



**TRAILS ADVISORY COMMITTEE
AGENDA**

Date and Time Thursday, October 10, 2013 at 10:00 am.

Place County of Frontenac Administrative Boardroom 2069 Battersea Road, Glenburnie

Members:

Denis Doyle, County Councillor
Gary Davison, County Councillor
John Inglis, County Councillor
Allan McPhail, CRCA Representative
Dieter Eberhardt, User Representative

Derrick Spafford, User Representative
Joan Hollywood, Adjacent Land Owner
Marc Moeys, Adjacent Land Owner
Janet Gutowski, Warden, Ex officio

Page

1. Call to order
2. Adoption of the agenda
3. Disclosure of pecuniary interest and general nature thereof
4. Deputations and/or presentations
5. Adoption of minutes
 - Minutes of Meeting held August 1, 2013
6. Communications
7. Reports/Topics for Discussion
 - 2013-176
2013 Work Plan Update

[Addenda]
8. Other business
9. Next meeting date
 - The next regular Trails Advisory Committee meeting is scheduled for Thursday, December 5, 2013 at 10:00 a.m. at the County Administrative Building.
10. Adjournment

2-5

6-26



**Trails Advisory Committee Minutes
August 1, 2013**

A meeting of the Trails Advisory Committee (TAC) was held in the Frontenac Boardroom of the County Administrative Office, 2069 Battersea Road, Glenburnie on Thursday, August 1, 2013 at 10:00 a.m.

In attendance:

- Councillor Denis Doyle, Vice-Chair
- Councillor Gary Davison
- Councillor John Inglis
- Dieter Eberhardt
- Joan Hollywood
- Derrick Spafford

Regrets:

- Allan McPhail
- Marc Moeys

Staff:

- Anne Marie Young, Manager of Economic Sustainability
- Jannette Amini, Deputy Clerk, Recording Secretary
- Kayla Blakely, Summer Student

1. Call to order

In the absence of the Chair, Councillor Doyle, Vice-Chair, assumed the Chair and called the meeting to order at 10:02 a.m.

2. Adoption of the agenda

Moved By: Councillor Davison
Seconded By: Ms. Hollywood

THAT the agenda for the August 1, 2013 Trails Advisory Committee be approved.

CARRIED

3. Disclosure of pecuniary interest and general nature thereof

The Chair requested the Recording Secretary to make note in the minutes that no members of the committee declared any disclosures of pecuniary interest.

4. Deputations and/or presentations

5. Adoption of minutes

Moved By: Councillor Inglis
Seconded By: Councillor Davison

THAT the minutes of the Trails Advisory Committee meeting held June 6, 2013 be adopted as circulated.

CARRIED

6. Briefings

Kayla Blakely, County of Frontenac Summer Student, provided the Committee with an overview of the Trails System in the County of Frontenac, a copy of which was attached to the agenda.

The Committee pointed out the lack of evidence to make motorists aware of the approximately 80 trails that exist in the County of Frontenac as identified in the presentation. It was felt that much of this was due mainly in part to the lack of promotion and marketing of the trails and both the Committee and staff confirmed that additional marketing has the potential to bring more people into the County. As well, promoting the trail loops will help to keep visitors in the County as linear trails offer enter and exit points to the County. An additional trail was noted on Wolfe Island that goes towards the Island's winter dock which has not been identified in this presentation. Once this is complete, it was suggested that these maps, which identify all trails, be located on the County and Township websites as a promotional tool for the Trails.

Staff has on file a document that identifies all trails, who owns them and who maintains them. This information will be forwarded to the Committee.

↑Action Item
Kayla Blakely

7. Communications

8. Reports/Topics for Discussion

**2013-146
Trails Advisory Committee – 2013 Work Plan Update**

Moved By: Councillor Davison
Seconded By: Councillor Inglis

THAT the Trails Advisory Committee receive this 2013 Work Plan Update report for information;

AND FURTHER THAT the Trails Advisory Committee recommend that County Council accept the Trans Canada Trail funding of \$228,000 and be used as outlined in the Appendix A this update;

AND FINALLY THAT the Trails Advisory Committee recommend that County Council authorize staff and committee member Marc Moeys to meet with Eastern Ontario Trails Alliance and other similar agencies to investigate activities related to maintenance and funding opportunities.

CARRIED

Ms. Young provided an overview of the report.

It was noted, with respect to specific ruts, that some areas of the existing trail are in low lying areas and susceptible to flooding. Staff advised that an engineer may be required to review and make recommendations on where to possibly re-route these portions of the trail. Questions were raised on whether safe pesticides could be used along the trail to control the wild parsnip which can be harmful to people. Staff will continue to monitor this as well as Beaver issues along the trail.

Ms. Young noted that staff continues to work on the land acquisition issue along the South Frontenac portion of the trail.

With respect to the additional funding, it is coming from Trans Canada Trail with the provision that the trails not permit the use of ATVs. The majority of the additional funds are being used for trail development to Bellrock Road, including brushing and surfacing.

