

VISUAL ANALYSIS SITE ~ F
HALTON REGION LANDFILL TECHNICAL
STUDY

SCHEDULE G ~ F

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VISUAL ANALYSIS - SITE F

Halton Region Landfill Technical Study
Schedule G-F

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VISUAL ANALYSIS - SITE F

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VISUAL ANALYSIS - SITE F
Halton Region Landfill Technical Study

1.0 Executive Summary - Site F

1.1 Review of Visual Assessment, Phase 2, Stage 2C
- Halton's Environmental Assessment

The object of the Stage 2C report for Halton's Landfill Environmental Assessment was to analyze the visual impacts of locating a municipal landfill on each of six candidate sites. The study refined the boundaries of the candidate sites to form site plan areas. The six site plan areas were ranked in order of increasing visual impact.

Background information was reviewed including topographic maps and aerial photographs. Several assumptions relating to the design parameters of the proposed landfill were established after discussions with the project consultants. Field reconnaissance of the six sites was undertaken to characterize the landscape around each site and collect data on features that would be visually affected by the proposed landfill.

The analysis used six factors to rate the site plan areas; degree of visibility, number of residences, length and designation of roadways, designated viewing areas, other land uses and opportunity for mitigation. An evaluation system was devised that rated the site plan areas relative to one another using high and medium to low impact categories. This comparative evaluation ranked the site plan areas from most visually desirable to least visually desirable as Site A or B, Site C, Site F, Site E and Site D. In addition to the ranking, preliminary mitigative measures were suggested that would reduce the visual impact of locating a sanitary landfill site at each site.

1.2 Evaluation of Features

In this detailed technical study an analysis was undertaken to determine the visual impacts associated with locating a sanitary landfill on Site F. The method involved a review of background literature, maps and aerial photographs, construction of cross-sections through the landfill and surrounding landscape, and extensive field reconnaissance in both winter and summer during 1985 and 1986. The field program involved measurement of viewsheds, identification of residences, roadways, and other land uses potentially affected by the proposed landfill and determination of the

intensity of impacts associated with various features.

The five features evaluated to determine the impacts of the landfill are discussed below.

1.2.1 Visual Characteristics

Site F is located on the edge of a highly urbanized area, on the south facing slope of the Niagara Escarpment. Visual limits are bounded by the Niagara Escarpment in the north, woods and topographic relief to the east and west and an urban area to the south. The total viewshed encompasses 566+ ha.

1.2.2 Designated Viewing Area

There is only one designated viewing area, Bayview Park, within the viewshed of Site F. It is located along the eastern boundary of the site.

1.2.3 Residences

There are 159+ residences within the viewshed of Site F. All but nine of these are located in the urban area to the south of the site. The exact number of residences which have views onto the site could not be determined since it was not feasible to secure access to so many private properties.

1.2.4 Other Visual Concerns

Nine features were evaluated in this category, the equestrian facilities in Bayview Park, the Burlington Rod and Rifle Club, the Cumis and Tridon industrial facilities, Burlington Bay, James N. Allan Burlington Bay Skyway bridge, commercial businesses on Plains Road and two schools on Plains Road, the Holy Rosary and Maplehurst. These were evaluated based on their proximity to the proposed landfill and visual access to the site. All but the Burlington Rod and Rifle Club had distant or limited views to the site.

1.2.5 Roadways

Roadways were divided into major and secondary roadways based on their designation in the Region of Halton Official Plan. The impact of the landfill on roadways was based on the proximity of the roadway to Site F and the posted travelling speed for the road (at faster speeds the exposure time to the landfill is reduced and greater concentration is required to ensure safe vehicle operation). In total 13.9+ km of roadway is affected by the proposed landfill.

1.3 Evaluation of Impact of Landfill on Features

The landfill can be viewed from an area encompassing approximately 566+ ha of the surrounding urban/ suburban landscape. The area surrounding the landfill has

considerable topographic relief and the form of the landfill imposes only a moderate impact in that respect. Much of the adjacent land (to the west, north, and east) and some of the site is wooded. Thus, when the landfill is in operation it will be more noticeable owing to the discontinuity with the surrounding woods. In the long term this can be mitigated by planting the entire landfill site after its closure.

The visual impact of the proposed landfill on Bayview Park and its associated facilities will be difficult to mitigate totally because they are adjacent to the landfill. The visual impact is therefore considered to be high.

The 159+ residences which are likely to receive impacts were evaluated on the basis of their proximity to the proposed landfill. The proportion of existing views for these residences, if looking towards Site F, that would be occupied by the proposed landfill, was also used to quantify visual impacts. The evaluation indicated that nine houses which fell within 1 km of the site would receive high impacts. All other residences were placed in the medium to low category.

Of the eight features evaluated under "Other Visual Concerns", all but one ranked in the medium to low

category. The Burlington Rod and Rifle Club and the equestrian facility in Bayview Park were evaluated as receiving high visual impact as it is adjacent to the east boundary. All the other features were distant from the site and/or partially screened from the landfill.

Of the major roadways which receive impacts from the proposed landfill, 2.3 km were rated as receiving high visual impact and 5.1 km medium to low impact. The secondary roads contained 5.4 km of high visual impact and 1.1 km of medium to low impact.

