

Master Plan for the Cheltenham Badlands Property Caledon, Ontario

Public meeting #3

Date and time: Wednesday, June 1, 2016 at 7 p.m.

Location: Inglewood Community Centre

Summary of the concept evaluation exercise results

Ten concept evaluation sheets were received at or following the meeting. Detailed comments regarding the site concept evaluation were received from one respondent following the June 1, 2016 public meeting. These detailed comments are included in Appendix A of this document (see page 12).

Not all comments submitted identified a preferred concept. The following is a summary of preferences based on those that responded to this question:

Concept	Number of respondents selecting as preferred concept
Concept #1	2
Concept #2	1
Concept #3	1
Concept #4	4

The results do not indicate a clear preference for any one concept. A better understanding of support for the amenities and improvements contained within the concepts is found in the evaluation of individual elements (Map reference nos. 1-15). The responses from the comment sheets are included below.

Concept #1: Main Badlands viewing

✓ This is my preferred concept

Map reference number	Additional amenities/improvements	Support	Somewhat support	I would be more supportive if ...	Don't support
1	Viewing platform at main Badlands area (one viewing platform or a series of smaller platforms with connecting boardwalk)	✓✓✓	✓	... with altered location ... connected with walkways, not boardwalks ... there should be no access to the Badlands at this pinnacle in the road (with dangerous sightlines)	✓✓
2	Badlands side trail from Badlands viewing area to main Bruce Trail to complete Trail Loop 1 (uses existing rogue trail)	✓✓	✓	... walkway on road is not safe	✓✓✓

Map reference number	Additional amenities/improvements	Support	Somewhat support	I would be more supportive if ...	Don't support
3	Viewing/interpretive opportunity at the "emerging Badlands"	✓✓	✓✓	... parking area were relocated and expanded	✓✓
4	Closure of Olde Base Line Side Trail (to address pedestrian safety issues on Olde Base Line Road)	✓✓✓✓			✓✓

Concept #1 – Additional ideas/comments

- There should be no parking lot or access on Olde Baseline Road. Creditview only.
- Consideration should be given to a hybrid concept between 1 and 2. It would restrict the trail system to that shown in Concept #1, but add the Creditview parking lot of Concept #2. I would like to see the number of trails kept to a minimum. Just because you add more trails in Concept #2 shouldn't be the only reason for more parking. On heavy-use weekends, you probably need both parking lots even with the minimum number of trails of Concept #1.
- Don't like parking lot location or size. Dangerous location and totally inadequate capacity, not only for today during key periods but near future. Likewise with sidewalk location. Very dangerous.
- All stations, pathways, etc. should be kept within the Badlands site. Side trail (is) beautiful and should not be closed. Should loop back to main trail somehow – one of the nicest forest trails. Accessible parking lot for car not safe, inadequate; vans need space to turn.
- #1. This provides enhanced opportunities for interpretation and public education.
- #2. Additional trail development will encourage further rogue trails and misuse – such as fire pits, picnic sites, garbage, etc. Will encourage users to erode the Badlands feature and require additional fencing. Will degrade the rural nature of the site.
- Concept #1 is a balanced approach with respect to the OHT's Guiding Principles outlined for the Badlands property. Not only does it provide enhanced opportunities for interpretation and public education, it allows for the protection of the conservation of the property's natural heritage values.
- #2. Delete this trail. No longer a link to former Bruce Trail north of Olde Base Line Road. Relocate to west side, small tributary.
- #3. This viewing opportunity creates potential for more man-induced erosion and should not be included. Maximize main viewing access point to minimize management on site.

Concept #2: Enhanced Badlands viewing

✓ This is my preferred concept

Note: Concept #2 includes all of the elements of Concept #1, plus the following:

Map reference number	Additional amenities/improvements	Support	Somewhat support	I would be more supportive if ...	Don't support
5	Ridge trail along southern edge of the main Badlands, with additional viewing areas (uses existing rogue trail, where feasible). A barrier will be required to prevent access to the Badlands.	✓✓✓	✓	... connect to side trail to create loop	✓✓
6	Ridge trail along the southerly arm of the Badlands with additional viewing areas (uses existing rogue trail, where feasible). A barrier will be required to prevent access to the Badlands.	✓✓	✓✓		✓✓
7	New trail through the existing cultural woodland/apple thicket to form trail loop #2.	✓✓	✓		✓✓✓
8	New parking lot with driveway access from Creditview Road (24-car size is shown for reference purposes).	✓✓✓✓	✓✓	... if larger ... we would be more amenable to the parking lot if it was justified through an evaluation of the usage of the lands <i>after</i> the construction of the Old Base Line lot; in other words, we would hope that this would be a phased approach ... larger (plus 50) and more internal to the site to reduce visual and physical impact to neighbours	