Staff confirmed that Bell Canada and C.P. Rail still own small portions of the Trail and staff will continue to investigate if these companies wish to transfer these parcels of land to the County for inclusion in the trail system.

The Committee questioned the cost per year to maintain the trails once complete to which staff was unaware. This is an obligation as well as a liability; however staff noted alternatives such as donations, volunteer work etc. which could lower the cost. Ms. Young noted the recommendation before the Committee which identifies herself and Mr. Moeys to meet with other organizations and agencies to investigate activities related to maintenance and funding opportunities.

9. Other business

Federal Gas Tax Funding

Councillor Inglis asked if there are plans in the future to relax the rules around what Federal Gas Tax funds might be used for. Councillor Doyle noted his recent attendance at the Vancouver FCM conference where attendees were advised that a new set of rules are currently being formulated which would permit other uses of these funds to provide municipalities with additional flexibility.

Other Trail Initiatives

It was noted that this Committee was mandated to look at other trail initiatives and not just the K&P Trail and it was questioned if and when this Committee would be doing that. Ms. Young noted the Trails Concept Plan will address this.

10. Next meeting date

The next regular meeting of the Trails Advisory Committee is scheduled for Thursday, October 3, 2013 in the County Boardroom.

11. Adjournment

Moved By: Ms. Hollywood
Seconded By: Councillor Davison

THAT the meeting adjourned at 11:14 a.m.

CARRIED



Report 2013-176

TRAILS ADVISORY COMMITTEE REPORT

To: Chair and Members of the Trails Advisory Committee

From: Anne Marie Young
Manager of Economic Sustainability

Date prepared: September 25, 2013

Date of meeting: October 10, 2013

Re: Trails Advisory Committee – 2013 Work Plan Update

Committee Recommendation

THAT the Trails Advisory Committee receive this *2013 Work Plan Update* report for information;

AND FURTHER THAT the Trails Advisory Committee recommend to the Council of the County of Frontenac the approval of the Trails Advisory Committee 2014 Work Plan;

AND FURTHER THAT the proposed 2014 Draft Trails Advisory Committee budget be forwarded to staff for inclusion in the 2014 Budget presentation to County Council.

Background

At the December 19, 2012 regular meeting of County Council, Council approved the Trails Advisory Committee Work Plan for 2013.

Goal/Vision

The vision of the County of Frontenac stated in *Directions for Our Future* is *Fresh with Opportunity Growing Vibrant, Innovative, Natural, Sustainable Places*. Within the context, the Vision shared in the Frontenac Trails Master Plan can be read:

Trails in the County of Frontenac promote sustainable and healthy communities by encouraging residents and visitors to get active while appreciating the natural beauty and rich heritage of Frontenac County.

Mandate

- To provide input and suggestions regarding the execution of *Implementation Plan for the Frontenac K&P Trail*.
- To provide input and suggestions regarding other trails initiatives throughout the County including the Townships of North, Central, South Frontenac and Frontenac Islands.
- To report periodically to County Council on progress on the committee's work.

Comment

Work Plan activities realized to date:

1. Provide input and suggestions to recognize and realize actions relative to the County of Frontenac Trails Master Plan.

Update 2013-06-06

- There is approximately 14 km of the Frontenac K&P Trail developed (Orser Road to Boyce Road); a maintenance plan is essential. The Frontenac Trails Master Plan identifies maintenance guidelines and a basic maintenance plan. Further Committee input is required to develop a maintenance plan.

Update 2013-08-01

- Summer student Kayla Blakely assisted in filling the four substantial ruts in the trail located both north and south of Millhaven Creek Bridge. She has also compiled a first draft of a maintenance plan for management to review before submitting to the committee.
- Mowing of the grass sides of the trail from Orser Road to Boyce Road was completed on July 20. Trimming around the signs still needs to be done.
- An email and a call were received from a concerned landowner about a beaver dam plugging a large culvert along the Frontenac K&P north of White Lake Road which caused very high water levels on St. Andrew's Lake. Staff inspected the area of concern to find the water level was approximately 3 feet higher on the east side of the culvert than that on the west. Quinte Region Conservation Authority was contacted for advice as to how much water should be released at once. They advised a gradual release. Staff then contacted the person who harvests beaver for the County in that area and he removed the debris. Staff returned to find the water has levelled equally on each side of the culvert but still remained high. The landowner was kept informed during the process.
- Beaver problems will continue to occur. Our beaver trapper advised that Central Frontenac uses the local trapping association (under contract) to respond to most beaver related issues. He suggested the County might look at a similar arrangement.

Update 2013-10-10

- Beavers have recently constructed a dam under the Millhaven Creek Bridge. Staff are working with CRCA to remove the dam and find a solution to control the beavers.