1.4 Recommended Mitigative Measures

Seven mitigative measures are suggested to ameliorate visual impacts of locating a landfill on Site F. Three of these relate to design recommendations. These are; i) limiting the height of the landfill, ii) setting back the service area from the access road, and iii) contouring the top of the landfill to blend with the surrounding landscape. The other four recommendations all relate to screening views onto the landfill with vegetation.

2.0 Introduction

This report presents the findings of a visual analysis of Site F. Site F is located in the City of Burlington on the north side of the North Service Road, between King Road and Waterdown Road (see Figure 1). The visibility of the site is one of many factors being studied as part of detailed technical studies for a new landfill in the Region of Halton. An earlier report, Technical Report Number 10, Phase 2, Stage 2C, Landplan, June 1985, presented findings on the visual characteristics of Site F and five other sites. Since this time additional field work and analyses have been undertaken to further refine the visual impacts associated with constructing a landfill at Site F. As a result of the additional detailed work, some findings in this report have been updated and differ from the Stage 2C Report.

The object of this assessment is to evaluate the visual impact of building a sanitary landfill on Site F. Engineering and design parameters for the landfill were examined and various techniques were used to determine the visual effects on residents, employees and visitors in the area.

As a result of the findings a number of recommendations are made to help mitigate the potentially negative visual impacts.

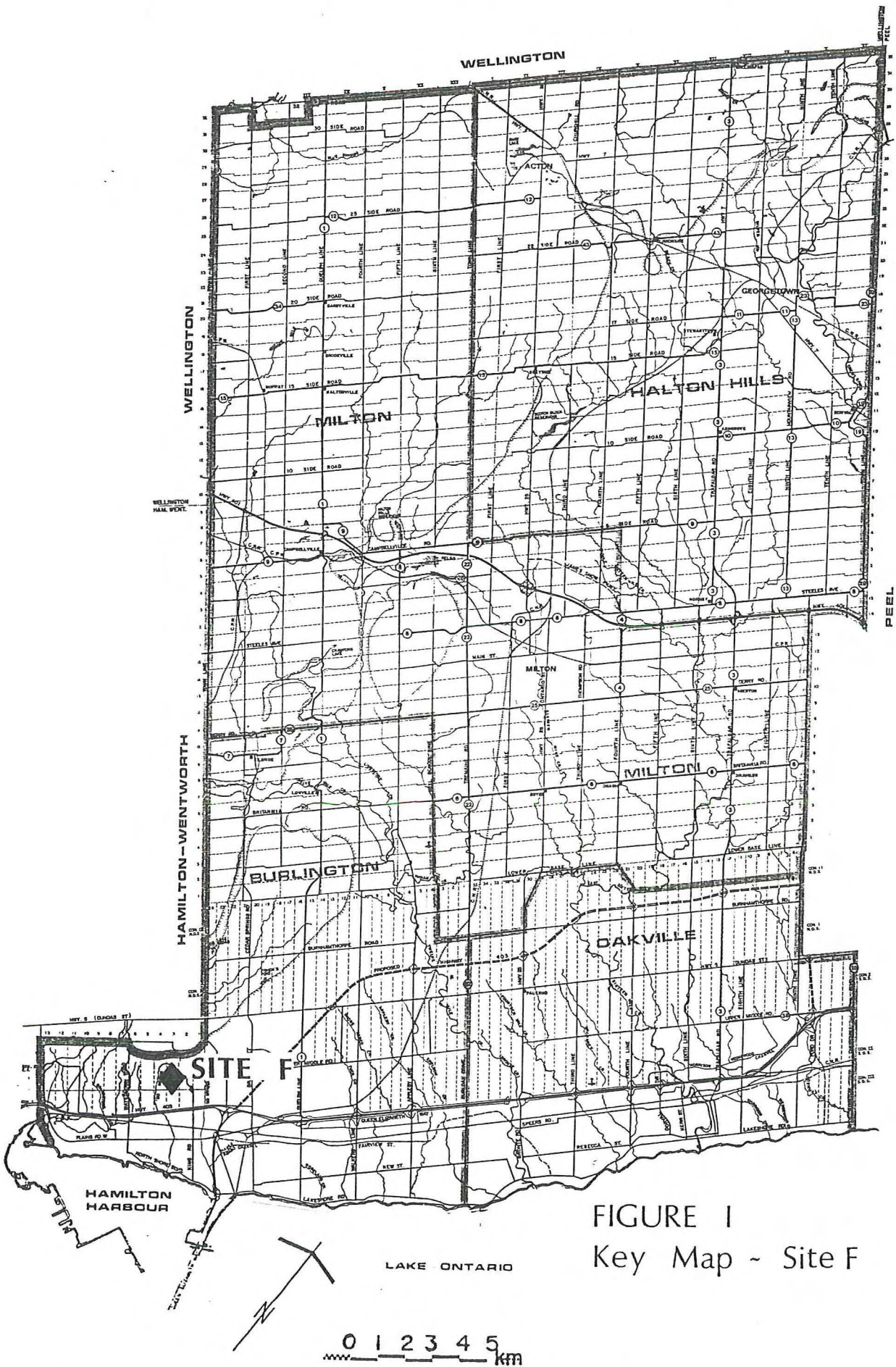


FIGURE I
Key Map ~ Site F

3.0 Method

To evaluate the potential visual impacts of the site, some assumptions with respect to the final design were made. The following assumptions resulted from consultation with the project engineers and a review of information gathered during previous studies, and are essentially the same as those made in the Stage 2C report (Landplan, 1985).

