

**Master Plan for the Cheltenham Badlands Property
Caledon, Ontario**

Public meeting #4

Date and time: Thursday, April 5, 2018 from 7 to 9 p.m.

Location: Caledon Community Complex

Summary of the feedback received

Eight feedback forms were received at the meeting and provided verbatim in the table below. Detailed comments were also received from respondents following the April 5, 2018 public meeting. These detailed comments are included in Appendix A of this document (see page 3).

Question	Responses	Number of respondents (% of total respondents)
Why are you interested in learning more about the Master Plan for the Cheltenham Badlands? (check all that apply)	I live near the Cheltenham Badlands or in the surrounding area	7 (87.5%)
	I own a business near the Cheltenham Badlands or in the surrounding area	0
	I enjoy visiting the property	2 (25%)
	I am interested in natural heritage sites, like the Badlands	4 (50%)
	I enjoy hiking	3 (47.5%)
	I am a member of a partner organization	2 (25%) [University of Toronto – 1 (12.5%); Bruce Trail - 1(12.5%)]
	Other	0
With the new site improvements for the 2018 seasons (parking lot, boardwalk and trails), how often do you plan to visit the Cheltenham Badlands?	Never	0
	1-3 times per year	4 (50%)
	4-6 times per year	0
	7-12 times per year	2 (25%)
	1-3 times a month	1 (12.5%)
	Once a week or more	1 (12.5%)
What do you most enjoy about the Cheltenham Badlands? (check all that apply)	Hiking	4 (50%)
	Appreciating the environmental features	8 (100%)
	The views	3 (37.5%)
	Taking photographs	2 (25%)
	Its positive impact on local businesses	1 (12.5%)
	The visitors it attracts to the Caledon region	0
	Other (Look forward to hiking when the final phase is complete)	1 (12.5%)

Question	Comments
<p>What were you excited to learn or hear more about during tonight's session? Do you have any other comments?</p>	<ul style="list-style-type: none"> • Protection of the Badlands • Safety and traffic control • Why were activities completed prior to having the master plan approved? Is this not backwards? • New trails being created/maintained • The final site concept and phasing and when Phase 1 will open • Please get Creditview parking lot and washrooms [open]. Glad to hear you are going to have someone check on it. • Current status of the Master Plan
<p>Are there any elements or features that are not included in the current phasing plan that you would like the Trust to consider for the property?</p>	<ul style="list-style-type: none"> • Accelerate timing of the larger parking facilities in the southwest corner. I presume access to/from the Phase 1 parking lot will be a significant challenge during busy weekends. • Would you consider a lower parking fee on weekdays to potentially spread out usage?
<p>What do you look forward to experiencing and seeing at the site during the 2018 season, and in future phases?</p>	<ul style="list-style-type: none"> • Completion of all phases, including Creditview Road Parking Lot • Paid parking, therefore fewer tourists
<p>Do you have any further feedback on the Master Plan elements?</p>	<ul style="list-style-type: none"> • Road safety – Coming over the hill from west into cars waiting to turn into the parking lot. Perhaps consider circular mirrors to see over the hill? • Cyclist safety – square curbs on walkway are bad • We access the Bruce Trail regularly and may not be interested in the Badlands [parts]. I would like to access the trailway. Creditview is fine to be able to hike.

Appendix A: Additional detailed comments received by the Ontario Heritage Trust

The following comments were received from three (3) respondents following the April 5, 2018 public meeting. Comments are divided by respondent below:

Respondent 1:

The Badlands are simply a natural exposure of bedrock. And I repeat: The Badlands are simply a natural exposure of bedrock. There are other natural exposures of bedrock to the north, and to the west, and beyond. Our so-called badlands are definitely not caused by erosion following farming. They have been formed naturally.

Please don't blame our farmers by telling lies.

Respondent 2:

Thank you for providing the opportunity to share the proposed Site Concept with the community. Although I did not get the opportunity to speak with you Thursday evening, I did have a conversation with Carolyn (Dillon) and committed to provide my comments digitally to you to be forward to Carolyn and the rest of the team for consideration.

We greatly appreciate the opportunity to provide feedback on the proposed concept elements before the Master Plan is developed and submitted for approval.

