

Item 8.6.

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

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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

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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

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- 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

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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

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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

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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

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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

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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.

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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

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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.

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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.

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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