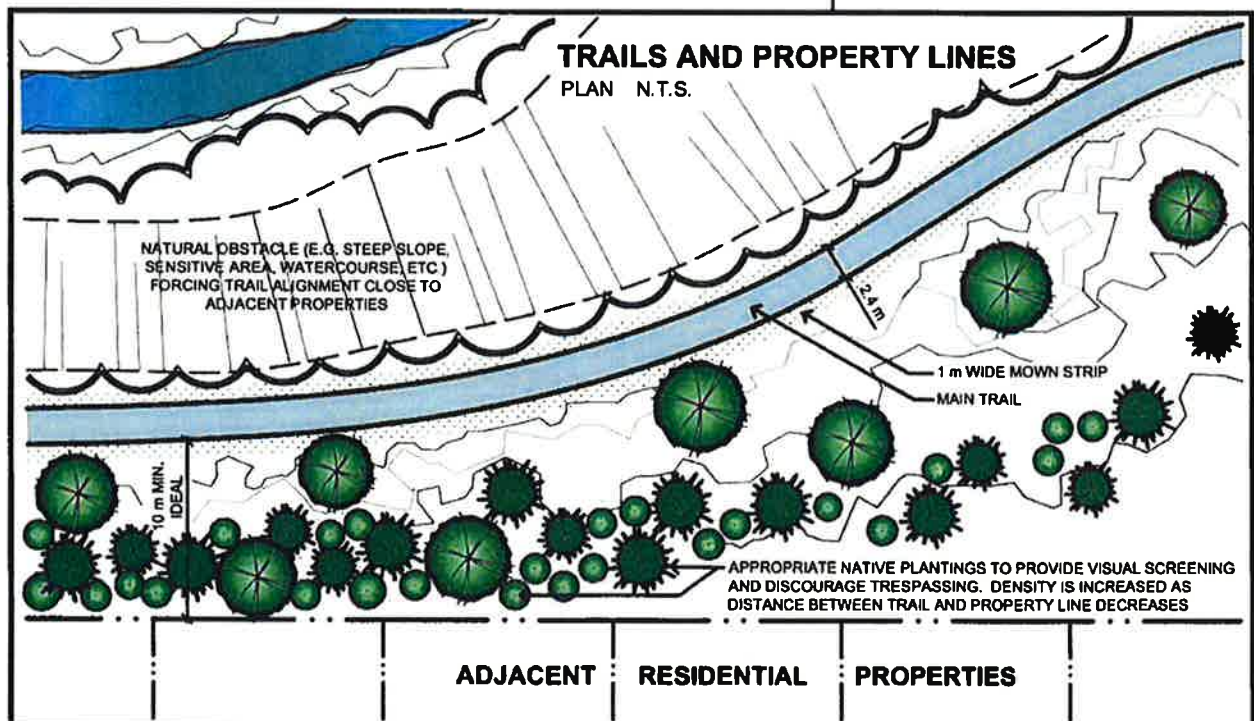
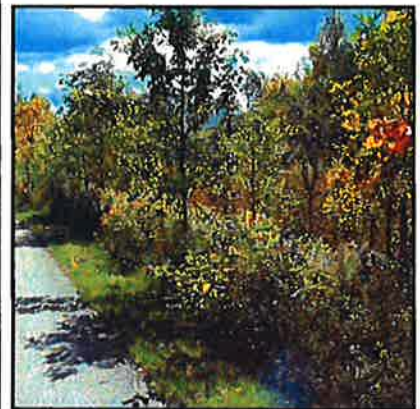
- Minimum clearance of 10 m where feasible.
- Where trails are closer than 10m to property lines include buffering measures (planting) to provide visual screen between trail and adjacent property owners and to buffer environmental areas from residential, commercial and industrial uses.
- Topography (natural grade separation) may also be utilized to provide appropriate buffering.
- Be aware that residents generally
 - want to maintain views of adjacent natural areas;
 - prefer their view uninterrupted by the trail;
 - do not want their property visible or accessible to trail users.

See also Appendix A: "Typical Trail Planting Plans and Cross Sections" for valleylands with adjacent residential development. These drawings were prepared by the Town for the Bayview North Trail and have relevance in other instances.

Planting visually screens industrial lands for trail users.

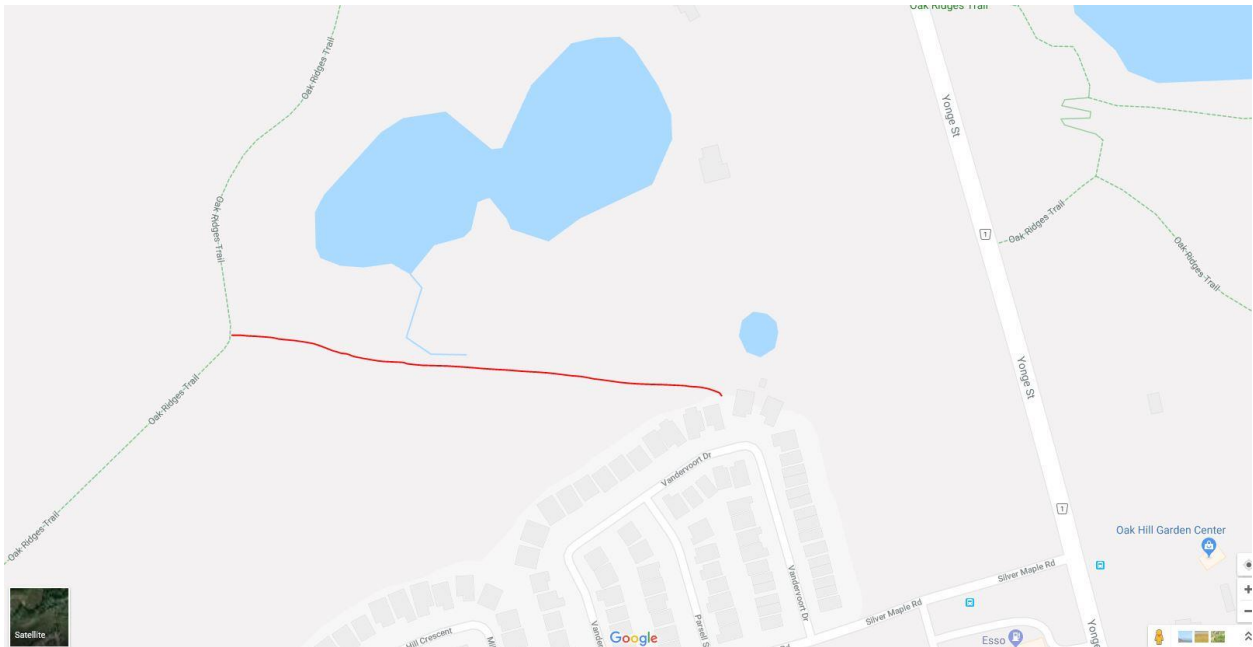
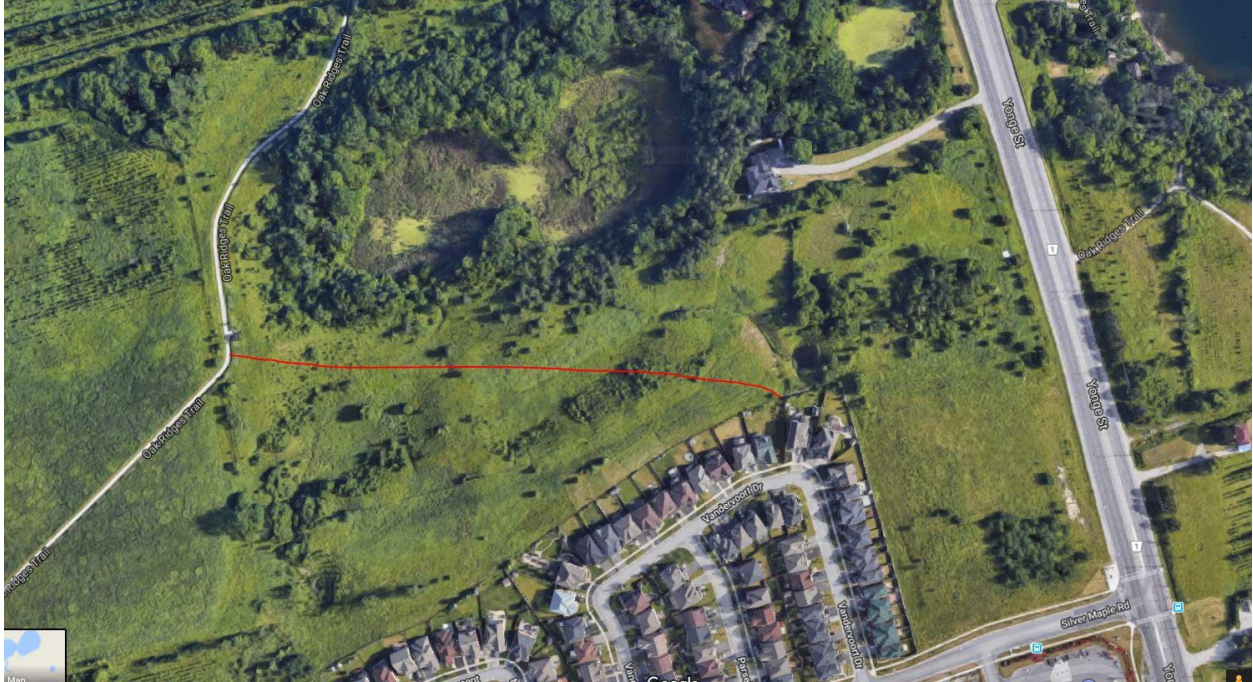


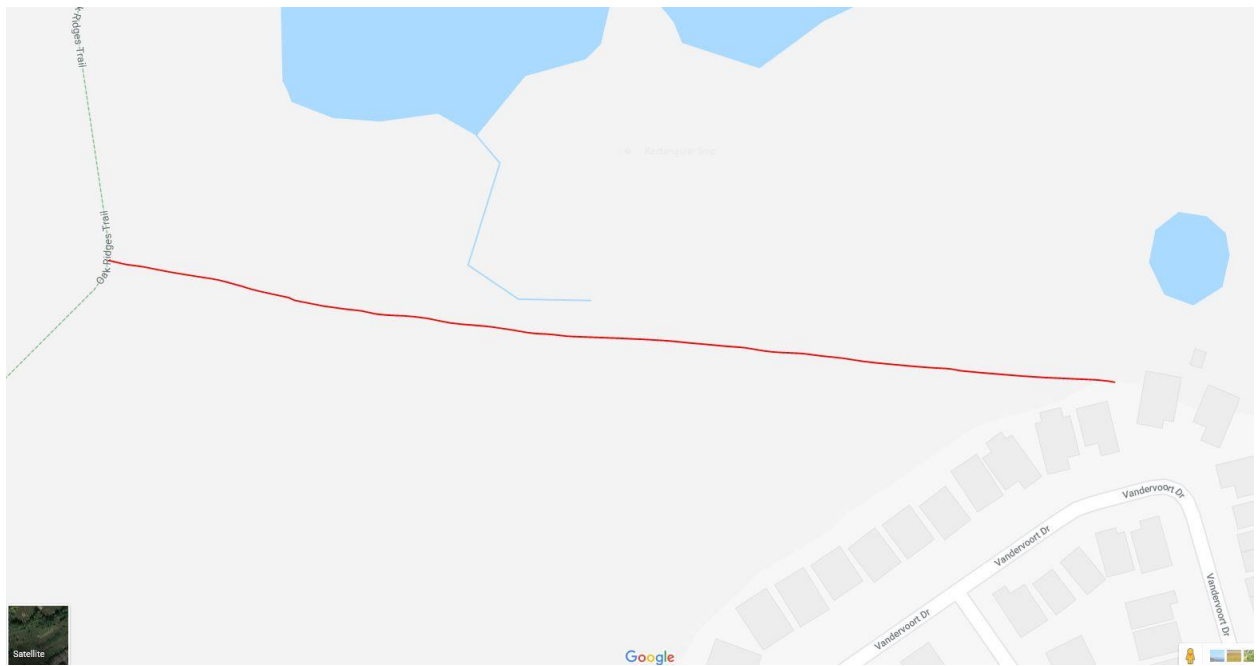
Planting visually screens the trail for adjacent residential properties.



Detailed Design Section 2

Attachment 3







Item 7.3

Mr. Chairman, Ladies and Gentlemen:

Our family own and occupy the 4 homes, encompassing the entire west side of Macleod Estate Court, immediately south of the Macleod Estate. Each of us fully supports the plans of the Town and TRCA to extend the existing walkway which runs from Silver Maple Drive to the Macleod Estate boundary. The proposed extension is to run along the eastern side of Phillips Lake, to join up with the existing Moraine Trail System.

By way of background, our family acquired the Macleod Estate about 50 years ago. The property included the original home of the very famous Macleod family.

Colonel James Farquharson Macleod emigrated from Scotland in 1845 when his father acquired Drynoch Farm and built the existing manor house. He later became the second Commissioner of the Royal Canadian Mounted Police and then a Justice of the Supreme Court of the North-west Territories. He negotiated the most important Indian treaties including with Sitting Bull, Crowfoot and others. Fort Macleod (now Calgary) was named after him.

In short, he was one of Canada's most famous early settlers and the Macleod Estate is one of Canada's most important historical sites.

During our 40 years' ownership of the manor house, we completely renovated and restored it under the architectural guidance of Napier Simpson, a resident of Richmond Hill and the most important name in the restoration of early Canadian homes.

Phillips Lake is adjacent to the Macleod Estate and has been protected by us since we acquired the property, around 1970.

In 2004, the Ontario Government acquired the estate and lake. As part of that arrangement we required that the lake be fenced in and totally protected. We formed a partnership with the Government, with a

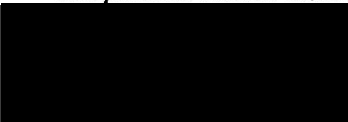
committee of three of our family members now working with the TRCA (representing the Government) to protect Phillips Lake.

In order to preserve the manor house, we leased it back until recently, when the Government put it up for sale. We reacquired it and later sold it to Mr. Tiz Fantin on the understanding that he would restore it, as zero capital maintenance had been carried out during the previous 13 years.

Mr. Fantin, fortunately for our community and at very considerable cost, has done just that. Although the proposed trail extension will run through his property, Mr. Fantin is strongly supporting it and has agreed to ensure that those using the trail will have an excellent view of the famous Macleod manor house, now fully restored, with restoration of the grounds just commencing.

It has been troubling that we have an entire community of over 2,500 residents to the south and east of the Macleod estate, who have no reasonable access to the Moraine trails, the only neighbouring community to be so deprived. At present, to get to the trails, these residents have to walk a kilometer or so, up the shoulder of Yonge Street (there is no sidewalk), an adventurous and quite dangerous undertaking. Nor do any Richmond Hill residents, except a very few, have any way to see one of Canada's most important heritage sites, the Macleod manor house, which will be possible from the new trail.


All of the foregoing are the reasons for our Family's support of the trail extension. And we are backing that support with a \$100,000 commitment towards the cost of this highly important project.


Gordon Gray


Patricia Gray

July 17th, 2018.