2. Target to fully open the Frontenac K&P section from Hartington to Craig Road in 2013.

Update 2013-04-05

- Meetings have been held with South Frontenac Township Public Works Manager and a working relationship is being established to ensure that the Township stays informed of the developments of the Frontenac K&P.
- Contact has been made with a landowner at Hartington to arrange a meeting to view and mark proposed crossings of the trail that he has identified as being in current use.
- A meeting was held with representatives of the Frontenac Farmer's Market (FFM), South Frontenac Township Public Works Manager and County staff to glean information for a request for a new site location for the market to open on Fridays. The trail south of Harrowsmith on the east side of Highway 38 is a location they that they have seen as desirable.

Update 2013-06-06

- A trail clean-up day was held in Verona on Saturday, April 27, 2013. Twenty-four people participated.
- Surveying has been arranged for a stretch of the Frontenac K&P Trail north of Boyce Road and also around the Prince Charles School yard.
- Eight beaver have been harvested under an agreement arranged with a local trapper in the Elbow Creek area in Central Frontenac.
- A Request for Proposals has been released for the design/build of the bridge at Hardwood Creek located at Bellrock Road and SF Road 38. Closing day for submissions is June 13, 2013.

Update 2013-08-01

- The successful proponent for the Hardwood Creek bridge is H.R. Doornekamp Construction Ltd. Its solution is to re-purpose a used bridge and will start within a couple of weeks. Letters to the adjacent landowners will go out the week of July 29 to give notice of the reconstruction of the bridge and the trail development.
- Staff recently travelled part of the trail to be developed with South Frontenac Township Public Works Manager. There are some very low spots and more work is required than first estimated during budget deliberations.
- Trans Canada Trail (TCT) has approved the County for an amount of \$228,000 which is \$153,000 more than original budget figure. Some costs in the 2013 Frontenac K&P development project that were originally deemed ineligible became available as eligible under the TCT guidelines and County staff was asked to redo the required Concept Plan/application to reflect the suggested changes. Attached as Appendix A is a breakdown of the additional activities included in the successful funding application.
- A recent meeting was held attended by staff from the County, CRCA and South Frontenac to address the Frontenac Farmers Market request to CRCA to set-up on Friday afternoons/evenings at the west side of Highway 38 at the proposed Harrowsmith Junction trailhead site. They wish to use the site for a short period of time this fall as a test run to see if the location offers a feasible solution. Logistics, parking and economic impact were discussed. Further information will be brought to the stakeholder's councils and boards in August and early September.
- Surveying the trail north of Boyce Road is a work-in-process.

- Staff is meeting with an adjacent landowner of Bellrock Road on July 30
- A meeting is to be held with Quinte Region Conservation Authority before the tender for the trail development (Boyce Road to Craig Road) is released to ensure its awareness and involvement if needed. The SF Manager of Public Works is reviewing the tender as well. Release is expected the second week of August with construction to be undertaken from late September to mid October.

Update 2013-10-10

- Staff met with an adjacent landowner who lives south of Petworth Road to discuss a right-of-way over the trail for farm use activities and a possible partnership to replace a fence. The farmer herds his cattle across the trail 365 days a year. Gates here will elevate potential risks to our trail users.
- Several on-site visits have been made to the bridge work to be done at Harwood Creek. Staff receives the communication between the builder and engineers representing the County's interest in this construction.
- A Request for Quotation was advertised and issued in September. Seven quotes were received and evaluated. Crain's Construction was the successful proponent. Work will commence by the end of October. Staff from the South Frontenac Public Works department will oversee the development on a day-to-day basis.

3. Work with adjacent landowners and private property owners (in the areas of discontinuity). Develop a strategy to advance the continuity of the trail.

- Frontenac K&P Implementation Plan - Phase 2

Update 2013-02-01

- A draft document is underway and staff intends to have it ready for the committee to review at the meeting in April.

Update 2013-04-05

- A draft document is still a work-in-process.

Update 2013-06-06

- Met with a potential landowner of Central Frontenac with regard to a change in hydro pole adjacent to the trail on his property. A site visit was necessary to communicate with hydro that the locations for the poles are not going to interfere with the flow of the trail in the future.

Update 2013-08-01

- The draft document Frontenac K&P Implementation Plan - Phase 2 has been worked on further by the summer student; costs have been estimated and all parcels of land identified. It is almost complete and will be sent to the committee to review before the next trails committee meeting.

Update 2013-10-10

- Surveying has been completed on the Leonard and Prince Charles School properties. Legal documents have been prepared to purchase both properties.
- The first draft of the Frontenac K&P Implementation Plan - Phase 2 is completed and is presented to the committee for review and comment. It is attached to this report as Appendix A.

4. Communicate with other trail organizations and invite them to committee meetings to share best practices and possible partnerships.

Update 2013-04-05

- Jim Patterson, Trans Canada Trail Ontario - guest at the April meeting.

Update 2013-06-06

- Attended the unveiling of signage and benches by Cataraqui Trail management Board on May 29.

