

BRIEF APPENDIX A: FIGURES

2016

Halton Municipalities

Regional Municipality of Halton
Corporation of the City of Burlington
Corporation of the Town of Halton Hills
Corporation of the Town of Milton
Corporation of the Town of Oakville

Role of Halton Planning Framework within CEEA Panel Review of the CN Milton Logistics Hub Project

Regional Municipality of Halton

Chair: Gary Carr
CAO: Jane MacCaskill

Corporation of the City of Burlington

Mayor: Rick Goldring
City Manager: James Ridge

Corporation of the Town of Halton Hills

Mayor: Rick Rick Bonnette
CAO: Brent Marshall

Corporation of the Town of Milton

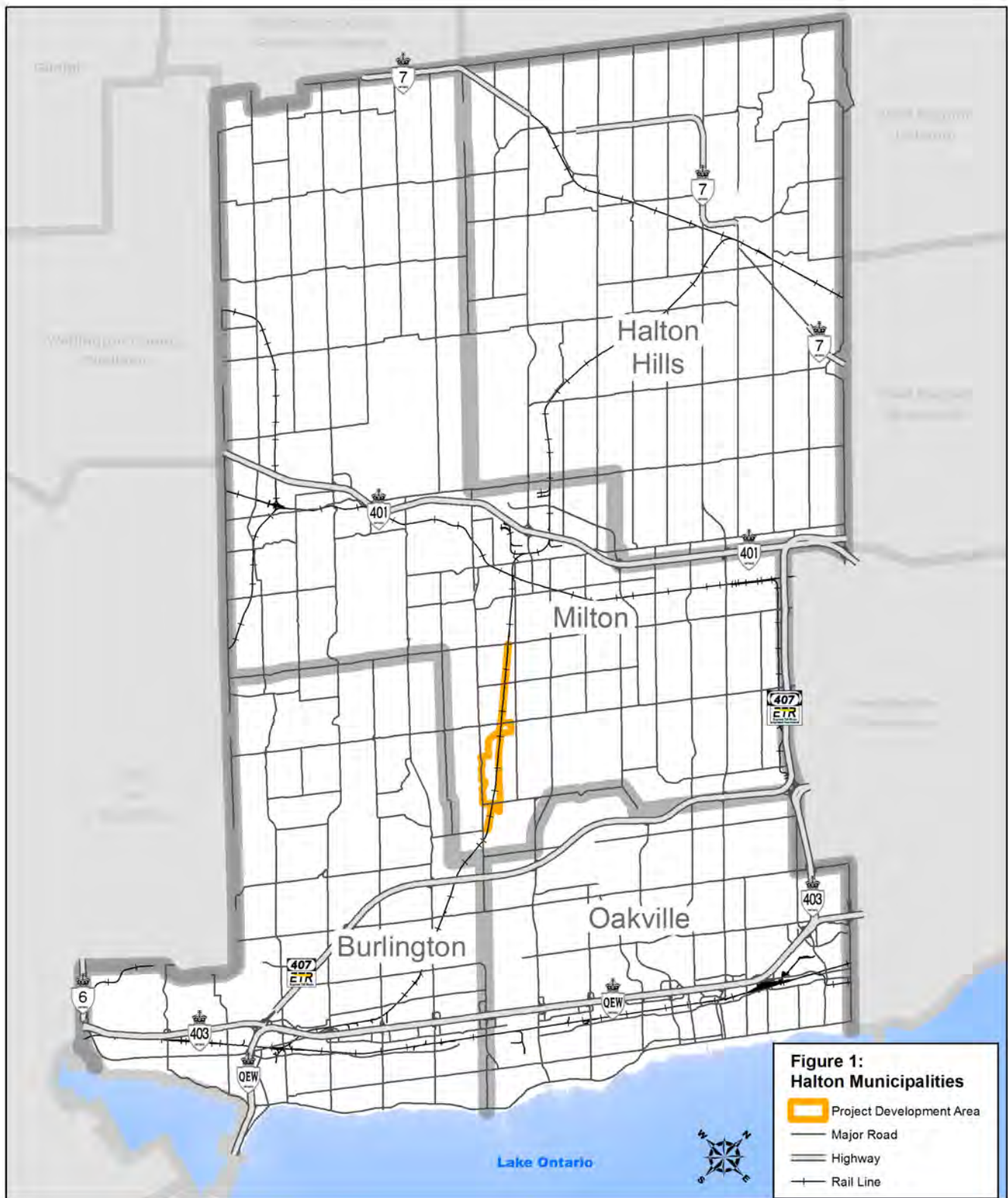
Mayor: Gordon Krantz
CAO: Bill Mann

Corporation of the Town of Oakville

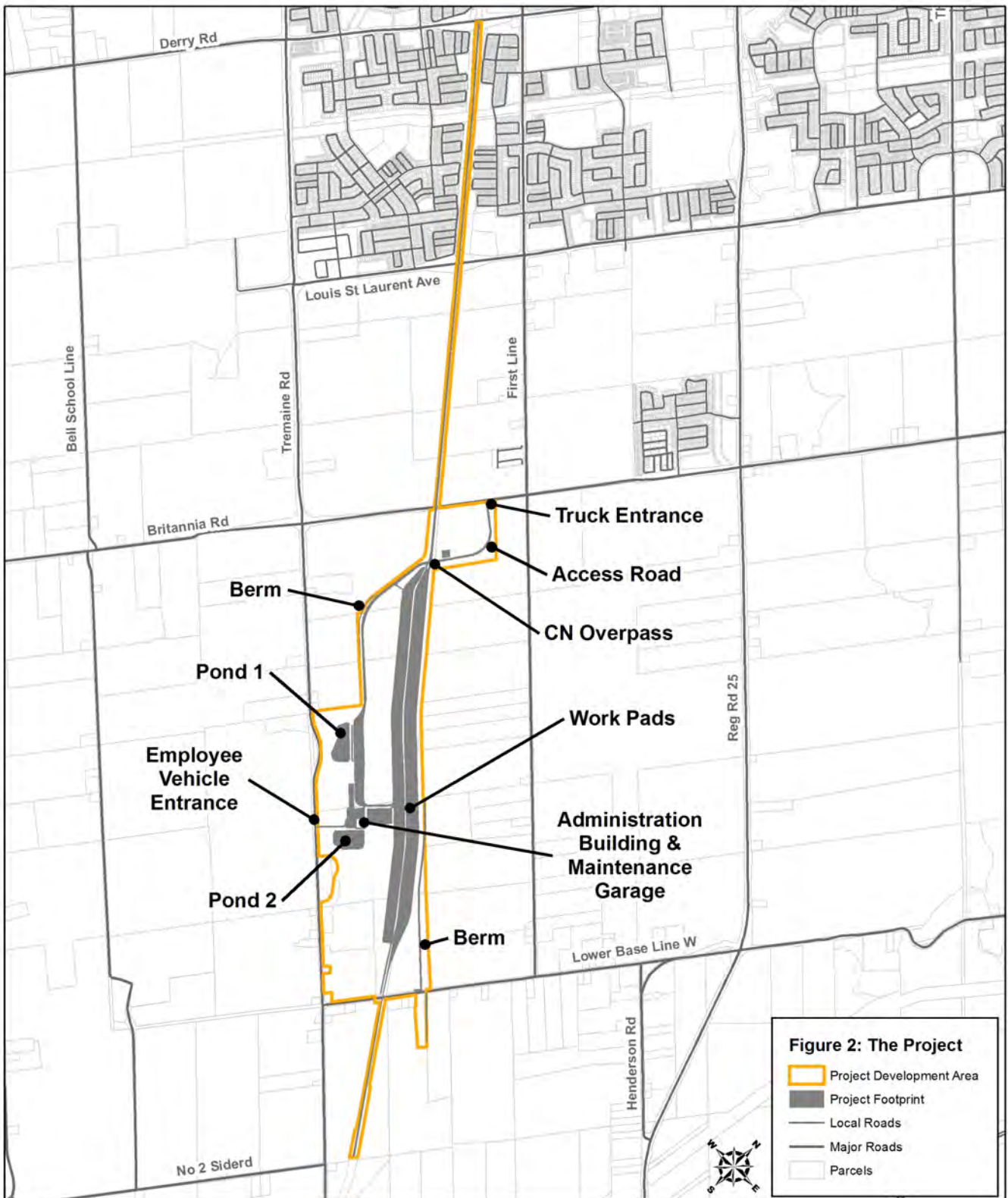
Mayor: Rob Burton
CAO: Ray Green

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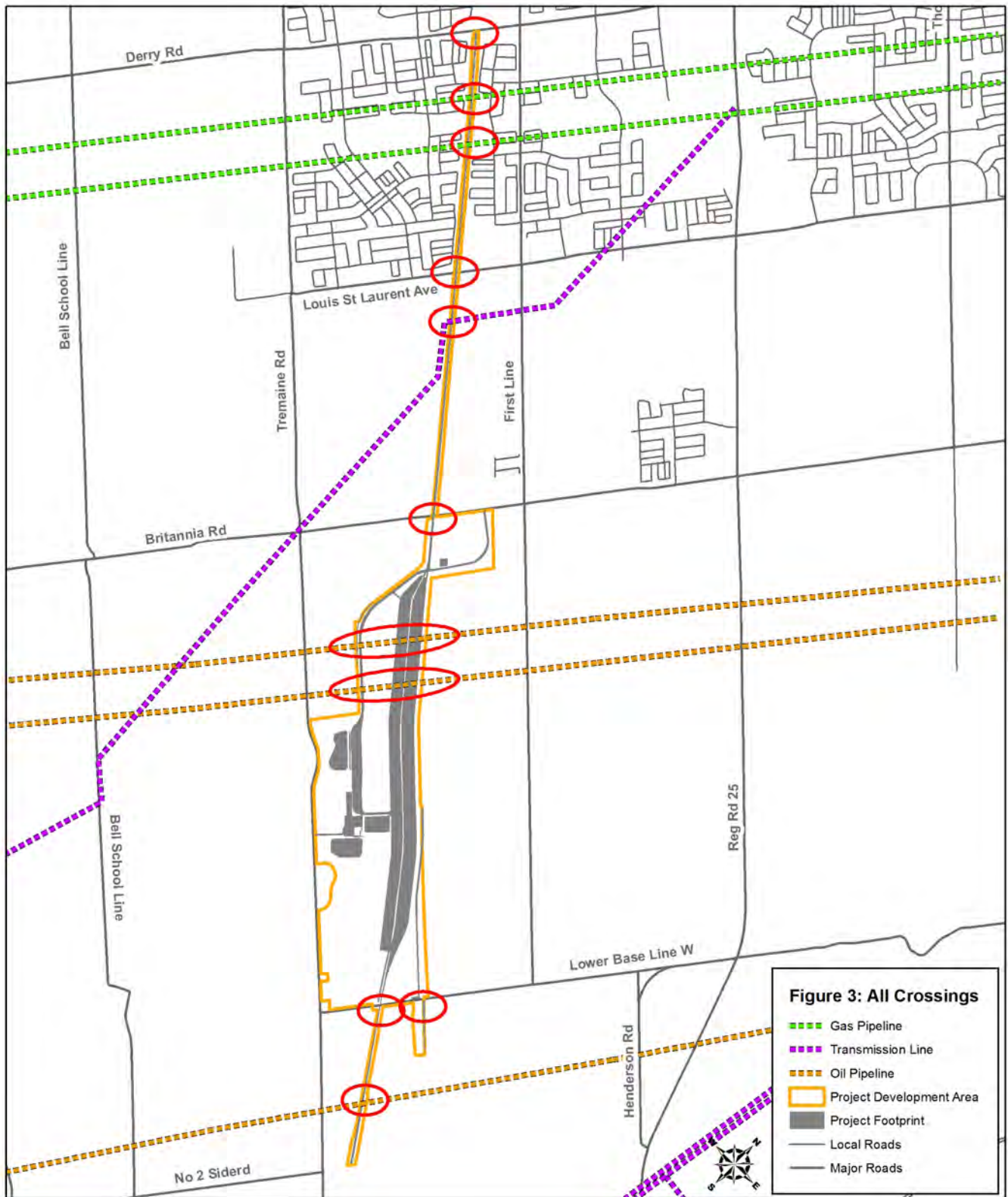
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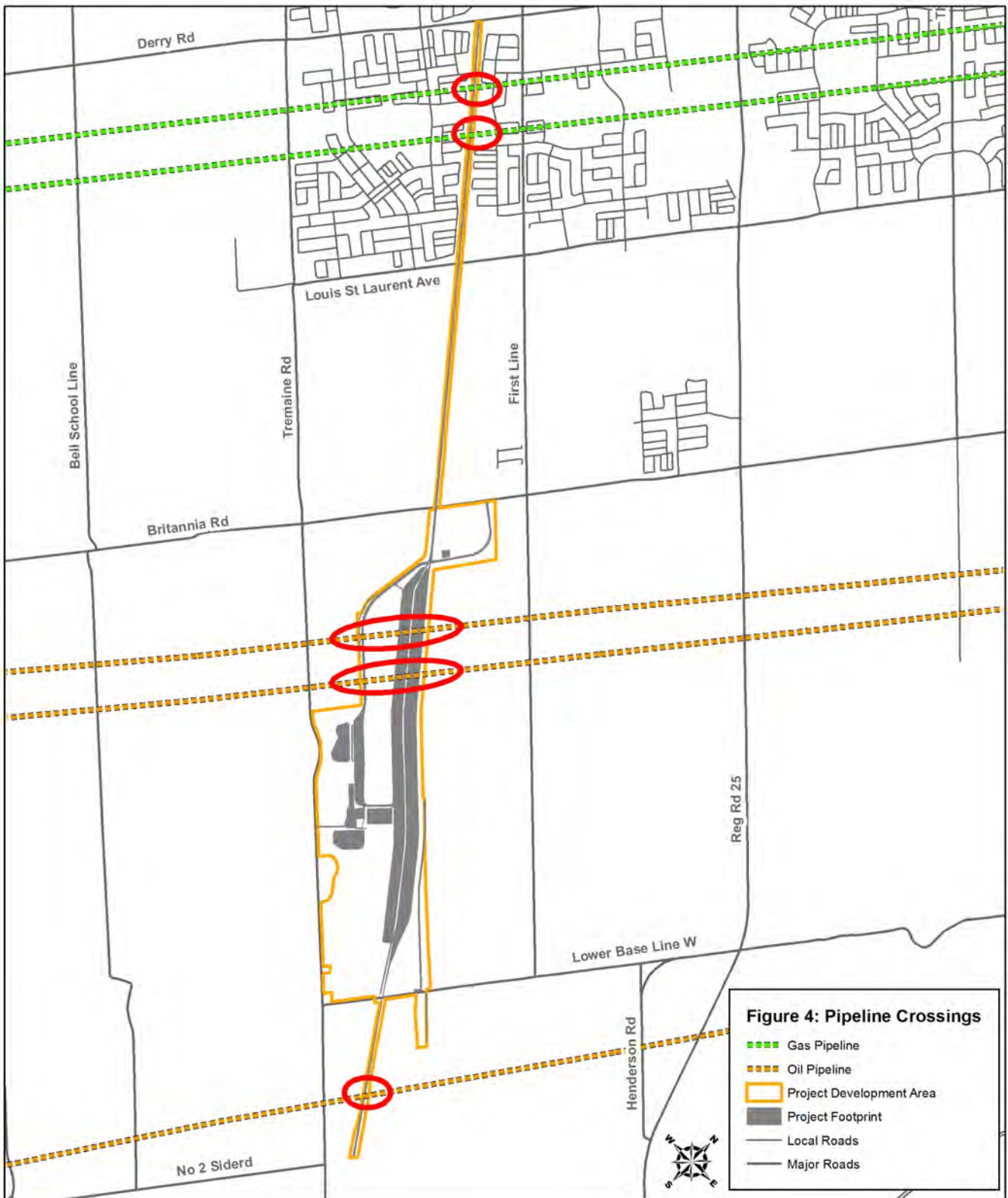
Identification of the location of the CN Project Development Area (all new facilities and railway tracks) within Town of Milton, Regional Municipality of Halton.



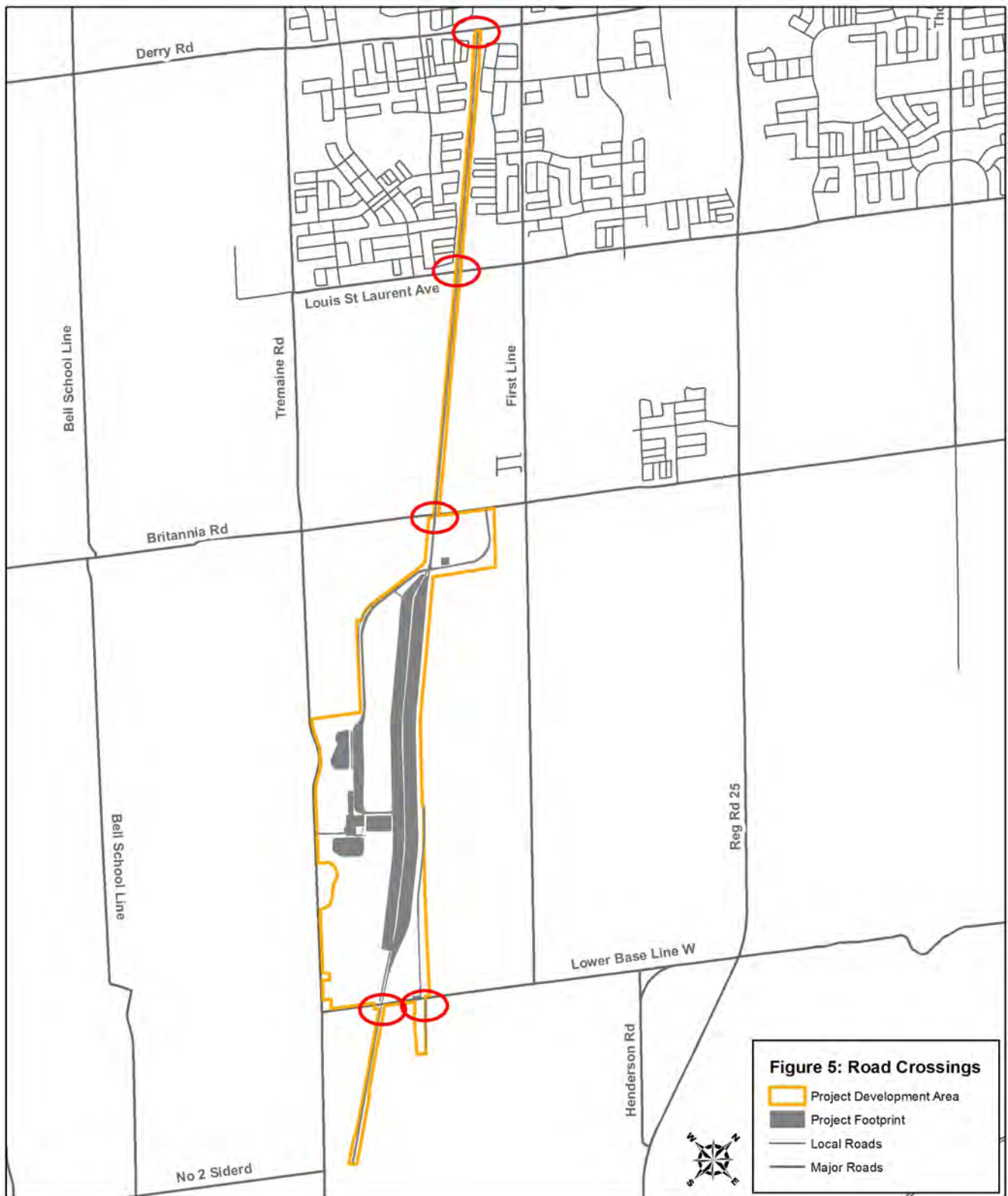
Identification of the CN Project, including (1) the proposed Project Development Area (all new facilities and railway tracks), (2) the Project Footprint (new impermeable areas), and (3) the key facilities (named in Figure).