Concept #2 – Additional ideas/comments

- There should be no parking lot or access on Olde Baseline Road. Creditview only.
- Too much intrusion. Too much environmental impact. I'm very concerned about how you would prohibit access to the Badlands from the many trails. One visual in the PowerPoint showed a roped barrier about 3 feet high. You are kidding if you think people won't jump it. Re: parking, it is essential to charge for parking – most people expect to pay (e.g., at conservation areas) and want safety of a parking lot instead of parking on the road.
- Same issues as with Concept #1, albeit somewhat mollified with parking lot on Creditview Road.
- Ridge trails (5 and 6) are great trails. A little adventurous, should include. Need to loop back to main trail. New parking lot great idea. Ash borer clearing area naturally. Needs planting along road to shield for neighbours. Needs to be larger as on Concept #4. Planned accessible parking lot not safe, not adequate. Vans need turn in.
- #5, 6, 7. Our response is similar to Map reference 2 on Concept #1 (i.e., additional trail development encourages further rogue trails and misuse).
- #8. We note that even during past peak attendance at the Badlands, there was minimal use of the Creditview access point due to its distance to the Badlands. It is predominately used as an access point for hikers, for whom there is minimal use and sufficient parking. We note this because we live across the road from this access point. Even during peak periods, we rarely see anyone on the trail when we walk our dog. We would be more amenable to the parking lot if it was justified through an evaluation of the usage of the lands *after* the construction of the Old Base Line lot. In other words, we would hope that this would be a phased approach. The potential site for this parking lot impacts on the white ash hardwood forest, which is deemed Priority Protection Level 2 by the Badlands Management Team. Although we are not ecological experts, it is clearly evident – in our experience – that this vegetative buffer provide for the wildlife that frequents this zone, including wild turkey, roughed grouse, deer and coyotes. The parking lot and excess trails will fragment the habitat corridor for these animals. We note that there is no vegetative screening identified on the Concept #2 map between the parking lot and driveway and the adjacent properties on the south and west.
- Concept #2 expands the human footprint farther into the property and will result in damage to the natural environment, including the physiological and ecological features.
- #5. Viewing platform that permits access to the Badlands is required. It should be strategically located and large enough to accommodate the viewees. View portals should not be located as access is supposed to be restricted.
- #6. No portals. Will encourage access.
- #7. Not necessary. Keep simple.

Concept #3: Expanded site access

✓ **This is my preferred concept**

Note: Concept #3 includes all of the elements of Concept #1 and #2, plus the following:

Map reference number	Additional amenities/improvements	Support	Somewhat support	I would be more supportive if ...	Don't support
9	Continued use of the Bruce Trail – Olde Base Line Side Trail with a terminus at wetland viewing area (closure northward to Olde Base Line).	✓	✓		✓✓✓
10	Badlands/valley viewing platform (from high point along trail).	✓✓✓			✓✓✓
11	Badlands/wetland viewing area (with fence/barrier to prevent access).	✓	✓✓		✓✓✓

Concept #3 - Additional ideas/comments

- Excellent concept. Parking on Old Base Line is imperative. Additional parking on Creditview is very important. Paid parking (same model as conservation areas) is important. \$5 per car is fair (or less). Good signage with a high level of design is imperative – including information to instruct on other things to do in the area and at the parking lot.
- There should be no parking lot or access on Olde Baseline Road. Creditview only.
- Too much intrusion on the property. See Concept #2 (comments).
- Same issues with Concept #3 as with Concept #1 and #2. Concerned that this massive project has no estimated budget attached or a sustainable revenue plan for project maintenance, debt financing, etc. I'm puzzled by the grandiose plan (a.k.a., the sky is the limit approach, with no evidence of expanded government/foundation/grant or other financial support).
- #9 extends to northern end, cross over to the east – viewing station below Badlands is a beautiful sight. Hook back to Ridge Trail and connect to main trail.
- #11. Extend side trail to northern edge, cross over wetland at narrowest point. Create viewing station below Badlands looking up. Loop trail back to main trail. Loop trails are safe, non-intrusive (everyone travelling in same direction), allows for varying skills and more variety.
- Accessible parking not safe, inadequate. Do we need to provide?
- This provides rogue trail opportunity. See comments under Concept #1, Map reference #2. As per your PowerPoint slideshow in June, the OHT said that they wanted to limit trails and visitor support facilities to the most resilient areas.
- This brings us back to Concept #1 as the most logical choice once again. Progressive installation and use of trails will cause significant impacts on the wildlife corridor and habitat on the Cooper lands and