Update 2013-08-01

- Staff contacted Cindy Cassidy to set up a meeting to learn of how Eastern Ontario Trails Alliance (EOTA) works with other Counties, investigate ATV alliances, funding opportunities and maintenance issues. Marc Moeys has expressed an interest to attend as well. A recommendation to Council is needed from the committee to approach EOTA and other similar agencies.

Update 2013-10-10

- Staff spoke to Cindy Cassidy at the Eastern Ontario Municipal Conference. Plans are to meet with Ms. Cassidy in late October.
- Staff attended a meeting with Renfrew and Lanark County trail representatives to share best practices and discuss possible opportunities to work together. Councillor John Inglis was also in attendance representing North Frontenac. The group is very interested in the continuity of the K&P and are looking forward to the trail being completed to Sharbot Lake so it can be promoted as a continuous trail from Calabogie to Kingston.

5. Ensure that the committee's time is allocated evenly between the implementation of the Frontenac K&P and other initiatives that facilitate the development and/or marketing of other trail systems in the County.

- Trails Concept Plan for the County of Frontenac

Update 2013-02-01

- A draft Terms of Reference has been drawn up and has been submitted to the Trails Advisory Committee under a separate report

Update 2013-06-06

- Information is being gathered and compiled on the research and past plans with regard to the old canal on Wolfe Island. It will be used to help determine the possibility of a future project and what it may entail.

Update 2013-08-01

- The summer student has compiled and mapped existing trails in the County. This is presented as a briefing in this agenda. This information will be used as a basis for a consultant to utilize in preparing the Trails Concept Plan. The committee is asked to review this information for any errors and/or omissions and to assist in identifying any potential routes that could be used for future loops and/or connections for inclusion in the Trails Concept Plan.

Update 2013-10-10

- Staff met with landowners on Wolfe Island to look the possibility of reopening the abandoned Wolfe Island Canal. Thoughts around donating land at the mouth of the old Canal to the Township for a park were discussed.
- Staff attended a Frontenac Island Council meeting in August and gave a presentation of the existing trails in the County

Proposed 2014 Work Plan

A proposed work plan and budget for 2014 has been attached to this report as Appendix B.

Financial Implication

Provisions for trail related expenses have been included in the 2013 budget.

Organizations, Departments and Individuals Consulted and/or Affected

Township of North Frontenac
Township of Central Frontenac
Township of South Frontenac
Township of Frontenac Islands
Trans Canada Trail
Frontenac Farmers Market
Cataraqui Region Conservation Authority
Quinte Region Conservation Authority



Frontenac K & P Trail Implementation Plan - DRAFT
Phase 2 Tichborne – Sharbot Lake #

Tichborne to Sharbot Lake#

10/1/2013

Frontenac K & P Trail Implementation Plan - DRAFT
Phase 2 Tichborne – Sharbot Lake

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1.0 Background

In 2007, the Council of the County of Frontenac authorized the acquisition and some remedial work of the former K&P rail bed within the Townships of South Frontenac and Central Frontenac. Funding in the amount of \$289,000 was secured from the Rural Infrastructure Investment Initiative to survey and acquire the lands for a Trail and to undertake initial repair and upgrade of parts of the rail bed as required minimizing risk and liability to the County.

This project, begun in 2007, represents only one step if the Frontenac K&P Trail is to become one which provides linkages with the other trails found throughout the area. The completion of the Frontenac K&P Trail through to the developed portion of the K&P which starts in the Township of Central Frontenac at Sharbot Lake, travels through the Township of North Frontenac, into Lanark Highlands and finally meeting up with Greater Madawaska south of Calabogie, will greatly enhance trail systems in the Frontenacs and recognize our rich heritage. Other projects will need to follow, championed by any number of individuals, groups or local governments, to address the gaps along the Trail. However, the development of this plan will provide guidance now and for all future projects focused on completing the Frontenac K&P Trail.

In 2009 the Council of Frontenac County approved The Frontenac K&P Trail Implementation Plan which complies with the County of Frontenac's Trails Master Plan.

2.0 Purpose

The purpose of the Frontenac K&P Trail Implementation Plan – Phase 2 is to prioritize projects into a phasing schedule, to identify capital costs associated with each phase and to identify the annual operating and maintenance costs and respective plans. The trail is currently opened for use upon completion of each phase and compliance to any safety issues is satisfied.

The phasing plan will ensure that the terms outlined in the Trails Master Plan are carried out in a systematic and organized fashion as financial resources are available.

3.0 Vision

The Frontenac K&P Trail will promote sustainable and healthy communities by encouraging residents and visitors to get active, while appreciating the natural beauty and rich heritage of Frontenac County.

4.0 Mission

The Kingston and Pembroke Railway (K&P) was a vital piece of infrastructure in the County of Frontenac, influencing settlement patterns and making possible the growth of local industry. The Frontenac K&P Trail will be a community asset that offers benefits that can be enjoyed by residents, communities, businesses, and tourists alike. The Trail will enhance the natural beauty of the County while conserving important green space for the abundant wildlife in the area. The Trail will encourage healthier lifestyles for area residents by providing an opportunity to pursue regular exercise while at the same time highlighting a vital part of our region's history.