- 1) The site has a setback of 100 metres from the toe of the slope to the site plan area boundary.
- 2) The landfill height will not exceed 15 m above existing grade.
- 3) The maximum slope of the sides of the landfill will be a ratio of 4 horizontal to 1 vertical.
- 4) Based on points 2) and 3) the landfill would reach its maximum height not less than 160 m from the boundary of the site.
- 5) Vegetation in the buffer area and woodlots adjacent to the site were considered as screening elements.
- 6) Vegetation on Site F but not in buffer areas was not considered a visual screen to that site, since it may be removed as part of the landfilling process.
- 7) Woodlots on adjacent properties were considered screening elements.

A literature review was undertaken which included relevant background documents produced during the Environmental Assessment for the Regional landfill selection. Among these were technical reports, summary reports and reports on public concerns and issues. Correspondence forwarded to the consultant relating to visual issues was also reviewed, and where appropriate, comments were incorporated into the analyses. A list of these documents is provided in the references.

Included in the review of background documents was an analysis of aerial photographs and maps of the area. Use was made of older aerial photographs to gain an historical impression of the site. All of these aerial photographs were obtained from the Archives of Ontario, Ministry of Citizenship and Culture. Maps from the Ontario Base Mapping (O.B.M.) series were consulted. These are derived from 1982 aerial photographs and are produced at a scale of 1:10 000 with a 5 m contour interval. Topographic maps at a scale of 1:25 000 were also used.

Sections were constructed for the site to illustrate the relationship between the proposed landfill and important viewing points. Sections from residences typical of the two levels of impact (high and medium to low) were

produced, as well as special or unique situations such as tall apartment buildings and lookouts on the Niagara Escarpment.

Field work was undertaken to determine the visual characteristics of the area and, where possible, quantify visual parameters of Site F. The limits of visibility were established by extensive reconnaissance of the area around the site. The field portion of this task was largely undertaken by driving on roads. Where the limit of visibility was determined to fall in the land between concession roads, contour information from maps was used to refine its position.

The limits of visibility define the area from which the proposed landfill could be seen. The space encompassed by the limits of visibility is the "area of visibility". The limits were drawn on a 1:10 000 base map and the area within the limits measured using a polar planimeter. Maximum and minimum lengths of view to the landfill were determined from the map, and an approximate average distance between the limits of visibility and Site F was calculated.

To gain a better impression of the height of the proposed landfill, and to assist in locating the site from distant

points, highly visible helium balloons were set up at each site. The balloons were orange in colour and approximately 100 cm in diameter. Two balloons were located at each of several locations at the site, one positioned approximately 30 m high and the other at 15 m. The higher balloon assisted in locating the site from the surrounding landscape while the lower one provided a reference point for the proposed finished height of the landfill (15 m).

The field work also included a review of all residences within the limits of visibility from which the proposed landfill could be viewed. A residence was considered to be within the limit of visibility of the proposed landfill if the proposed landfill could be viewed from any part of the residence or property adjoining the residence (excluding farmland). The visual impact on each residence was evaluated and each was assigned a rating of high, or medium to low.

Since there is no generally accepted way of quantifying visual impacts of this nature the assigned ratings are relative to each other. Although the ratings are qualitatively determined, guidelines were established to provide consistency in applying the ratings.

High visual impacts result when the proposed landfill occupies a large proportion of an observer's field of

vision. High visual impacts generally occur close to the site and are views which cannot easily be screened. Medium to low impacts occur further away from the sites.

Low impact sites were easily defined as they were at the extreme limits of visibility and the proposed landfill constituted an extremely small proportion of the total viewshed. Medium impact views were more difficult to define as the line that separates them from low or high impacts is less obvious. In addition, the correlation between visual impact and distance from the proposed landfill is not linear. The impact is significantly higher when in close proximity to the site. Thus there is a much greater difference in impact between the high and medium categories than between the medium and low categories. For these reasons, the medium to low categories were combined.

Included in the evaluation of visual impacts is a quantitative measurement of the extent of the viewshed occupied by the landfill for various residential areas. In this calculation a viewshed was defined as being 180°. The angle of vision occupied by the landfill from each residential area was measured and expressed as a percentage of the viewshed. This measurement provides quantitative information on the degree of impact and was used in conjunction with distance measurements and screening to arrive at an impact rating for residences.

During field work special attention was also given to designated viewing areas. These are areas that are specially recognized and include parks and conservation areas, which have easy public access.

Roads were divided into two categories based on the roadway classification in the Halton Regional Official Plan. Major roads include provincial highways and primary arterial roads. Secondary roads include secondary arterial roads and low capacity roads. Although major roads have more traffic, the speeds are much higher than on secondary roads. A major road next to a landfill may affect more people, but the intensity of the impact will be less than that experienced on a secondary road.

4.0 Evaluation

4.1 Visual Characteristics (refer to maps 1 & 2)

Site F is situated on the south slope of the Niagara Escarpment. The area of visibility for the site is 566+ ha with the length of views ranging from .04 km to 3 km. The average length of view is 1 km. Owing to its elevated position on the Niagara Escarpment slope, the site can also be seen from isolated locations well beyond the main limit of visibility (over 6 km). Some of these locations are: apartment buildings in Burlington, the James N. Allan Burlington Bay Skyway bridge, and boats in Hamilton Harbour.