1. Proposed accessible access within the Badlands property from the Olde Base Line parking lot to the viewing platform.

Accessible access from the existing parking lot on Olde Base Line Road through an internal trail through the subject property is a significant improvement and is critical to ensuring pedestrian safety. This safe internal access will remove the need for pedestrians to access the site via the narrow sidewalk on Olde Base Line Road and remove the need for the accessible parking space at the platform on Olde Base Line Road at the crest in the hill where visibility is restricted. It is unfortunate that this was not considered before the current sidewalk had been constructed, as the funding expended on the current sidewalk could have been used to implement the internal accessible trail.

In view of the internal access, the need for the accessible parking spot and direct access to the platform from Old Base Line road is no longer necessary. This access to the viewing platform, if it remains, will continue to encourage illegal street parking and turning movements, despite the signage, during high demand times. The safest option should be given the utmost priority – e.g., internal access from the existing parking lot.

Recommendations:

- a) Support for the accessible trail and boardwalk between the parking facility on Olde Base Line Road to the viewing platform.
- b) Support for the provision for accessible parking at the parking facility on Olde Base Line Road.

- c) Remove the accessible parking space on Olde Base Line Road at the crest of the hill and platform.
- d) Remove the ability to directly access the viewing platform from Olde Base Line Road.

2. Maintenance access from Olde Base Line Road.

The proposed maintenance access is in an area that is described as having mature trees (over 100 years old) and one of the more sensitive areas of the site. It is also within the proposed Nature Reserve designation in the proposed park Master Plan. A maintenance trail through this area poses a number of concerns as addressed below.

The maintenance access will provide a "short-cut" to the site for those who do not want to pay for parking, and/or when the parking facilities are full. The visitors will park, as they have been doing for several years, along Olde Base Line Road between Creditview Road and Mississauga Road and walk to the closest access point – the proposed maintenance access. This will result in pedestrian traffic on a very unsafe section of Olde Base Line Road (i.e., east of Creditview) to either the proposed maintenance access and/or the lookout. It would also appear more cost effective to simply provide maintenance access from one of the two parking lots rather than creating a dedicated access with the inherent impacts on the natural environment, while not providing access to the majority of the trails or structures due to the barrier created by the stream crossing and stairs.

Recommendations:

- a) Remove the dedicated maintenance access that extends from Olde Base Line Road to the westerly side trail.
- b) In the interest of cost (environmental and financial), the practicality of and desirability of the westerly side trail should be reconsidered. There is already a looped trail within the central part of the site that provides both physical and visual access to the secondary badlands. The necessity for two access points would not appear warranted due to increased cost of trail construction, stairs, fencing and lookouts.

3. Creditview Road parking facility.

The parking facility on the east side of Creditview Road is a welcome addition, given the historic visitor demand to access the Badlands site. However, the parking lot, as depicted on the Site Concept, is located directly adjacent to Creditview Road and would be highly visible from the residents' properties on the west side of Creditview Road. In respect of the residents' privacy, the parking lot should be relocated internal to the site with enhanced vegetation buffers along the western (Creditview Road) and southern areas of the parking lot. The enhanced vegetation buffers should be designed to provide a visual buffer in both the winter and summer months as many of the existing ash trees will potentially be lost to the emerald ash borer. The washrooms, wayfinding, picnic area, bus loading and staging elements are supported and will provide much needed facilities for the visitors. Given that this parking facility will be larger than the one at Olde Base Line Road, a staff shelter may be required.

Recommendations:

- a) Relocate the Creditview Road parking lot more internal to the site with enhanced landscape buffers (minimum 30 metres) along the westerly and southerly edges of the parking facility in order to reduce the visual impact of the adjacent residents.

4. Fencing secure, maintained fencing will be imperative to the protection of the badlands feature.

Thank you once again the opportunity to comment. Please ensure that the community is provided with notice of when the Master Plan is to be considered by the Niagara Escarpment Commission and the Ministry of Natural Resources and Forestry.

Respondent 3:

Hello OHT:

Attended the PIC last evening in Caledon East. Thanks for all the information and answers to questions.