The K&P Trail will be managed by a committee of representatives who are responsive to local interests. The Trail will promote the further development of Trail-based tourism in the County of Frontenac and, once registered as a portion of the Trans Canada Trail, will be affiliated with the most known Trail network in the country. As an active transportation corridor, the Trail will foster interaction, social cohesion and prosperous economies within the communities along the Trail. The Trail will offer residents and visitors alike an asset that will be enjoyed for years to come.

5.0 History of the Kingston & Pembroke Railway Corridor¹

The K&P Railway was established in 1871 through the efforts of a local group of Kingston businessmen who wanted to see the construction of a rail line north to a point in the Ottawa Valley. The railway was intended to gain access to the natural resources (logging and mining) and potential markets to the north. Surveying of the line began in 1872 with construction commencing soon after from Kingston. In June 1875 the first portion of track opened, extending 29 miles north to a place known as Iron Junction. A small branch was also constructed, spanning east from the mainline at Godfrey into a mine at Glendower. By May 1876, the project had reached Sharbot And in the fall of 1878, the railway was completed to Mississippi.

With the completion of the Canada Central Railway north along the Ottawa River Valley to Mattawa in 1876, the necessity to build all the way to Pembroke became less critical. Even at that time, there was no need for the duplication of lines in the area. Accordingly, the K&P Railway was granted powers to make connections with the Canada Central at any point before Pembroke. In the interim, work continued on the rail line, opening to Lavant in 1881, Clyde Forks in 1882, and Barryvale in 1883. In 1884, the mainline was open to Calabogie, leaving only fifteen more miles to Renfrew remaining. The gap was finally joined by the end of that year, bringing the K&P the closest it would come to its namesake community, Pembroke.

The next major construction initiative for the company was in 1886 when they extended their tracks south to the Kingston waterfront. Here, the company built a new station and

¹ K&P Trail Group Website <http://post.queensu.ca/~ab25/kandptrail/KPhistory.htm>

Appendix A

other terminal buildings. The volume of Ottawa Valley traffic originally anticipated by the railway never really materialized for the K&P Railway, forcing the company to rely primarily on local traffic. This became increasingly difficult given the sparse population of the lands the railway served, in addition to competition from motor vehicles. The main sources of revenue, however, tended to be derived from lumber and some iron ore traffic. In 1894, the company fell into receivership, a situation that existed until 1899. By this time, the Canadian Pacific Railway had expressed interest in purchasing the company, hoping to keep it out of the hands of the Grand Trunk Railway. Operation of the line was assumed in November 1901. Over time, the entire line was abandoned, first in the northernmost sections, and then eventually extending all the way south to Kingston. The final section from Tichborne to Kingston was abandoned in 1986.

5.1 Other Rail History in the Frontenacs - The Wolfe Island Canal

In 1836, a rail route emerged in the form of a charter granted to the Wolfe Island Railway and Canal Company. The route was to create a shorter route between Kingston and Cape Vincent. The rail part of the project did not come to fruition and the canal part project was slow-moving but was completed in 1857. Weeds and silt slowly filled the canal until, in 1892, its use by steamboats and vessels was abandoned. In spite of its years of silt-fill and deterioration, a spokesperson for the federal government declared in 1936 that the canal was a navigable waterway. However, the provincial government replaced the wooden bridge with two culverts, making the canal non-navigable, yet groups still persist in trying to have some action taken.²

5.2 Rail-to-Trail

The railway was non-operational for years and then acquired by Bell Canada in the late 1980s, not long after the tracks were lifted and the rails removed. Bell Canada purchased the land in order to expand its existing communications network in South-eastern Ontario. In 1990 the South-east Ontario Rails-to-Trails Association (SEORTA) was formed to promote the development of abandoned railway lines into recreational Trails. In 1998 SEORTA became the K&P Trail Group. The group initially lobbied the Cataraqui Region Conservation Authority (CRCA) to purchase the land but was unsuccessful as the CRCA cited a lack of funds for the development and maintenance of the property. The City of Kingston began negotiations with Bell Canada in 2002 to acquire the former K&P corridor within the city limits, and subsequently began construction on the Trail. In December 2007 the Kingston portion of the K&P Trail was officially opened to the public.

In 2008, the County of Frontenac acquired many of the remaining sections of the right-of-way owned by Bell Canada in order to develop these lands for a safe and accessible recreational Trail. This purchase provides the opportunity to link the Kingston portion of the K&P at Orser Road to Harrowsmith and then continue to Sharbot Lake. At

² Establishing Transportation Links – Wolfe Island

Appendix A

Harrowsmith, the Trail connects with the existing Cataraqui Trail, providing a much anticipated link into the Trans-Canada Trail Network.