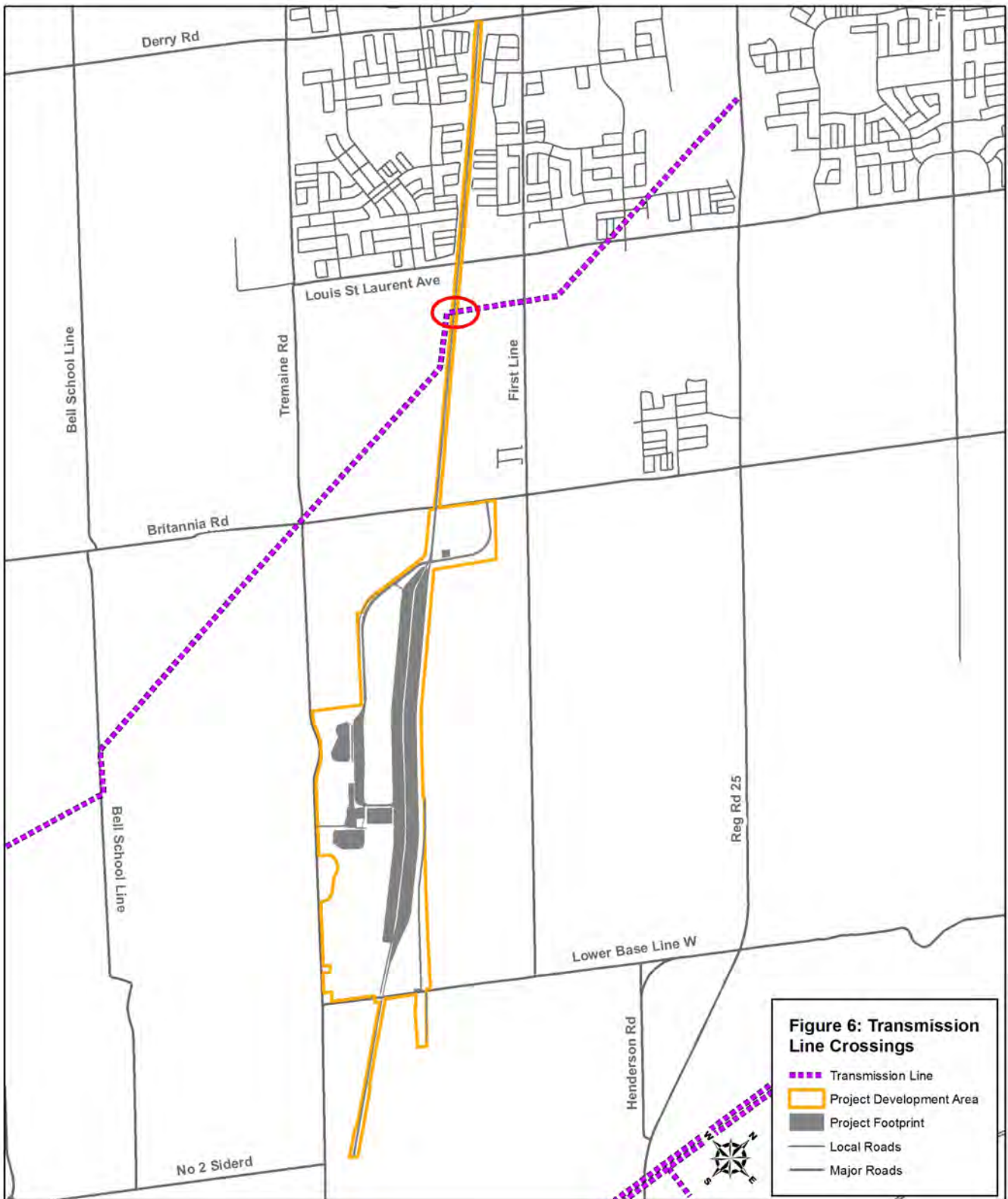
Project crossings of existing physical works and structures (i.e., gas pipelines, transmission line, oil pipelines, and road crossings). Federal approvals required for crossing of federal pipelines. Federal approvals may be required for all road crossings.



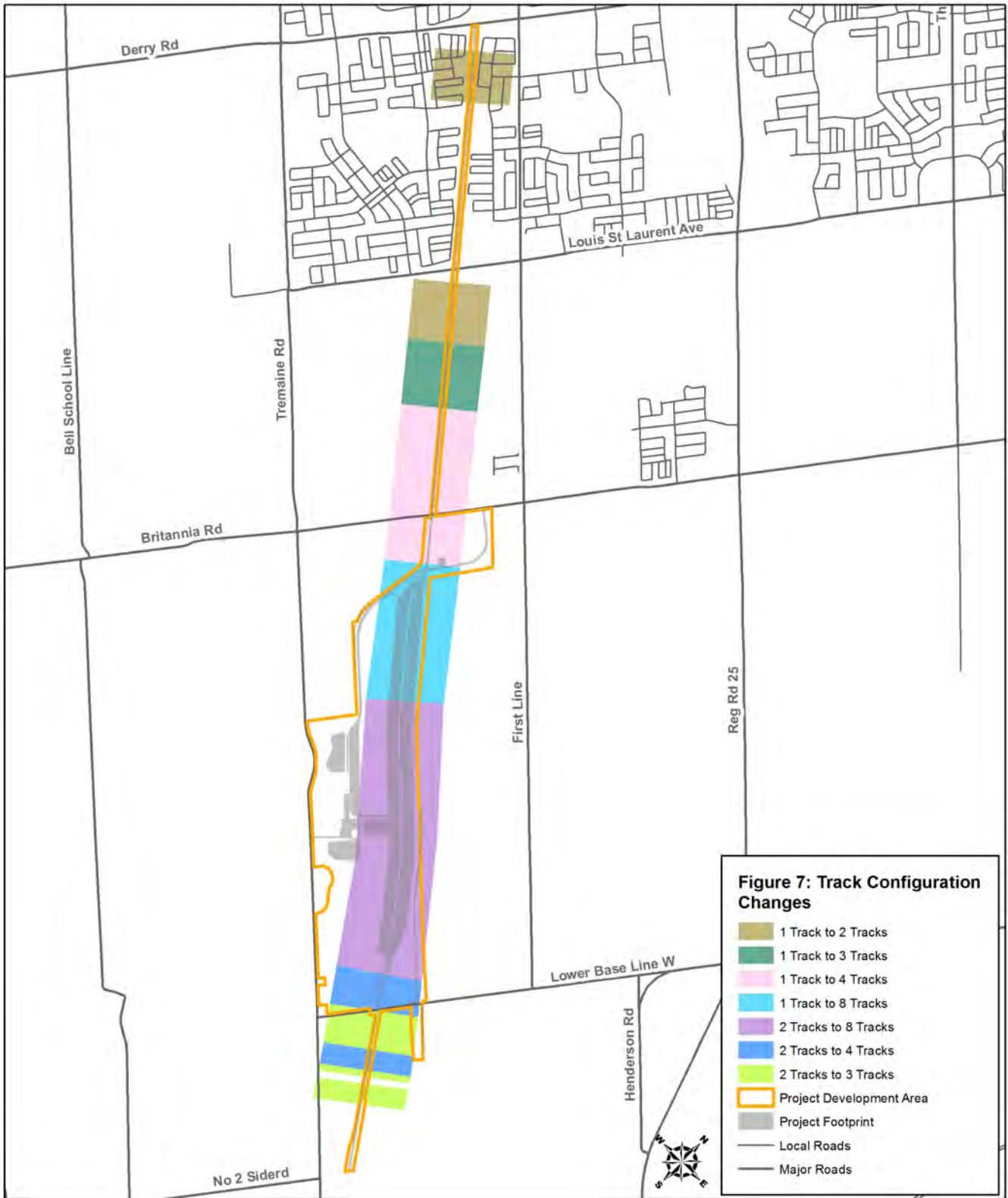
Project crossings of gas and oil pipelines. Note that a single oval may include multiple crossings (e.g., multiple Project crossings of two oil pipelines). Federal approvals required for all crossings involving federal pipelines.



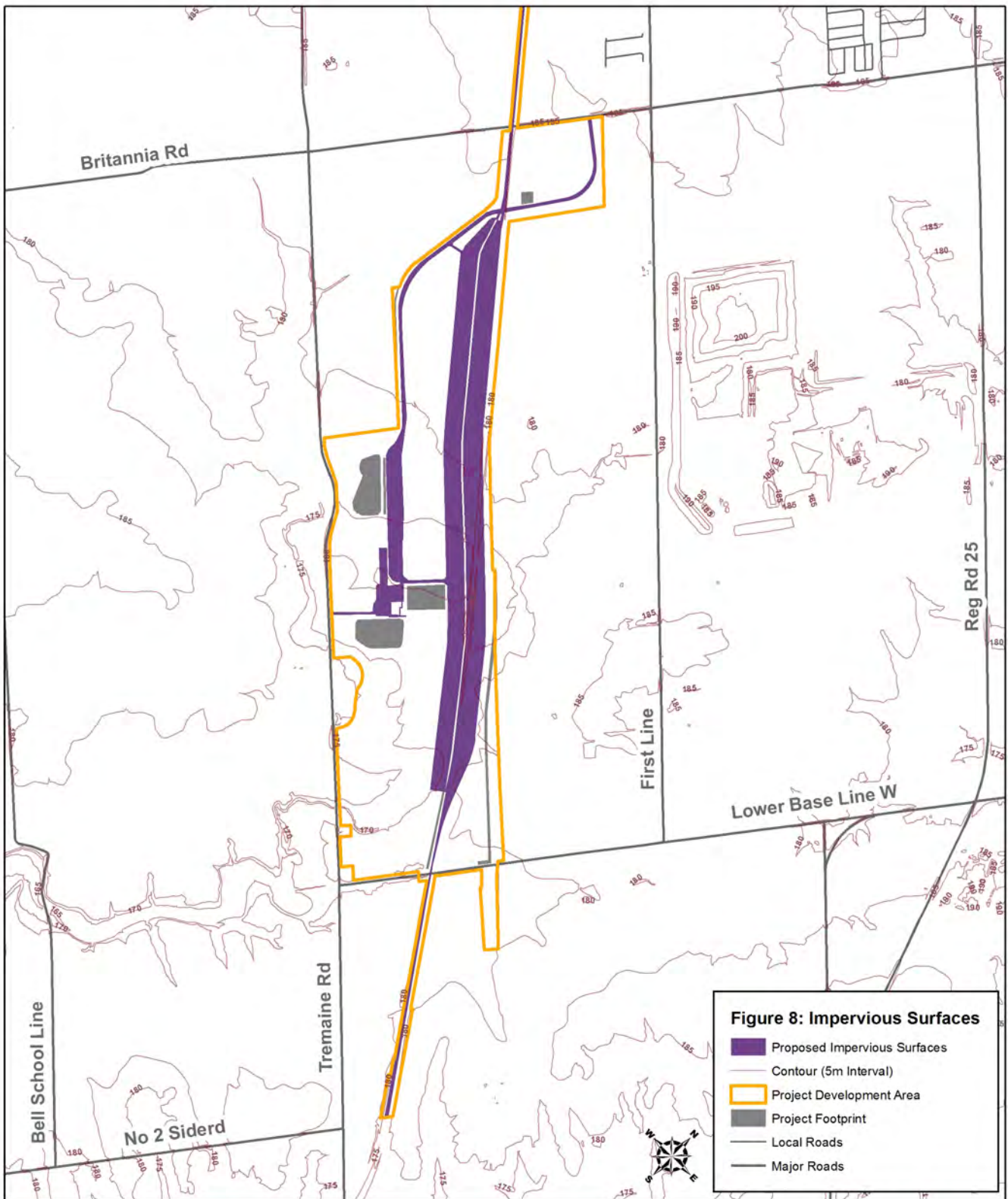
Project crossings of municipal roads, namely Halton Region and Town roads. Such crossings may require federal approval.



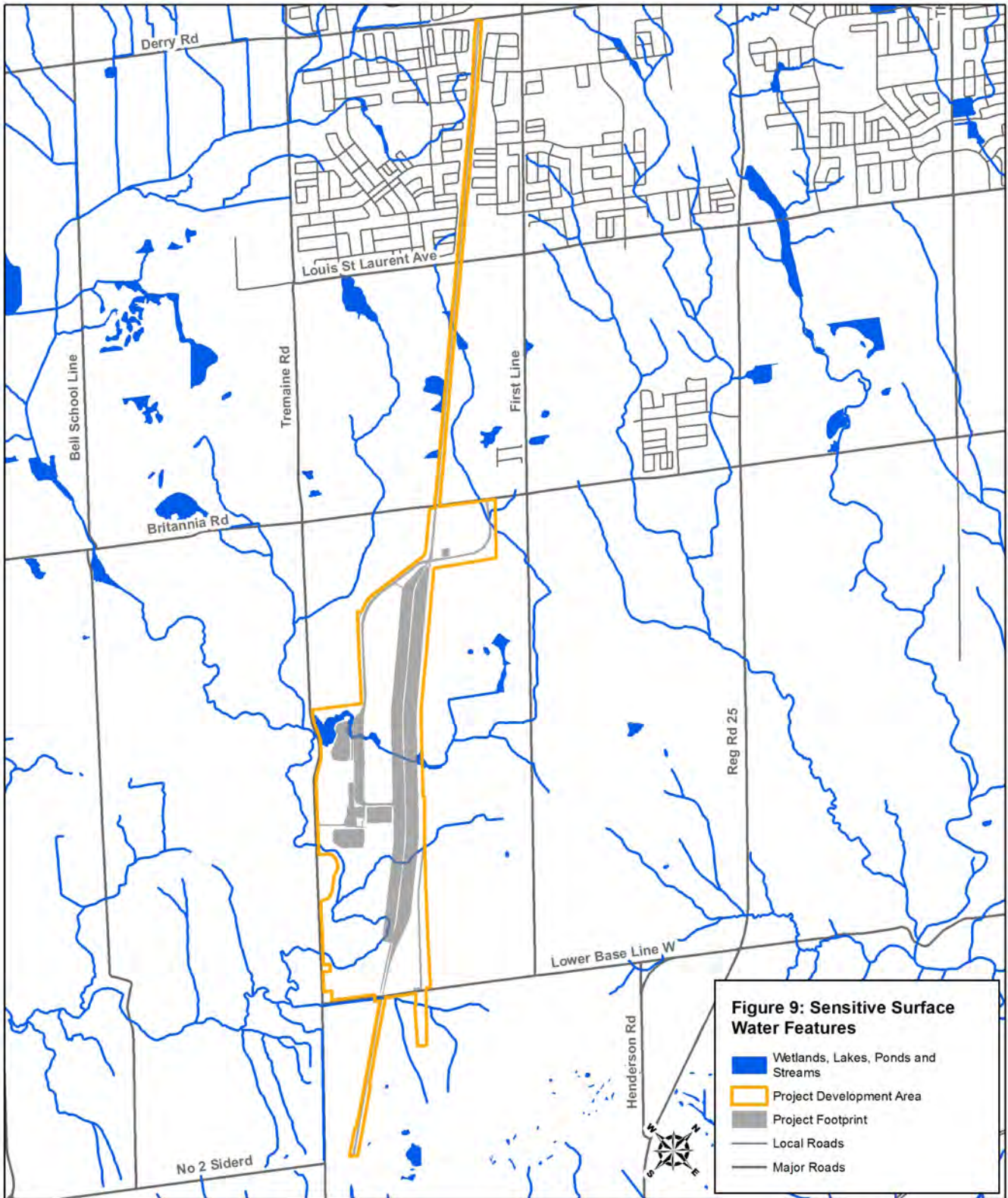
Project crossing(s) of an existing transmission line and corridor.



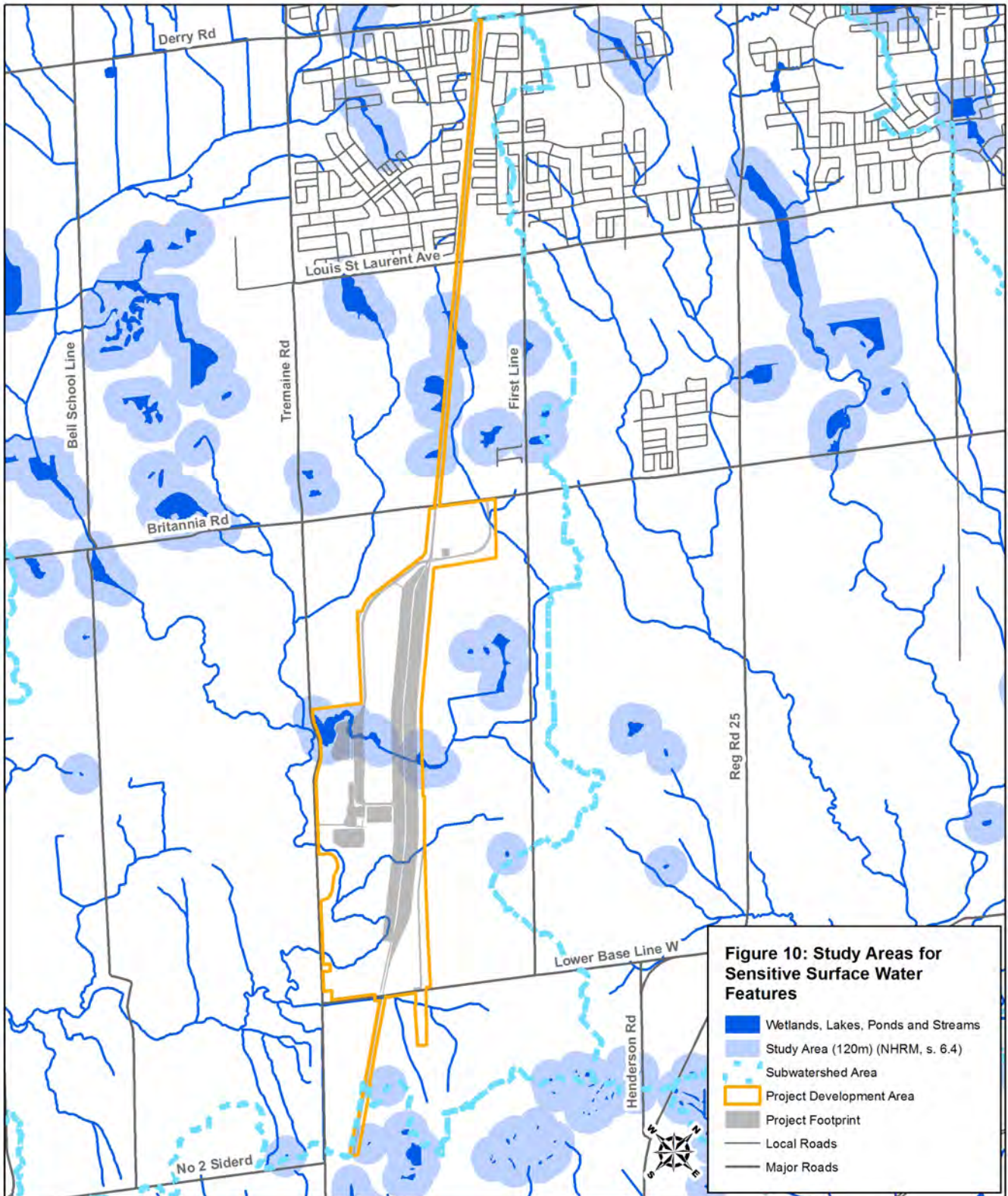
Location and number of new and existing rail lines within the Project Development Area.