Dictionary of Canadian Biography


 Print
  Advanced Search

HIDE SIDEBAR

- FIRST PARAGRAPH
- BIBLIOGRAPHY
- IMAGES
- FIND OUT MORE
- HOW TO CITE

BACK TO TOP

Tweet

 Share

 Like

DCB/DBC News

New Biographies

Updated Biographies

Biography of the Day



COUTLÉE, THÉRÈSE-GENEVIÈVE -

Volume VI (1821-1835)

d. there 17 July 1821 at the Hôpital Général

Confederation

Responsible
Government

Sir John A. Macdonald

From the Red River
Settlement to
Manitoba (1812-70)Source: [Link](#)

MACLEOD, JAMES FARQUHARSON (his first names may have been James Alexander Farquharson), militia officer, lawyer, NWMP officer, magistrate, judge, and politician; b. probably 25 Sept. 1836 in Drynoch, Isle of Skye, Scotland, son of Martin Donald Macleod and Jane Fry; m. 28 July 1876 Mary Isabella Drever, and they had four daughters and one son; d. 5 Sept. 1894 in Calgary.

James Farquharson Macleod emigrated from Scotland with his family in the summer of 1845. His father purchased a farm at Richmond Hill, north of Toronto, near the lands of John Beverley [Robinson](#)*

and the late William Warren [Baldwin](#)*, and in 1845 he enrolled James, who had been educated at home to this point, at Upper Canada College. Financial difficulties forced his withdrawal in 1848, but he returned three years later to pass with honours his final examinations and the entrance examination for Queen's College, Kingston. During these years life on the farm influenced Macleod at least as powerfully as his schooling. Hunting trips with his father and brothers left him with an abiding love of the outdoor life, and the Macleods' friendship with a family of local Ojibwa Indians imparted to James a lifelong respect and admiration for the native people of Canada.

Macleod's father, who had lost seven brothers to tropical diseases while they were serving in the British and Indian armies and who had himself fallen seriously ill while on military service in Demerara (Guyana), had left Scotland to avoid a similar fate for his sons. In his master plan for the family, Martin Donald Macleod saw a career in law for his son James and thus in 1851 sent him to Queen's to obtain his BA. After a year the young Macleod announced his intention to become a civil engineer instead. Only an impassioned plea from his father caused him to remain in the arts, which he found boring, and in 1854 he managed to graduate with an honours degree in classics and philosophy. His lack of enthusiasm for the legal profession was evidenced by the fact that he twice failed the entrance examination for law studies at Osgoode Hall in 1854 before passing in November 1856. He then joined the Kingston law office of Alexander [CAMPBELL](#) to article, but by this time he had found an activity that interested him much more than the law. In the summer of 1856 he had joined the Volunteer Militia Field Battery of Kingston as a lieutenant and his enthusiasm was such that his brother-in-law William Augustus Baldwin (a son of William Warren) persuaded Governor General Sir Edmund Walker [Head](#)* to offer James a commission in the British army. His father was naturally horrified and insisted that the offer be refused.

In 1860 James passed his bar examinations at Osgoode Hall. For the next decade he practised law at Bowmanville and retained a strong interest in the militia. Transferred in 1862 to the Bowmanville Volunteer Militia Rifle Company (which became part of the 45th (West Durham) Battalion of Infantry four years later), he was promoted captain in 1863 and major in 1866. Active service during

Sir Wilfrid Laurier

Sir George-Étienne
Cartier

Sports

The Fenians

Women in the
DCB/DBC

Winning the Right to Vote

The Charlottetown and
Quebec Conferences of
1864

Introductory Essays of
the DCB/DBC

The Acadians

For Educators

Exploring the Explorers

The War of 1812

Canada's Wartime
Prime Ministers

The First World War

BACK TO TOP

the *Trent* affair in 1861 [see Sir Charles Hastings [Doyle*](#)] and the Fenian raids of 1866 [see Alfred [Booker*](#)] confirmed his taste for the military. In 1870, through the political influence of his former employer Alexander Campbell, now a cabinet minister in the dominion government, and of Prime Minister Sir John A. [Macdonald](#), Macleod obtained a commission as brigade major with the expedition under Colonel Garnet Joseph [Wolseley*](#) sent to quell the uprising in the Red River settlement (Man.) [see Louis [Riel*](#)]. The arduous journey westward through the wilderness was made to order for Macleod's talents; his leadership during the expedition earned him praise from his commanding officer as well as a CMG. He remained with the Canadian militia force at Lower Fort Garry until the spring of 1871 and while there he met Mary Isabella Drever, the daughter of a local trader. Their marriage plans were disrupted when Macleod failed to obtain appointment as commanding officer of the garrison and returned to Ontario.

Macleod was promoted lieutenant-colonel in the 45th Battalion of Infantry in December 1871, but his law practice and part-time soldiering no longer held much attraction for him. In late 1872 he left for England and Scotland with the idea of remaining if he could find suitable employment. In the spring of 1873 Prime Minister Macdonald offered him a commission as superintendent and inspector in the newly established North-West Mounted Police [see Patrick [Robertson-Ross*](#)]. Macleod accepted and returned quickly to Canada. In October he left from Collingwood, Ont., for Upper Fort Garry (Winnipeg) with several other officers and 150 men.

During the winter of 1873–74 Macleod and the other officers began the training and organization of the NWMP at the Stone Fort, Lower Fort Garry, under the command of Commissioner George Arthur [French*](#). In December Macleod commanded the first patrol, to investigate a complaint that lumbermen on Lake Winnipeg were trading liquor to the Indians, and on 1 June 1874 he was appointed the force's first assistant commissioner.

In the spring of 1874 the NWMP were ordered farther west to deal with American whisky traders operating near the fork of the Bow and Belly (South Saskatchewan) rivers, in what is now Alberta. Under French, Macleod set out from Dufferin, Man., on 8 July with 318 men. The trip turned out to be much longer and more difficult than expected. At the end of July part of the force had to be detached and sent to Fort Edmonton (Edmonton) with the weaker horses. The remainder struggled on, finally reaching their destination, ragged and starving, on 11 September. Macleod, with half the force left under his command, was ordered to establish a post near the border to control the whisky trade, and French returned to Manitoba. By the end of October Fort Macleod (Alta) had been established, at a site chosen by mixed-blood scout Jerry [Potts](#) on the Oldman River, and Macleod was engaged in the work of suppressing the whisky trade and establishing relations with the different tribes of Blackfoot Indians in the region. On 1 December Macleod held the first of a series of meetings with native leaders. Blackfoot head chief Crowfoot [[Isapo-muxika*](#)] and Blood head chief Red Crow [[Mékaisto](#)] liked and trusted Macleod from the start and agreed to cooperate in ending the whisky trade. Macleod did much to set the tone of patience, reason, and diplomacy for NWMP dealings with the native population which was to survive until the 1890s.

Macleod's most serious problems during the winter of 1874–75 were the result of isolation and boredom. Lack of horses prevented much activity, the men had not been paid since leaving Manitoba, and their uniforms were in rags. There were rumblings of mutiny and 18 men deserted. In March Macleod and a small party rode through a late winter blizzard to Helena (Mont.) to pick up the men's pay and receive the first instructions from Ottawa since the departure of French. While there Macleod began proceedings for the extradition of several Americans

accused of the 1873 massacre of a band of Assiniboin Indians in the Cypress Hills near Battle Creek (Sask.) [see [Hunkajuka*](#)].

In May 1875 Macleod sent a troop under the command of Inspector James Morrow [Walsh*](#) to establish a post, Fort Walsh (Sask.), in the Cypress Hills. That summer Inspector Éphrem-A. [Brisebois*](#) travelled to the Bow River to build a second major outpost, Fort Brisebois, subsequently renamed Fort Calgary (Calgary) by Macleod after one of his favourite places on the Isle of Mull, Scotland. Most of his attention that summer was absorbed by the Cypress Hills massacre extradition case. Macleod and Inspector Acheson Gosford Irvine travelled to Fort Benton (Mont.) in June and arranged for the arrest of seven men thought to have been involved in the killings. NWMP efforts to bring these men to justice aroused intense public hostility and the result of the extradition hearing, held at Helena in July, was probably a foregone conclusion. The prisoners were set free at the end of the month and Macleod was even jailed for a few days on a charge of false arrest.

Although Macleod had initially got along well with Commissioner French, by the end of 1875 relations between the two men were deteriorating. French had been stuck at the Swan River Barracks (Livingstone, Sask.), the NWMP headquarters, hundreds of miles from the scene of most operations, while Macleod, in *de facto* control of the majority of the force for more than a year, communicated directly with Ottawa on all matters of importance. French became increasingly critical of his assistant commissioner, and under the circumstances Macleod welcomed an appointment as stipendiary magistrate for the North-West Territories on 1 Jan. 1876 and left the force. Apart from professional considerations, this appointment allowed him to return to Winnipeg to carry out his long delayed plans to marry Mary Drever.

Macleod's separation from the NWMP, however, was short-lived. French, at odds with the Liberal government of Alexander [MACKENZIE](#) over NWMP policy, resigned in June 1876. The post was offered to Macleod and he accepted without hesitation, taking over as commissioner on 22 July 1876. In an age of untrammelled patronage, it was remarkable for someone of Macleod's well-known Conservative connections to be appointed by a Liberal administration.

The new commissioner plunged immediately into an exhausting round of activity. After his wedding in Winnipeg on 28 July, he rode to Fort Carlton (Sask.) for the signing of Treaty No.6 with the Plains Cree [see [Pitikwahanapiwiyin*](#)]. He then left for Swan River to oversee the moving of NWMP headquarters to Fort Macleod. Both forts Macleod and Walsh were reinforced in anticipation of trouble from south of the border. On 25 June the United States army had suffered a disastrous defeat at the hands of the Sioux leader Sitting Bull [Ta-tanka [I-yotank*](#)]. Macleod was well aware that the Americans would pursue Sitting Bull relentlessly and that the Indians were likely to seek refuge in Canada. In December they began to arrive in the Cypress Hills area.

Macleod had retained his appointment as stipendiary magistrate and under the terms of the North-West Territories Act of 1875 he, along with the two other territorial magistrates, Hugh [Richardson*](#) and Matthew Ryan, was a member of the Council of the North-West Territories. Early in 1877 he attended his first council meeting, at Swan River, and then travelled on to Ottawa for consultations on the problem of the Sioux, before returning to Fort Macleod.

In September 1877 some 5,000 Blackfeet, Bloods, Peigans, Sarcees, and Stoneys assembled at Blackfoot Crossing (Alta) to sign Treaty No.7. Crowfoot, Red Crow, and several other chiefs made it clear that Macleod and the NWMP were the principal reasons their people were willing to sign the treaty. The commissioner next rode on to Fort Walsh for talks between American authorities

and Sitting Bull aimed at inducing the Sioux to return to the United States. Macleod persuaded Sitting Bull to participate but the negotiations accomplished nothing. Macleod then interviewed Sitting Bull and set out the Canadian government's position: the Sioux could remain in Canadian territory as long as they obeyed the law, but there would be no treaties, no reserves, and no government rations for them.

By 1878 Macleod was becoming seriously worried about the rapidly decreasing numbers of buffalo on the plains. The presence of the Sioux intensified competition for an increasingly scarce food supply and threatened to lead to warfare among the plains tribes. At the 1878 meeting of the NWT council, Macleod introduced legislation that attempted to regulate the buffalo hunt in an effort to slow down the slaughter. Although well meant, the regulations had little effect, and by the end of the year the buffalo were alarmingly scarce. Because of his worries about the effect of food shortages on the Canadian Indians and pressures from Ottawa to resolve the problem, Macleod became dissatisfied with the seemingly dilatory efforts of Inspector Walsh to persuade the Sioux to leave the NWT.

The crisis Macleod had feared arrived early in 1879 when all the plains tribes faced starvation. In the spring Macleod made a lengthy visit to Ottawa to discuss the situation with the recently re-elected Macdonald government. He returned to the west in July, bringing 80 new recruits as well as food supplies for distribution to the Indians. Edgar Dewdney*, the newly appointed Indian commissioner, travelled west with the NWMP. He and Macleod spent much of the last half of 1879 visiting the Indian agencies throughout the NWT.

In the spring of 1880 the NWMP came under attack in parliament for financial carelessness. There was some foundation for the charge: Macleod hated bookkeeping and had no talent for the management of money. But it is doubtful that anyone, however skilled, could have done much better under the circumstances. Apart from his trip to Ottawa, Macleod, whose health was beginning to deteriorate under the strain, travelled more than 2,300 miles by horse in 1879 to conduct his police work and to fulfil his judicial responsibilities. There was also a widening gap between Macleod's understanding of the government's obligations towards the native peoples under the treaties and that of the Macdonald administration. In letters to his wife, Macleod expressed dissatisfaction with the government's efforts to furnish foodstuffs for the destitute Indians. He commented, "They appear still to think that the poor creatures can gain their livelihood by hunting as if everyone didn't know that there is nothing for them to hunt." A break appeared almost inevitable.

At the end of September 1880 Macleod resigned as commissioner of the NWMP and began to devote all his time to his judicial duties. The family moved to a small ranch at Pincher Creek (Alta) where they attempted, without much success, to raise horses for sale to the NWMP. As one of the three, later four, magistrates in the NWT, Macleod was primarily responsible for the Bow River Judicial District. The holding of court in the larger towns twice yearly meant a constant round of travel for the magistrates.

Macleod's career as a jurist was not marked by any outstanding trials. Not a brilliant lawyer, he appears none the less to have fulfilled his responsibilities both competently and conscientiously. His decisions were not overturned on appeal more than those of his fellow magistrates, and he did not get into the kind of trouble, stemming from irregularities in conduct and abuse of authority, that led to the dismissal of his contemporaries Matthew Ryan in 1881 and Jeremiah Travis* in 1886. In September 1885 Macleod was sent to British Columbia to resolve a dispute over jurisdiction between federal and provincial authorities.

both of whom claimed the right to police the construction camps of the Canadian Pacific Railway. Through the exercise of his considerable diplomatic skills, Macleod was able to persuade federal and provincial magistrates to cooperate in enforcing the law.

On 18 Feb. 1887 Macleod was appointed to the first Supreme Court of the North-West Territories as puisne judge for the Judicial District of Southern Alberta. He continued as a member of the NWT council until the Legislative Assembly was created to replace it in 1888. He was then appointed one of the three legal advisers who sat as non-voting members of the new assembly. In the 1890s the citizens of the growing city of Calgary agitated for the removal of Macleod's judicial seat from Fort Macleod to Calgary. In May 1894 he was appointed judge for both the northern and southern judicial districts with his residence in Calgary and he moved there with his family. Already seriously ill with Bright's disease, he took up his duties for only a short time before his health deteriorated rapidly and he died on 5 September.

James Farquharson Macleod exercised a decisive influence on the early development of western Canada. More than any other single individual, he was responsible for establishing the policies followed by the NWMP in their dealings with the Indians and for setting the tone of Canadian Indian policy in the NWT. His vision of the region was of a place where newcomers and the native population might live together in peace and where disputes could be settled by reason.