in the surrounding areas. Our experience, living across the road from the site, is that there is a resident coyote, deer and turkey population as well as roughed grouse (not to mention smaller mammals). We hear the nightly howling of the coyotes from the Cooper property frequently.

- #9. Side trail no longer links to the former Bruce Trail on the north side of Olde Base Line Road. This trail forces pedestrians to walk on Olde Base Line Road where there are no shoulders, poor geometrics and sightlines. Safety is paramount.
- #10, 11. Do not support trail; therefore, these viewpoints are not supported.

Concept #4: Full site access

✓ **This is my preferred concept**

Note: Concept #4 includes elements of Concept #1, #2 and #3, with the following additions/differences:

Map reference number	Additional amenities/improvements	Support	Somewhat support	I would be more supportive if ...	Don't support
12	Continued use of the entire Bruce Trail – Olde Base Line side trail with entrance at Olde Base Line Road.	✓			✓✓✓✓✓
13	New trail/walkway along Olde Base Line Road (west of the Badlands) linking the side trail to the Badlands.	✓✓		... we knew what the role of the ROP is (wouldn't this be in the ROW?)	✓✓✓
14	Different alignment of lower segment of trail loop 2 (potential to interpret site settlement history at location of former residence).	✓✓	✓✓		✓✓
15	New parking lot with driveway access at Creditview Road (48-car size is shown for reference purposes).	✓✓✓✓✓ ✓		... bigger plant shield for neighbours along road; eliminate OBL parking	✓

Concept #4 – Additional ideas/comments

- This is a great concept that keeps the site open, uses the national heritage site and maximizes the culinary and tourism demands for this area.
- There should be no parking lot or access on Olde Base Line Road. Creditview only.
- It may be that (Concept) #1 parking is the only feasible one. Public safety of walking along Olde Base Line Road from NEC/ERT approved parking lot to main viewing area is a significant issue.

- Tough to comment on support/not support as the entire plan when most elements #1 through #15 hinge on Olde Base Line Road entrance to site. The choice of trails for convenience and visitor flow hinges on this one premise, which I believe is inadequate and dangerous.
- #12 needs to loop. Keep all activity within the Badlands property.
- #13. New trail too dangerous. On Olde Base Line Road. Loop instead within Badlands boundary.
- #14. Great idea to incorporate history of area both, cultural and geological. Any native Indian history?
- #15. Fabulous idea. Even bigger! Eliminate Olde Base Line parking lot – concerns for everyone’s safety.
- #12. Same reasons as previously described re: rogue trail and wildlife.
- Error on map (length of trail between future potential parking and Bruce Trail – 89 m).
- #13. There is minimal impact on the property and it provides a fantastic view of what the Badlands is all about.
- Concept #4 undermines some significant Guiding Principles outlined by the Ontario Heritage Trust. While it may provide enhanced opportunities for interpretation and public education, it compromises the conservation of the property’s natural heritage values (i.e., the human footprint is very significant and impacts wildlife and physiological features).
- #12. #13. Don’t support. Side trail no longer links to the former Bruce Trail on the north side of Olde Base Line Road.
- #14. Support provided there is sufficient research to provide historical value to the site to warrant a trail to the site.
- #15. Parking lot should be appropriately sized to meet managed demand and relocated further within the property in order to provide visual and physical separation from the neighbours.

Results of sticker dot exercise

The sticker dot exercise did not reveal indications of levels of support for the various features proposed in the concepts. A number of sticky notes, however, were left on the drawings that call attention to issues and new opportunities for the site. A summary of comments left on sticky notes are outlined below.