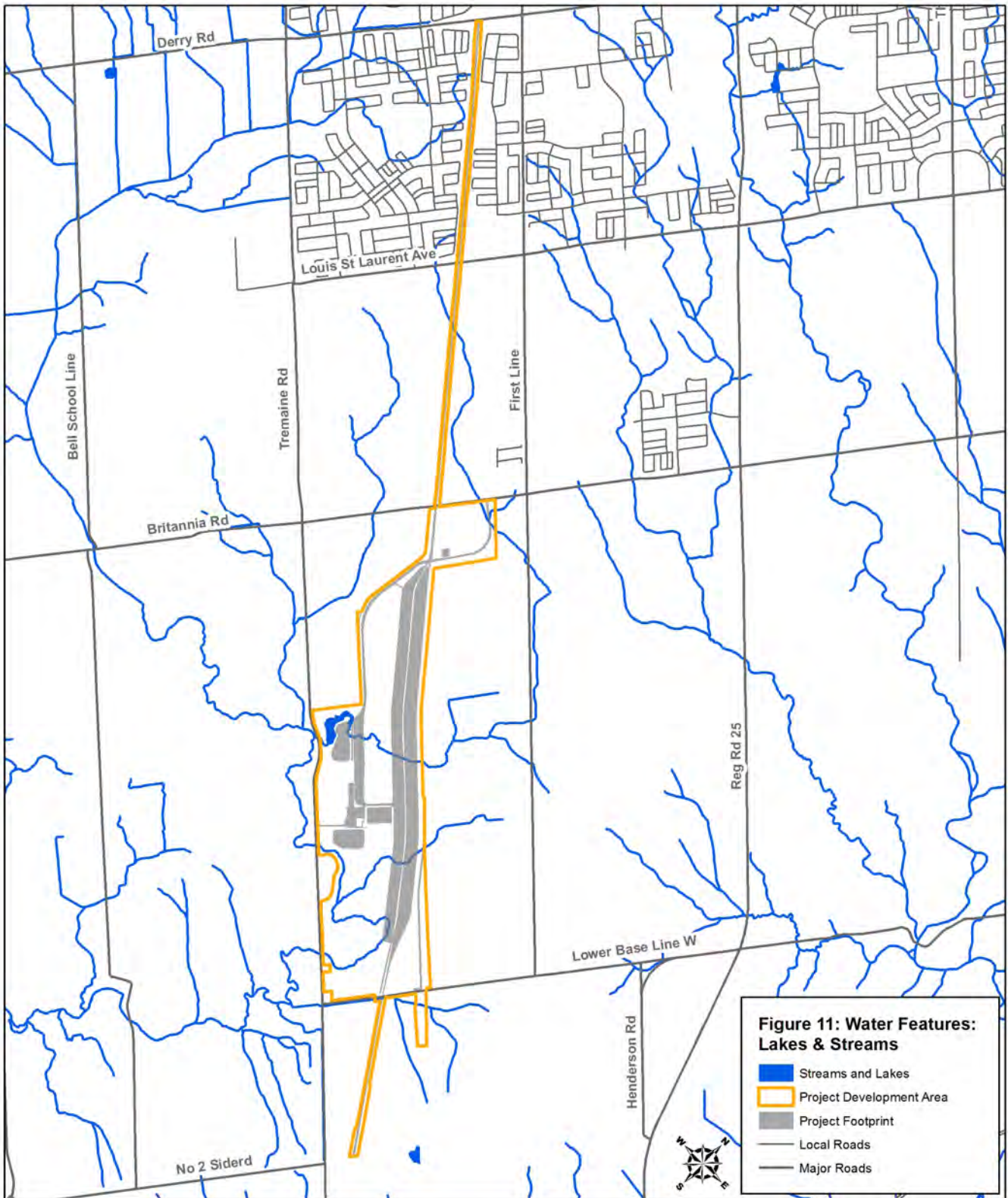
Impervious surfaces related to the Project. Impervious surfaces prevent the direct infiltration of precipitation and thus give rise to runoff and new drainage patterns.



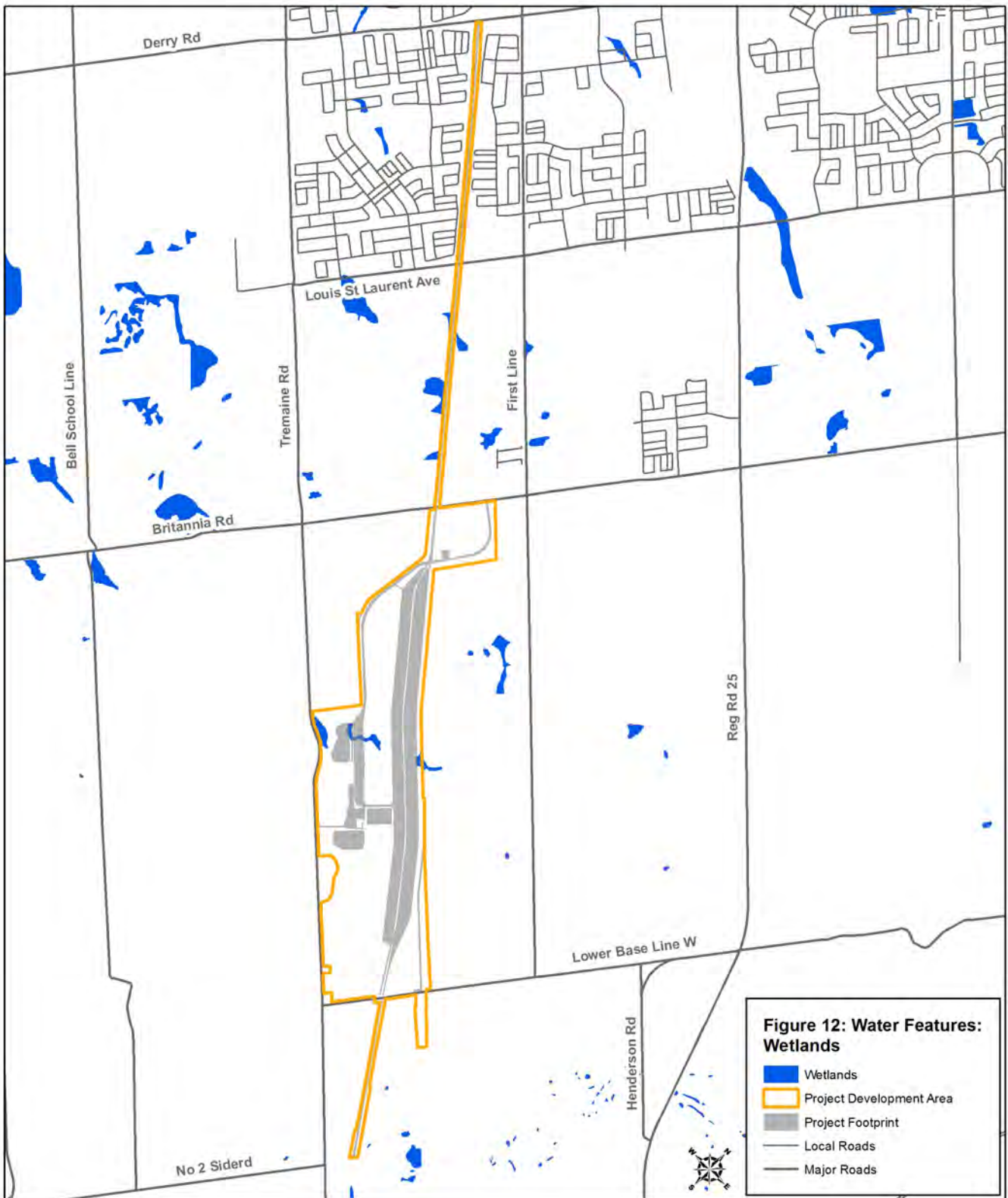
Project proximity to sensitive surface water features (i.e., wetlands, lakes, ponds and streams).



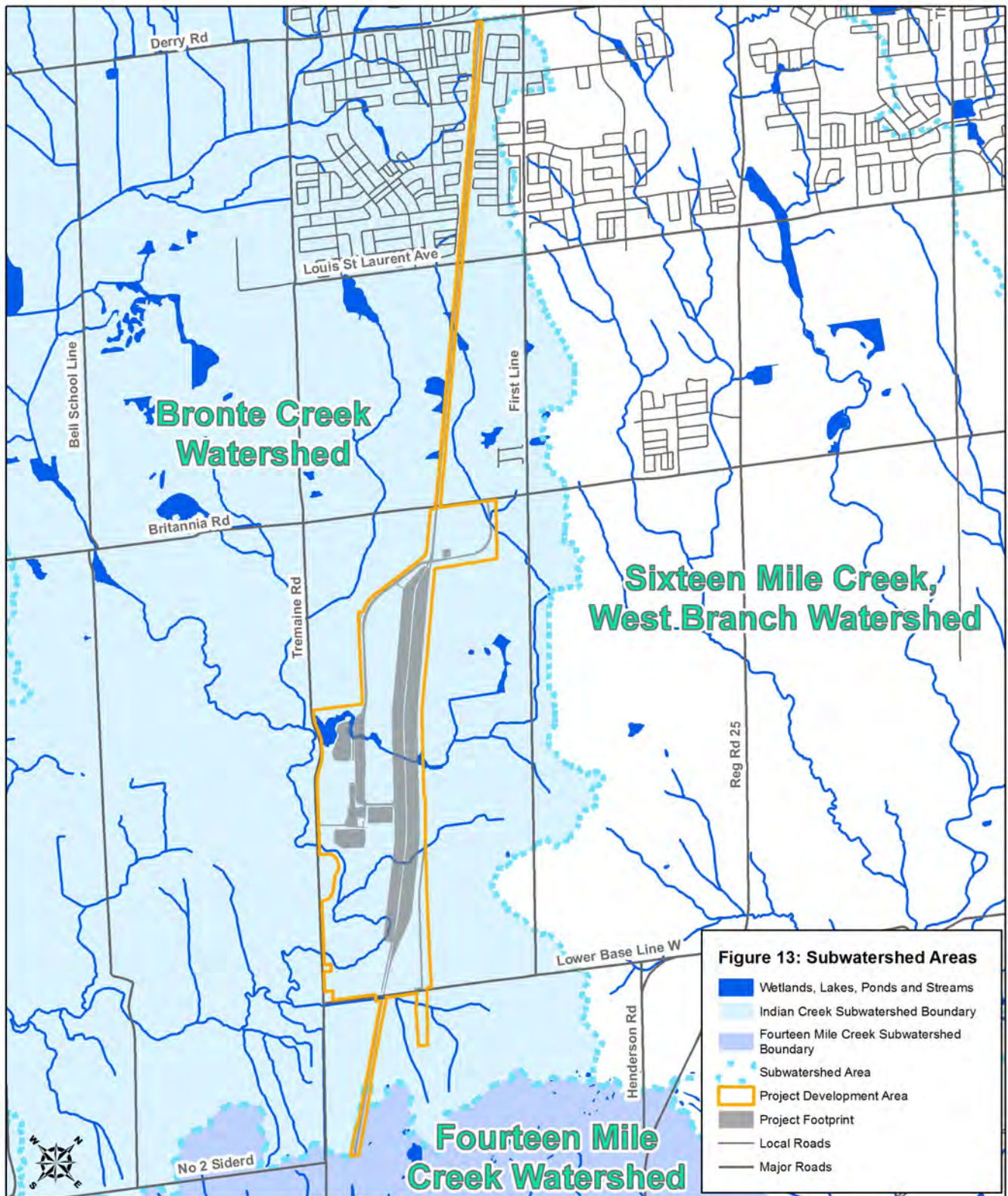
Project proximity to sensitive surface water features and study areas around such features. Within such areas, development or site alteration triggers study and requires demonstration of “no negative impacts” on the related feature.



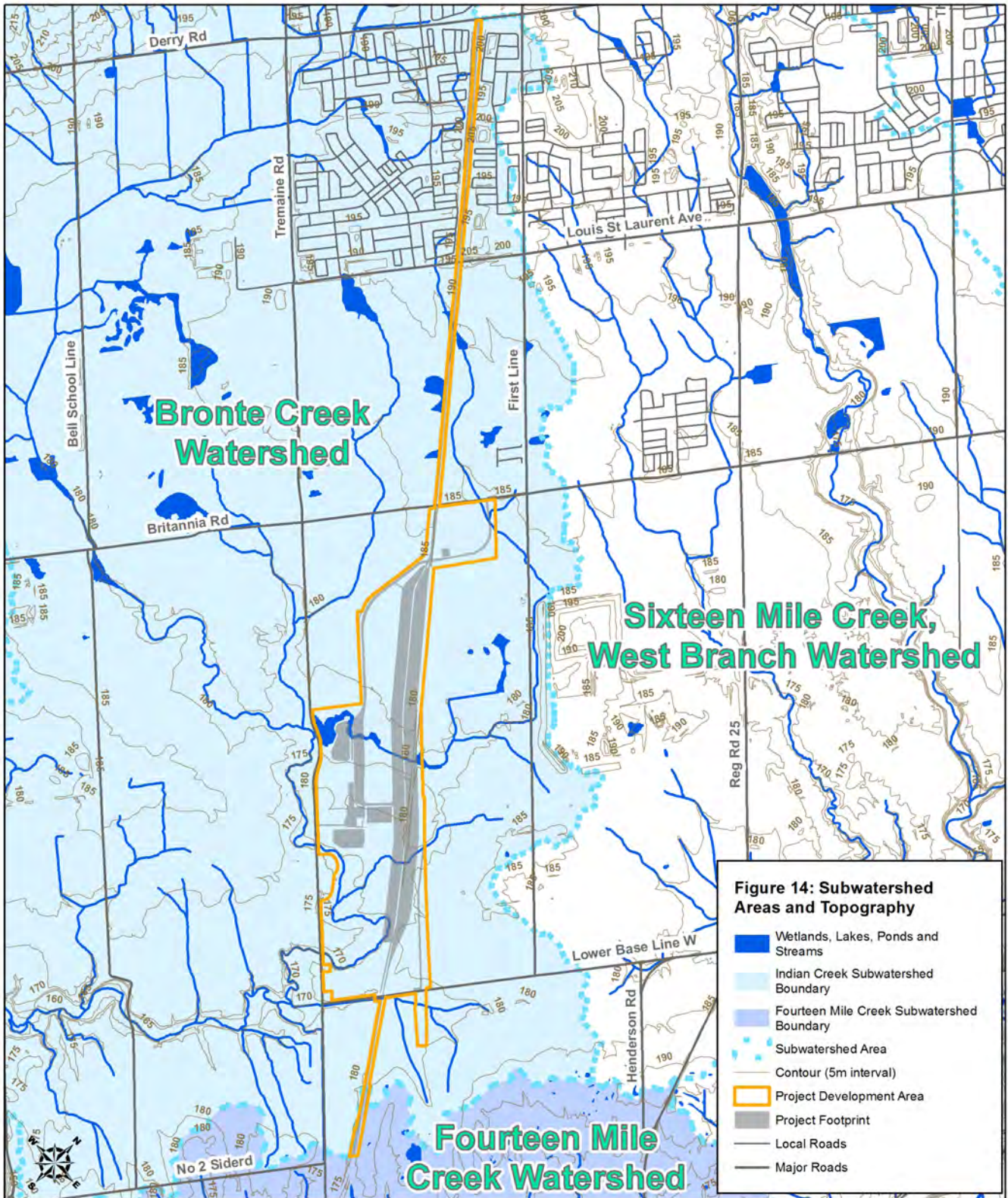
Project location in relation to watercourses, including all watercourse crossings. The Project footprint crosses several streams and abuts a major pond.



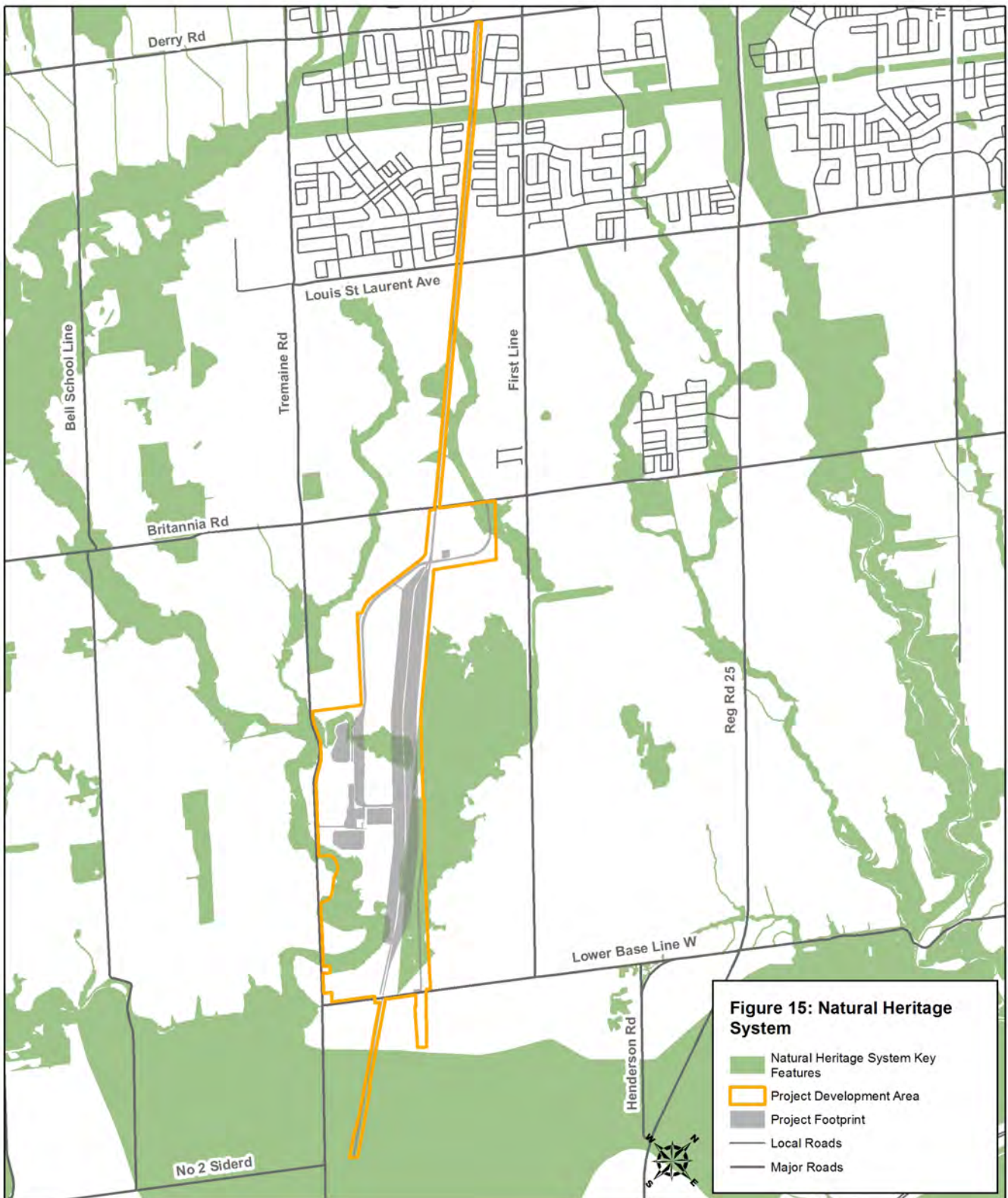
Project location in relation to all wetlands, namely provincially significant and regionally significant wetlands. The Project encroaches on both categories of wetland.