R. C. MACLEOD

MTRL, M. D. Macleod letter-books. NA, RG 18, A1, 4, no.150; 9, no.30; 10, no.118; B3, Macleod to Carswell Co., 5 Aug. 1878; G, 3436, no.0-4. S. B. Steele, *Forty years in Canada: reminiscences of the great north-west . . .*, ed. M. G. Niblett (Toronto and London, 1915; repr. 1972). *Roll of U.C. College* (A. H. Young). H. A. Dempsey, *Crowfoot, chief of the Blackfeet* (Edmonton, 1972). Sherrill [Maxwell] MacLaren, *Braehead: three founding families in nineteenth century Canada* (Toronto, 1986). Patricia Roy, "Law and order in British Columbia in the 1880s: images and realities" (paper given to the Western Canadian Studies Conference, 1985). L. H. Thomas, *The struggle for responsible government in the North-West Territories, 1870-97* (Toronto, 1956). Turner, NWMP. C. F. Turner, *Across the medicine line* (Toronto, 1973). W. P. Ward, "The administration of justice in the North-West Territories, 1870-1887" (MA thesis, Univ. of Alta., Edmonton, 1966). *College Times* (Toronto), 24 April 1950. Philip Goldring, "The first contingent: the North-West Mounted Police, 1873-74" and "Whisky, horses and death: the Cypress Hills massacre and its sequel," *Canadian Historic Sites: Occasional Papers in Archaeology and Hist.* (Ottawa), 21 (1979): 5-40 and 41-70.

General Bibliography

© 1990-2018 University of Toronto/Université Laval

Image Gallery



Document History

Published 1990

Related Biographies

BRISEBOIS, ÉPHEM-A (VOL. 11)

FRENCH, SIR GEORGE ARTHUR (VOL. 15)

Elaine Pratt



Richmond Hill, ON

L4E 4Y7

18 July 2018

Dear Chair and Members of the Authority,

RE: Macleod's Landing community support for trail extension

I have been a homeowner and resident in the Macleod's Landing community for over twelve years. I've raised my two sons here, who are now 13 and 16, and over the years we have been hoping to enjoy the beautiful lakes and trails surrounding our neighbourhood. In fact, when we moved here from High Park back in 2006, one of the main reasons we chose this area was because of the extensive Oak Ridges Trail System that would literally be right in our backyard. We envisioned being able to ride our bikes, walk our dog, and go for long hikes or a run through the extensive network of trails that the system offers.

As one of the first residents to move into the area, I was patient at first, while we waited for a path to be built from our neighbourhood connecting us to the trail. As the years went on, the other neighbourhoods off Bathurst and King all had trails built that lead them safely to the Moraine trail system. Meanwhile I, my children, my dog, and my 2,500+ neighbours continue to this day to have to either drive or walk as far as 1-2km to an access point—one of which is off busy Jefferson Sideroad with no parking, with the other being a kilometre up Yonge Street's dangerous gravel shoulders with no sidewalks.

Most people in my neighbourhood are especially frustrated since a trailhead already exists from Silver Maple Road, but it just comes to a dead end at the Macleod Estate property line. We always believed that surely the Town would eventually extend it so that our neighbours, including Macleod's Landing Public School and the Upper Canada Daycare Centre, could access the trails without having to travel along a major highway.

You can imagine our excitement when a few years ago we learned that the Town of Richmond Hill had purchased land from the Macleod Estate and were finally going to finish the trail! And then you might imagine our huge disappointment when we found out that the walkway was just going to connect to a nearby street and not to the trail at all.

My neighbours and I immediately reached out to our community to let them know about the Town's plan so that we could collectively convince the Town to reconsider what we felt was a useless and undesirable plan. We were easily able to get signatures from over 500 households in our community, everyone agreeing that they would much prefer their tax dollars go towards a trail that connected us to the Oak Ridges Moraine Trail rather than a neighbouring court.

We all agree that having a connection from Silver Maple Road to the Oak Ridges Moraine Trail would provide numerous benefits to our community:

1. It will be much safer, particularly for our elderly residents, children and pets, since currently it is impossible to access the trail without travelling 1km or more, and along either busy Jefferson Sideroad, or up Yonge Street, a highway with no sidewalks.
2. It will enhance our community by providing a common pathway for us to access a trail that can finally be used by all residents, especially those who don't drive and are therefore unable to access it from the other points on Yonge or Jefferson.
3. It will provide our community and other users of the Oak Ridges Moraine Trail an opportunity to view and appreciate the Macleod Estate manor and property, which is one of the most significant historical landmarks in Richmond Hill.
4. It will provide the students at Macleod's Landing Public School with the opportunity to take walks in nature, perhaps as part of the science or physical education programs.
5. It will provide Upper Canada Daycare with interesting and safe trails to take the children on their daily walks. Currently the only option they have for their daily walk is to parade up and down Silver Maple or Shirrick Drive.

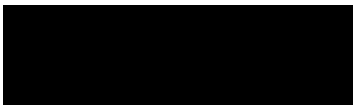
Unfortunately due to a business trip, I am unable to be there in person today to tell you how much this means to our community.

I hope that you will consider our request for this long-awaited trail in your pending approval for the TRCA to proceed.

In closing, please find attached some of the 50+ comments that I received from my neighbours during the online petition in support of this trail. This is only a representation of the comments that have been made to me in person, supporting our efforts and hoping, like me, that we will one day have direct access to the Oak Ridges Moraine trail, as do all the other neighbouring communities.

Thank you for taking the time to read my letter.

Kind regards,



Elaine Pratt

Macleod's Landing resident since 2006

Attachment 1**Petition to Town of Richmond Hill regarding the proposed trail extension in MacLeod's Landing - online comments**

Name	City	Postal Code	Signed On	Comment
marina fehrenbach	Richmond Hill	L4E4Y7	1/30/2016	I've been waiting 10 years to take my children bike riding and walking along this trail. I bought in this neighbourhood thinking it was eventually going to be connected to the Moraine.
Elaine Pratt	Richmond Hill	L4E 4Y7	1/31/2016	I bought my house in this area 10 years ago with the belief that we would have access to the Oak Ridges Moraine Trails. Since the MacLeod Estate property was recently put up for sale by the Provincial Government, there is an immediate opportunity for the Town of Richmond Hill to purchase or do a land swap for the piece of the land between the end of the existing path up to the land owned by the TRCA, and build a connecting trail that will give everyone in our community direct access to the Oak Ridges Moraine Trail system. We must act fast to convince the Town that our community would rather have a trail that extends north than one that extends south to just another street in our subdivision, which offers our residents no benefit at all.
Alina Muscalu	Richmond Hill	L4E4Y6	2/1/2016	We moved in this community more than 10 years ago and would be great to finally have direct access to the Oak Ridges Trail network.
Brandy Tanenbaum	Richmond Hill	L4e4z1	2/2/2016	The Town's proposed trail will contribute to an increased risk of injury to residents forced to travel in traffic to reach the desired trails. This proposed alternative trail is logical and will contribute to overall community health and safety.
Karine Lachapelle	Richmond Hill	L4E0C5	2/6/2016	I want to improve the WalkScore of the neighbourhood as well as have direct access to the trail for health and recreation purposes.
Marco Fragomeni	Richmond Hill	L4e0m3	2/7/2016	Its good for the community

Petition to Town of Richmond Hill regarding the proposed trail extension in MacLeod's Landing - online comments

Nicholas Tutunovsky	Richmond Hill	L4E 4Z1	2/7/2016	The master plan had a direct access to oak ridges moraine on vaneervoort and now that's been eliminated. The only access from Yonge, which is very risky and dangerous for all individuals. The other access is from Bathurst but you would need a vehicle to drive there. Bathurst would be another issue though since it is a very busy street as well. Another access is from Jefferson which is not within our community that may be dangerous since the high volume of traffic. Please consider and review other options to provide access within our community for safety reasons as originally promised when purchasing my new home in 2005 from the builder on their master plan.
Lisa Del Vecchio	Richmond Hill	L4E 0J6	2/12/2016	I think it's a great idea to connect all the paths.
Jose Ferreras	Richmond Hill	L4E 4Y6	2/14/2016	Strongly agree with this petition
Vlad Rashkovsky	Richmond Hill	l4e4y5	2/15/2016	I want a connecting trail to the oak ridge trail from the neighborhood
Jerry Chen	Richmond Hill	L4E 0C8	2/15/2016	It makes sense from a long-term perspective and particularly it would benefit to the community as a whole.
Dina Melino	Richmind Hill, Ontario	L4E 4Y8	2/15/2016	The current proposal makes no sense. Rational minds must prevail...go with the north access proposal....I live here!
Alexander Kourys	Richmond Hill	L4E 4Y7	2/15/2016	When this subdivision was built, it was advertised at that time that we will have direct access to the Oak Ridges Moraine Trail. And it never happened. Time to do it now. Proposed pass makes no sense and just waste of money (our taxes).
Jen Short	Richmond Hill	L4E4Y5	2/15/2016	I like the proposed alternative better. Looks like more people will benefit from it and the other hardly seems worth the time.
Natallia Kourys	Richmond Hill	L4E 4Y7	2/15/2016	This is a right alternative we will support.
Elizabeth Kolosowska	Richmond Hill	L4E 4Y5	2/15/2016	Currently, in order to access the trail system, residents must walk 0.75 - 1km up the shoulder of busy Yonge Street, or along busy Jefferson Sideroad towards Bathurst. The Yonge Street access route is particularly unsafe, with no sidewalk and only a shoulder to walk on, where cars, trucks and buses travel over 60km/hr only a few feet away.
Mark Davidan	Richmond Hill	L4E 4Y8	2/17/2016	I'm signing because it makes sence
Yulia Davidan	Richmond Hill	L4E 4Y8	2/17/2016	I'm signing because it makes sence
Ashleigh Dixon	Richmond Hill	L4e0b6	2/22/2016	This addition just makes sense and will make our community better and safer!

Petition to Town of Richmond Hill regarding the proposed trail extension in MacLeod's Landing - online comments

Nagaratnam Sivarama	Richmond Hill, Ontario	L4E 4Z1	2/22/2016	Connecting the trail to the existing trail in the north would be of immense benefit not only to those attending MacLeod's Landing Public School but also those living around the school.
Viral Patel	Richmond Hill	L4E 0B7	2/22/2016	i would agree that green path will have better & effective connectivity to oak ridges trail network from macleods landing community
Firuz Davletshin	Richmond Hill	L4E 0B7	2/23/2016	I care about my community!
Mauro Jim Brancato	Richmond Hill	L4E 0B1	2/23/2016	The continuation of the trail makes sense going North connecting to the other trail where you can enjoy walking without worrying about the traffic of vehicles.
Dean Edamura	Richmond Hill	L4E 0C5	2/23/2016	Are there plans to connect the pathway between numbers 35 and 37 Vandervoot Drive to the Oak Ridges Trail? That would be another alternative if the connection near Philips Lake does not go through. Even better, having both would be perfect.
dan butto	Richmond Hill	L4E 4Z4	2/23/2016	to support the proposed redirection of the trail extension from Silver maple road to connect with the oak ridges moraine trail.
Mihai Berinde	Richmond Hill	L4E0C5	2/23/2016	This trail is long overdue....
Juana Perales	Richmond Hill	L4E 4Y6	2/23/2016	Access to the trail will now be available for everyone living in this sub-division, without having to go to Yonge Street or Bathurst. I support the good effort being made by Elaine Pratt.
Pauline Karam	Richmond Hill	L4E 4 Z3	2/25/2016	Why to do the job twice. Do it right from the first time. Connect path to Oak Ridges Trail ! ! !
Allen Yiu	Richmond Hill	L4E4Z3	2/26/2016	I'm signing because this proposal would be greatly beneficial to our community
Samuel Chung	Richmond Hill	L4E 0C1	2/27/2016	This will encourage more people to use the trail by connecting business on Yonge Street, and Viva/York Transit bus stations within the neighborhood. This option is the best choice.
Viral Patel	Brick	8724	2/28/2016	outdoors are best
Amisha Sheth	Richmond Hill	L4E 0C1	2/29/2016	I am signing because I live just off silver maple road and have used the oakridges trail many times in summer. I have had to drive up the road to access the trail, park, and cross the road in order to access the trail. A walking path directly from silver maple would make it way easier on anyone who wishes to use the trail. Extending it south sounds like a waste of money and rather pointless.

Petition to Town of Richmond Hill regarding the proposed trail extension in MacLeod's Landing - online comments

Rose Brancato	Richmond Hill	L4E 0B1	3/4/2016	Extention of the path from Silver Maple Road to the beautiful Oak Ridges Trail makes more sense than extending to MacLeod Estate Court where there are just homes and no sidewalks.
Liana Brancato	Richmond Hill	L4E 0B1	3/4/2016	Connecting the path from Silver Maple Road going North to the Oak Ridges Trail makes more sense than the proposed path extension to MacLeod Estate Court.
Dennis dixon	Richmond Hill	l4e0b6	3/5/2016	We just want to be connected with rest of the neighborhood.
Phoebe Cheng	Richmond Hill	L4E4Z5	3/11/2016	It would be great to have a direct path to the Oak Ridges Trail System!
Alexey Molin	Richmond Hill	L4E 4Y9	3/12/2016	I want easier access to the trail from my house and my kind's school.
Yansong Gao	Richmond Hill	L4E4Z2	3/13/2016	This would a lot benefit for the entire community and make this area more healthy!
Elifa Chan	Richmond Hill	L4e4y6	3/13/2016	I would like to have direct access to the trail to enrich the experience of the local communities
Juan Velazquez	Richmond Hill	L4E4Y4	3/13/2016	It's a great choice fo exercise and connect with nature.
Steve Hwung	Richmond Hill	L4e4r2	3/13/2016	Silver Maple also nicely connects the to be built Neighbourhood "Foresthill" by Heatwood Homes - 113 homes on south side of Jefferson Side Road. So the trail extension would difinitely benefit the new Neighbourhood.
Cheryl MacIntyre	Richmond Hill	L4E0M4	3/13/2016	I use the trails regularly and would like them to expand
William Zhang	Richmond Hill	L4E 4Y9	3/13/2016	I support the petition.
Guilan Li	Richmond Hill	L4E 4Y9	3/13/2016	A good petition
Chi Liang	Scarborough	M1H 0A1	3/13/2016	It's important to have access to trails so that the young generation connects with nature. Our neighborhood needs direct access. We are disappointed with the the town's current plans.
John Lin	Richmond Hill	l4e 4y9	3/13/2016	It makes sense and make community better and safer
Ellen Yan	Richmond Hill	L4B 4n4	3/13/2016	Support it
Mark Ho Sue	Richmond Hill	L4E 4Z1	3/13/2016	It's a great idea to extend the green trail to the Oak Ridges Moraine Path network. Much safer for my kids instead of Yonge street or Bathurst street.
Susan Karakashian	Richmond Hill	L4C 4YC	3/13/2016	I live in the community and there is no safe way to access the trail from Silver Maple. Yonge St has no sidewalks.
alston Martins	Richmond Hill	L4e0c5	3/14/2016	I did not anticipate the number of sub divisions coming up. it was not disclose d when we moved in . Let's be the change for once

Petition to Town of Richmond Hill regarding the proposed trail extension in MacLeod's Landing - online comments