The continuous viewing area from which the site can be seen is restricted owing to the many screening elements. To the north the site is screened by the Niagara Escarpment which rises approximately 70 m above the site. To the west is the existing Regional landfill site and beyond that a large wooded area (Sassafras Woods). Together these two features screen views from the west. To the south of Site F is Highway 403, a wide expanse of undeveloped land containing scattered woodlots and secondary growth, and a residential area north of Plains Road. Although the limits of visibility extend as far as Plains Road, the views onto

Site F are intermittent and very fragmented by development on the north side of Plains Road, vegetation and Highway 403. The site is screened from views further south by commercial development, and residences on Plains Road and the several sidestreets north of Plains Road. To the southeast the site is screened by the Queen Elizabeth Way and the Burlington Hydro Transformer Station. Views from the east of the site are blocked by topographical relief and vegetation on the east side of King Road.

4.1.1 Sections (refer to Figure 2)

Sections F1, F2, and F3 (Figure 2) illustrate the relationship between the height of the landfill along various points of visibility. The vertical scale is exaggerated by 10 times to show relative relief (See Figure 2).

Section F1 extends west to east from the Niagara Escarpment through the site and the Burlington Hydro Transformer Station south east of the site to Plains Road. Woodlots near King Road largely screen the site from the east. There are some intermittent views.

Section F2 extends from the Niagara Escarpment in the west through the site crossing Highway 403 and the North

Service Road to Plains Road. There is a multi-storeyed apartment building at the east end of the section along Plains Road. This building affords views across the site from all but the lowest floors. Single family dwellings and one or two storey commercial buildings are largely screened by woodlots.

Section F3 extends along the long axis of the site in a northwest to southeast beginning at the Niagara Escarpment cross Highway 403 to the Hamilton Harbour. There will be isolated views from Hamilton Harbour and intermittent views from the Plains Road area. On the northwest side of the landfill the few houses along the foot of the Escarpment have clear views over the landfill.

There is little difference in the visual characteristics Site F between winter and summer. The limits of visibility remain the same since nearly all the screening is by topographical features or solid structures. However, the visibility of the proposed landfill increases within the limits of visibility along some areas of King Road just east of Bayview Park and at the foot of the escarpment. In both these areas defoliated vegetation in the winter permits clearer views onto the site. In addition the large white mass which would be

presented by the snow covered landfill would contrast with the surrounding vegetation in the winter. Thus the filtered views through vegetation which almost conceal the landfill in the summer become more direct views in the winter.

4.2 Designated Viewing Area

Although the Niagara Escarpment is an important visual resource there are no formal lookout points within the limits of visibility. The Bruce Trail which runs through the woods on top of the escarpment is 10 to 30 metres back from the Niagara Escarpment brow. The proposed landfill cannot be seen from any point along the trail.

Bayview Park, however, is a designated park maintained by the City of Burlington. During the course of the study it became apparent that many park users come to the site to enjoy the view. In addition, the park is used for various other activities such as equestrian events and model aircraft flying. As it is directly adjacent to Site F the visual impact of the proposed landfill is high.

4.3 Residences (see Map 1)

Residences within the visual limits of Site F are subject to visual impacts of varying degrees. The intensity of the impacts depends on: 1) the residences' proximity to the site, 2) existing screening elements, and 3) the ability to mitigate the visual impacts. In addition, the visual impact on many residences will change when an after-use plan is implemented. Every residence within the limits of visibility is considered to receive visual impacts.

The residences at Site F fall into two distinct groups. The residences to the north and west of the site are all elevated well above the site and will have clear views of the top of the proposed landfill when it approaches its final grades. During the early stages of construction the landfill will be screened from these houses by woodlots, and in some cases, the existing Regional landfill. All the residences in this group are rated in the high visual impact category.

Residences which receive high visual impact and the approximate proportion of the total viewshed occupied by the landfill are:

- nine residences surrounding the north end of the site (30% to 50% of the horizontal view), and

- the upper floor of an apartment building on Plains Road (25% of the horizontal view).

The second group of residences all occur along Plains Road and the several side streets which run north of Plains Road. Owing to the number of residences in this area and the difficulty of determining views from private property (especially within each residence), the exact location of residences with views of Site F could not be determined. Thorough reconnaissance of the area immediately north of Plains Road did not reveal any views of Site F. However, given that the site could be seen intermittently from Plains Road itself, there are probably occasional filtered views from some of these residences.

Residences which receive medium to low visual impact and the approximate proportion of the viewshed occupied by the landfill are:

houses and apartments south of Highway 403. The site may possibly be seen from over 150 residences (5% to 15% of the horizontal view unless restricted by other buildings).

4.4 Other Visual Concerns

Eight other features have been identified as special concerns with respect to visual impact; the Burlington Rod and Rifle Club, the Equestrian Facility, the Cumis and Tridon industrial facilities, views from Burlington Bay, commercial areas on Plains Road, James N. Allan Burlington Bay Skyway bridge and two schools on Plains Road; The Holy Rosary and Maplehurst.

The Burlington Rod and Rifle Club is located on the west side of King Road immediately adjacent to the landfill. The Equestrian Facility is located in the north part of Bayview Park. The ability to mitigate visual impacts is limited for both facilities owing to the proximity of Site F. These facilities are thus considered to be in a high impact category.