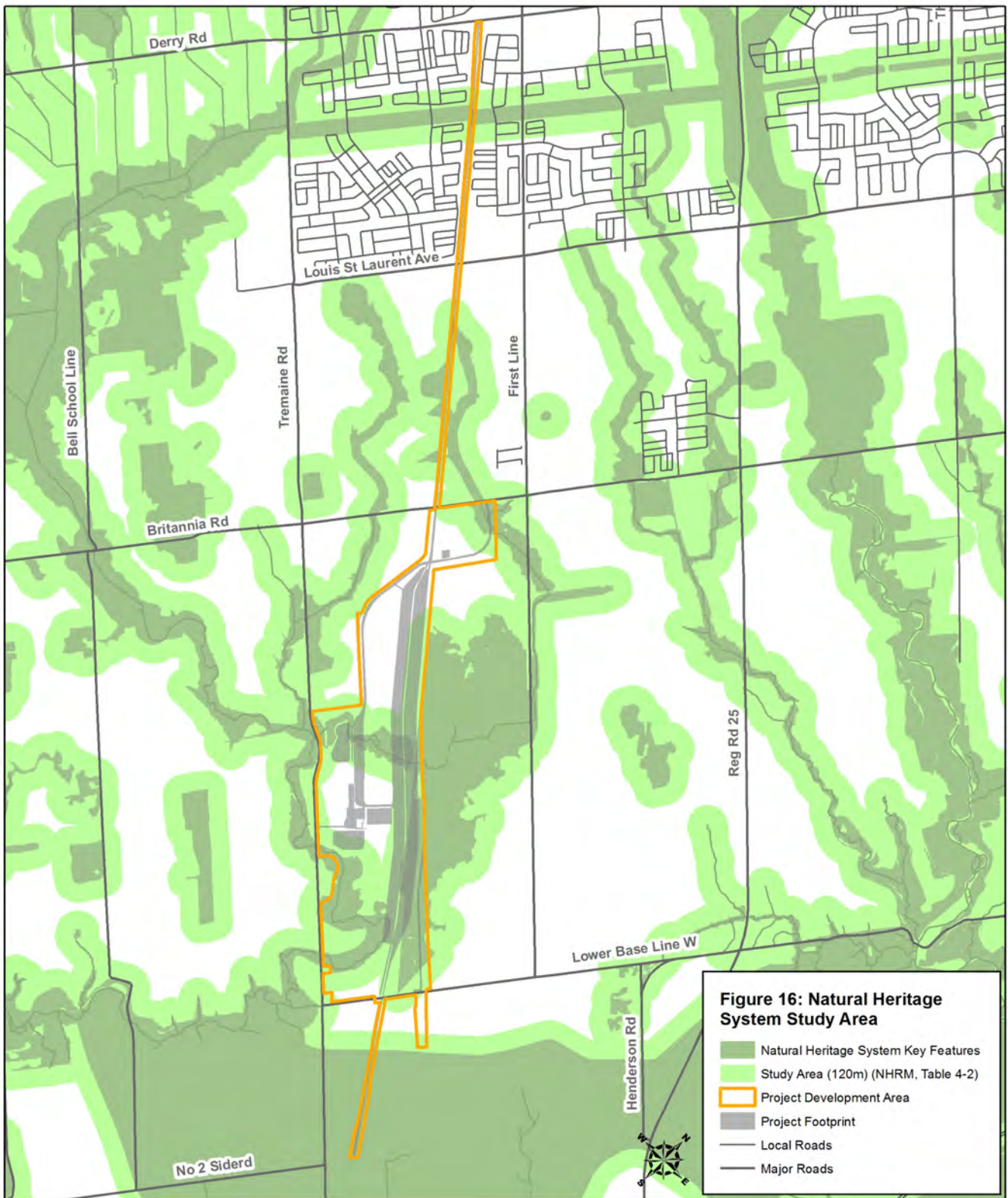
Project location in the Bronte Creek Watershed, including drainage features, and watershed boundaries.



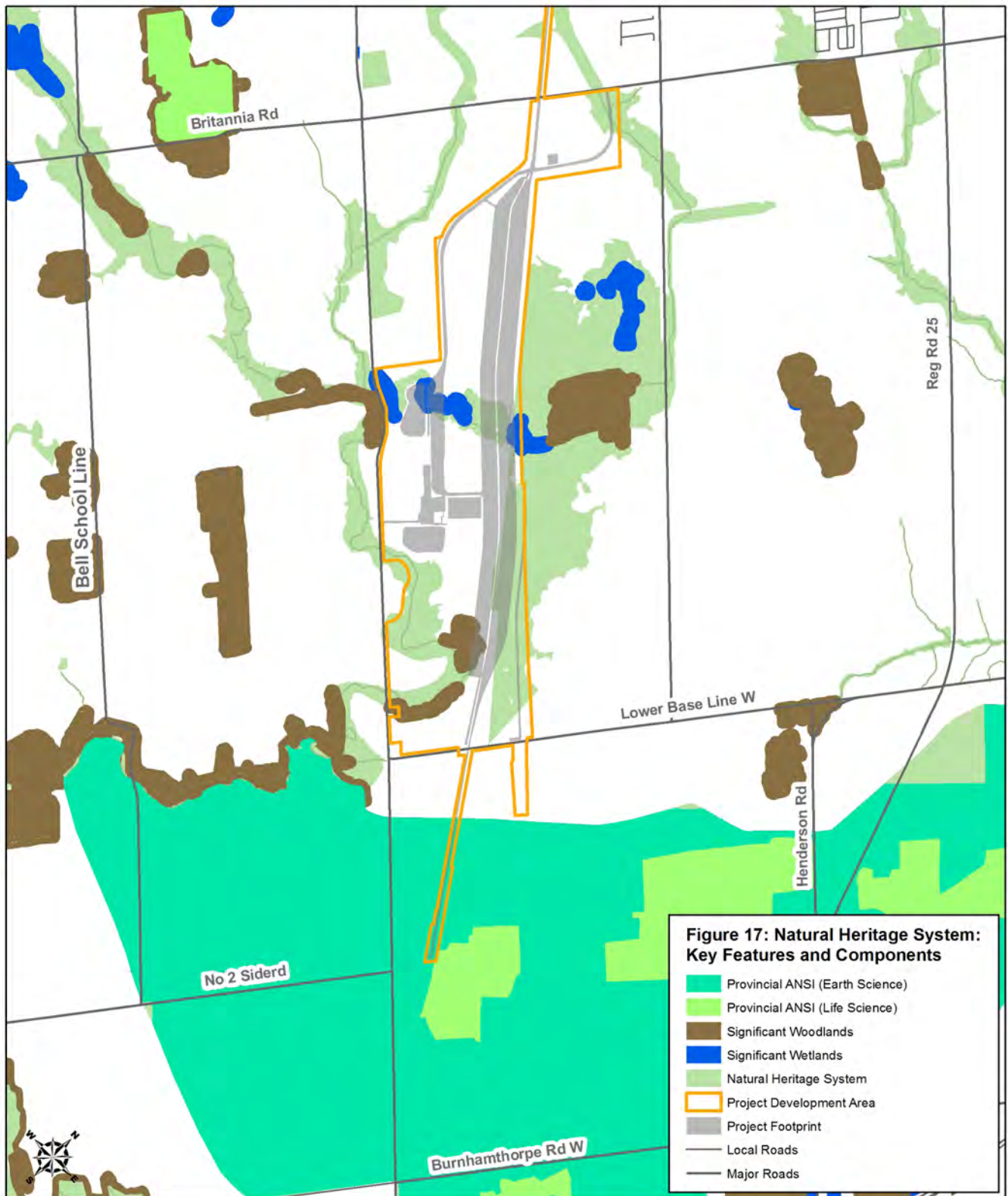
Project location in relation to watersheds and existing topography.



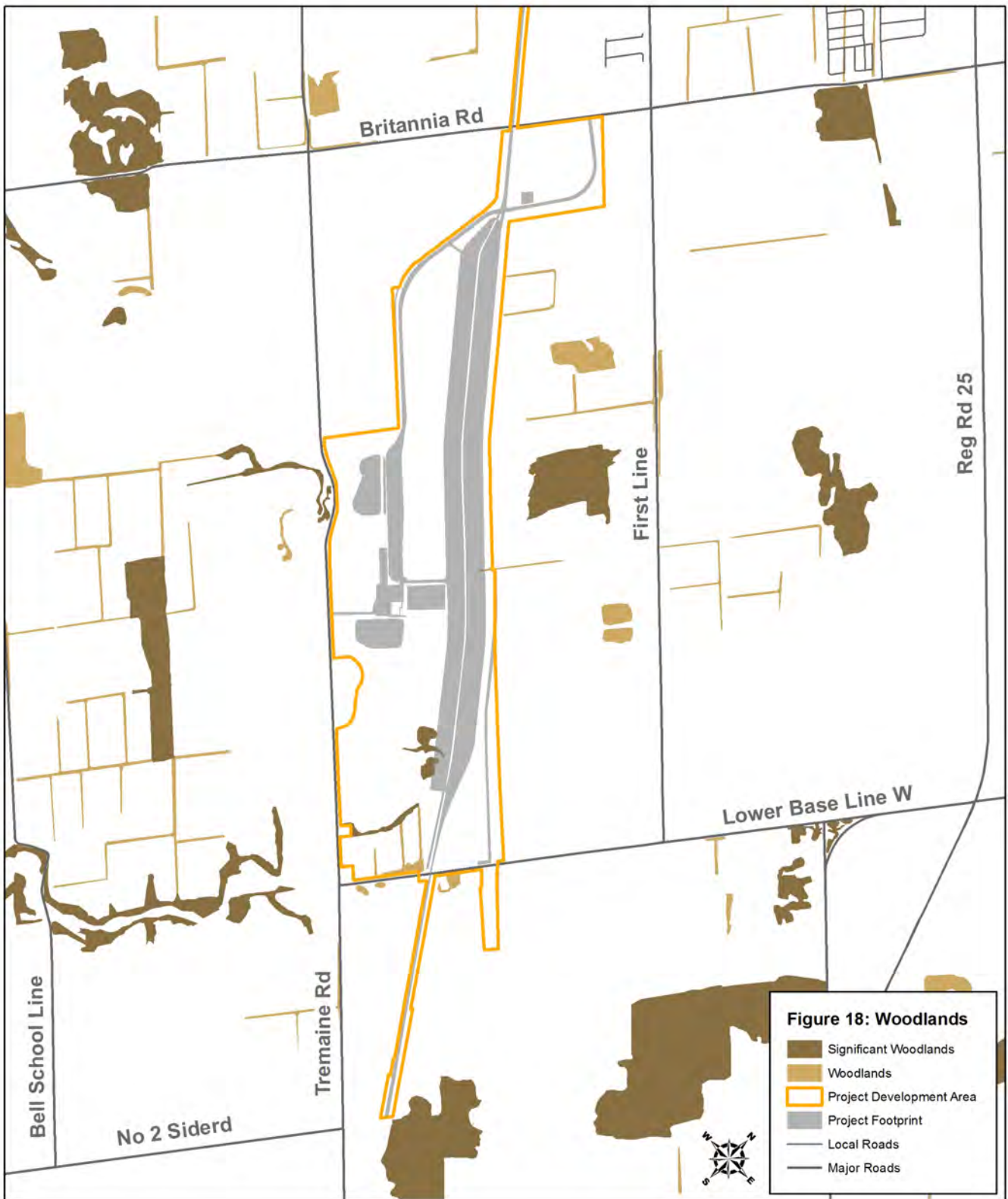
Project location in relation to the Regional Natural Heritage System. This system includes an array of natural features and includes linkages and buffers. The Project is within or abuts a number of features of this System.



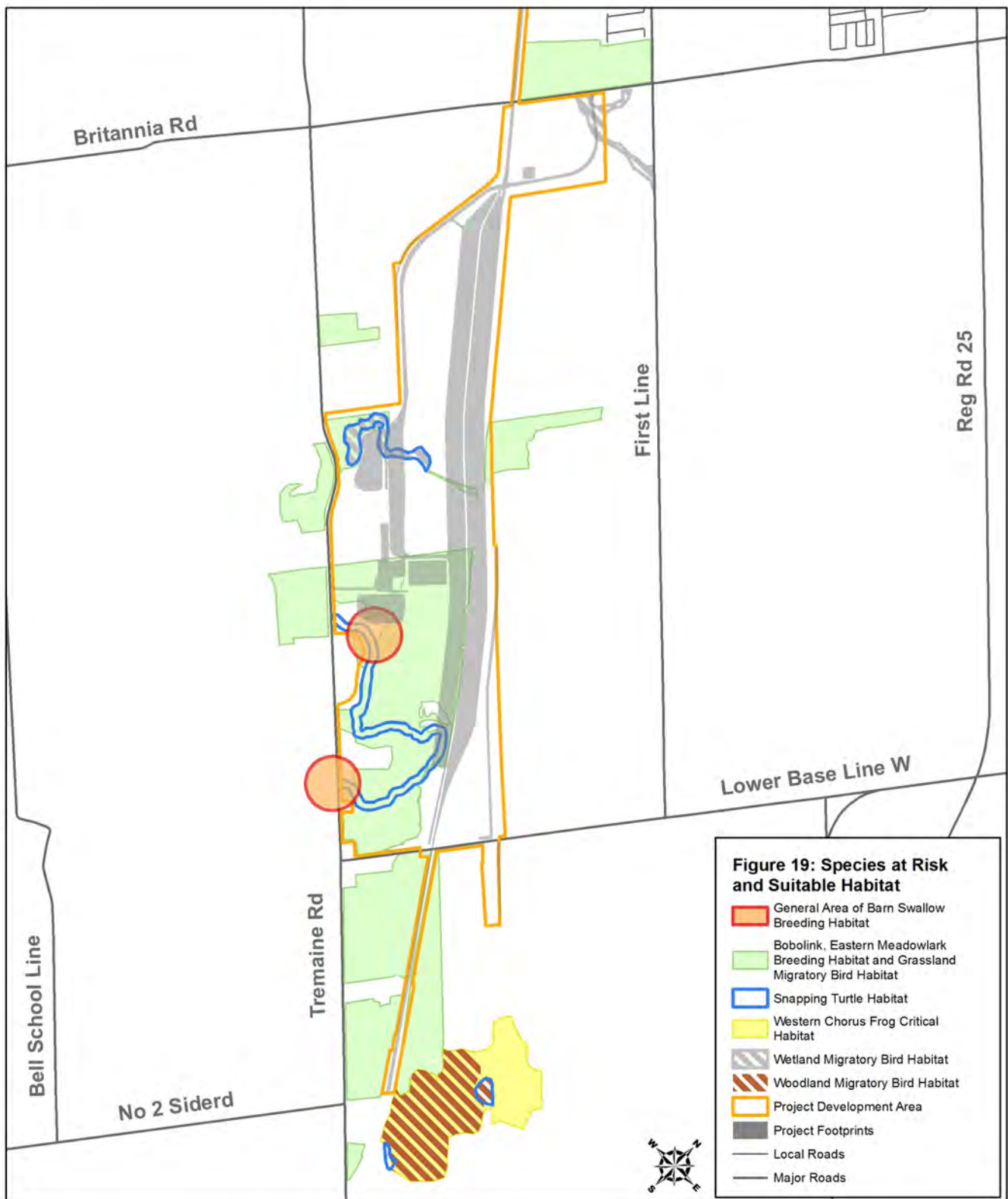
Project location in relation to the Regional Natural Heritage System and study areas around such features. Within such areas, development or site alteration triggers study and requires demonstration of “no negative impacts” on the related feature.



This figure illustrates the natural heritage features and components designated as significant in the Provincial Plans at and around the Project location.



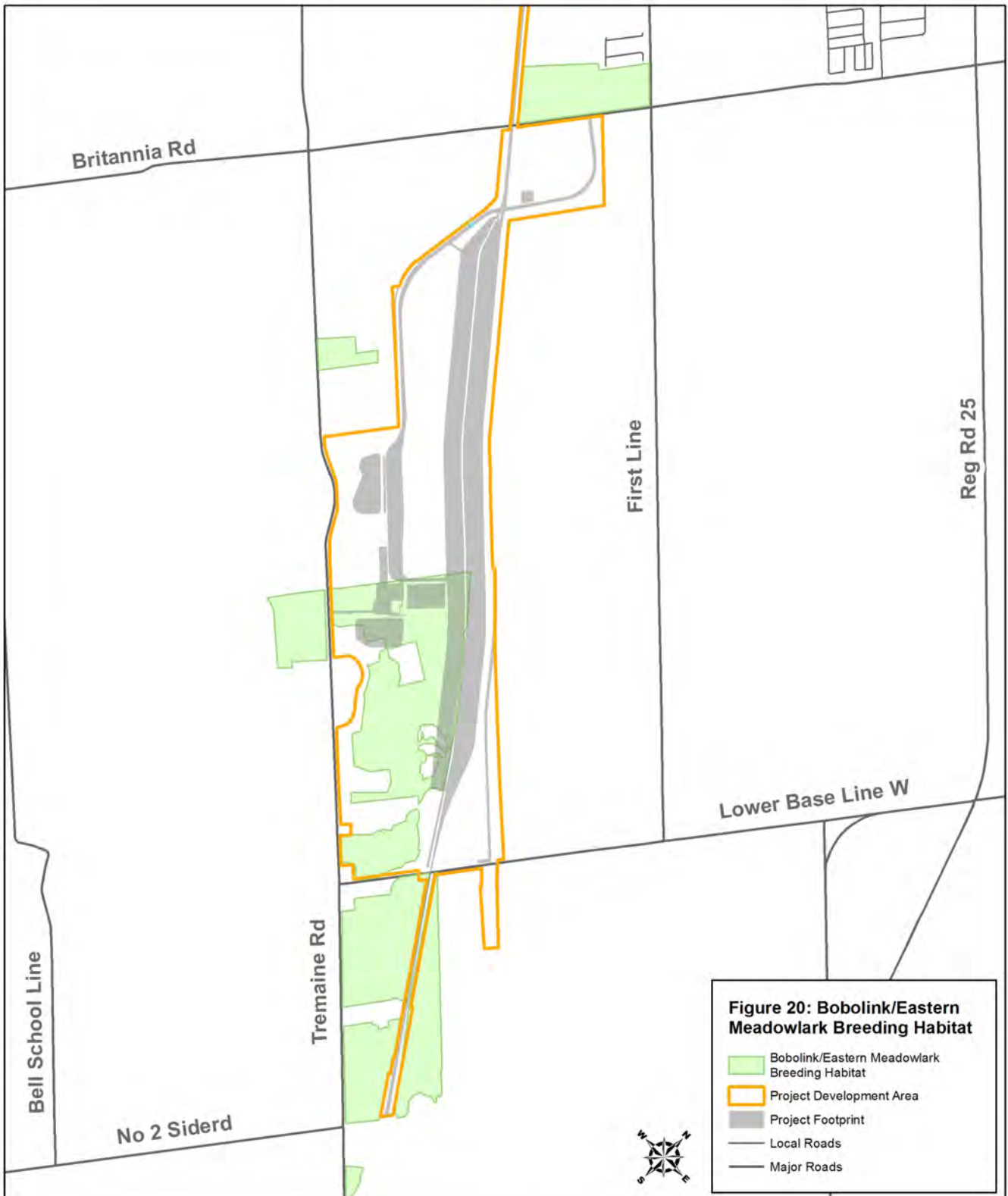
Project location in relation to all woodlands, including significant woodlands (as defined by the Region). The Project footprint includes significant woodlands.