Yiqing Liang	Richmond Hill	L4E 4Y9	3/14/2016	I live in Richmond Hill and this sounds very beneficial
Maria Gutierrez	Richmond Hill	L4e 4z2	3/14/2016	Great idea!
Nicola Fernandes	Toronto	M6k3r4	3/14/2016	Would like my nephew to have access to hiking trails where he lives
Ovidiu Popa	Richmond Hill	L4E0B3	3/14/2016	It is a great idea that would benefit all McLeod's Landing residents from.
Michael Vannicola	Richmond Hill	L4E0B1	3/14/2016	Having small kids, that play and ride their bikes on Macleod Estate, I don't want the added traffic on my street. I support the path from Yonge connecting north to the Oak Ridges trail.
Monica Petrascu	Richmond Hill	L4E 0B3	3/14/2016	To the City decision-makers: My husband and I are big nature walkers and also dog owners. We and our friends love our long walks in the Macleod's Landing conservation area and this path would make our access to the trails a lot easier and more enjoyable and diverse. I understand that it might be more complex and more costly to implement the green path, but the value added to us, living in this beautiful area, would be much higher than the red line could contribute. Thank you for your consideration!
Ann Marie Romanovich	Richmond Hill	L4E 4Y6	3/15/2016	The walking trails linking to Oak Ridges were a key selling point in the description and site map when we purchased this home in 2003. We have waited over 10 years for the neighbourhood to reach completion. Access to the established trails will provide educational and health benefits related to the environment for our children, ourselves and future generations.
Ario Hadian	Richmond Hill	L4E4Y8	3/15/2016	I wanna walk my dog
Anton Mirash	Richmond Hill	L4e4y8	3/15/2016	this is a great idea
Karen Maharaj	Richmond Hill	L4e 4y7	3/15/2016	I support access to the Oak Ridge trail
Jerome Ombico	Richmond Hill	L4E4Z1	3/15/2016	This makes it more convenient for the MacLeod's Landing community to access the trail.
david Pacheco	Richmond Hill	L4e 0c6	3/15/2016	it will help teach children in the community about nature.
H Donald Wood	NORTH YORK	M2J 2H5	3/15/2016	I would like easier access to the trail for walking our dogs.
Roger Wong	Richmond Hill	L4E0B7	3/15/2016	Please connect us to the Oak Ridges Trail network!
Zhaowei Liang	Richmond Hill	L4E 4Z2	3/16/2016	We like this proposal and We live at this area.
Luis Gutierrez	Richmond Hill	L4e4z2	3/17/2016	I want safe access to the trail!
Mauricio Martinez	Richmond Hill	L4E 0C5	3/17/2016	Current Proposal makes no sense since there would be no link to the main trail

Letter Supporting the The MacLeod Estate Trail Linkage Project

Dear Chair and Members of the Authority,

We are writing to express our strong support for the Macleod Estate Trail Linkage Project. The potential to "complete the Macleod Trail" by connecting the trail to the existing Oak Ridges Trail, creating a seamless trail connection to the entire Macleod's Landing community is an exciting one for not only for the surrounding community but for the residents of Richmond Hill as well. We proudly reside in the Macleod Estate and pride ourselves with giving the community the opportunity to experience this heritage landmark and its surrounding beauty. The positive externalities benefitting the community of enjoying the estate and providing safer access to the existing Oak Ridges Trail by far outweigh the negative externalities of having the trail run adjacent to our property. **NIMBY**, an acronym for "Not In My Backyard," describes the phenomenon in which residents of a neighbourhood designate a new development (such as the Macleod trail linkage) as inappropriate or unwanted for their local area. Having the proposed trail run the entire length of our property, may put many people in the position of being a NIMBY. We however, will not allow the disease to afflict us. The trail linkage achieved widespread community acceptance whose benefits far exceed any negative concerns that may exist. Extending the Macleod trail will allow the community to experience the assets of our town while improving our quality of life through the enjoyment of nature.

We pledge our total support, cooperation and energy towards the implementation of the Macleod Trail Linkage project. Please do not hesitate to contact us if we can do anything to enhance or advance this remarkable opportunity.

Yours truly,

Tiziano and Lisa Fantin

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **TORONTO WILDLIFE CENTRE AND MENNO-REESOR RESTORATION PROJECT**

KEY ISSUE

Update on the Toronto Wildlife Centre Project and the Menno-Reesor Restoration Project.

RECOMMENDATION

WHEREAS Toronto and Region Conservation Authority (TRCA) acted in good faith in its support of the proposal by Toronto Wildlife Centre (TWC) for a wildlife rescue, rehabilitation and education centre (Centre) for the Greater Toronto Area in the Rouge National Urban Park;

AND WHEREAS staff approached the City of Toronto and the Regions of Durham, Peel and York to explore new funding support for the construction of the Centre based upon the design developed by Stanford Downey Architects Inc.;

AND WHEREAS staff worked with the TWC to explore funding for the Centre from the federal and provincial governments, and other potential partners;

AND WHEREAS staff reported back on multiple occasions to the Board of Directors regarding the difficulties in obtaining funding for the project and on the status of the TRCA restoration, rehabilitation and site preparation works as part of the project;

BE IT RESOLVED THAT TRCA's Board of Directors recognize TRCA's limited role in the Menno-Reesor Restoration Project which includes preparing the site for TWC's planned relocation in 2019 and working with our municipal partners and Parks Canada on a cost recoverable fee for service basis pertaining to the relocation of the Centre on the anticipated leased lands being transferred to Parks Canada;

AND THAT TWC be encouraged to look at other avenues for funding outside of TRCA's budget process.

BACKGROUND

At Executive Committee Meeting #4/19, held on May 3, 2019, on a notice of motion was put forward that requests TRCA to include \$20 million TWC project as a priority project and to find capital offsets from other capital projects in York Region and the City of Toronto (see Agenda Item 11.1.).

Item 9.1.

At Authority Meeting #4/17, held on May 19, 2017, Resolution #A81/17 was approved as follows:

THAT Toronto and Region Conservation Authority re-confirm its support of the proposal by Toronto Wildlife Centre (TWC) for a wildlife rescue, rehabilitation and education centre (Centre) for the Greater Toronto Area in the Rouge National Urban Park;
THAT staff approach the City of Toronto and the Regions of Durham, Peel and York to explore new funding support for the construction of the Centre based upon the design developed by Stanford Downey Architects Inc.;
THAT staff work with the TWC to explore funding for the Centre from the federal and provincial governments, and other potential partners;
AND FURTHER THAT staff report back to the Executive Committee at the September meeting on funding support for the Centre, a draft fundraising plan, the governance model, lease and ownership of land arrangements, prior to signing the lease.

At Authority Meeting #7/17, held on September 22, 2017, Resolution #A167/17 was approved as follows:

THAT staff report back to the Executive Committee at a future date on municipal funding support for the Toronto Wildlife Centre's proposal and lease for a new wildlife rescue, rehabilitation and education centre in the Rouge National Urban.

City of Toronto Council on February 12, 2018, adopted the following:

94. approve the 2018 Budget Committee Recommended Capital Budget for Toronto and Region Conservation Authority with a total project cost of \$31.163 million, and 2018 cash flow of \$19.830 million and future year commitments of \$11.333 million composed, in part, of the following:

96. City Council direct that the one-time 2018-2019 project titled "Menno-Reesor Restoration Project" to deliver high-quality habitat restoration, grading, fencing, access and landscaping work and planting of 100,000 trees at the 27 hectares site formerly known as the Runnymede site, be funded by \$3.5 million from the Tree Canopy Reserve (XR1220).

City Council on July 23, 2018, adopted the following:

1. City Council include restoration of the heritage barn and home at 6461 Steeles Avenue East, as part of the already approved 2018 Council Toronto and Region Conservation Authority capital budget allocation for the restoration project.

City Council on January 30, 2019, adopted the following:

1. City Council request the Toronto and Region Conservation Authority to provide a grant to the Toronto Wildlife Centre that will allow the Toronto Wildlife Centre to produce architectural drawings and other work and reports necessary to facilitate the urgent repair of the heritage barn and home at 6461 Steeles Avenue East, as well as move to set up the portable donated by the Toronto and Region Conservation Authority from its current location at 5 Shoreham Drive, to its new location on the 6461 Steeles Avenue site, as part of the already approved Toronto Council restoration plan.

Item 9.1.

2. City Council direct that funding for this initiative come from the previously Council approved \$3.5 million budget for the 6461 Steeles Avenue East restoration project, up to a maximum of \$450,000, subject to approval from the Chief Financial and Operating Officer, Toronto and Region Conservation Authority, for a zero impact on the City of Toronto Capital Budget.

At Executive Committee Meeting #3/19, held on April 5, 2019, Resolution #B32/19 was approved as follows:

THAT staff provide a report on the status of the Toronto Wildlife Project at the May 3, 2019 meeting of the Executive Committee.

Attachment 2 is a sketch illustrating the location of the subject lands. Attachment 3 is an orthophoto illustrating the location of the subject lands.

Funding

TRCA staff has had numerous discussions over the last two years with staff and elected officials in our partner municipalities and in other levels of government. However, Toronto Wildlife Centre (TWC) has not to date been confirmed as a funding priority for our partner municipalities and other levels of government. TWC is continuing its efforts to raise funds for the new facility through its own means.

Lease and Ownership

Currently, the subject property that TWC plans to relocate to is part of the approximately 5,600 acres of TRCA-owned land included in a Memorandum of Agreement Respecting the Assembly of Lands for the Proposed Rouge National Urban Park. The transfer of the subject parcel is on hold pending resolution of the outstanding issues relating to the details of site servicing and site configuration of the future centre so the lease can facilitate the construction of the new Toronto Wildlife Centre facility. TRCA staff are currently in lease negotiations with TWC and Parks Canada with the purpose of transferring these lands to Parks Canada as soon as possible.

Zoning Amendment

City of Toronto Council on March 27, 2019, amended Schedule 'A', to the Upper Rouge Hillside Community Zoning By-law No. 25278 which includes 6461 Steeles Avenue East by adding the following uses to the Agricultural Uses Zone (AG): Animal Shelter, Veterinary Hospital associated with an animal shelter, Intern Residence associated with an animal shelter and/or veterinary hospital and/or wildlife centre, Wildlife Centre, Educational uses associated with an animal shelter and/or veterinary hospital and/or wildlife centre.

Before introducing the necessary Bills to City of Toronto Council for enactment of the zoning amendment, TWC needs to submit a revised Functional Site Servicing Report, to the satisfaction of the City of Toronto's Chief Engineer and Executive Director, Engineering and Construction Services and TRCA, confirming that the private servicing system arrangements necessary to support the proposed development are being provided.

Temporary Facility

TWC's current lease at Downsview Park is on overhold until December 31, 2019 and as such, TWC is investigating temporary facilities for their operation until the new facility is completed. One of the options under review was moving the existing portable building from TRCA's 5 Shoreham Drive site to the new site in Rouge National Urban Park. A detailed assessment of the portable building by TWC and TRCA staff uncovered the presence of mould and potential

Item 9.1.

structural issues. Given the age of the building and the cost to upgrade the building to comply with the current building code, it was determined that moving the portable building is not a viable option. TWC and TRCA staff are currently reviewing other options for a temporary facility for TWC.

Menno-Reesor Restoration Project

In early 2019, TRCA staff commenced the following efforts to improve ecosystem health of the 27-hectare property. Site hydrology has been restored by removing existing tile drains and returning more natural surficial water flows through bioswales and wetlands. Hydrological and topographical improvements have created conditions that will allow for the increase of forest cover by planting approximately 43,000 trees and shrubs over the next two years. Planting communities will change throughout the site to represent the different forest communities commonly found throughout the Rouge National Urban Park natural heritage system. Habitat structures such as log tangles, boulder piles, hedgerows and bird boxes will also be installed throughout the site to create essential wildlife habitat opportunities. This includes increasing habitat for species at risk such as barn swallows and bats.

TRCA staff has also initiated works to bring the existing farmhouse and barn to a state-of-good-repair condition to support temporary relocation efforts. A consultant has been retained to complete a comprehensive survey of designated substances within the farmhouse and barn to identify the level of remediation required. Once the survey has been completed, the abatement and demolition of the farmhouse and barn interior will be undertaken. These works will be followed by a structural assessment of the buildings, interior detailed design and subsequent renovation works. These works by TRCA will help to facilitate the timely relocation of TWC from their current leased premises in Downsview Park.

Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 7 – Build partnerships and new business models

Report prepared by: Michael Tolensky, extension 5965

Emails: michael.tolensky@trca.ca

For Information contact: Michael Tolensky, extension 5965

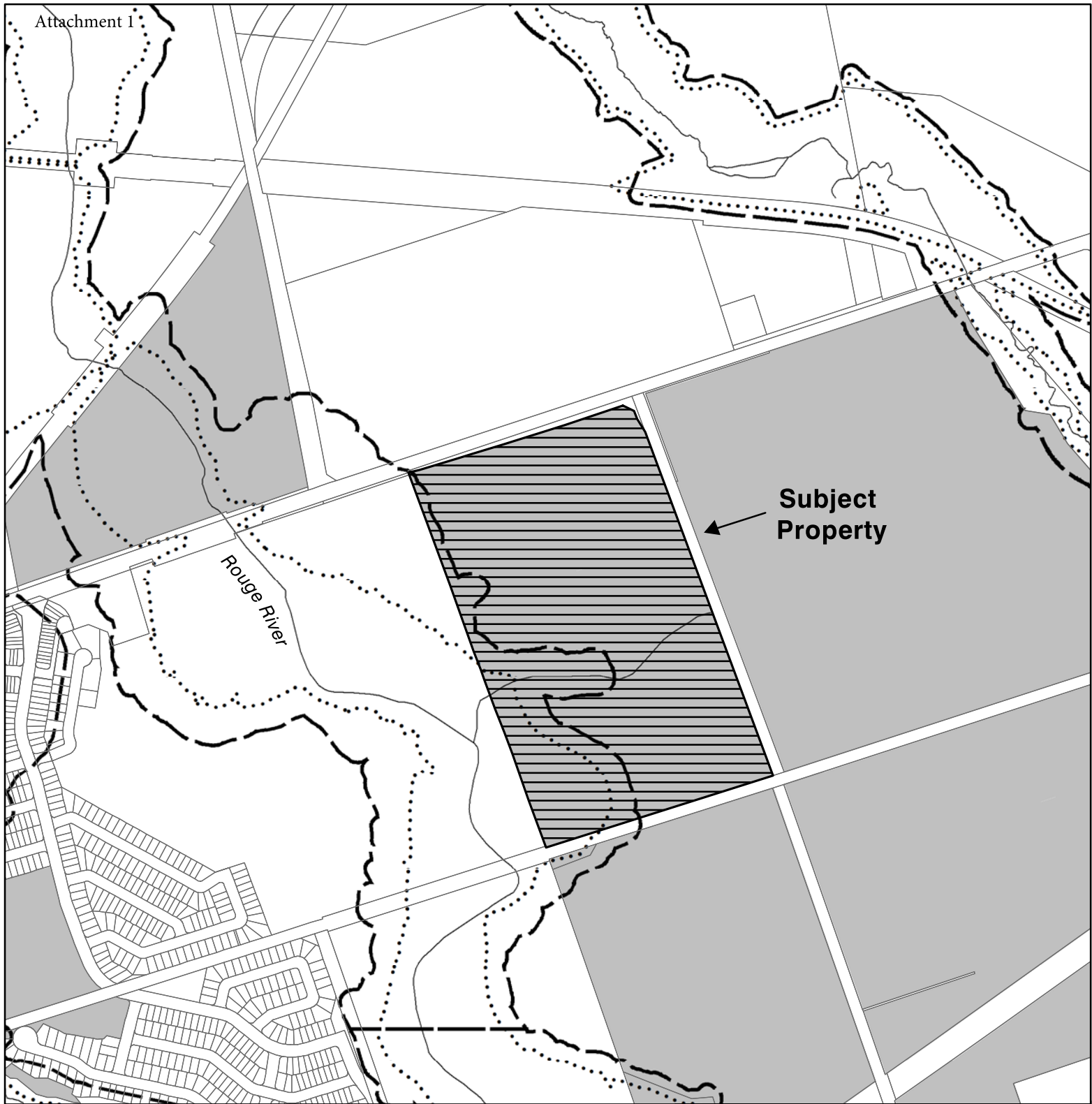
Emails: michael.tolensky@trca.ca

Date: May 16, 2019







Attachments: 2

Attachment 1: Site Plan

Attachment 2: Site Plan – Aerial



Legend

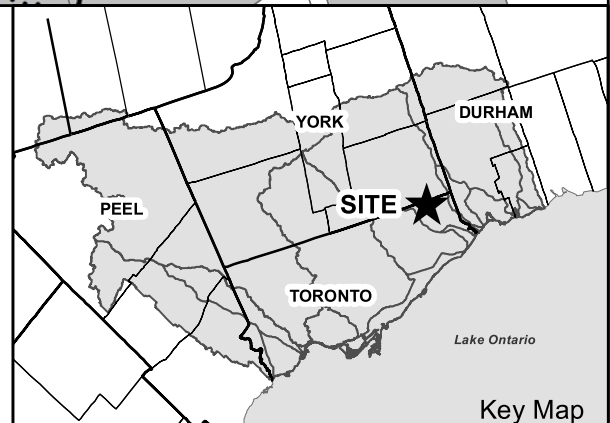
-  Subject Property
-  Watercourses
-  Floodline
-  Regulation Limit
-  TRCA Property
-  Parcel Assessment