The Cumis and Tridon plants are located on the north side of the North Service Road approximately 600 metres west of the nearest point of the proposed landfill. Views from these plants are across the Falcon Creek watercourse and the open area in front of the existing Regional landfill. Vegetation along the shallow creek valley, scattered vegetation in front of the Regional landfill and the existing hedgerow between the existing Regional landfill

and Site F fragment the views of the proposed landfill. There is also considerable opportunity for visual screening which can further ameliorate impacts. These industries were considered to receive medium to low visual impacts.

Views from Burlington Bay are rated as medium to low impact. Although visible from a large proportion of the Bay, the views are distant, and therefore Site F constitutes only a small fraction of the total viewshed. Also, the character of views elsewhere around the Bay are primarily urban/industrial. Most of the south shore is dominated by steel mills and railyards, and the north shore by the Royal Botanical Gardens to the west and suburban development elsewhere. The views presented by a landfill therefore do not constitute a significant departure from the character of the surrounding viewshed. The exception to the developed landscape near Site F is the Niagara Escarpment which provides a scenic backdrop to views from the Bay. However, the views of the Niagara Escarpment are not compromised significantly enough to justify a high visual impact rating.

Views from the James N. Allan Burlington Bay Skyway bridge are also rated medium to low. These views are almost the same as from Burlington Bay although they are emphasized by the height of the bridge. However, the visual impact is

considerably reduced for motorists on the bridge since it requires constant attention to the road to safely operate a motor vehicle. Thus, little, if any time, can be used for viewing other features. Views of Site F are available only to northbound vehicles.

As indicated on Maps 1 and 2, there are intermittent views from Plains Road. These views are rated medium to low. Typically, only glimpses of Site F are possible between the various buildings lining the north side of the road and through vegetation beyond the railway tracks. Views are so restricted that they are available only to pedestrians and only by keeping a constant watch for views between buildings. Motorists using Plains Road would not be able to see the proposed landfill.

Views from the schools on the north side of Plains Road are similar to those along Plains Road with respect to distance, although they are relatively unobstructed by other features. Views from these schools are also rated medium to low.

4.5 Roadways

Motorists on the following roads will be able to view the landfill:

4.5.1 High visual impacts

Major roads

- 1) 2.3 km of Highway 403

Secondary Roads

- 1) 2.4 km of the North Service Road
- 2) 3.0 km of King Road

4.5.2. Medium to low visual impacts

Major roads

- 1) 1.6 km of the northbound Q.E.W. and Highway 403 ramp
- 2) 0.2 km of Waterdown Road
- 3) 3.3 km of Plains Road

Secondary Roads

- 1) 0.6 km of King Road
- 2) undetermined length of sideroads off Plains Road
- 3) 0.25 km of Brant Street
- 4) 0.25 km of Maple Street

Some of these roadways, especially Highway 403 and the Queen Elizabeth Way receive a large amount of traffic thus exposing a large number of people to views of the proposed

landfill. However, these roads also have high travelling speeds (100 km/hr) which; 1) reduce the time in which the landfill can be seen, and 2) require constant attention to the road to ensure the safe operation of the motor vehicle. The roads with highest impacts are King Road north of Highway 403 and the North Service Road. Both these roadways are adjacent to Site F and there is limited opportunity for screening.

The remaining roadways were all placed in the medium to low category because they offer only very short and partially screened views of Site F. Only the Q.E.W./403 ramp contains a reasonable stretch of roadway from which Site F can be seen (1.6 km). However, this was placed in the medium to low category because the combination of the high speed limit and distance from the site reduces the impact on the viewer.

5.0 Recommendations for Mitigation

The purpose of mitigation from a visual standpoint is to reduce impacts from surrounding land uses such as residences by providing for screening of the site and for visual integration of the landfill after closure. Site F will be difficult to mitigate because of its raised and tilted position at the foot of the Niagara Escarpment. Longer views to the site are more difficult to mitigate. The lack of site buffer areas (100m setback) to the east and west will visually make the site blend with the existing Regional landfill site. This will tend to increase the visual impact of Site F for long views by making the two landfills appear as one large disturbed area. As the existing Regional Landfill is being rehabilitated with trees and shrubs and will be closed once the proposed landfill at Site F is operational the period of increased impact will be short.

Mitigating measures should be implemented as soon as possible in the landfiling process. The following mitigation measures will help to reduce visual impacts, particularly on residences, and should be considered as part of the final design and after-use plan.

- 1) The south, east and west sides of the site should be heavily screened with vegetation to reduce visual impacts on Bayview Park, the existing Regional landfill site and views from the south.
- 2) The height of the landfill should be kept as low as possible to allow visual access to the Niagara Escarpment from south of the site.
- 3) The existing woodlots and hedgerows adjacent to the boundary of the site should be preserved and incorporated into an overall planting scheme.
- 4) Progressive rehabilitation along the side slopes of the landfill will help to screen the site.
- 5) Continuation of rehabilitation of the existing Regional landfill site will help screen views from residences in the northwest.
- 6) The service area should be set back and screened from either the North Service Road or King Road.
- 7) The top of the landfill should reflect topographic variation similar to the surrounding "natural slopes" of the foot of the Niagara Escarpment.

5.1 After-Use

As part of the final design and after-use process, reduction of visual impacts should be considered. Design

alternatives which allow for flexibility in revegetation of the site and location of screening features are the most desirable from this standpoint. Progressive rehabilitation will create the fastest reduction of visual impacts, particularly on residences in close proximity to the site. On Site F a more natural rehabilitation with a heavy emphasis on revegetation will help the site blend into the natural character of the Niagara Escarpment.