Project location in relation to suitable habitat for endangered species and migratory birds.

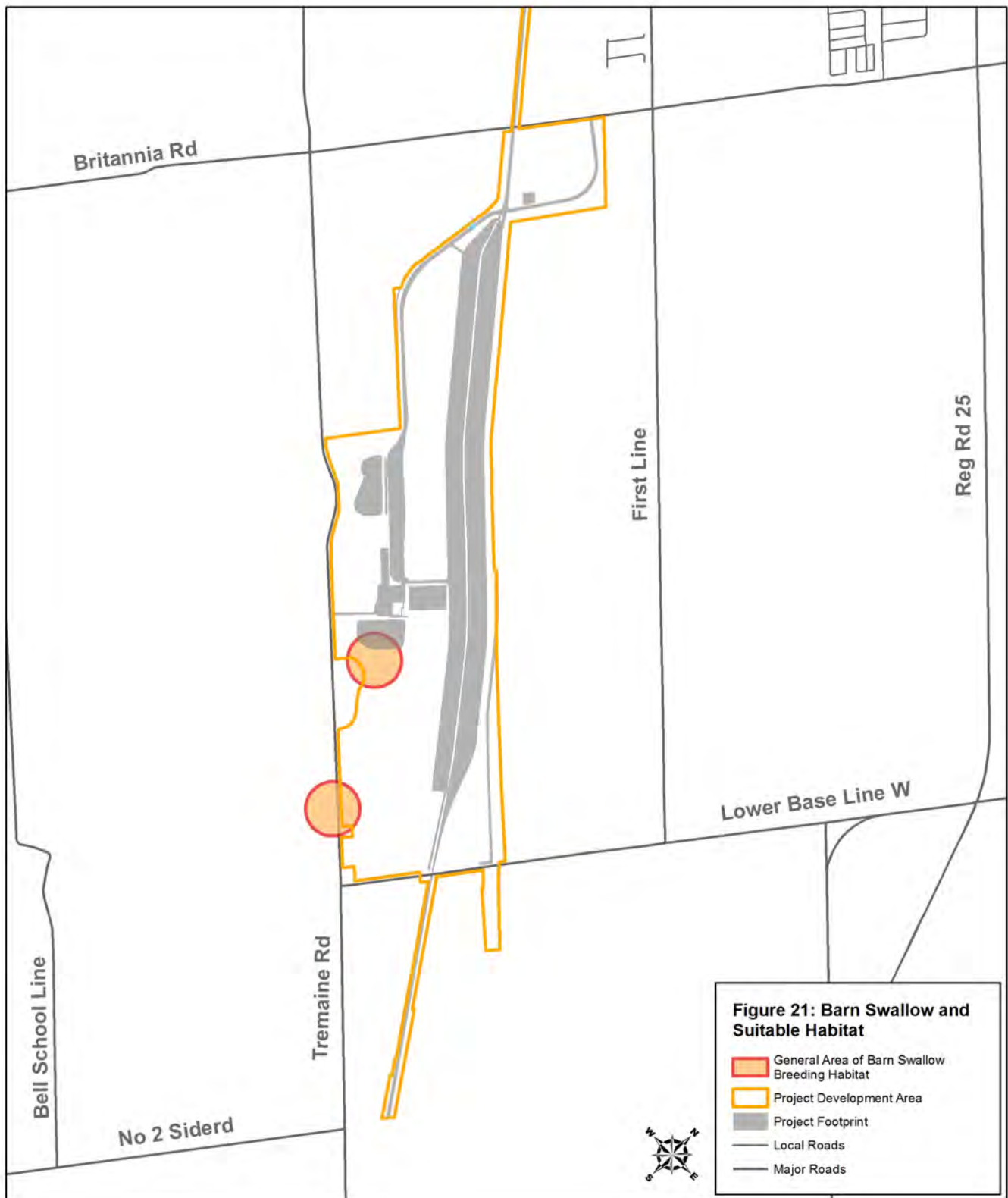
Note that all mapping for species habitat is based on mapping provided by CN's EIS.

Also note that to protect such species from poaching and other harm, where the CN mapping provided a point source location, the current mapping is generalized to avoid providing precise habitat locations.



Project location in relation to suitable breeding habitat for the bobolink and eastern meadowlark songbirds.

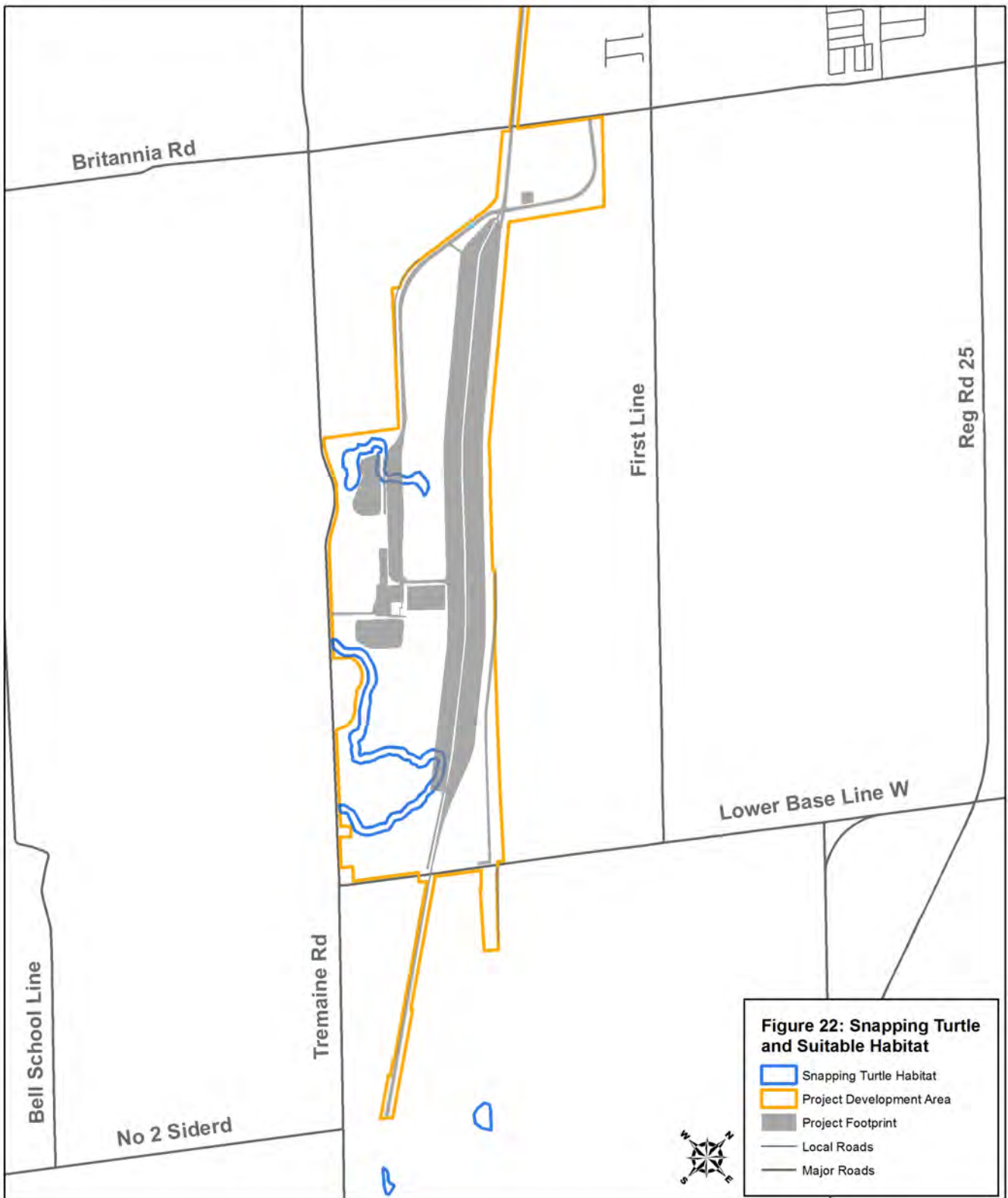
Note that all mapping for species habitat is based on mapping provided by CN's EIS.



Project location in relation to suitable habitat for endangered species and migratory birds.

Note that all mapping for species habitat is based on mapping provided by CN's EIS.

Also note that to protect such species from poaching and other harm, where the CN mapping provided a point source location, the current mapping is generalized to avoid providing precise habitat locations.



Project location in relation to suitable habitat for the snapping turtle.

Note that all mapping for species habitat is based on mapping provided by CN's EIS.

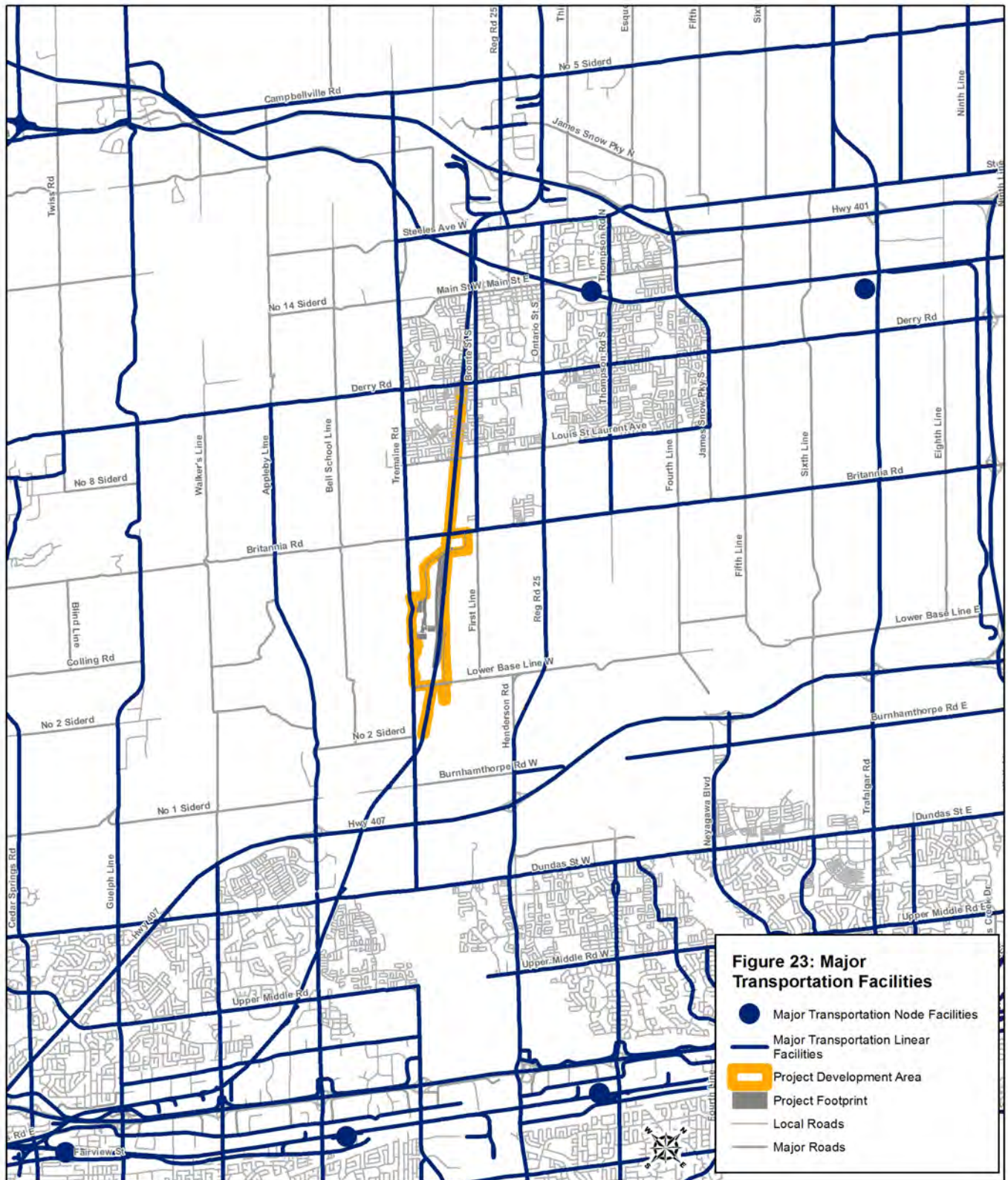


Figure 23: Major Transportation Facilities

- Major Transportation Node Facilities
- Major Transportation Linear Facilities
- ▭ Project Development Area
- ▭ Project Footprint
- Local Roads
- Major Roads

Project location in relation to the major transportation facilities identified by the Regional Official Plan. Note that the ROP identifies only the existing CN rail lines at the Project location.

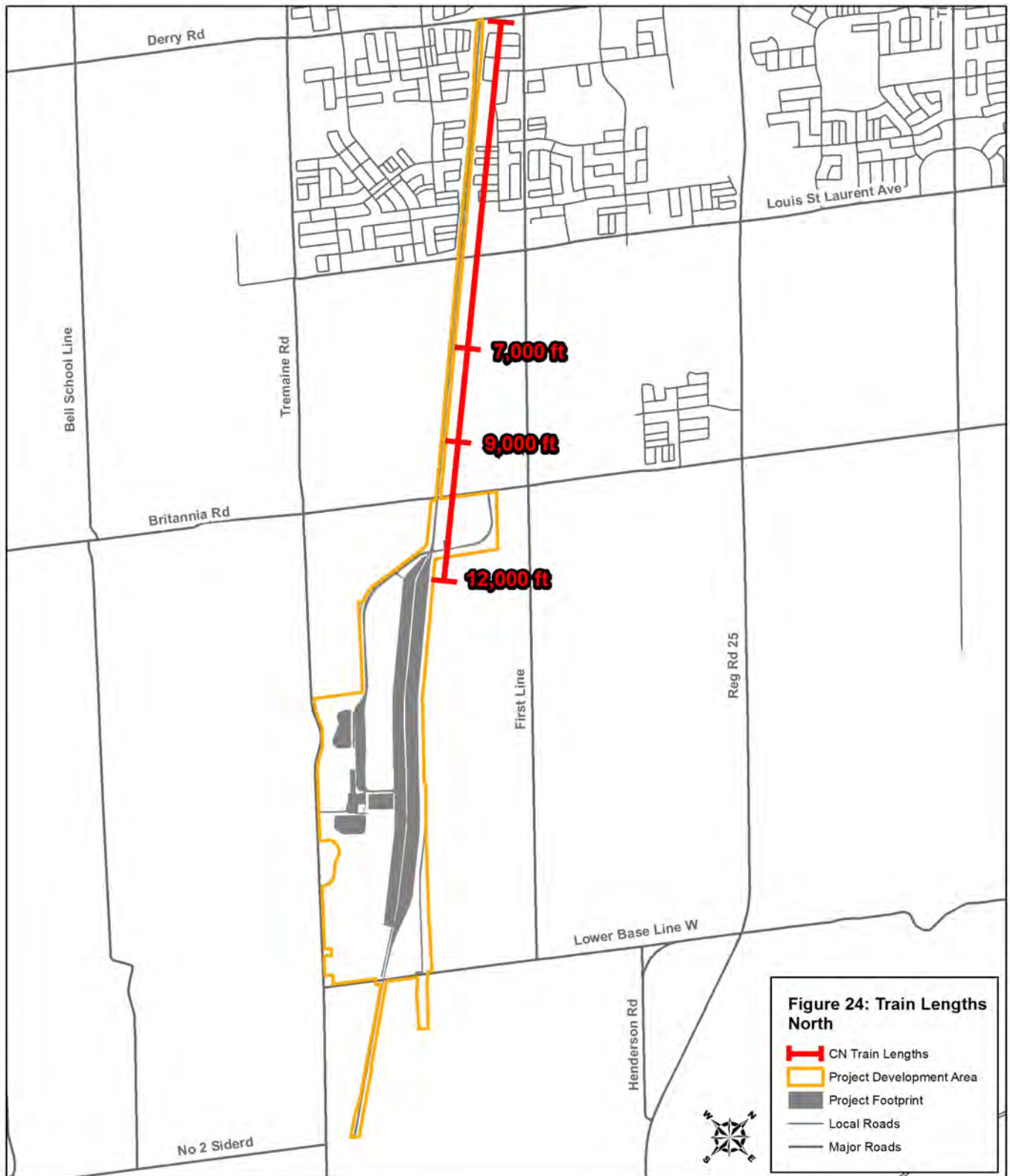


Illustration of three different lengths of train in relation to the north end of the Project. Figure shows relationship of train lengths to the location of the proposed rail loading and unloading facilities of the Project.