I have four additional questions:

1. I was fascinated by Professor Desloges's erosion research. He told me that his current research is funded by OHT and that he expects it to be published by OHT this year (if I understood correctly). Could you please clarify when his research will be available and how people will be able to access it?
2. Will Professor Desloges's research findings be summarized (in layperson's language, of course) in the interpretive material at the Badlands? I live in Inglewood and, for years, there has been local discussion about what caused the formation of the Badlands and what causes ongoing erosion (including the role of natural forces versus human impact). People need to know this information.
3. I went by the Badlands today and on Creditview Road noted that the Bruce Trail access is closed. I checked the re-route on the Bruce Trail Conservancy website and see that the entire Bruce Trail within the Badlands property is closed. Can I assume that it will re-open when the property is re-opened to the public sometime this year?
4. Why does the Final Site Concept (which was part of the handout last night) not identify those trails that are Bruce Trail? Would it not be important, in the final Master Plan, to clearly show what trails are part of the Bruce Trail versus the other trails that are not? To me, that would be important.

Just a final comment: I realize that the Olde Baseline parking lot is completed, but I find it curious (and amusing!) that in an area that is so popular with cyclists, and with the "go-to" cycling store only a kilometre away here in Inglewood, there are only six spots to park bicycles! I hope that Credit Valley Conservation (CVC), who I understand will be "administering" the parking lot, understands that cyclists (of whom I am one) will park and lock their bikes wherever there is a safe and available place to do so that doesn't interfere with cars or traffic (e.g., lock a bike to a tree). Surely, CVC is not going to limit the number of bicycles that can be parked! Bicycling is the lowest-impact way to travel to the Badlands.

Thanks in advance for your replies to my questions.

Respondent 4:

Thanks for these materials, Kendrick. A few comments for OHT's consideration in the final Master Plan, please.

1. The planning effort taken to date shows in the detail provided. Thank you.
2. A previous comment I submitted and still not addressed are that the Guiding Principles do not include anything that speaks to fostering community relations. By "relations," I mean things such as ongoing communication and respecting the character of the neighbourhood in terms of facility design, signage, site infrastructure and operations. There is nothing to argue about the four existing Guiding Principles, but it seems that one of the most important aspects of this site has been ignored. I feel that this may be due to lack of community representation on the Cheltenham Badlands Management Planning Team, something that was previously requested.
 1. On point #2, signage design should be viewed through a "community lens." Can you ensure that (let's call it) "low impact signage" is used? For example, signs that have a low profile – such as angled waist-height ones – would not be noticeable as you drive by.
 2. Another example where point #2 could have made a positive difference is the choice of the rail-style fence and gate at the parking lot, the "faux rock" wall and frequency of signage along the road and at the site. Those barriers and the number of signs are overwhelming. More "urban" in character than "rural."
 3. Again, for point #2, what will the operating hours be (didn't see it on the "2018 Visitor Experience storyboard")? Will there be staff on site (local summer jobs, we hope) and will the community know who to call if there are concerns ... or even compliments?
 4. Another initiative to consider in this regard is the possibility of hosting, inviting/encouraging local community-oriented use or events to "celebrate" this unique landform and our connection to it. I would guess there is more "local knowledge" about the site that can be accessed, and fostering this connection means that the sense of stewardship we all have for it now will continue in the future. Yes, we are "connected" to it in many ways; hard to represent in a Master Plan, but real ones nevertheless.
3. More thought could also have been given in the plan to road use. While Peel Region has jurisdiction for Olde Base Line, they are still part of the Management Team and are taking design decisions that relate to the Badlands with no community input that I'm aware of. An example is the the new rules governing cars having to follow cyclists up and down the hills stretching all the way from McLaughlin to Creditview. I know this issue is a real challenge to solve, but it becomes a potential point of conflict for "cyclists vs. local people who must cross this section of Base Line 2 or 3 times a day." There are also the extensive new guardrails between Creditview and Mississauga. Why not tap into "local knowledge" (cyclists and drivers) to see what we can all come up with in consultation with Peel, which is more in harmony with the neighbourhood?
4. The "potential" for the second parking lot on Creditview needs to be turned from potential to reality ASAP. Please make this a priority with appropriate community engagement.
5. I *strongly welcome the role of Credit Valley Conservation as a professional operator*. They have a local reputation for community outreach and communication.
6. Caledon is developing an Archaeology Management Plan. Perhaps there is some collaboration possible?



7. I recommend that an appropriate land and traditional territory acknowledgement be part of any opening ceremonies and would offer to volunteer time or contacts if needed to assist.

Feel free to call with any questions or if you would like to discuss this further. Please keep me on the mailing and public engagement opportunity lists for the Badlands development.

Thank you.