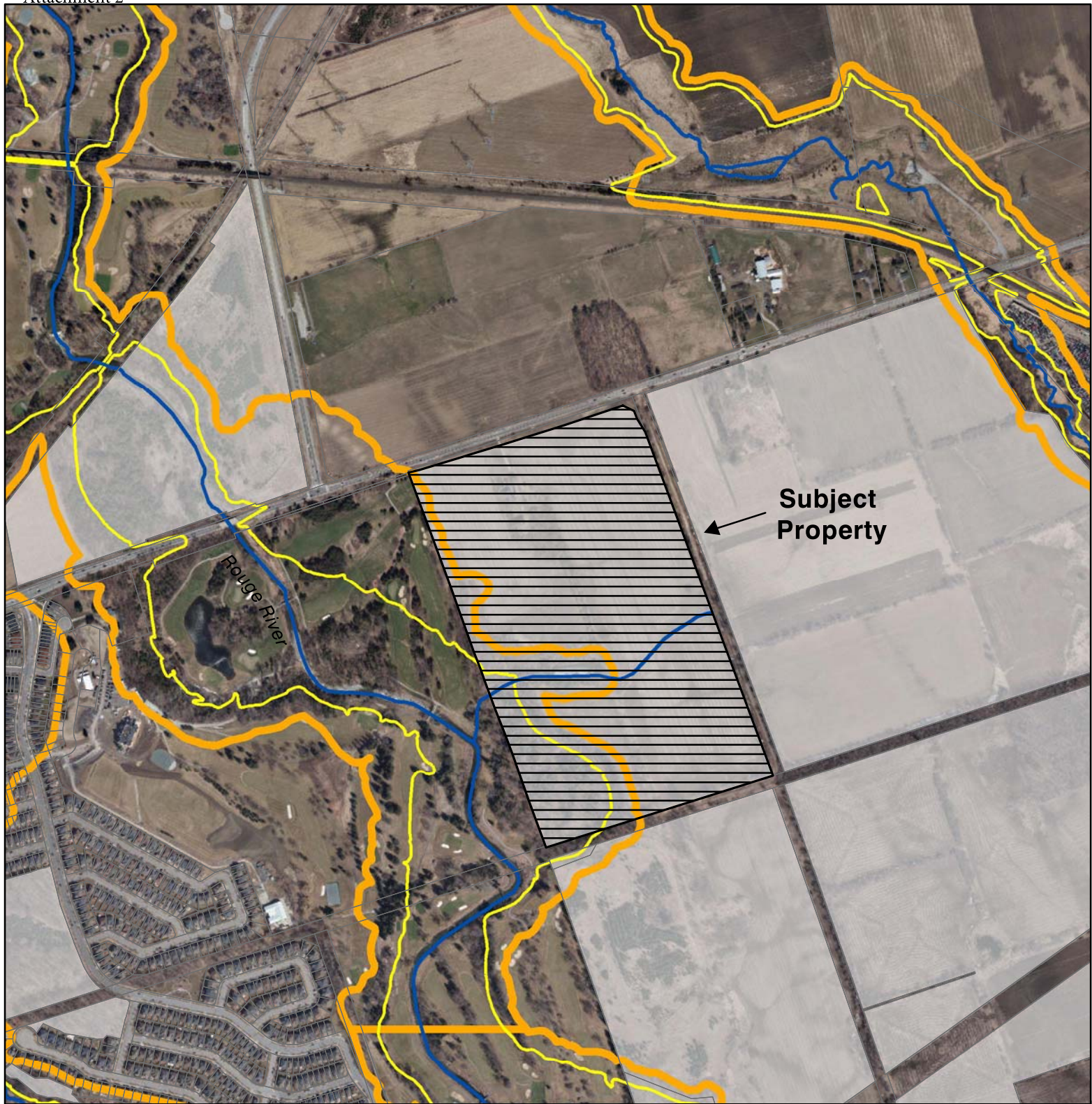
Toronto and Region
Conservation
Authority









0 200 400
Meters



Key Map

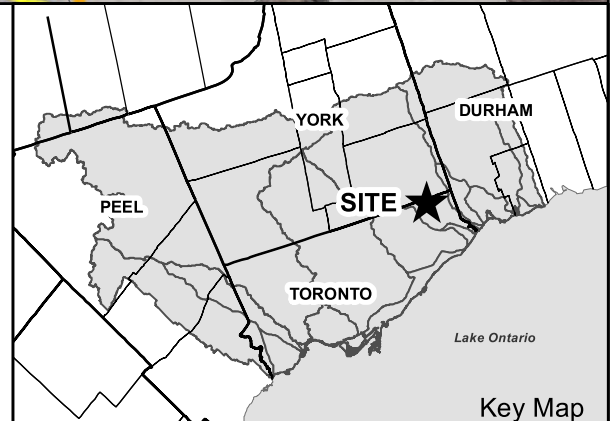


Legend

-  Subject Property
-  Watercourses
-  Floodline
-  Regulation Limit
-  TRCA Property
-  Parcel Assessment



0 200 400 Meters



Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **TORONTO AND REGION CONSERVATION AUTHORITY OWNED LAND**
4156 Dundas Street West, Etobicoke, City of Toronto, Humber River Watershed
CFN 45819

KEY ISSUE

Status of Toronto and Region Conservation Authority-Owned land located west of Scarlett Road and east of Royal York Road, municipally known as 4156 Dundas Street West, Etobicoke, in the City of Toronto, Humber River watershed.

RECOMMENDATION

THAT the staff report regarding the status of Toronto and Region Conservation Authority-Owned land located west of Scarlett Road and east of Royal York Road, municipally known as 4156 Dundas Street West, Etobicoke, in the City of Toronto, be received.

BACKGROUND

In November 2010 and March 2011, TRCA was approached by David Rembacz, on behalf of Maria Rembacz, expressing an interest in purchasing a parcel of TRCA-owned land located west of Scarlett Road and east of Royal York Road, municipally known as 4156 Dundas Street West, Etobicoke, in the City of Toronto. Maria Rembacz is the current owner of the adjoining property at 4158 Dundas Street West. The land was conveyed by the Municipality of Metropolitan Toronto to TRCA in April, 1967.

At Executive Committee Meeting #5/11, held on June 10, 2011, Resolution #B96/11 was adopted as follows:

THAT the request for disposal of a parcel of land located on the north side of Dundas Street West, east of Prince Edward Drive (vacant land between 4154 and 4158 Dundas Street West), City of Toronto (Etobicoke York Community Council Area) be referred to Toronto and Region Conservation Authority (TRCA) staff for review and discussion in accordance with established TRCA policies;

AND FURTHER THAT a report be brought to the Executive Committee at a future date recommending further action.

This request was circulated to staff at TRCA and the City of Toronto for review and comment. TRCA also met with the public to obtain comments on the potential sale of the land via a Public Information Session held in early 2017.

Item 9.2.

At the Authority Meeting #10/17, held on January 5, 2018, Resolution #A236/17 was adopted as follows:

THAT Toronto and Region Conservation Authority-owned (TRCA) land at 4156 Dundas Street West, Etobicoke, in the City of Toronto, be retained in TRCA ownership at this time;

THAT TRCA staff work with City of Toronto staff and the adjacent landowners to assess the suitability of the subject TRCA land for use as parkland as part of the Dundas Street West Avenue Study and as part of any future redevelopment of surrounding area;

AND FURTHER THAT staff report back to a future Executive Committee meeting on the results of the discussions with City of Toronto staff.

The Land is a narrow rectangular parcel with an approximate 12m road frontage to Dundas Street West and is approximately 55m in length.

The Land is currently used as a driveway and parking lot for the adjacent commercial business. A portion of the Land has been developed as a “parkette” with benches and inground water features installed by the owner of the adjoining commercial business to the east “Water Arts”.

The Land is burdened by an existing right of way benefiting the western adjoining landowner and an existing sanitary easement to the City of Toronto.

In correspondence to TRCA in April 2018, David Rembacz, on behalf of his mother, Maria Rembacz requested TRCA reconsider its decision not to dispose of the site. Mr. Rembacz initiated the original request in 2011 and has been interested in purchasing the site for quite some time, as expressed to TRCA during his delegation before the Authority meeting on January 5, 2018.

Mr. Rembacz has indicated that while his preference is to purchase the entirety of the site, in the alternative and considering the current resolution, he would be willing to purchase that part of the site burdened by the mutual right of way. Mr. Rembacz has indicated the motivation for purchase of the mutual right of way would be to ensure proper maintenance of it. In addition, purchase of this part of the site would not prevent the site from continuing to function as a park/open space area and is consistent with TRCA’s objectives for the long-term protection of the natural features.

TRCA staff advised Mr. Rembacz on several occasions that all of the site is to be retained in TRCA ownership at this time and that TRCA staff was presently coordinating with various City of Toronto staff to discuss the potential use of the site continuing as parkland.

Mr. Rembacz contacted TRCA staff in March 2019 again re-iterating his interest in purchasing the mutual right of way and has requested that Resolution #A236/17 be reopened.

TRCA has met with City staff comprising Community Planning, Parks Development and Design and Parks Etobicoke York District following receipt of the comments regarding current open space and parkland strategy and the strategic opportunities and suitability for this parcel remaining as a parkette as part of any future redevelopment of this area.

Item 9.2.

Community Planning, Etobicoke York District provided the following comments:

... as per the Site and Area Specific Policy 277 of the OP and as per the Councillor's desire, providing recreational opportunities and access/linkages to the Humber River are identified. However, given the steepness of the land on the site and resulting safety concerns, that does not seem like a viable option for this site. The size of the lot, shape of the lot, and sewer easement also create some constraints to development of the site by itself.

If the land was sold and an application came forward to develop the site (depending on the type of proposal), the below would generally apply to the site and would be generally considered by Planning staff:

Parks, Forestry and Recreation Development & Design indicated that:

As applications come forward, PFR reviews the opportunities to create a connection from Dundas St West into the valley, however, given constraints that include but not limited to the topography from the rear of the properties into the valley and the fact that the majority of the applications are on small lots, therefore minimal Parkland dedication requirements do not allow for a significant size plot of land that would sustain an AODA approved and TRCA approved connection.

PFR has discussed the possibility of taking "ownership" of this land. They have concluded that the opportunity of taking over the strip of land to create a connection to the valley is not viable, given the topography would not allow for a connection.

Operational staff at Parks Etobicoke York District, concurred with their colleagues in Community Planning and Parks Planning regarding potential use of the site as parkland given the various topography issues.

City Parks staff also encouraged TRCA to contact Municipal Licensing & Standards for any encroachment and maintenance issues.

Attachment 1 is a sketch illustrating the location of the subject lands. Attachment 2 is an orthophoto illustrating the location of the subject lands.

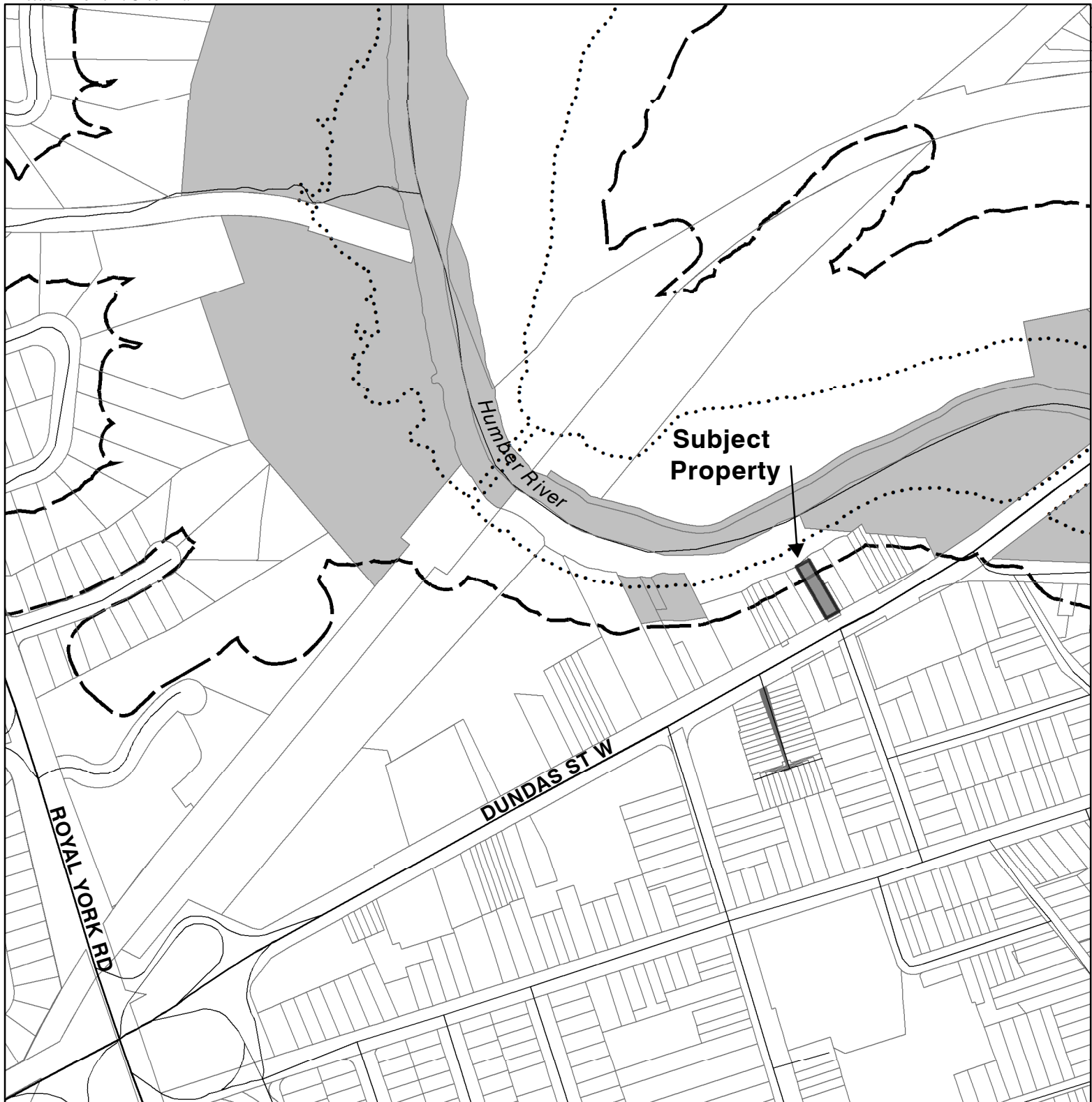
DETAILS OF WORK TO BE DONE

TRCA staff are in the process of meeting with the adjoining landowners on the eastern boundary, James Thompson (the owner of "Water Arts") and Pamela DiFilippo. Mr. Thompson appeared before the Executive Committee meeting on 15 December 2017 and did indicate a preference for the site to remain as a parkette.