Detailed comments on the site development that were received from one respondent following the June 1, 2016 public meeting are included in Appendix B.

Comments to the concepts provided by sticky notes

- Need a way to regulate bus traffic (in reference to the parking lot on Olde Base Line Road)
- Suggestion for an onsite path instead of walkway along Olde Base Line Road
- No access at all on Olde Base Line Road
- Suggestion that the parking lot on Olde Base Line Road be short-term
- Less is more
- Wood chips are slippery when wet
- Suggestion of a rope bridge from the Olde Base Line Road side trail over the creek valley
- Suggestion for service buildings, washroom facilities in the southwest corner of the site
- Suggestion for big parking lot and “loo” in the southwest corner of the site

Appendix A: Concept evaluation exercise – additional detailed comments

The following comments were received from one respondent following the June 1, 2016 meeting:

You need to decide what scale of activity you expect to see on the site. You need to quantify it ... and then work backwards.

Concept #1, for example ... How many people will be on the trail to do that loop from the parking lot, viewing area and trail back to the parking lot? On a light day, that will be manageable. On a heavy day, probably not.

On a heavy day, we would be looking at chaos. Parking lot would need to be closed, for buses and shuttles only. Where would those shuttles come from? Need to have that answered. What would all those cars do that are looking to park? Who would manage the traffic? Who would manage the signage? Who would manage the offsite lots?

On a heavy day, how wide would the paths need to be? Trails would likely be fine, but what about that path from the parking lot to the viewing area. 3 m to 4 m? It would need to be wide enough to have strollers, seniors, families passing each other.

Should this path be on the Peel right of way or on Badlands property? Never once has it been proposed that links would not be internal.

Your comment sheet does not even address actual access to the site from parking to viewing stand. It's almost as if that's a "done deal." Warning: Our community hates a "done deal."

If you guys are committed to the volume that pre-existed the closing of the Badlands, then you need to think bigger of connecting the parking to the viewing area. If that means building a rope bridge, cut out a section of peaked land (in other words disrupt the site area between parking and viewing area), then you need to get that done.

From my understanding, a Master Plan allows you flexibility on the site to go beyond formal restrictions. The reason for this is that the site, as a whole, is considered versus each specific area.

Another option I heard Wednesday night was to build infrastructure in the centre of the property. Again, an idea to consider – but that goes back to the first point I made – you need to consider the scale of what you want to achieve here.

Go big or go home – something for you to consider. If you can't think big, then it's only going to be a mess. Band-Aids do not work and Concept #1 will not work. An Interim solution will only provide you and the community more pain and suffering. The public – those people who travel to see and experience the Badlands – are not going to be happy with a makeshift plan that on some days gets them access, other days not. They will again resort to jamming up the road with traffic – both cars and pedestrians.

If it's a tourist site, certainty is a must. If it's not a tourist site, then I submit keep it closed.



So, in closing, my feedback is that the community is focused not on what really happens on the site, but what happens getting to the site. This has always been the issue.

Appendix B: Sticker dot exercise – additional detailed comments received

The following comments – and associated map – were received from one respondent following the June 1, 2016 meeting (see page 14 for map provided by the respondent):

Cheltenham Badlands detailed response

The following points correspond to the numbered red and green dots applied to the attached Concept #1 map (see page 14 for copy of map).

By way of summary, delete the parking and access from Olde Base Line and maintain no stopping and the fence along Olde Base Line Road. This will limit visitation from Olde Base Line, where it is unsafe and thereby remove liability from the Region of Peel. Accessible parking and viewing on Olde Base Line Road is simply not appropriate in view of the limited sightlines at the crest in the road. Unfortunately, some parks do not lend themselves to accessibility without significant cost (e.g., Bay of Fundy, Forks of the Credit, Mono Cliffs, etc.).

The intent should be to make the trail as accessible as possible to persons with disabilities. The main challenge is crossing the main ravine (see comment #10 below).

Because of the highly erosive nature of the shale on the property, trails should be minimized and not maximized. Access should be limited to the designated trails.

Please consider the following comments in conjunction with attached Concept #1. Red dots represent “do not support” and green dots represent “support.” I have also attached the completed questionnaire for your respectful consideration, based on the features on all four concepts. The intent is that you read them together.