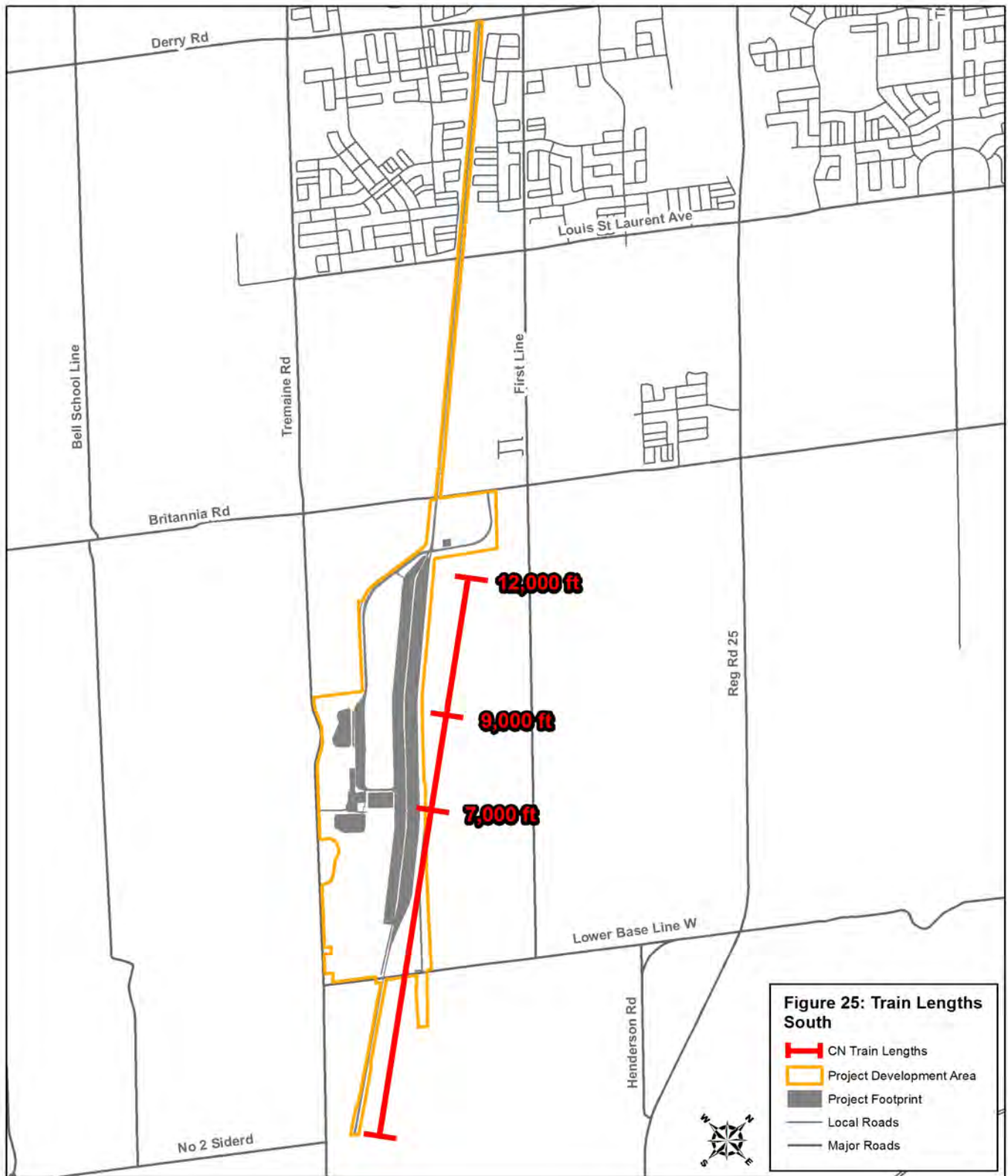
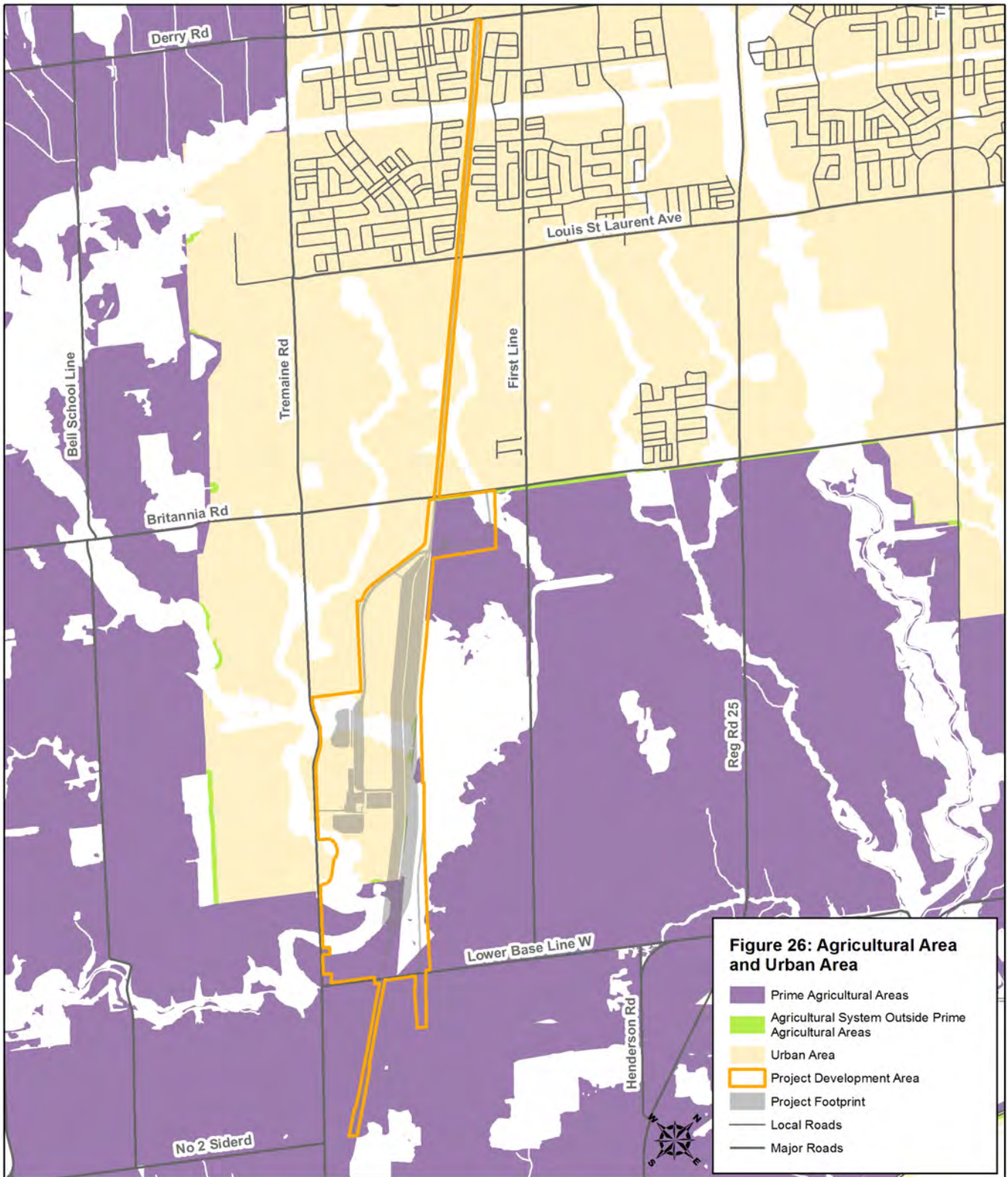
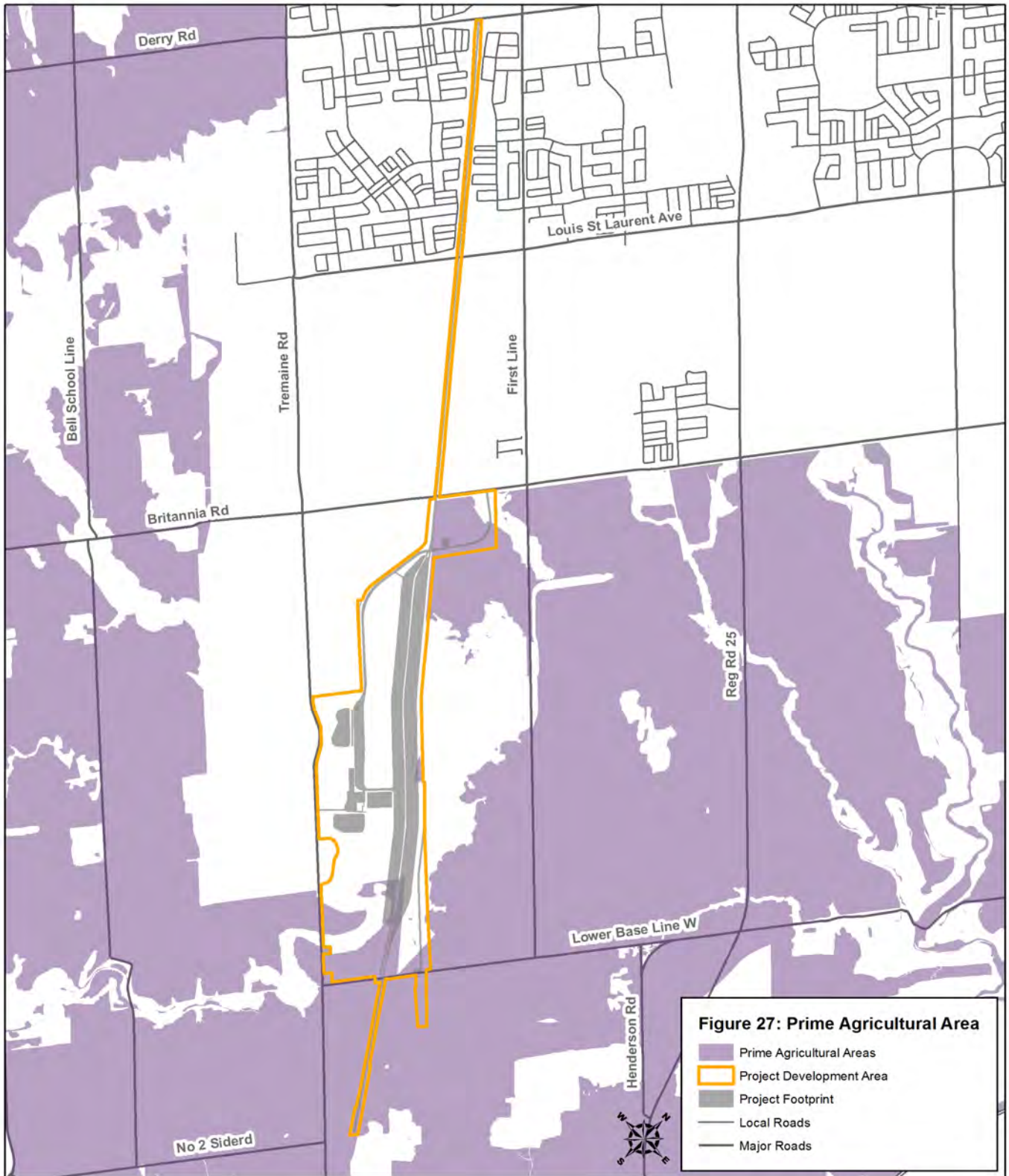


Illustration of three different lengths of train in relation to the south end of the Project. Figure shows relationship of train lengths to the location of the proposed rail loading and unloading facilities of the Project.

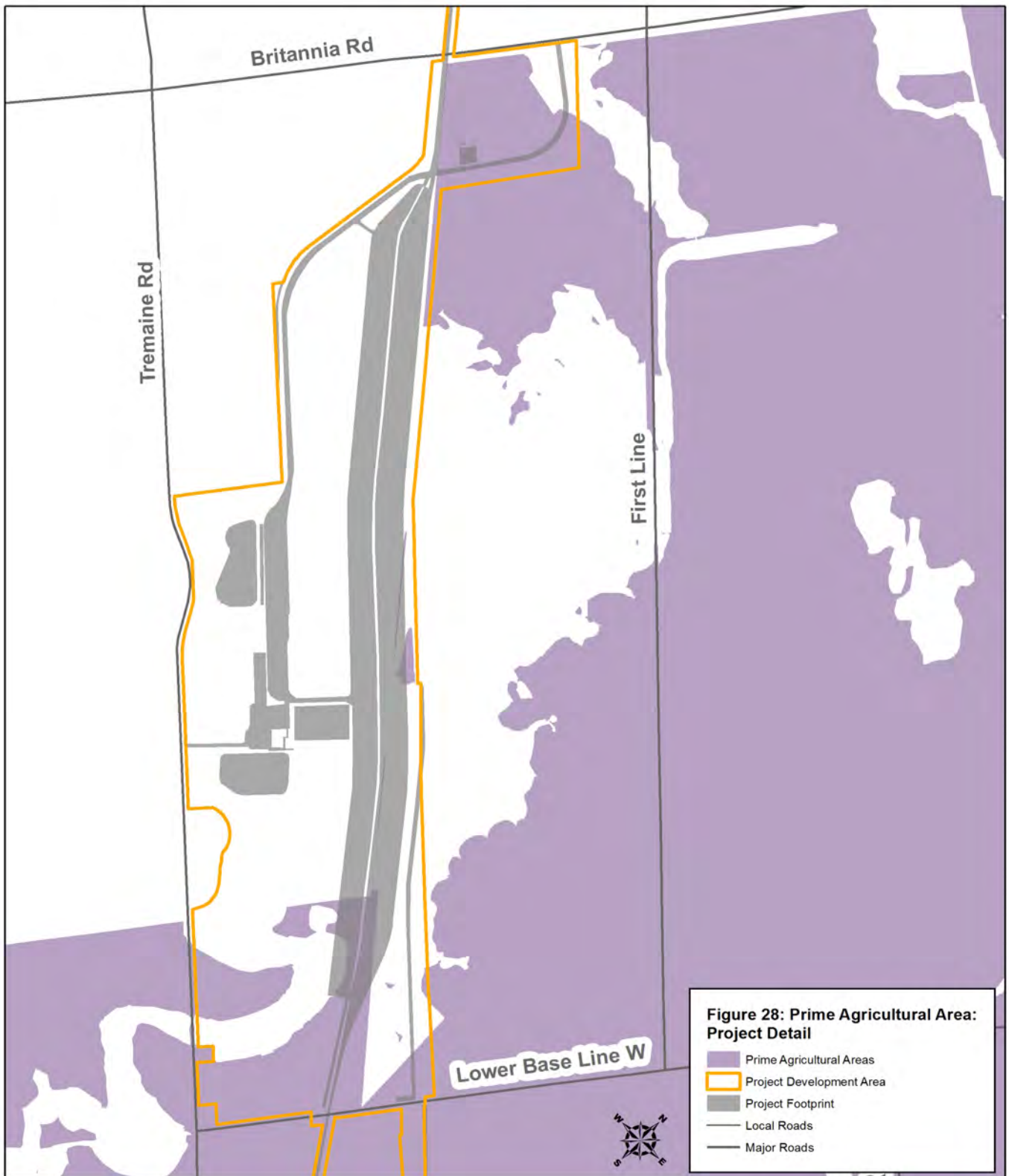


Project location in relation to designated urban areas and prime agricultural areas.

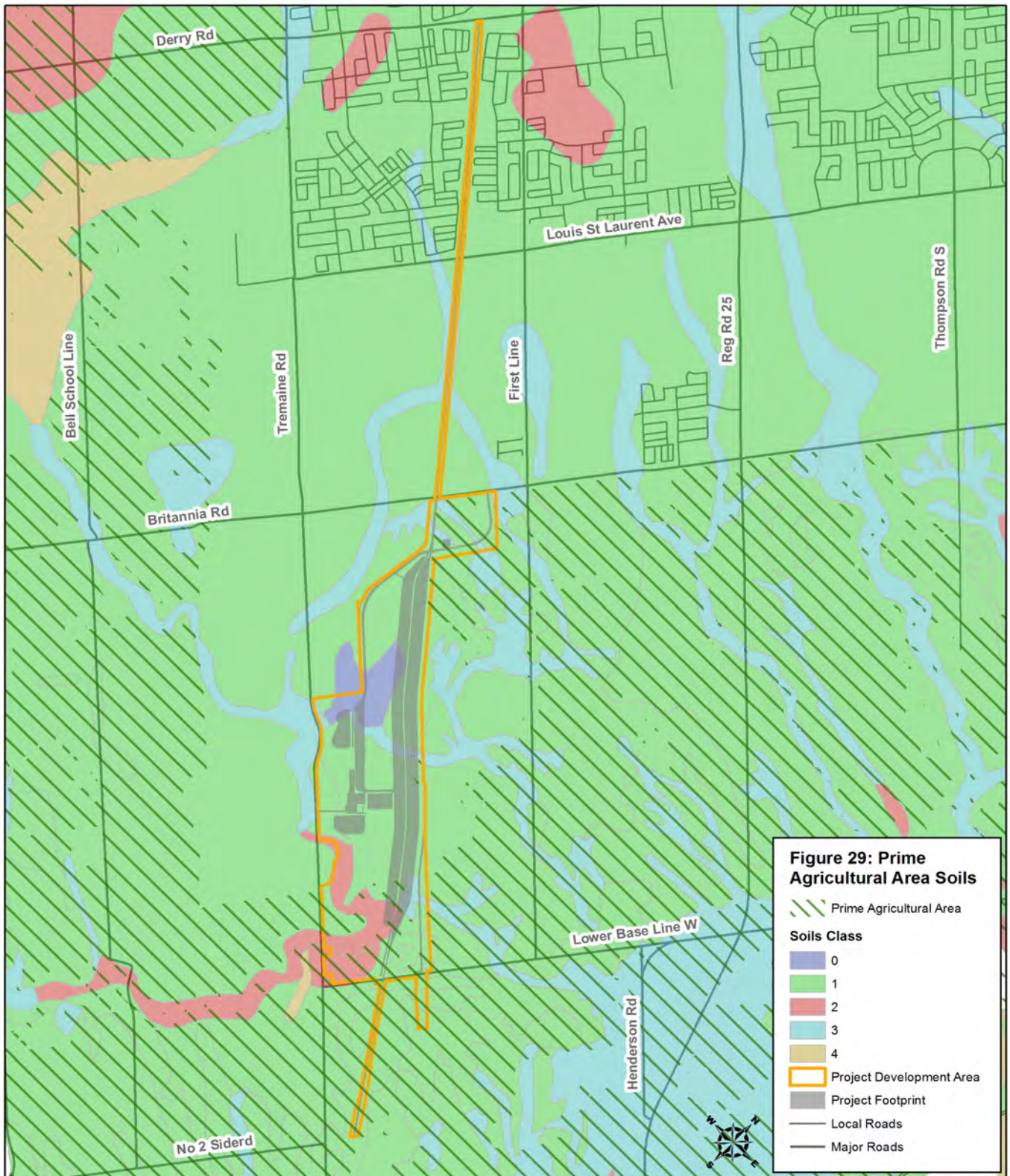
The Project location includes designated urban areas and rural, prime agricultural areas.



Project location in relation to Prime Agricultural Areas (based on high soil quality).