Report prepared by: Nadia Wells, extension 5859, Mike Fenning, extension 5223;
Emails: nwells@trca.on.ca; mfenning@trca.on.ca
For Information contact: Nadia Wells, extension 5859, Mike Fenning, extension 5223;
Emails: nwells@trca.on.ca; mfenning@trca.on.ca
Date: April 4, 2019
Attachments: 2

Attachment 1: Site Plan

Attachment 2: Site Plan - Aerial

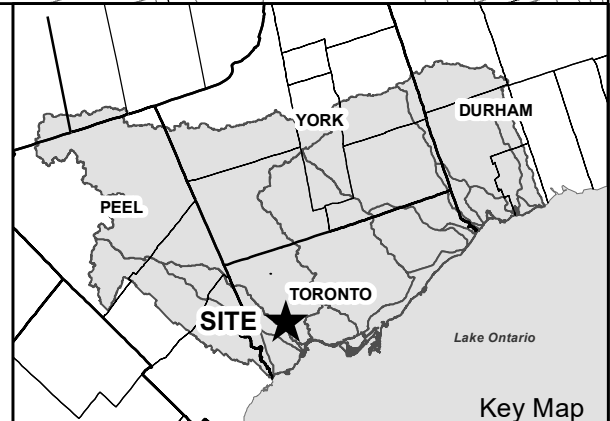


Legend

-  Subject Property
-  Watercourses
-  Floodline
-  Regulation Limit
-  TRCA Property
-  Parcel Assessment









0 37.5 75 150
Meters



Key Map

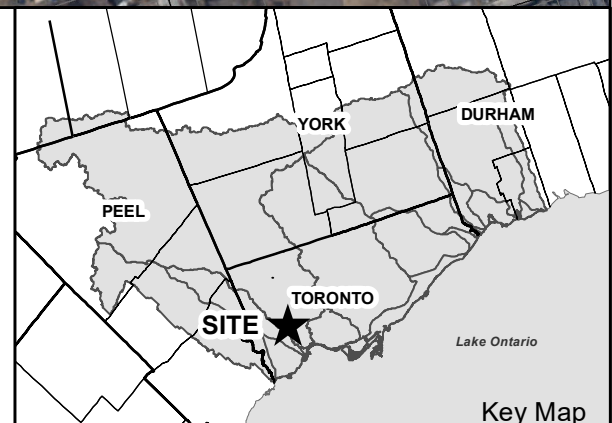


Legend

-  Subject Property
-  Watercourses
-  Floodline
-  Regulation Limit
-  TRCA Property
-  Parcel Assessment



0 37.5 75 150
Meters



Key Map

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Sameer Dhalla, Director, Development and Engineering Services

RE: **UNIONVILLE SPA 2D MODELLING AND FLOODPLAIN MAPPING UPDATE**

KEY ISSUE

TRCA has recently updated the flood modelling for the Unionville Special Policy Area (SPA) in the City of Markham. The study utilized state of the art two dimensional hydraulic modelling and high resolution LiDAR data to estimate flood depths and velocities for 2-350 year and Regional storm events.

RECOMMENDATION

THAT the Unionville SPA two dimensional (2D) Modelling and Floodplain Mapping Update (February 2019) prepared by Toronto and Region Conservation Authority (TRCA) staff and Valdor Engineering Inc. be received;

THAT TRCA be directed to disseminate the final floodplain mapping, modelling results, and documentation to municipal staff;

AND FURTHER THAT TRCA staff be directed to incorporate the Unionville 2D hydraulic model and updated floodplain mapping into TRCA's jurisdiction-wide floodplain mapping, and utilize this information to inform land use planning, flood emergency response and flood mitigation planning activities.

BACKGROUND

The Unionville Special Policy Area (SPA) is within the Rouge River watershed and is located within the City of Markham. The area is highly urbanized, bounded by 16th Avenue, Highway 407, Warden Avenue and McCowan Road. Due to the flood vulnerability of the community, the area has been designated by the Province as a Special Policy Area to allow for the continued viability of existing uses and to address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development in a floodplain.

The flood modelling and floodplain mapping for the Unionville SPA was previously updated in 2006 by Clarifica Water Resources and Environmental Solutions using HEC-RAS, a one dimensional computer model. While this approach is adequate for most of TRCA's watersheds, the traditional 1D modeling approach has limited capability to predict complex hydraulic conditions for areas where flows from extreme rainfall events are poorly confined within the watercourse and may spill out of the banks and flood urban areas. For these areas, a two dimensional (2D) hydraulic modeling tool is beneficial to provide a more realistic prediction of flood depths and velocities.

Item 9.3.

Due to the number and frequency of spills, and the extent of flooding throughout the Unionville SPA, Unionville was identified as one of the areas that would significantly benefit from 2D modelling. As part of this project, TRCA staff undertook a thorough assessment of the hydraulic processes within the Unionville SPA and developed a new updated 2D hydraulic model. The new hydraulic modelling tools allow for a better understanding of how flooding affects existing and future development within the Unionville SPA, allows for the establishment of appropriate flood proofing standards, as well as provides a detailed assessment of flood risk conditions for the purposes of emergency management and flood mitigation.

RATIONALE

The Government of Canada's National Disaster Mitigation Program (NDMP) provided TRCA staff an opportunity to leverage existing funding to undertake a number of high resolution hydraulic modelling studies. TRCA staff assessed a number of the Authority's Special Policy Areas and identified the Unionville SPA as a key candidate for 2D modelling. Unionville has a number of complex hydraulic conditions including multiple confluences and spill points which standard one-dimensional (1D) modelling cannot accurately characterize. Further, there continues to be a high volume of development and redevelopment applications within the area which would benefit from having accurate, site level, floodplain information for design purposes.

In March 2017 TRCA received approval from the NDMP to undertake the Unionville SPA 2D Modelling and Floodplain Mapping Update. Funding was provided to TRCA on the condition that 50% matching funds from the project proponent is available and that the project can be completed within a 2-year timeframe.

MODEL DEVELOPMENT

Consulting services to undertake the Unionville SPA 2D Modelling and Floodplain Mapping Update was awarded to Valdor Engineering Ltd. (Valdor). TRCA selected the MIKE FLOOD computer model for use in this study based on the flood conditions observed through previous technical studies in the area. MIKE FLOOD is an integrated hydraulic model used to calculate channel and overland flow. The MIKE FLOOD model represents state-of-the-art computer modelling software for hydraulic assessments, capable of generating a number of hydraulic parameter outputs (velocity, and depth) and high resolution mapping outputs including flood animations. Further, MIKE FLOOD is fully compatible with GIS software and is supported by the Province of Ontario for hydraulic modelling and floodline mapping.

As per standard TRCA 2D modelling procedures, LiDAR topographic information was used to represent topography within the study area. LiDAR data was further refined based on surveys completed by TRCA and Valdor to ensure the topographic data set was detailed and accurately represented overland flow conveyance systems and watercourse channels within the study area. The topographic data set was reviewed and approved by TRCA staff prior to being finalized. Once completed the topographic information was used to define the 2D overland flow mesh. The 2D overland flow mesh is the key component in 2D modelling, as it determines where flow would occur. Flow depth, direction, and velocity are then calculated at each mesh element. The Unionville SPA 2D model has over 1,500 cross-sections to represent watercourse channels, and 700,000 mesh elements to represent the 2D overland flow component.

TRCA worked closely with City of Markham staff to obtain relevant road and pedestrian water crossing as-built and design information for the study area. Further, Valdor completed site visits to each water crossing to ensure consistency between structure as-built information and site observations. In total 37 water crossings were included in the hydraulic model.

Item 9.3.

For this study, TRCA worked with the City of Markham to develop detailed land use mapping to input into the model. For 2D hydraulic modelling, land use mapping represents roughness values, a hydraulic parameter used to define a surface's ability to resist flow. Building parcels were also provided to TRCA by the City of Markham. Building location and orientation effects local flood conditions including flow movement through an area. Building footprints were simplified through a GIS process developed by TRCA staff and incorporated into the model.

Regional (Hurricane Hazel) and 2 through 350-year flow values were extracted from the recently completed 2018 Rouge River Hydrology Update, which was approved for use in floodplain mapping at Board of Directors Meeting #8/18 on November 30, 2018. Flow values were applied to the 2D model for each of the study area tributaries and key locations. In total 44 flow node locations were modelled. Model boundaries were placed at significant distance upstream and downstream of the SPA. This placement ensures that changes to the upstream or downstream conditions as a result of upcoming floodplain mapping updates will not affect the results through the Unionville SPA. Due to model size and overland flow mesh resolution, model simulations take approximately 40 hours to complete.

RESULTS

It is important to note that differences in flood extents associated with this study and previous floodplain mapping is attributed to three main factors:

1. Difference in flow values from the 2002 Rouge River Hydrology Model and the 2018 Rouge River Hydrology Update,
2. Updated topographic information based on high resolution LiDAR and survey data, and
3. The difference in modelling methodology between the 1D HEC-RAS model and the new 2D MIKE FLOOD model.

A comparison of the peak flows used in the previous 2006 floodplain mapping update (2002 hydrology) and the 2019 2D modelling study (2018 hydrology) is provided in **Table 1**.

Table 1: Comparison of 2002 and 2018 Peak Flows

Return Period	Peak Flow - Fonthill Creek		Peak Flow – Rouge River at Kennedy Road		Peak Flow – Rouge River D/S of Milne Dam	
	2002 (cms)	2018 (cms)	2002 (cms)	2018 (cms)	2002 (cms)	2018 (cms)
350-year	14.8	23.3	193.0	274.6	186.0	268.6
Regional	26.3	14.3	643.0	572.8	601.8	576.3

Attachment 1 displays the difference in Regional Storm floodline extents between the 2006 HEC-RAS model and the 2019 MIKE FLOOD model. The extent of the Regulatory floodplain remains similar between the 2006 and 2019 models with the following key exceptions:

1. Flooding upstream of the CN railroad along Fonthill Creek for the Regional Storm is considerably reduced due to the significant reduction in flows associated with the 2018 hydrology update. The main reasons for the reduction in peak flow and floodlines along Fonthill Creek include:
 - Reduced backwater effects due to lower peak flow on Bruce Creek and the Main Rouge River;
 - The upstream catchment is smaller in the 2018 hydrology update;

Item 9.3.

- A finer catchment delineation including longer average overland flow length was included in the 2018 hydrology update, and
 - A change in model conceptualization, catchment connectivity and routing was included in the 2018 hydrology update.
2. The extent of flooding south of Kennedy Road in the vicinity of Unionville Gate for the Regional Storm is reduced based on the decrease in Regional Storm flow, and improved topographic information.
 3. The extent of flooding in the vicinity of Highway 7 and Kennedy Road and north and south of Highway 7 at Main Street Unionville is greater based on increases in Regional Storm flows and improved topographic information.

While the floodplain extents developed from this 2D modelling study are generally similar to the 2006 HEC-RAS model, there are a number of improvements to model outputs which will be of significant interest to the City of Markham and enhance TRCA's delivery of floodplain management input within the SPA. Due to the high resolution nature of the model, detailed hydraulic information including flood depth, velocity, and direction of flow can now be provided at a lot level scale for a number of storm simulations including the 2-350 year and Regional (Hurricane Hazel) storms. 2D model results also provide detailed flood risk mapping that will assist with land use planning, emergency management and flood mitigation.

RESOLUTIONS

TRCA staff will adopt the Unionville SPA 2D Model and Floodplain Mapping Update, and incorporate this model and resulting floodplain maps into TRCA's jurisdiction-wide floodplain mapping. This new information will also be integrated into TRCA's Regulated Area mapping, and utilized for TRCA's review of planning and development applications, flood remedial plans, emergency management and watershed studies. In addition, TRCA staff will disseminate the final modeling results and documentation to municipal staff.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:
Strategy 2 – Manage our regional water resources for current and future generations

FINANCIAL DETAILS

Financial contributions for the Unionville SPA 2D Modelling and Floodplain Mapping Update were provided through TRCA's NDMP – 2 Dimensional Modelling Studies, account 107-58, matching funds were provided through TRCA's Flood Line Mapping Program, account 127-90 at a cost of approximately \$77,100, which included staff time and consulting fees for the model development.

Report prepared by: Nick Lorrain, extension 5278
Email: nlorrian@trca.on.ca
For Information contact: Nick Lorrain, extension 5278
Emails: nlorrain@trca.on.ca
Date: April 4, 2019
Attachments: 1

Attachment 1: Unionville Regulatory Floodline

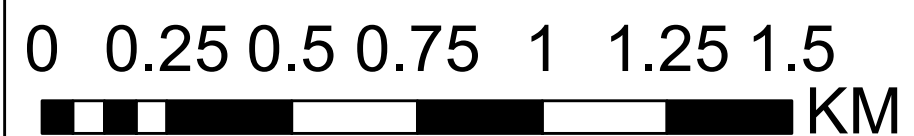


Legend

- River Network
- SPA Boundary
- 2018 Floodline
- 2006 Floodline

ATTACHMENT 1

UNIONVILLE REGULATORY FLOODLINE



TORONTO AND REGION CONSERVATION AUTHORITY

UNIONVILLE SPA 2D MODELLING STUDY AND FLOODMAPPING UPDATE



Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **PORT LANDS FLOOD PROTECTION AND ENABLING INFRASTRUCTURE PROJECT**

KEY ISSUE

A progress update on the Port Lands Flood Protection and Enabling Infrastructure Project.