6.0 Conclusions

The evaluation of the five factors used to determine the visual impact are presented below in Table 1. This table summarizes the impact associated with each factor and highlights refinements between the findings of this study and the earlier Phase 2, Stage 2C report.

Table 1: Summary of Impacts on Visual Factors

<u>Visual Factors</u>	<u>Impact</u>
Visual Characteristics	-* area of visibility is 566 ha - Site F is visible from isolated areas beyond main area of visibility owing to its elevated position on the escarpment slope
Designated Viewing Areas	- impact on one designated viewing area, Bayview Park
Residences	- impacts on 159+ residences including an undetermined number of high-rise apartment units
Other Visual Concerns	*- users of eight land uses other than residential subject to visual impacts. One land use was evaluated as receiving high visual impact.
Roadways	*- impact on 13.9+ km of roadway

(* denotes revision of Stage 2C findings, see text following for discussion)

Several findings differ from the earlier Stage 2C report. The area of visibility 566 ha reported here is slightly larger than the figure reported in Stage 2C (505 ha) owing to refinements in the limits of visibility. This refinement is a result of additional detailed field work during winter and summer. The Tridon plant and one school have been added to the features discussed under "Other Visual Concerns". Changes to the length of roadways affected by the landfill are due to revisions in the limit of visibility.

Each of the visual factors were evaluated to determine the degree to which they are affected by visual impacts. The same rating categories, high and medium to low, were used as in previous evaluations. For instance, in the "Residences" factor only nine residences were rated as receiving high impacts, while 150+ residences were rated as medium to low. The overall rating for residences was thus considered to be medium to low. This is different from the "Evaluation" section where degree of impact was assigned to individual features such as a single residence or a single designated viewing area. For this reason, the ratings assigned to various factors in Table 2 do not necessarily agree with the ratings assigned to features in the "Evaluations" section. A summary of net visual impacts is provided below.

Table 2: Summary of Net Visual Impacts at Site F

Visual Factors	Degree of Impact	
	High	Medium to Low
Visual Characteristics		-only moderate area visually exposed to site -visually exposed position on slope of Escarpment
Designated Viewing Areas	Bayview Park adjacent to east boundary	
Residences		-large number of residences affected but most of them do not have good visual access to site
Other Visual Concerns		-a total of nine features affected by proposed landfill, two of which receive high impact
Roadways		
Major Roadways		-short length of roadway affected
Secondary Roadways		-short length of roadway affected

The overall visual impact of locating a landfill at Site F is considered medium to low. Only one visual factor, "Designated Viewing Areas" receives high impacts.

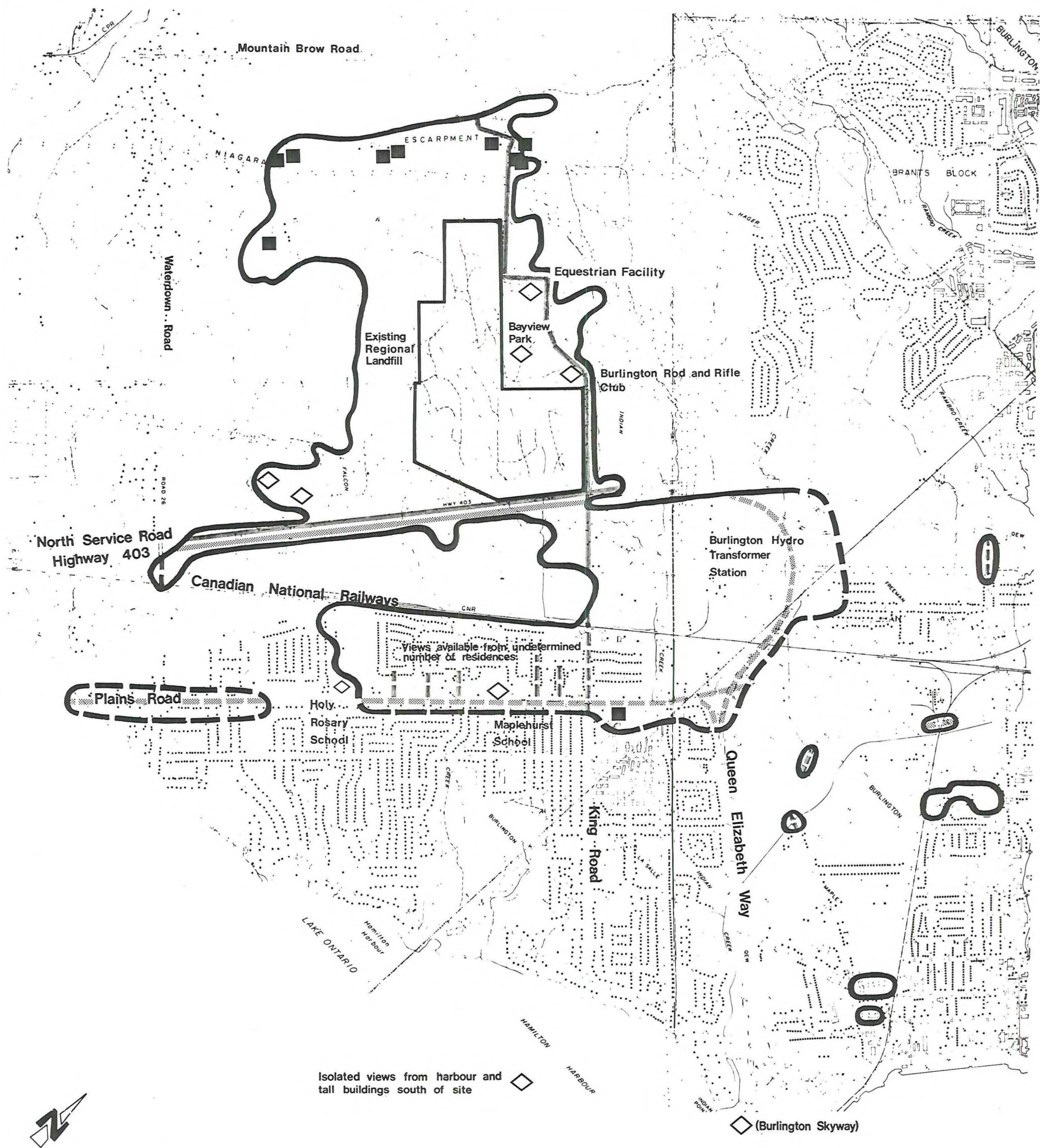
All other features and local uses affected by the proposed landfill were rated as receiving medium to low impacts.