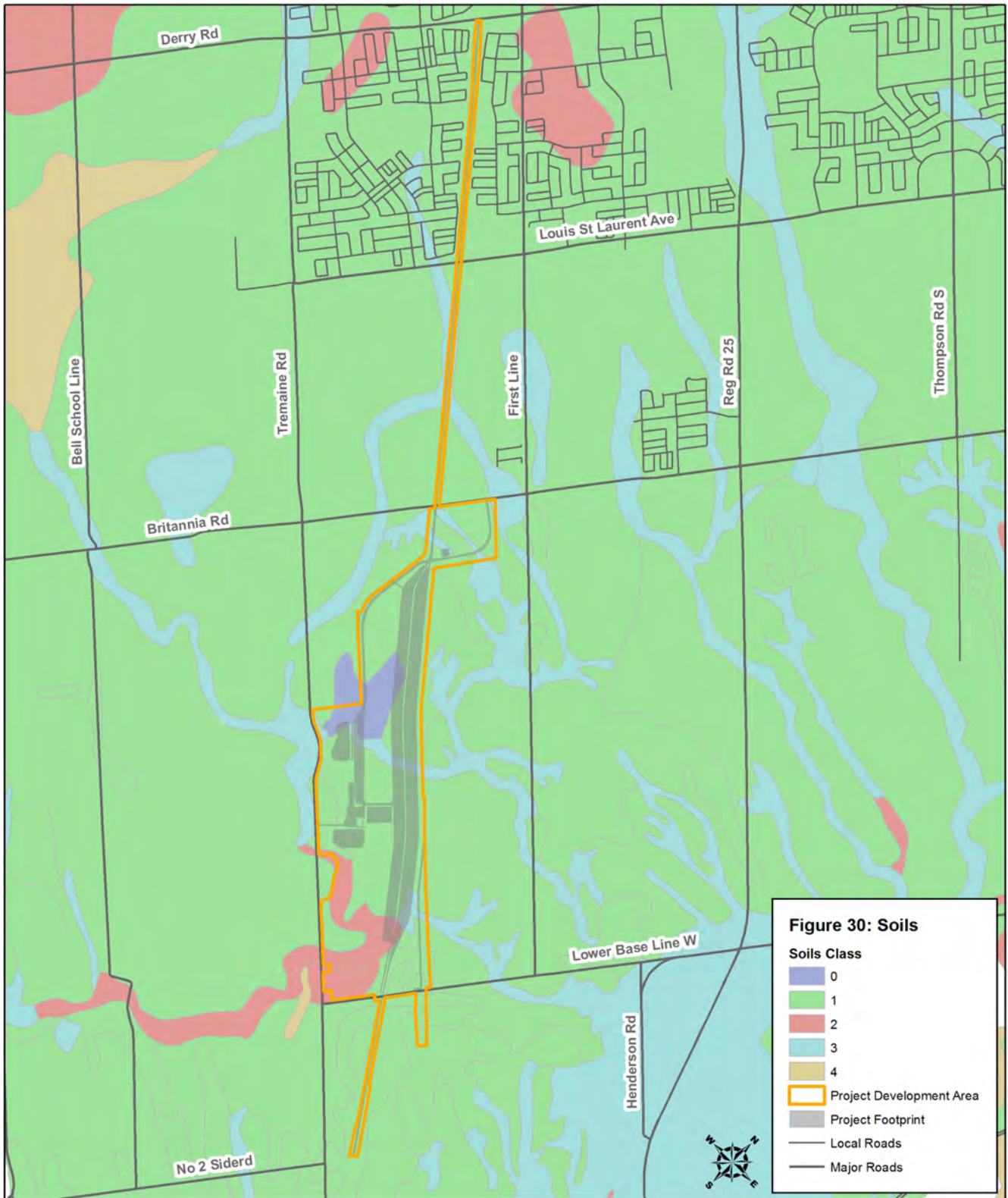


Close-up of Project location in relation to Prime Agricultural Areas (based on high soil quality). This figure illustrates the prime agricultural areas, as designated by their soil quality, in the broader vicinity of the Project location.



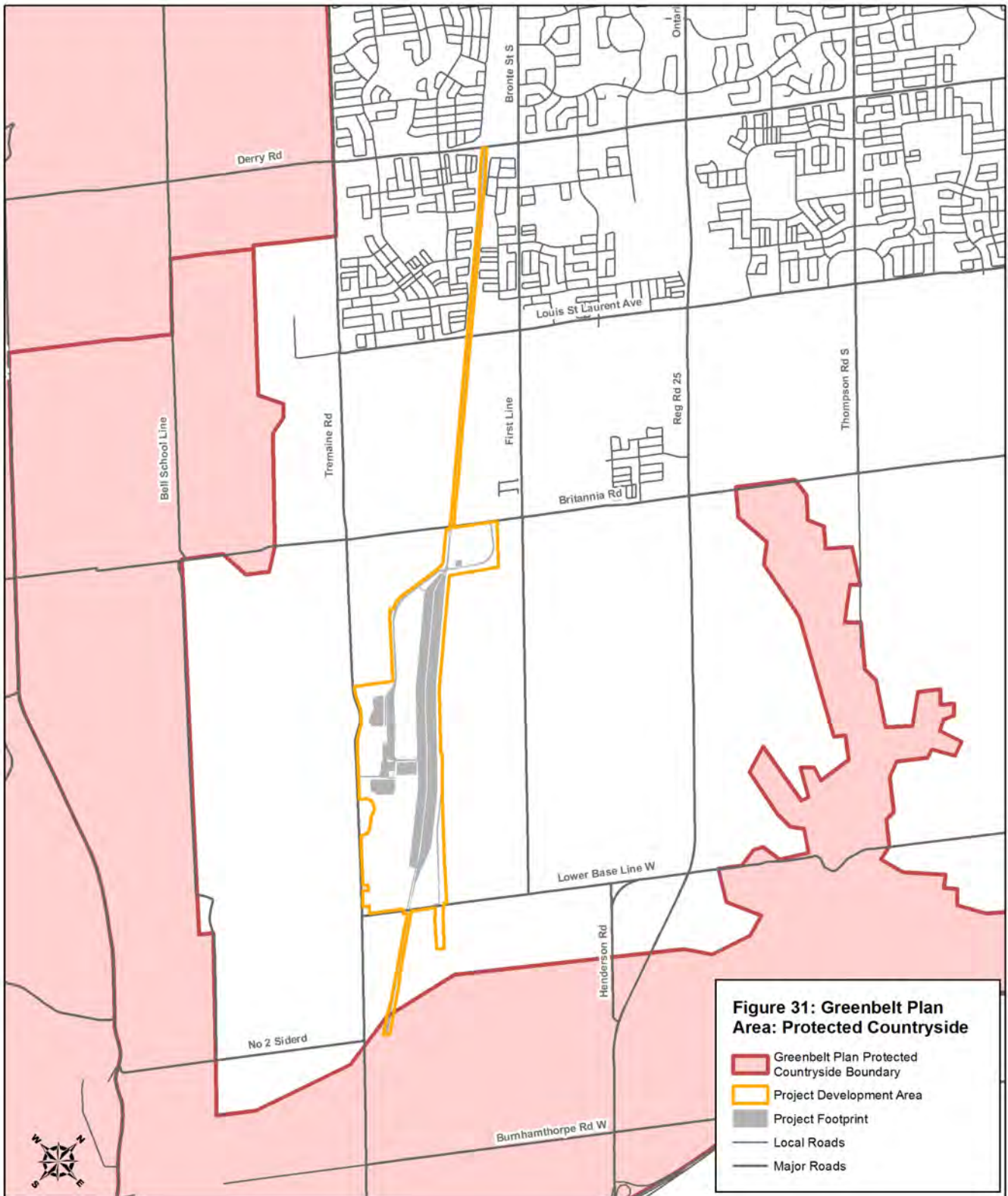
Project location in relation to soil quality and designated Prime Agricultural Areas in the Regional Official Plan.

The highest quality soils are Class 1 soils followed by Class 2 and 3 soils. Class 0 soils are organic, and class 4 soils require special conservation measures.

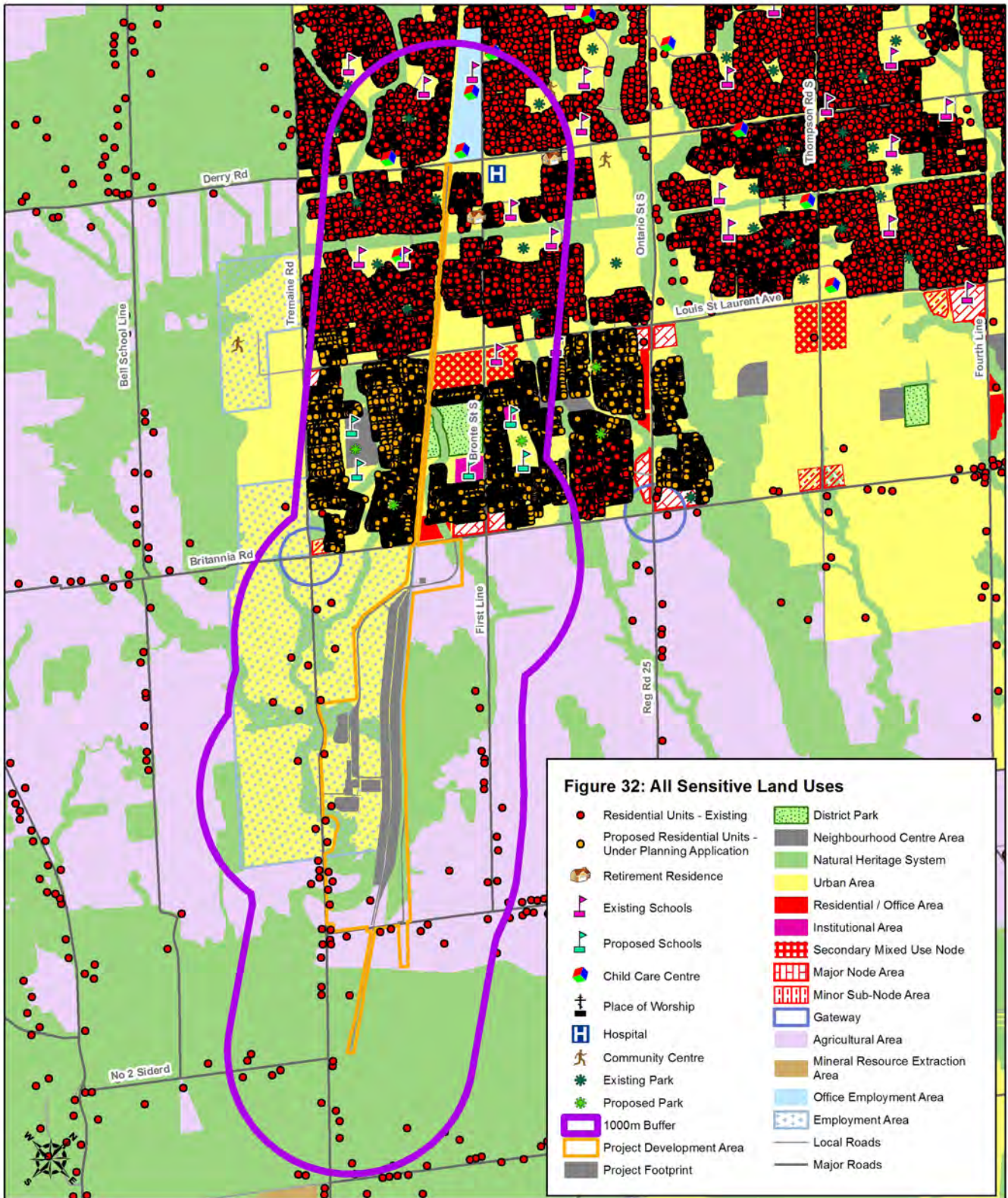


Project location in relation to soil quality at and around the Project site.

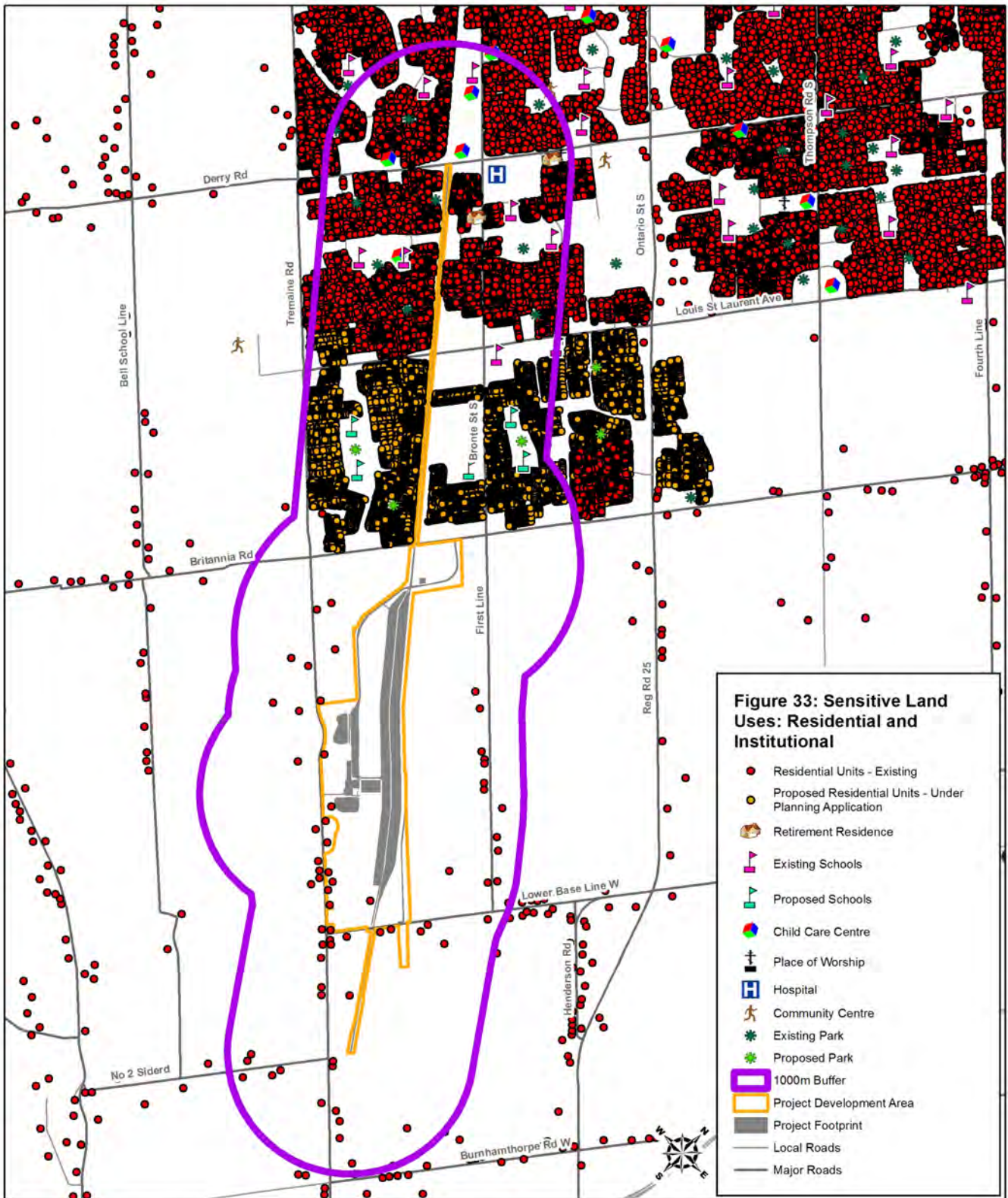
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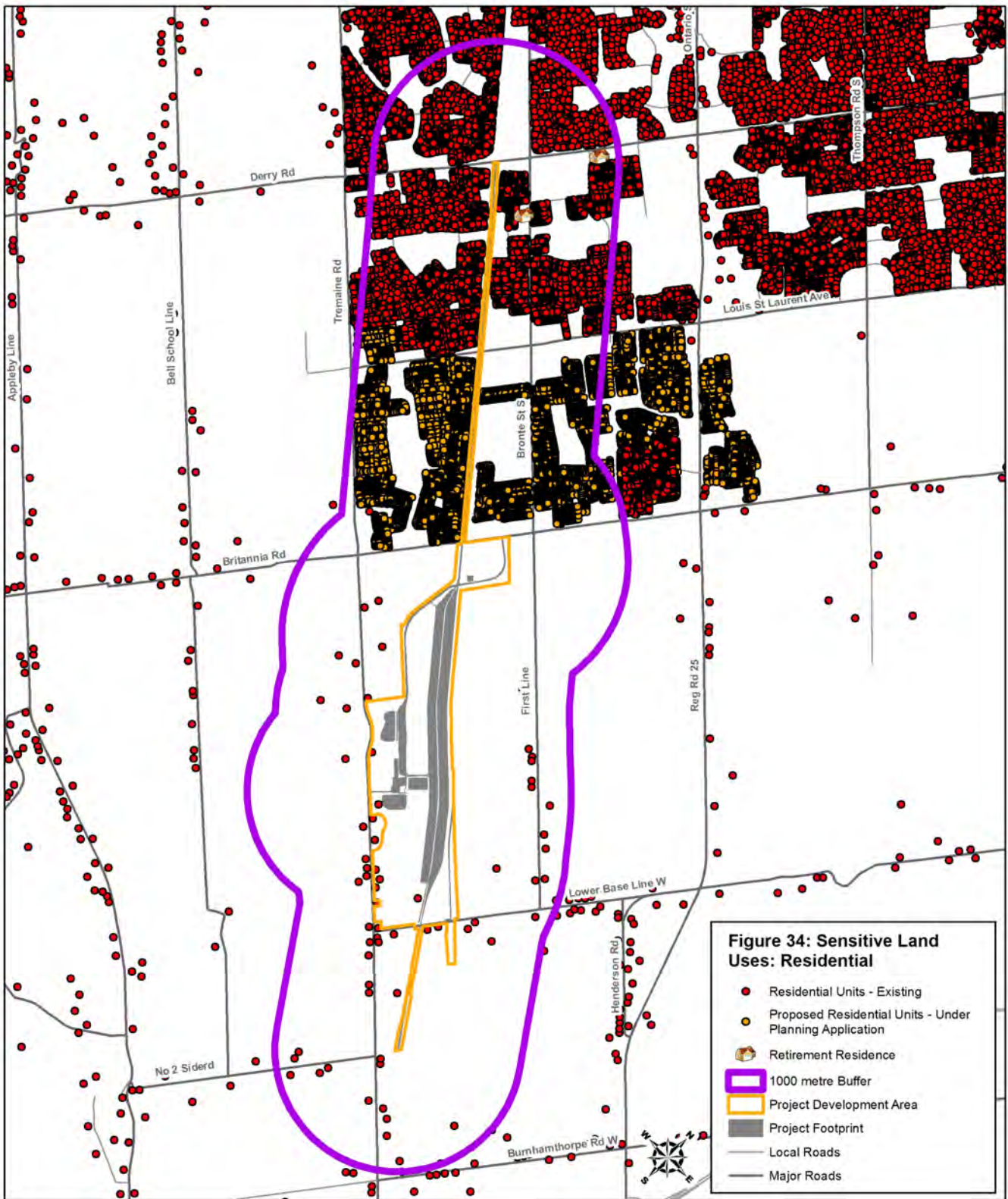
Project location in relation to the lands designated by the Province for permanent protection under the Ontario Greenbelt Plan. The Project Footprint overlaps these protected lands at the south end of the Project.