Trails are hallmarks of liveable communities and of cities that are built on a human scale. Nick-named by locals as the "Kick and Push", the K&P right-of-way will provide recreational alternatives to residents throughout the area and link into the Frontenac's existing Trails network.

6.0 Trail Area for Development – Phase 2

The Frontenac K&P Trail follows, as much as possible, the former K&P Railway Company line. The former rail corridor runs from Kingston to Sharbot Lake and further north into the County of Renfrew. Creating loops and linking to regional trail systems provides an opportunity trail for enthusiasts of every age and skill level to experience diverse natural and cultural landscapes 12 months of the year. The Frontenac K&P Trail begins at the Kingston city limits at Orser Road and will ultimately reach Sharbot Lake, a total distance of 58 kilometres. The first completed portion of the trail now runs from Orser Road to Hartington.

The right-of-way is 4.5 metres wide (on average) throughout most of its length; in some areas the width broadens considerably where there were stations, sidings, or junctions with other rail lines.

7.0 Public Consultations

Subsequent to the last implementation plan, two public meetings for adjacent landowners occurred in September 2012 in Verona and Sharbot Lake respectively. Discussion focused on work plans from Hartington to Sharbot Lake and public input was encouraged and recorded. More public forums are planned.

8.0 Review of Improvement Needs

8.1.1 Brushing

A general brushing is needed along this section of Frontenac K&P route. Vegetation, such as shrubs and trees, has begun to obscure the abandoned rail line. There are also several dense pockets of vegetation where removal will be necessary; these often coincide with areas of poor drainage and will have to be addressed at the same time.

8.1.2 Surfacing

Trail users generally gauge a Trail experience by the condition of the surface they traverse. It is estimated that at least half of the abandoned rail line presently has an

Appendix A

adequate surface. Work will be needed to improve the remaining half, which is rated 'fair' or 'unsatisfactory, prior to the opening of the Trail for public use.

8.1.3 Culverts

The surface of the Trail depends in part on drainage along and through the route. Typical of a rail line, the majority of culverts are small, concrete boxes. Those locations where new culverts are needed generally involve washouts or excavations across the Trail, and will be needed prior to opening the Trail to the public.

There also appear to be a few beaver dams affecting drainage in the vicinity of the abandoned rail line.

8.1.4 Bridges

There appears to be no need for bridge reconstruction from Tichborne to Sharbot Lake. An evaluation and detailed structural assessment is needed to verify this assumption.

8.1.5 Fencing

To encourage separation of activities along/beside the Trail some sort of barrier may be desirable. These may involve natural conditions such as wetlands, steep slopes, or woodlots. In other locations fencing is appropriate, especially opposite active pasture and crop fields. The costs involved in the installation or repair of fences along a right-of-way can be significant and fencing can be required for pasture and farmland registered with the Ontario Farm Business Registration.

8.1.6 Intersections

The majority of intersections along the abandoned rail line with roads are perpendicular. To improve the line-of-sight and assist in maneuvering maintenance/operations equipment at some intersections, minor re-routing will be required.

9.0 Planned Improvements

A significant amount of work is now in process on the more southern parts of the trail and improvements have included:

- Brush clearing
- New top covering/resurfacing
- Installation of bollards, barriers and gates
- Bridges
- Signage

An evaluation and detailed structural assessment is needed to determine the state of any existing improvements for the Trail from Tichborne to Sharbot Lake. Anticipated improvements will likely include:

- A general brushing along this section of the Frontenac K&P route
- Further resurfacing

Appendix A

- X new culverts
- Construction of X bridges
- Some fencing
- Realignment at multiple intersections
- Approach to deal with discontinuity

9.1 Signage

Some basic signage will be required as part of addressing basic risk management prior to opening this section of the K&P to the public. This will include 'stop' signs at all intersections with roads. Such signs may also be warranted for all crossings of the abandoned rail line.

Historical and environmental awareness can be promoted on the Frontenac K&P Trail, strengthening pride in our community and respect for our environment. Opportunities to collaborate with other organizations and municipalities will be investigated to keep a consistent visual appearance as well as leverage and enhance marketing opportunities.

9.2 Sections of the Frontenac K&P for Phasing

The purpose of this phasing plan is to ensure that the terms outlined in the County of Frontenac's Trails Master Plan are carried out in a systematic and organized fashion in relation to the available financial resources. Trail management has developed implementation plans and phasing schedules for the Frontenac K&P, and the final phase is indicated in the chart below.

The completion of this final phase will connect the existing southern trail all the way to Sharbot Lake.