The area of visibility was moderate as the site is screened by topographic and vegetative features. The exception to this is several isolated areas to the south (eg. Burlington Bay and James N. Allan Burlington Bay Skyway bridge) where there are longer views onto the site. Although there are a relatively large number of residences from which the site can be potentially seen, views are distant and fragmented, thus impacts are not rated high overall. Of the eight other visual concerns discussed in the evaluation, only two, the Burlington Rod and Rifle Club and Bayview Park Equestrian Facility was rated as receiving high visual impacts, the remainder being rated as medium to low.

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MAP 1

RESIDENCES AND ROADWAYS

VISUAL ANALYSIS

Site F

Halton Region Landfill Technical Study

Regional Municipality of Halton

SCALE



0 500m 1000m

LANDPLAN

LEGEND

 Site Plan Area

 Limit of Visibility (dotted line indicates intermittent views)

 Residences in High Visual Impact Area

 Other Visual Concerns

Major Roads

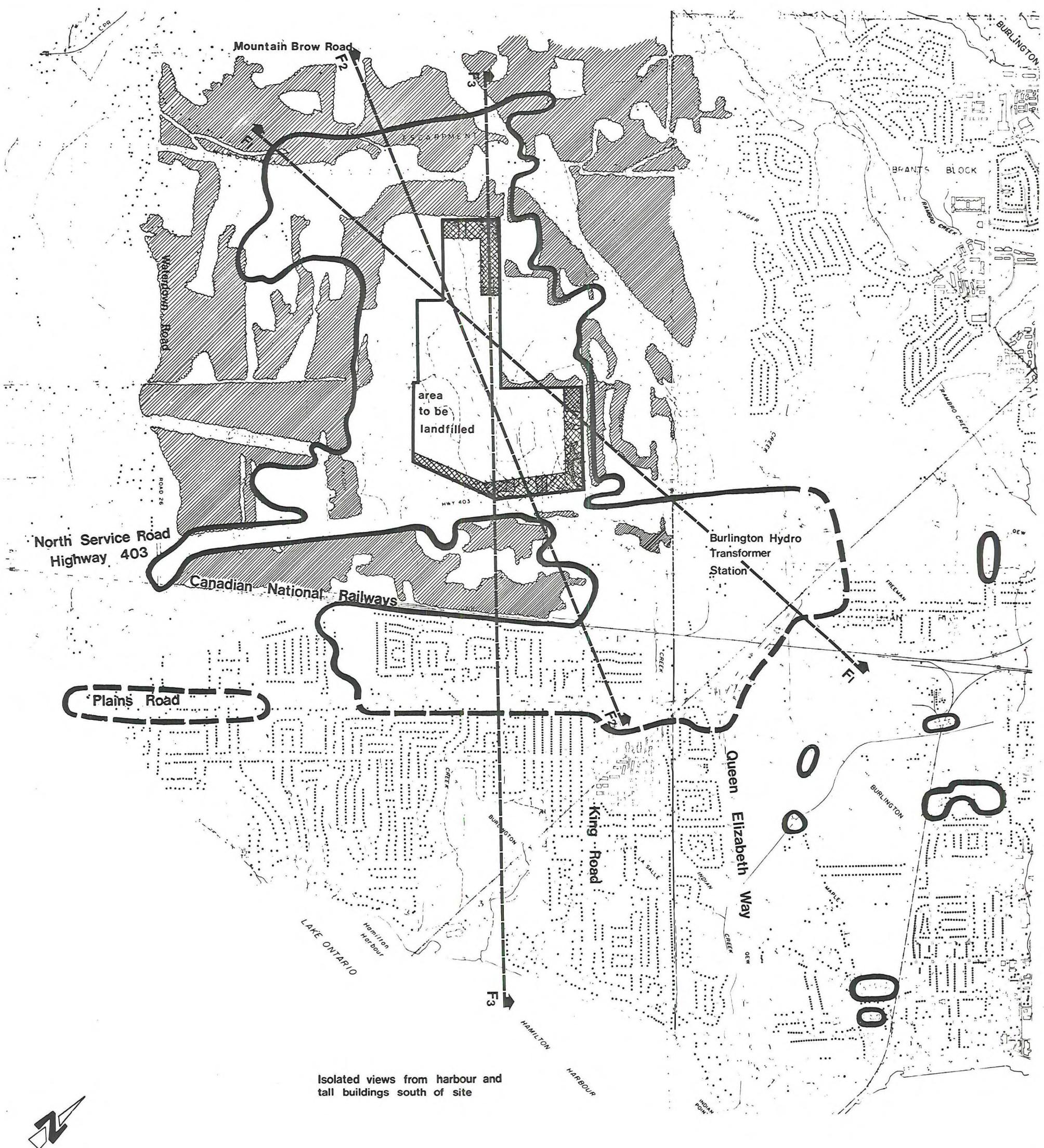
 **High Visual Impact**

Low Visual Impact

Secondary Roads

High Visual Impact
Low Visual Impact

 Low Visual Impact



Isolated views from harbour and tall buildings south of site

VISUAL ANALYSIS Site F

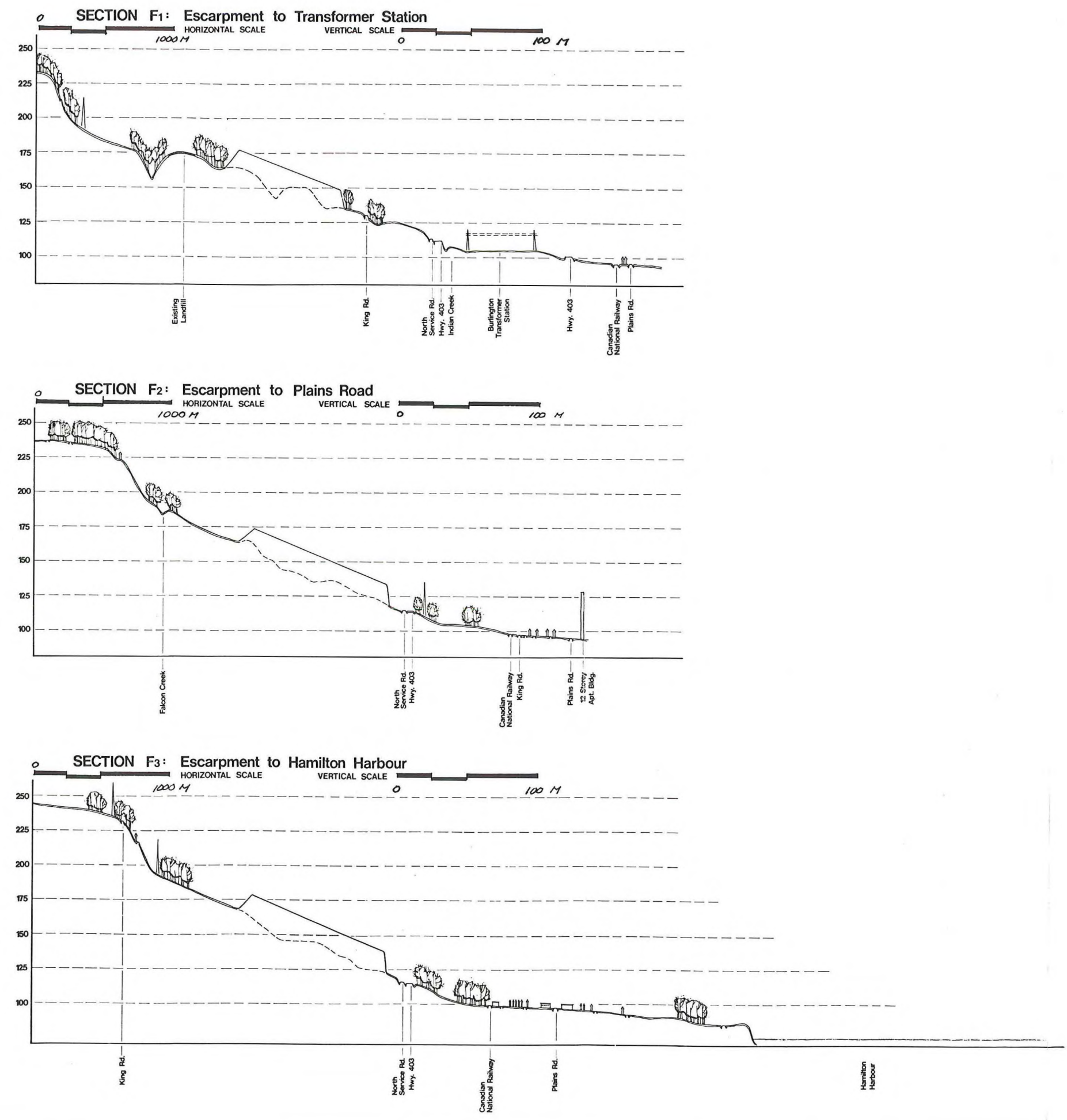
Halton Region Landfill Technical Study
Regional Municipality of Halton

MAP 2 SCREENING VEGETATION AND SECTION LOCATIONS

SCALE 0 500m 1000m
LANDPLAN

- LEGEND**
- Site Plan Area
 - Limit of Visibility (dotted line indicates intermittent views)
 - Buffer zone
 - Screening Vegetation
 - Section Lines

VISUAL ANALYSIS
Section lines through
Site F (Refer to Map 2)



- LEGEND**
- Proposed Landfill
 - ↑ Residence
 - Building
 - △ Hydro Easement
 - ≡ Roadway

FIGURE 2

LANDPLAN