RECOMMENDATION

THAT the update on staff progress on the collaborative development of the Port Lands Flood Protection and Enabling Infrastructure Project be received.

BACKGROUND

Approximately 290 hectares of the Port Lands at the mouth of the Don River at Lake Ontario in the City of Toronto are vulnerable to flooding under a Regulatory flood event (a Hurricane Hazel-scale storm). In 2004, Toronto and Region Conservation Authority (TRCA) and the Toronto Waterfront Revitalization Corporation (now Waterfront Toronto) initiated the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (DMNP EA) to explore opportunities to provide Regulatory flood protection, establish a naturalized river mouth, and facilitate redevelopment of the Port Lands.

In September 2011, the City of Toronto became a co-proponent on the DMNP EA and City Council unanimously approved the Port Lands Acceleration Initiative (PLAI) to develop a business and implementation plan to accelerate development opportunities. The DMNP EA was put on hold while the PLAI examined whether the Lower Don Lands could be developed more affordably and faster than previously anticipated. Ultimately, the PLAI indicated that large scale revitalization could occur based on phased implementation of the required flood protection and infrastructure. The DMNP EA was then completed and approved by the Ministry of the Environment and Climate Change in January 2015.

Following approval, TRCA, with the support of Waterfront Toronto, began preliminary studies to inform project implementation and ensure compliance with the EA conditions set by the Ministry. At Authority Meeting #3/15, on March 27, 2015, Resolution #A38/15 provided staff direction to work in conjunction with the City of Toronto, Waterfront Toronto, Toronto Port Lands Company (now CreateTO), and others to further develop project schedules, budgets, and the planning approach for preliminary design and due diligence studies related to the Lower Don Lands, Don Mouth Naturalization and Port Lands Flood Protection Project.

At Authority Meeting #7/16, held on September 23, 2016, staff provided an update on the status of funding to proceed with detailed design and the construction. The report included information on the Port Lands Flood Protection and Enabling Infrastructure (PLFPEI) Due Diligence Report which was completed to provide greater certainty on the costs, risks, scheduling and implementation strategy associated with the proposal to naturalize the mouth of the Don River and provide flood protection to the area. The due diligence phase was completed in 2016 and resulted in a comprehensive plan based on the DMNP EA integrated with the outcomes of the approved Lower Don Lands Environmental Assessment.

Item 9.4.

In keeping with the goals of the PLAI, Waterfront Toronto developed an ambitious plan to complete all 23 sub-projects comprising the PLFPEI by 2024 (Map 1, attached). TRCA has executed two Delivery Agreements with Waterfront Toronto to enable continued staff involvement in the design and implementation of the Cherry Street Lake Fill Project (Phase 1 of the PLFPEI), and the remainder of the PLFPEI sub-projects. Ongoing staff collaboration with Waterfront Toronto and City of Toronto during the design and permit review process is key to the success of the project. Waterfront Toronto has recognized their appreciation for TRCA's continued support and commitment to advancing the revitalization of the Toronto waterfront.

RATIONALE

Providing flood protection to the Port Lands has been identified as a TRCA priority since the 1980s, and TRCA's interest in naturalizing the Don River mouth has been a shared priority with the City of Toronto and the broader community as identified by the Task Force to Bring Back the Don's report "Taking Back the Don" in 1991. The 1992 "Regeneration: Royal Commission on the Future of the Toronto Waterfront" report also outlined the federal interest in the Lower Don, and provincial support aligned with these initiatives when all three levels of government jointly established the Toronto Waterfront Revitalization Corporation in 2001. As such, the current detailed design and implementation of Waterfront Toronto's 23 enabling infrastructure sub-projects of the PLFPEI is the culmination of close to 40 years of consultation and planning, with TRCA at the forefront throughout the process.

Central to the Port Lands project, naturalizing the mouth of the Don River will not only facilitate flood protection for more than 240 hectares of land including parts of the Port Lands, South Riverdale, Leslieville south of Eastern Avenue, and the First Gulf (former Unilever) development site, but will also result in the creation of over 1,000 metres of new river channel and establish and enhance 30 hectares of new aquatic, wetland, and terrestrial habitat in the river valley. New parks and public realm features on lands outside the floodplain will comprise an additional 16 hectares of public greenspace. Together, these works will unlock the development potential of this prime waterfront area by transforming the underutilized, post-industrial site into a vibrant, mixed-use, sustainable community which will support Toronto's growth and economic competitiveness.

TRCA has a significant stake in the Port Lands project due to our role as co-proponent of the original DMNP EA, and continued strong partnerships with the major stakeholders such as the City of Toronto, Ports Toronto, and Waterfront Toronto which has federal and provincial representation. Further, TRCA's extensive expertise and long history in managing flood prone lands, the lower Don area, and the Lake Ontario waterfront, as well as significant experience completing major ecological restoration projects, make TRCA uniquely and strategically positioned to provide input and promote innovation as part of the Port Lands re-development.

TRCA also has a legislated responsibility to issue permits under Ontario Regulation 166/06 "Regulation of Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses" (O. Reg. 166/06), and to monitor compliance with the conditions of the DMNP EA. Finally, TRCA's anticipated future ownership of the new river valley water lots and adjacent floodplain lands necessitates TRCA's vested interest in the long-term success and viability of the PLFPEI project.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

Strategy 4 – Create complete communities that integrate nature and the built environment

Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

The current delivery agreement between TRCA and Waterfront Toronto is in effect from 2018-2023 for the sum of \$7,315,000, under account 191-20.

DETAILS OF WORK TO BE DONE

To support Waterfront Toronto's plans to complete the enabling infrastructure works and commission the new Don River mouth by the end of 2024, TRCA's fee for service delivery agreement includes a variety of activities. Under this agreement, staff provide technical support and expertise to Waterfront Toronto and its sub-contractors related to hydrology, ecology, geotechnical, fluvial geomorphology, groundwater remediation, storm water management, flood protection and conveyance, archaeology, habitat restoration, environmental monitoring, permitting and construction considerations to inform the detailed design and implementation of the project.

Planning staff worked with Waterfront Toronto to identify permit requirements under Ontario Regulation 166/06, and to streamline the permit process by simplifying, expediting and aligning our review process and timelines with the project construction schedule, to the extent possible. The majority of the infrastructure permits to allow for the construction of new and replacement roads, utilities, sewers, bridges, community and pedestrian amenities will be reviewed and permitted under the current delegated permit approval process, per Authority Resolution #B138/13.

Key permits relating to construction of the new Don River mouth and valley, new Don greenway and spillway, as well as the future sediment and debris management area will be recommended to TRCA's Executive Committee for approval once all technical concerns have been addressed to the satisfaction of staff. We anticipate that staff will recommend and seek Executive Committee approval for the new river valley, greenway and spillway in the summer of 2019. Based on current Waterfront Toronto schedules, the design for the sediment management area will be completed next year (July or August 2020), at which time staff will seek Executive Committee approval of the permit to allow construction to begin. Staff will also oversee the requisite enforcement of TRCA's permit conditions.

With regards to affected development planning and permits, TRCA staff worked on a cross-disciplinary team which included the Ontario Ministries of Municipal Affairs and Housing and Natural Resources and Forestry, and the City of Toronto to develop a Protocol for the Lower Don Special Policy Area (SPA) which streamlines and coordinates development approvals in the Special Policy Area. The Protocol allows for accelerated redevelopment of the Port Lands and Unilever Precinct by sequencing new intensified development with the construction of the PLFPEI Project, a process that would not normally be allowed within a floodplain until the flood protection works are complete. Essentially, the Protocol allows approval and construction of the development blocks within the Lower Don Special Policy Area to proceed subject to the occupancy of the new development being controlled until the flood protection, or phases thereof, is fully complete. The Protocol and extensive input from TRCA staff recently resulted in the adoption of the Official Plan Amendment and Zoning By-law Amendment for First Gulf's East Harbour project, a sustainable employment and transit hub which will house 50,000 jobs, and which will begin construction in late 2019 or 2020.

In support of Waterfront Toronto's construction activities, TRCA conducts environmental monitoring and completes EA compliance reporting to the provincial Ministry of the Environment, Conservation and Parks. Under the existing delivery agreement, pre-construction and construction phase monitoring will continue until 2023. A new delivery agreement will be required

Item 9.4.

for post-construction EA compliance monitoring, which is expected to continue for an additional two to five years after the new river valley is operational.

TRCA staff also support the development of land transfers, easements, and operations and maintenance plans. Staff are in discussions with the City of Toronto, Waterfront Toronto, Ports Toronto, and other government agencies regarding the anticipated future ownership and management of the Port Lands river valley and parks and public realm spaces. It is currently anticipated that the newly constructed river channel, adjacent wetlands, and ecological features within the new floodplain will be transferred to TRCA following completion, whereby TRCA will be responsible for operations and maintenance into the foreseeable future. An assessment of potential risks, as well as property ownership, roles and responsibilities, details regarding long-term operations and maintenance costs, and an accompanying funding model, have yet to be finalized and will be the focus of a future report to the Board.

Report prepared by: Maryam Nassar, ext. 5937; Renee Afoom-Boateng, ext. 5714

Emails: mnassar@trca.on.ca; rafoom-boateng@trca.on.ca

For Information contact: Maryam Nassar, ext. 5937; Laura Stephenson, ext. 5296

Emails: mnassar@trca.on.ca; lstephenson@trca.on.ca

Date: April 15, 2019

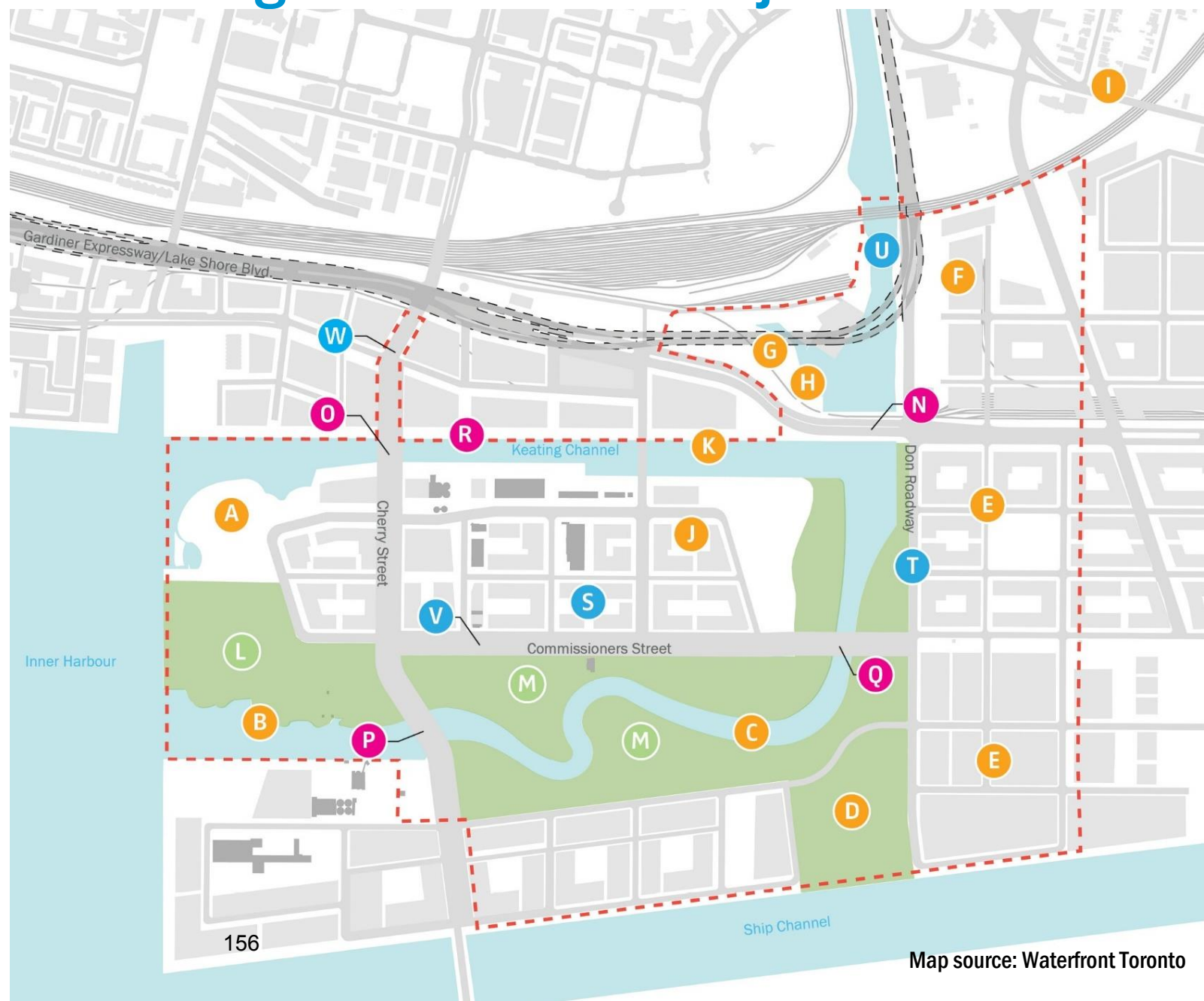
Attachments: 1

Attachment 1: Port Lands Flood Protection Enabling Infrastructure Project

Port Lands Flood Protection Enabling Infrastructure Project

- A** Cherry Street Stormwater and Lakefilling
- B** Polson Slip Naturalization
- C** Flood Protection - River Valley
- D** Don Greenway (Spillway & Wetland)
- E** Don Roadway Valley Wall Feature
- F** East Harbour Flood Protection Land Form
- G** Sediment and Debris Management Area
- H** Flow Control Weirs
- I** Eastern Avenue Flood Protection
- J** Villiers Island Grading
- K** Keating Channel Modifications
- L** Promontory Park South
- M** River Park
- N** Lake Shore Road and Rail Bridge Modifications
- O** Cherry Street Bridge North
- P** Cherry Street Bridge South
- Q** Commissioners Street Bridge
- R** Old Cherry Street Bridge Demolition
- S** Site Wide Municipal Infrastructure
- T** Don Roadway
- U** Hydro One Integration
- V** Commissioners Street
- W** Cherry Street Re-alignment

- Port Lands Flood Protection and Enabling Infrastructure Boundary
- Earthworks/Flood Protection
- Parks
- Bridges & Structures
- Roads and Municipal Infrastructure



Map source: Waterfront Toronto

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **EASTERN AND BROADVIEW FLOOD PROTECTION DUE DILIGENCE AND MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT**
Update on Results of Studies

KEY ISSUE

An update on the results of the Due Diligence Study and Class Environmental Assessment for the Eastern and Broadview Flood Protection as directed at Authority Meeting #5/17, held on June 23, 2017, Resolution #A104/17.

RECOMMENDATION

WHEREAS the Stage 1 Due Diligence Study in support of the Eastern and Broadview Flood Protection Project (hereafter referred to as the Broadview and Eastern Flood Protection Project) was completed;

AND WHEREAS TRCA staff were directed to update the Board of Directors with the results of the Stage 1 Due Diligence phase;

THEREFORE IT IS RECOMMENDED THAT the report on the update of the Broadview and Eastern Flood Protection (BEFP) be received.