Phasing Area	Inventory Components Required					
	Chainage (km)	Surfacing (km)	Culverts	Bridges	Fencing (km)	Intersections
a. Tichborne to Sharbot Lake	40.8 to 53.6	12.8	TBD	TBD	2	16

Estimated resurfacing preparation and materials ³	
Clearing and Grubbing	\$61,554.58
Grading and Compaction	\$19,235.81
Granular 'A'	\$164,812.38

³ Costs are based on the 2012 development costs

Appendix A

Stone Dust	\$62,901.08
Work Zone Delineation and Marking	\$7,000.00
Erosion and Sediment Control	\$10,000.00
Work Zone, Traffic and Public Safety	\$6,000.00
Disposal of Removed Material	\$11,000.00
Trail-Bridge Transition Repairs (\$1,500/bridge)	N/A
Barriers (16 x \$6,100)	\$97,600.00
Bollards (128 x \$75)	\$9,600.00
TOTAL	\$449,703.84
(does not include tax)	

10.0 Discontinuity

There are portions of the right of way between Tichborne and Sharbot Lake, which are missing, having been sold off many years ago by the Canadian Pacific Railway.

The County of Frontenac, in conjunction with the Township of Central Frontenac, will endeavour to keep the Trail continuous in order to make it more attractive to users and more identifiable as a linear Trail. Re-routing will take place where the County does not own the property and an easement agreement cannot be established with the landowner.

Bell Canada had acquired 26 easements between Tichborne and Sharbot Lake in order to provide a continuous right-of-way suitable for its needs. In order to get around a single missing parcel, Bell negotiated a number of easements with different landowners either along the right-of-way or along nearby property. Thus the number of easements is considerably greater than the number of actual gaps.

The County of Frontenac currently owns 1.78 kilometers of the trail in this section of the Trail. The County will take the necessary steps to secure sections of the Trail which are not currently in public ownership, either through donation, purchase or easement.

See: Appendix A: Tichborne-Sharbot Lake K&P Trail Parcel Ownership

11.0 Capital Development and Cost Estimates

Accurate data for this section is dependent on the completion of an infrastructure assessment, similar to the one completed for the portion of the Trail from

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 Tichborne – Sharbot Lake
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Kingston/Frontenac boundary at Orser Road to Tichborne. This previous inventory assessment for the Central Frontenac portion of the Trail provided overall numbers for improvements up to Tichborne, but did not provide locations for improvements in all cases.

It is recommended that a more in-depth assessment of the Central Frontenac portions be completed prior to any development.

Before efforts to undertake a new survey can begin, the route must be determined. This current stage will involved significant stakeholder discussion and negotiation.

12.0 Uses for the Frontenac K&P Trail

The Trail is non-motorized from the Kingston K&P to the Cataraqui Trail. North of the Cataraqui Trail, the Frontenac K&P is limited motorized to include snowmobiles only from the Cataraqui Trail to Craig Road north of Verona. Finally, from that point at Craig Road north, Tichborne to Sharbot Lake included is motorized to include snowmobiles and ATV's only as well other non-motorized uses.

13.0 Acknowledgments

The County of Frontenac would like to thank the following individuals and organizations who make important contributions to the development of the Frontenac K&P Trail Implementation Plan.

Partners

Townships of the Frontenacs

Trails Advisory Committee

Alan MacPhail, Committee Chair

Janet Gutowski, Warden of Frontenac County

Denis Doyle, County Councillor

Gary Davison, Councillor

John Inglis, County Councillor

Dieter Eberhardt, User Representative

Derrick Spafford, User Representative

Marc Moyes, Adjacent Land Owner

Joan Hollywood, Adjacent Land Owner

Staff:

Elizabeth Savill, CAO/ Clerk

Anne Marie Young, Manager of Economic Sustainability

Appendix A

Stakeholder Organizations and Our Citizens

We are also very grateful to members of the stakeholder organizations such as Lake Associations, Snowmobile and ATV clubs, businesses, schools and citizens of the County and area who gave of their time and energy in attending public meetings and providing written and verbal input to the advisory committee.

Appendix A

Appendix A: Tichborne-Sharbot Lake K&P Trail Parcel Ownership

ARN	Owner	Trail Length (M)	Components Required				
			Surfacing (km)	Culverts	Bridges	Fencing (km)	Intersections
103904006004201	Davis Donald Wayne	232.87					
<interrupted>							
103904006004201	Davis Donald Wayne	266.46					
<interrupted>							
103904006006100	Gore Debra	85.14					
103904006004300	Duggan Stephen Gregory	31.87					
<interrupted>							
102901002000901	Morsani Ugo	220.47					
<interrupted>							
102901002000901	Morsani Ugo	1243.22					
<interrupted>							
102901002000901	Morsani Ugo	221.71					
102901002017450	Frontenac County	605.76					
102901002017620	Frontenac County	365.61					
<interrupted>							
02901005032650	Bell Canada	94.83					
102901002002010	Colby Barry Melvin	211.07					
<interrupted>							
102901002002250	Frontenac County	747.53					
<interrupted>							
103907002025300	Canadian Pacific Rail	241.72					
<interrupted>							
103908003000100	Thompson George Howard	7.67					
103907002025350	Bell Canada	356.09					
103907002025300	Canadian Pacific Rail	611.05					
103908003000910	Climie Mary Louise	53.02					
103908003000900	Welch Joseph James	175.21					
103908003000800	Macpherson Peter Robert	74.53					
103908003001200	Vinkle Lendon/Cota	303.08					
<interrupted>							
103908003001500	Cormia Gary	610.30					
103908003002600	Irwin Joyce Elizabeth	646.30					
<interrupted>							
103908003002410	Barker-Godfrey Lillian P	43.95					
103908003002500	Young John Elgin	56.06					
103908003002510	Hollywood Kenneth	128.23					
<interrupted>							