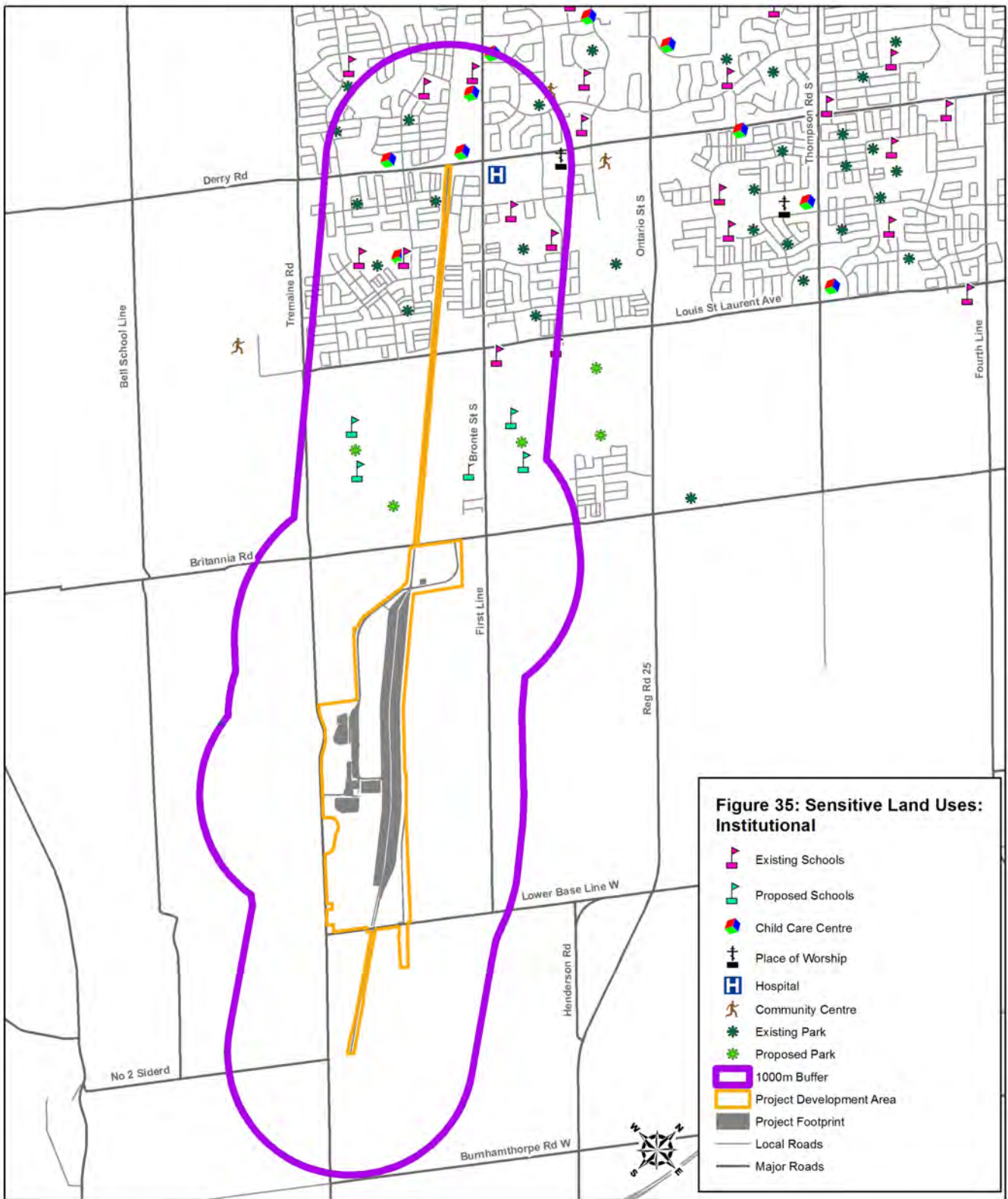
Project location in relation to existing and approved land uses, including receptors located on sensitive land uses (as defined by Provincial standards).



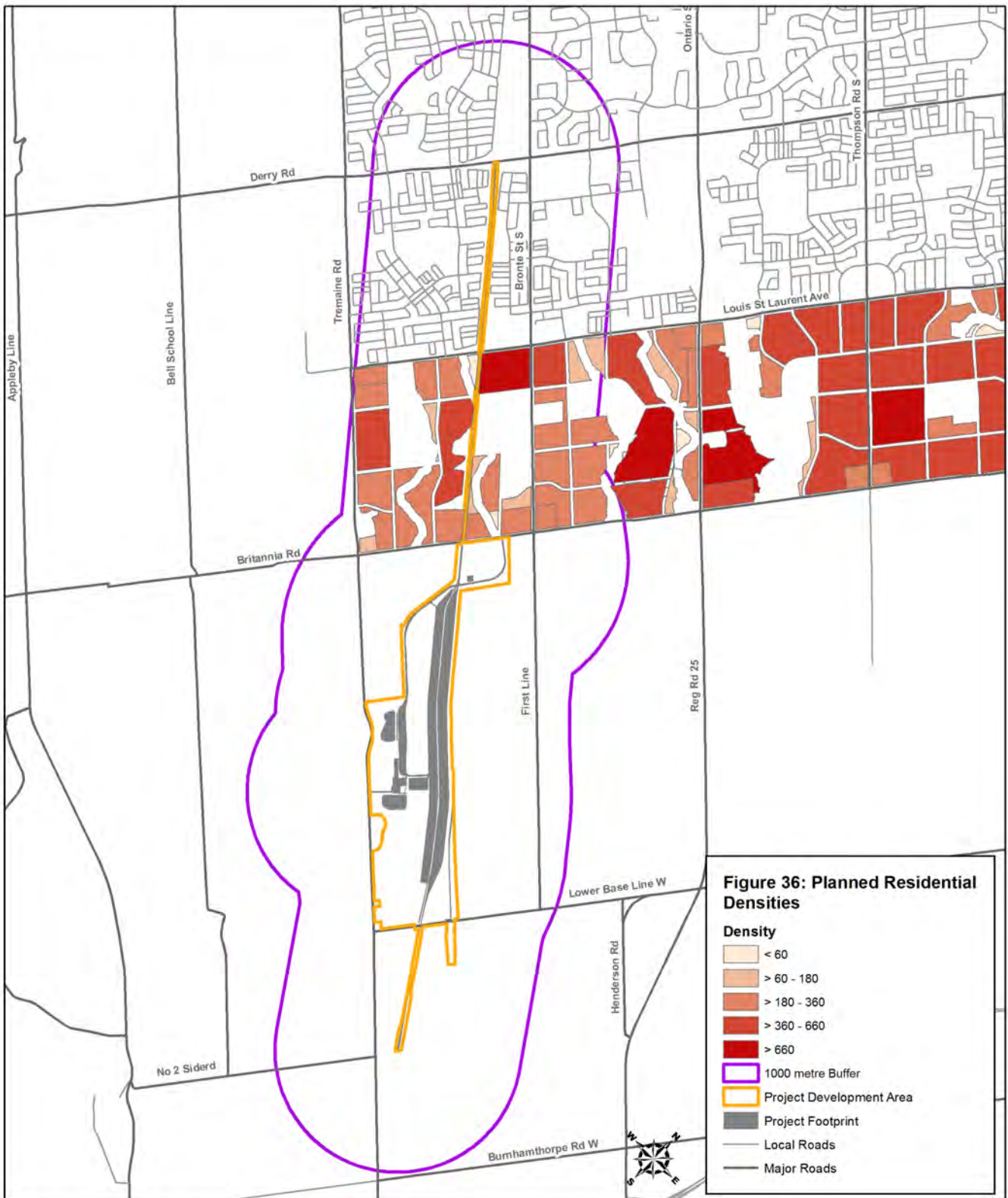
Project location in relation to all existing and approved receptors located on sensitive land uses (as defined by Provincial standards).



Project location in relation to all existing and approved receptors located on residential land uses.

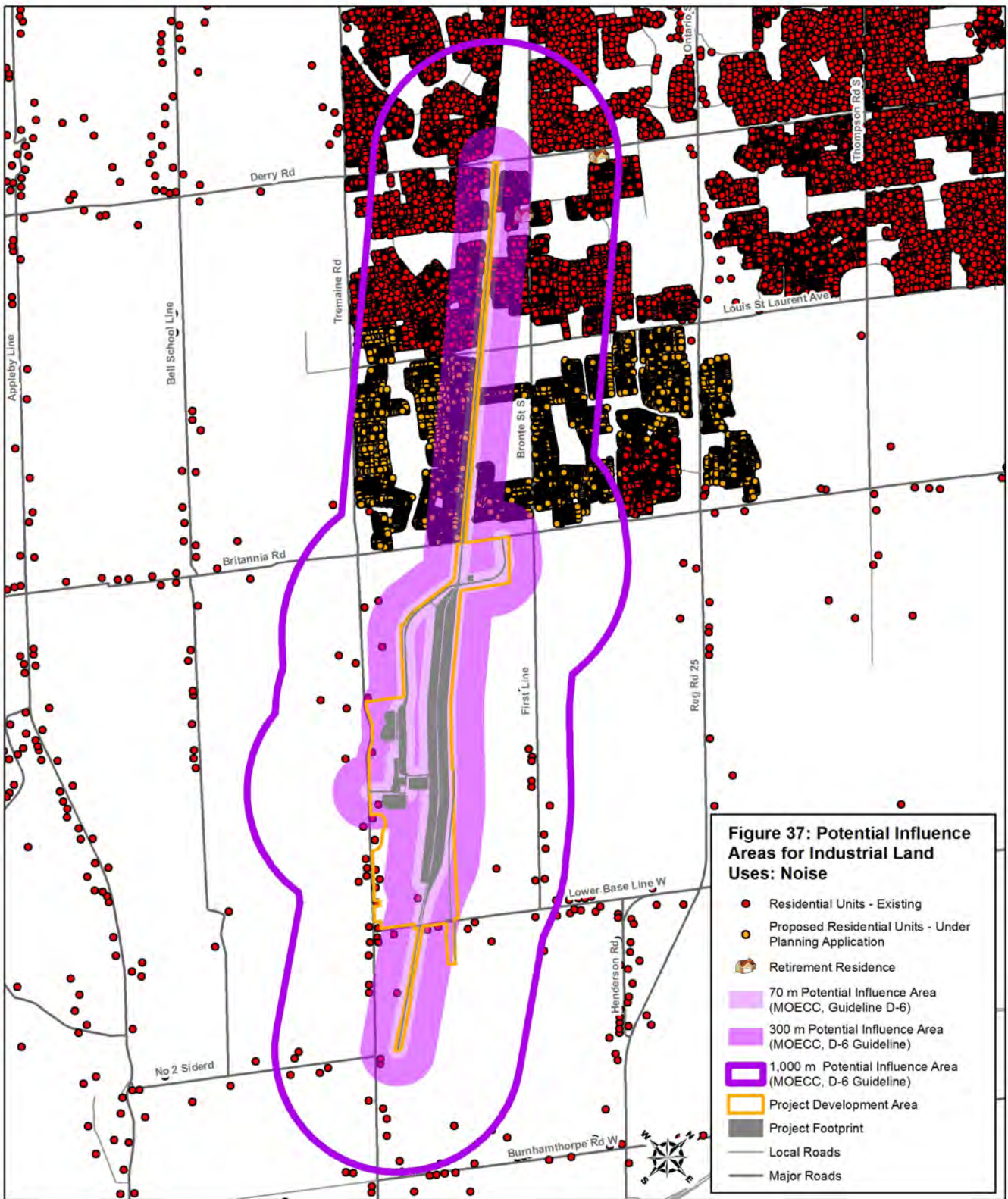


Project location in relation to existing and approved sensitive land uses, other than residential land uses.

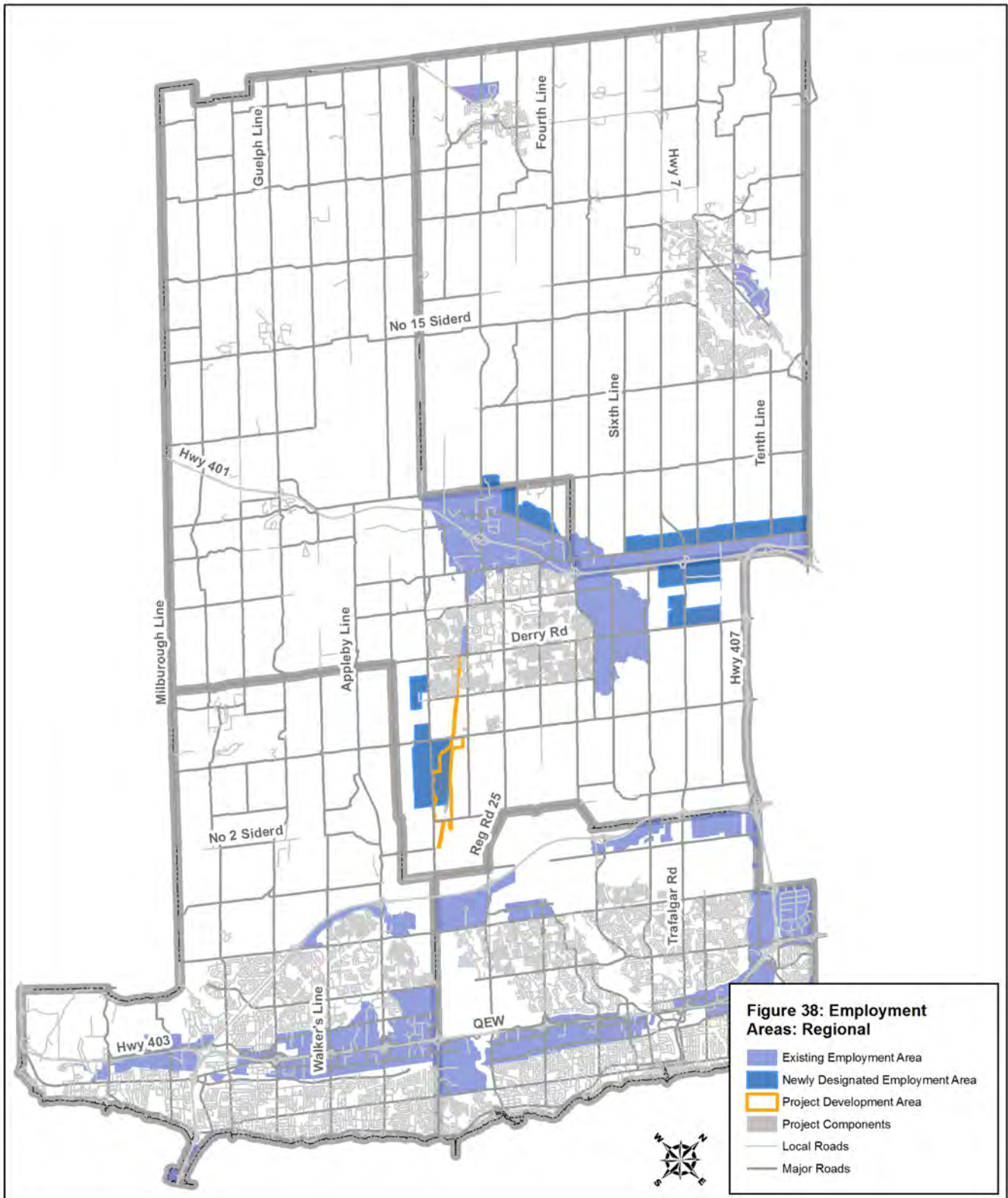


Project location in relation to approved residential land uses, identified by approved residential densities.

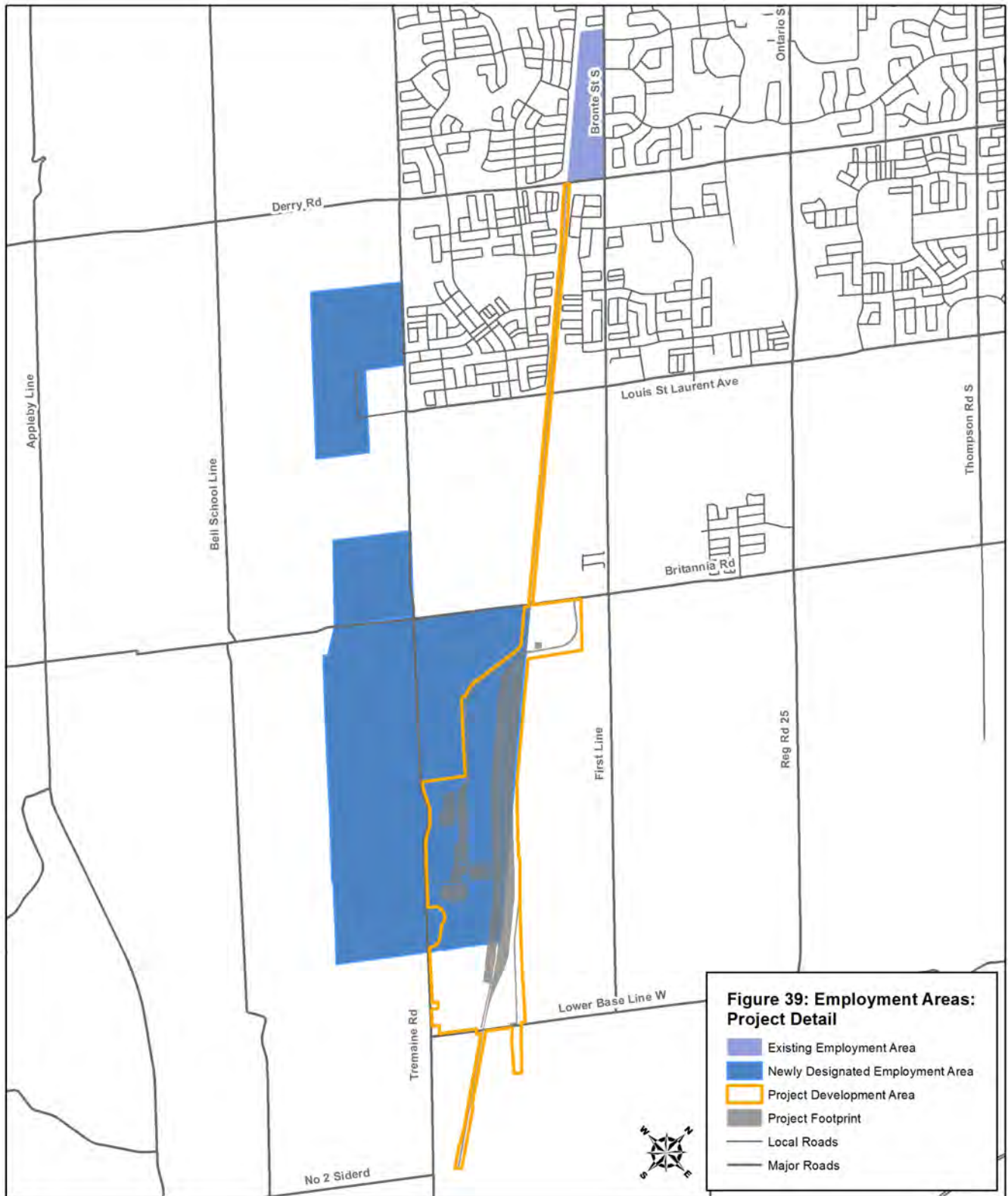
There are a number of high density residential land uses approved within 1,000 m of the Project.



Project location in relation to existing and approved residential land uses, using the Provincial guidance of distinguishing between impact zones of 0 to 70 m, 70 to 300 m, and 300 to 1,000 m.



Project location in relation to designated employment areas in the Halton Region.



Project location in relation to newly designated employment areas in the Town of Milton. The majority of the Project footprint overlaps with these lands.



Project location in relation to future strategic employment areas identified by the Region. This Figure is based upon a portion of ROP Map 1C.



Questions or comments?

Contact:

Regional Municipality of Halton

1151 Bronte Road

Oakville, ON L6M 3L1

311 or 905-825-6000

Toll Free 1-866-442-5866 (1-866-4HALTON)

TTY 905-827-9833

Fax 905-825-9010

Email accesshalton@halton.ca

Mark G. Meneray

Commissioner, Legislative & Planning Services

mark.meneray@halton.ca

Ron Glenn

Director, Planning Services and Chief Planning Official

ron.glenn@halton.ca