BACKGROUND

At Authority Meeting #5/17, held on June 23, 2017, Resolution #A104/17 was approved in part as follows:

WHEREAS Toronto and Region Conservation Authority (TRCA), Toronto Waterfront Revitalization Corporation (TWRC) and the City of Toronto received approvals from the Ministry of the Environment and Climate Change (MOECC) for the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (DMNP EA) in December 2014;

WHEREAS approximately 8 ha of urban lands north of the elevated Metrolinx railway embankment will remain within the Regulatory Floodplain following implementation of the DMNP EA;

WHEREAS the City of Toronto and TWRC have requested that TRCA lead a Due Diligence and Class Environmental Assessment (EA) Study, which will be undertaken to identify a flood protection solution to remove the remaining flood risk to these 8 ha of urban land north of the elevated Metrolinx railway embankment;

THEREFORE LET IT BE RESOLVED THAT TRCA enter into a Delivery Agreement with TWRC to undertake the Due Diligence and Class EA studies;

AND FURTHER THAT TRCA staff report back to the Authority with the results of the Stage 1 – Due Diligence and Stage – 2 Class EA phases of the Project.

RATIONALE

As directed in 2017, TRCA staff completed a Due Diligence Study for the BEFP which explored potential flood protection options that may be able to remove the flood risk to this 8 ha area (Figure 1). Preliminary modeling indicated that a solution that removes the flood risk is possible. Based on these preliminary results, the City of Toronto directed the project team to formally commence the Class Environmental Assessment phase of the project. A Notice of Commencement was published on September 20, 2018, and the project team has since been working through the Class EA process.

Planning for a preferred alternative for the BEFP project has required continued engagement with a variety of stakeholders who are undertaking, or planning to undertake, projects within the BEFP EA study area. The other projects occurring or being planned for within the study area include the Toronto Transit Commission Relief Line South Broadview Station, Metrolinx East Harbour Station, City of Toronto Broadview Avenue Extension, City of Toronto Coxwell Bypass Tunnel, and the Enbridge 30" gas pipeline relocation.

Additional coordination with projects occurring to the south of the BEFP study area has also been considered as part of the planning. This coordination has ensured that the BEFP preferred alternative will be compatible with both the Port Lands Flood Protection (PLFP) Project being undertaken by Waterfront Toronto (TWRC), and the East Harbour development, currently being planned by First Gulf. Integration with the PLFP has been particularly critical as the BEFP, if implemented, will eliminate the need for two planned flood protection measures currently in the scope of the PLFP Project.

In consultation with the Ministry of Environment, Conservation and Parks, the following First Nations were notified of the commencement of the BEFP EA: Mississaugas of the New Credit, the Huron Wendat Nation, and the Williams Treaties First Nations (Beausoleil First Nation, Chippewas of Georgina Island First Nation, Chippewas of Rama First Nation, Curve Lake First Nation, Hiawatha First Nation, Mississaugas of Alderville First Nation and Mississaugas of Scugog Island First Nation). These First Nations will continue to receive project updates and invitations to BEFP public information centers (PIC).

To date, the project team has engaged the public through various meetings including two community liaison committee meetings (CLC) held on November 6, 2018, and March 19 2019 and a PIC held on December 5, 2018. A second PIC occurred on May 7, 2019. The information presented at the first CLC and the PIC included: the problem and opportunity statements for the Broadview and Eastern Flood Protection Project; the various alternatives being considered for flood protection; and an outline of the evaluation criteria that will be used to select the preferred alternative. A variety of members of the public and stakeholders attended the first public information center including Peter Tabuns, Member of Provincial Parliament for the area, and a representative from the office of Julie Dabrusin, Member of Parliament for the area. Overall, the information presented at the meeting was well received. All PIC material is available on the project website: www.trca.ca/befp.

Based on feedback received, and the evaluation of the various options, the project team has developed a preliminary preferred alternative for a flood protection landform to provide flood protection in this area (Figure 2). This preliminary preferred alternative was presented to the CLC at the March 19, 2019 meeting and was presented at the PIC on May 7, 2019.

Item 9.5.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 2 – Manage our regional water resources for current and future generations

Strategy 4 – Create complete communities that integrate nature and the built environment

Strategy 7 – Build partnerships and new business models

FINANCIAL DETAILS

Funding for the Due Diligence and EA is available through a delivery agreement with TWRC within account 191-71.

DETAILS OF WORK TO BE DONE

The project team is continuing to follow the phases of a Municipal Class EA (Schedule C) process. Public engagement and stakeholder consultation activities are ongoing, particularly with representatives from agencies undertaking planning for other projects occurring within the study area. Following the final PIC, and once public input has been incorporated into the preferred alternative, it is anticipated that the Environmental Study Report for the BEFP EA will be prepared in the second quarter of 2019. Prior to filing the ESR, City of Toronto Staff will report to Toronto City Council on the preferred alternative. Subject to council endorsement, TRCA will then finalize and file the ESR. The details and timing of the Council reporting process are currently being discussed with City Staff.

While the detailed design and implementation of this project is currently not funded, the City of Toronto applied for funding to implement the project through the Federal Disaster Mitigation and Adaptation Fund. The results of this funding application are anticipated to be made public later in the spring of 2019.

Report prepared by: Meg St John, extension 5621

Email: mstjohn@trca.on.ca

For information contact: Meg St John, extension 5621

Email: mstjohn@trca.on.ca

Date: February 27, 2019

Attachments: 2

Attachment 1: BEFP Project Study Area

Attachment 2: BEFP Flood Protection Landform Preferred Alternative



Figure 1. Residual flooding of urban lands during the regional storm event following full implementation of the Don Mouth Naturalization Project. The BEFP project study area is outlined in red within the inset map (top right). Note that the blue shading on the western side of the river is designed to hold water (it is the 'wet side' of a flood protection landform at Corktown Common).

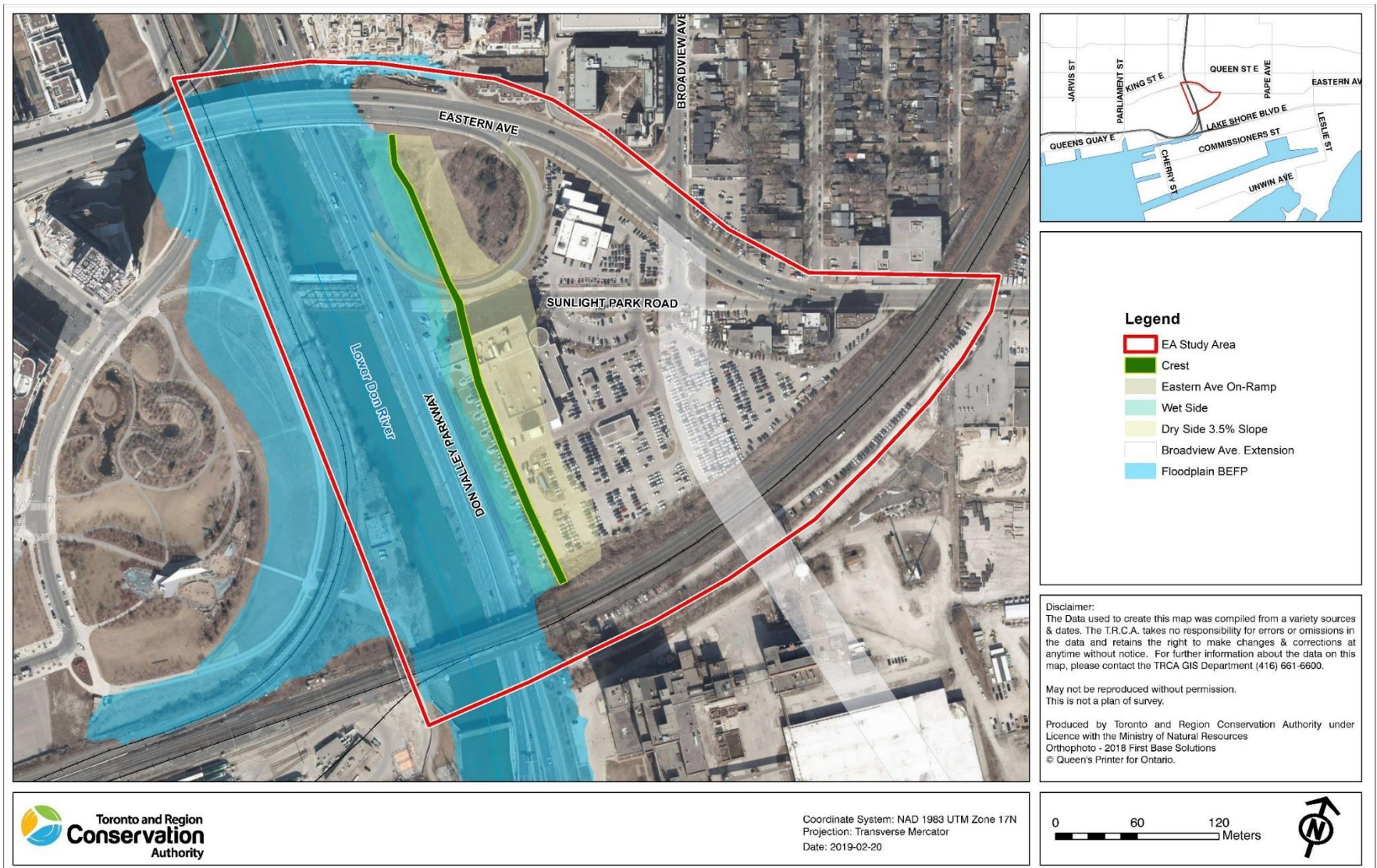


Figure 2. Figure showing the preliminary preferred alternative for the BEFP EA of a Flood Protection Landform.

Section III – Items for the Information of the Board

TO: Chair and Members of the Board of Directors
Meeting #5/19, Friday, May 24, 2019

FROM: Michael Tolensky, Chief Financial and Operating Officer

RE: **FREEDOM OF INFORMATION REQUESTS – 2018 SUMMARY**

KEY ISSUE

Provide a summary of requests received by TRCA in 2018 under the *Municipal Freedom of Information and Protection of Privacy Act*.

RECOMMENDATION

WHEREAS TRCA reports on Freedom of Information Act requests on an annual basis.

IT IS RECOMMENDED THAT the Freedom of Information Requests report be received.

BACKGROUND

Toronto and Region Conservation Authority (TRCA) is subject to the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, hereinafter referred to as *the Act*. TRCA is also subject to the provisions of the federal *Personal information Protection and Electronic Documents Act (PIPEDA)*.

Requests under *the Act* are processed by the Corporate Records Team and vetted by the Clerk and Manager, Policy, who is designated as TRCA's Information and Privacy Officer. Staff reports to the Information and Privacy Commission annually on the number and type of applications received each year.

TRCA is legislated to respond to a written Freedom of Information (FOI) request within 30 calendar days. Failure to comply with MFIPPA can result in significant fines and reputational damage to TRCA.

TRCA's [Records Management](#) and [Freedom of Information and Privacy](#) policies guide processing of the access requests under *the Act*, and are available on TRCA's website. Both policies will be reviewed by staff in 2019. Additional procedures and guidelines are available to staff to assist with records management and FOI requests.

RATIONALE

In 2018 TRCA received 39 new FOI requests under *the Act*; 32 requests were completed in 2018 and the remaining 7, received in late November – December, were completed in 2019. Two appeals from 2016 are still in the adjudication stage, and three appeals from 2017 are still open, as further detailed on the following page.

All requests related to "general records" as opposed to "personal information". Of the 32 requests completed, 17 requests were received from individuals/public, 13 from businesses, one from government (all levels) and one from an educational institution. These are designations prescribed for under *the Act*.

Item 9.6.

Of the 32 requests completed in 2018:

- 24 were processed in 30 days or less;
- 6 were processed in 31-60 days due to a duty to consult a Third Party, required if the information requested can reasonably affect interests of a Third Party;
- 1 was processed in 61-90 days; and
- 1 request was processed in 91 days or longer.

In response to the 32 requests, the following was disclosed:

- all information was disclosed in 2 cases;
- information was disclosed in part in 21 cases;
- no information was disclosed in 0 cases;
- no responsive records existed in 5 cases;
- request was withdrawn, abandoned or non-jurisdictional in 4 cases.

As an example, the decision to withhold information in one of the cases was due to a Third-Party request to withhold the information, honoured by TRCA's Information and Privacy Officer, as disclosure could reasonably be expected to:

- prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization; and
- result in undue loss or gain to any person, group, committee or financial institution or agency.

When partial information was disclosed, the exemptions used for non-disclosure were as follows, and for the illustrated number of requests:

- Law Enforcement – 3
- Third Party Information – 5
- Economic/Other Interests – 3
- Solicitor-Client Privilege - 3
- Personal Information (Third Party) – 15
- Information soon to be published – 1

The Act provides the requester and affected Third Party with the right to appeal TRCA's decisions to the Information and Privacy Commissioner of Ontario. There are three stages in an appeal: Intake, Mediation and Adjudication. TRCA received 2 appeals in 2018, both resolved at the Mediation stage. An appeal can have a quick resolution or can take several months to years to resolve depending on the complexity of each case.

The Act requires that a \$5 fee be included with each application. Additionally, *the Act* allows TRCA to charge for activities including, but not limited to, photocopies, and search and preparation time. In 2018 the fees collected totaled \$1,335.00.

Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan

This report supports the following strategy set forth in the TRCA 2013-2022 Strategic Plan:

Strategy 9 – Measure performance

Item 9.6.

DETAILS OF WORK TO BE DONE

Corporate Records Team will be reviewing and updating TRCA's Records and Information Management and Freedom of Information and Privacy policies to provide better guidance to TRCA staff and to streamline the processing of FOI requests.

Report prepared by: Jason Ramharry, extension 5216

Emails: Jason.Ramharry@trca.on.ca

For Information contact: Jason Ramharry, extension 5216

Emails: Jason.Ramharry@trca.on.ca

Date: April 17, 2019

Draft TRCA motion
re Toronto Wildlife Centre
April 2019

Moved that TRCA:

- 1.) include the \$20 million Toronto Wildlife Centre (TWC) project as an “above the line” priority project within the 2020 TRCA budget submission to its partner municipalities, with \$15 million to be contributed by the City of Toronto and \$5 million to be contributed by the Region of York, and further that the municipal contributions to be funded at a rate of \$1 million per year for both Toronto and York Region.
- 2.) Direct staff to keep the TWC project as an “above the line” priority project and find capital offsets from other capital projects within those municipalities, if Toronto and/or York Region are unable to increase the TRCA capital budget by \$ 1 million per year.
- 3.) That the TRCA agree to support the TWC providing “naming rights” to large private sector donors for sections of the TWC project and individual rooms.
- 4.) That TRCA agree to the TWC overseeing the building project and that TRCA encourage the TWC to seek private sector donations of materials like wood, steel, concrete, glass, etc. for the project.
- 5.) That the TRCA grant team create a series of \$1 million tree planting and habitat restoration projects for submission to Toronto and York Region Forestry Departments with a request for funding that would allow the TRCA to accelerate these projects if possible and would assist our partner municipalities in achieving their tree canopy targets.

*** (submitted to TRCA Clerk April 25, 2019)*