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103907002023601	Howitt Keith Allan	299.55					
103907002024400	Lee Clement	334.88					
<interrupted>							
103907002024300	Donahue-Perrault Elsie May C	296.85					
130907002024500	Gable Gregory Clarke	868.74					
<interrupted>							
103908004002305	Wilby Susan Joy	47.29					
103908004002310	Walker John Angus	786.90					
103908004002301	Howes Anne	234.24					
103908004002320	Howes Anne	253.75					
<interrupted>							
103909001099750	Canadian Pacific Rail	476.68					
Total:		11,232.63m (11.23km)					
	= Trail is partially or entirely covered, is not visible, or runs through a waterbody or wetland						
<interrupted>	= Parcels are separated by a road or other type of right-of-way						

Owner	Metres of Trail	% of Trail
Frontenac County	1718.9	15.3
Morsani Ugo	1685.4	15.0
Canadian Pacific Rail	1329.5	11.8
Gable Gregory Clarke	868.74	7.7
Walker John Angus	786.9	7.0
Irwin Joyce Elizabeth	646.3	5.8
Cormia Gary	610.3	5.4
Davis Donald Wayne	499.35	4.4
Howes Anne	488.00	4.3
Bell Canada	450.9	4.0
Lee Clement	334.9	3.0
Vinkle Lendon/Cota	303.1	2.7
Howitt Keith Allan	299.6	2.7
Donahue-Perrault Elsie May C	296.9	2.6
Colby Barry Melvin	211.1	1.9
Welch Joseph James	175.2	1.6
Hollywood Kenneth	128.2	1.1
Gore Debra	85.1	0.8
Macpherson Peter Robert	74.5	0.7
Young John Elgin	56.1	0.5
Climie Mary Louise	53.0	0.5
Wilby Susan Joy	47.3	0.4
Barker-Godfrey Lillian P	44.0	0.4
Duggan Stephen Gregory	31.9	0.3
Thompson George Howard	7.7	0.1



Trails Advisory Committee 2014 Proposed Work Plan

Goal/Vision

The vision of the County of Frontenac stated in *Directions for Our Future* is *Fresh with Opportunity Growing Vibrant, Innovative, Natural, Sustainable Places*. Within the context, the Vision shared in the Frontenac Trails Master Plan can be read:

Trails in the County of Frontenac promote sustainable and healthy communities by encouraging residents and visitors to get active while appreciating the natural beauty and rich heritage of Frontenac County.

Mandate

- To provide input and suggestions regarding the execution of *Implementation Plan for the Frontenac K&P Trail*.
- To provide input and suggestions regarding other trails initiatives throughout the County including the Townships of North, Central, South Frontenac and Frontenac Islands.
- To report periodically to County Council on progress on the committee's work.

Proposed Planning Activities for 2014

1. Provide input and suggestions to recognize and realize actions relative to the County of Frontenac Trails Master Plan.
2. Target to fully open the K&P section from Craig Road to Road in 2013
3. Work with adjacent landowners and private property owners (in the areas of discontinuity) to establish the trail route in preparation for phasing as outlined the 2013 Frontenac K&P Implementation Plan – Phase 2.
4. Communicate with other trail organizations and invite them to committee meetings to share best practices and possible partnerships.
5. Ensure that the committee's time is allocated evenly between the implementation of the Frontenac K&P and other initiatives that facilitate the development and/or marketing of other trail systems as identified in the 2013 Trails Concept Plan for the County of Frontenac.

Appendix B

<p>Proposed 2014 Schedule of Meetings Thursday, February 6, 10:00 a.m. Thursday, April 3, 10:00 a.m. Thursday, June 5, 10:00 a.m. Thursday, August 7, 10:00 a.m. Thursday, October 2, 10:00 a.m. Thursday, December 4, 10:00 a.m.</p>	<p>Proposed 2014 Budget Meeting expenses \$2,000 Activities including public meetings, seminars, webinars, conferences <u>\$3,000</u> Total <u>\$5,000</u></p> <p>Trails Activities White Creek Bridge Construction \$150,000 Elbow Creek Bridge Abutments \$140,000 Maintenance - Orser Rd to Craig Road \$10,000 Barriers & Bollards/Standard Signage \$80,000 Brushing & Resurfacing Craig Rd to White Lake Road \$130,000 Land Acquisition <u>\$25,000</u> Total Trails Activities <u>\$535,000</u></p>
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