Comments:

1. (red) Delete the planned parking lot for 33 cars and 2 buses on Olde Base Line Road. This location is approximately 90 meters from the crest in the road west of the access point and does not provide near the safety with respect to sightlines as the proposed access point to the proposed parking lot on Creditview Road on the southwest corner of the property. As indicated at the presentation, the town engineers could not support less than 250 metres of sightline, while the Region of Peel seems to support 90 metres. This discrepancy between professionals is inexplicable.

Chinguacousy Road and Olde Base Line Road had similar sightline restrictions. In 1990, a Caledon resident, Brian Hardacre, collided with a bus making a left-hand turn onto Olde Base Line Road from Chinguacousy Road and succumbed to his injuries. It took this death of a Caledon citizen to correct the sightline constraints on Olde Base Line Road west of Chinguacousy Road. It is hoped that a similar tragedy will be avoided by relocating the parking facility to Creditview Road.

2. (red) Delete the planned walkway along Olde Base Line Road due to required grading, sightlines and geometrics of the road. Since the parking lot is not supported – nor should the sidewalk.

Extensive signage directing visitors to the parking facility on Creditview Road should be established approaching Chinguacousy Road and easterly on Creditview Road directing visitors to the Creditview Road parking facility.

3. (red) Delete the accessible parking (1) space on Olde Base Line Road at the crest of the hill where sightlines are restricted in both directions. (see comment #10 below)
4. (4) Delete viewing platform with access from Olde Base Line Road. A platform at this location will encourage unwanted access from Olde Base Line Road. The viewing platform should be relocated to above the southern edge of the Badlands feature. (see comment #7 below)
5. (green) Strongly support the closure of the Olde Base Line side trail. This side trail directs hikers to Olde Base Line Road, where the trail has been closed on the north side of Olde Base Line Road. If [the trail is retained], pedestrians would be required to hike along Olde Base Line Road to Chinguacousy Road (where the Bruce Trail continues) – a substantial distance where there are no shoulders, unsafe geometrics and limited sightlines. Excellent recommendation.
6. (red) Delete this trail and reroute to the viewing platform at location #7. This reroute would redirect foot traffic from a highly erosive area due to historical foot traffic.
7. (green) Create a fenced viewing platform to prevent access to the Badlands – viewing portals should not be used as they appear not to confine the viewing and could encourage *ad hoc* access. With the platform distance from Olde Base Line and with proper signage redirecting visitors to the Creditview parking facility, there would be fewer visitors attempting to access the site for viewing from Olde Base Line Road.

The trails, in conjunction with the viewing platform, would require security fencing to ensure that access is limited to the maintained trails and viewing platform.

8. (green) Support trail 2 side with modifications. This side trail would be the primary access to the viewing platform. There are a number of options to link to the main trail. Only one option should be chosen and located to avoid slopes. The two alternatives include access to the potential historical stone foundation – but only if the research conducted demonstrates that there is enough history to this site to make it historically interesting. Otherwise, generally follow the crest of the slope to link with the main trail.
9. (green) Provide parking facility, way finding, educational display, garbage receptacles and washrooms. The parking facility could also identify other attractions in the area via a map to encourage visitation to local businesses and features, the villages of Cheltenham, Inglewood and Belfountain, Spirit Tree, Downey's market, the Wednesday farmers' market in Inglewood, etc. The parking facility should be of a sufficient size to address demand in conjunction with other parking strategies that we understand are being explored. These strategies should be part of the Management Plan to ensure that a comprehensive approach is achieved. The parking lot should be located to minimize grading and more to the interior of the native regenerating thicket. A minimum buffer of 50 metres should be provided

between the Creditview Road right of way and the parking and associated facilities. The buffer should be subject to additional planting to screen the parking facility in all seasons.

10. In order to provide accessibility, a suspension bridge could be considered to span the ravine and the trail constructed to accessibility standards. The cost of this bridge could be assisted through discussions with Scenic Caves in the Town of the Blue Mountains, where a 420-metre suspension bridge has been constructed.
11. Consideration should be given to relocating the Bruce Trail east of the Badlands off Olde Base Line Road to provide an off-road connection to Chinguacousy Road.
12. Finally, careful marketing will be required to address the opportunities and the constraints of this very special area in the Town of Caledon in order to ensure that the carrying capacity of the site is not exceeded.

