

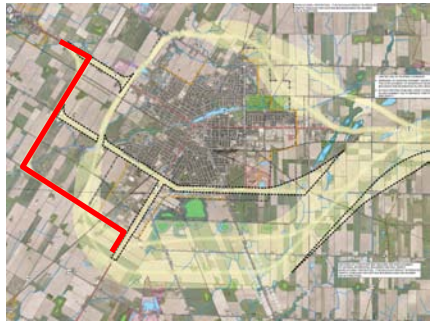





Screening Results – Section 1: Long List of Alternatives from West of Stratford to Highway 7

		CORRIDOR SCREENING				
Corridor Description	Corridor Description	Existing Corridor	North By-Pass Corridor	South By-Pass Corridor 1	South By-Pass Corridor 2	
	Corridor Length	10.4 km	7.3 km	10.0 km	8.9 km	
	Key Map					
Screening Criteria	Natural Environment Factors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlots 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlot 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlot 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlot
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	<ul style="list-style-type: none"> 5 stream crossings at existing crossing locations 	<ul style="list-style-type: none"> 5 stream crossings 	<ul style="list-style-type: none"> 3 stream crossings 	<ul style="list-style-type: none"> 3 stream crossings
	Land Use and Socio-Economic Factors	Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land	<ul style="list-style-type: none"> Least loss of agricultural lands; primarily utilizes existing corridor 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands 	<ul style="list-style-type: none"> Relatively minor loss of agricultural lands; primarily utilizes existing local road corridors 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	<ul style="list-style-type: none"> Majority of corridor within planned development areas but primarily utilizes existing corridor 	<ul style="list-style-type: none"> Moderate portion of corridor within planned development area 	<ul style="list-style-type: none"> No corridor segment within planned development area 	<ul style="list-style-type: none"> Minor portion of corridor within planned development area
		Land Use - Community, Industry: Minimize removal of existing development	<ul style="list-style-type: none"> Majority of corridor within existing development areas; utilizes existing corridor but will require removal of some existing development adjacent to existing corridor 	<ul style="list-style-type: none"> Moderate portion of corridor within existing development areas 	<ul style="list-style-type: none"> Minor portion of corridor within existing development areas 	<ul style="list-style-type: none"> Minor portion of corridor within existing development areas
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	<ul style="list-style-type: none"> Numerous heritage buildings potentially displaced 	<ul style="list-style-type: none"> Several heritage buildings potentially displaced 	<ul style="list-style-type: none"> Several heritage buildings potentially displaced 	<ul style="list-style-type: none"> Several heritage buildings potentially displaced
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	<ul style="list-style-type: none"> Significant loss of amenities in heritage downtown areas (e.g. on-street parking; sidewalks; etc.) 	<ul style="list-style-type: none"> No loss of amenities in heritage downtown areas 	<ul style="list-style-type: none"> No loss of amenities in heritage downtown areas 	<ul style="list-style-type: none"> No loss of amenities in heritage downtown areas
	Transportation Factors	Network Connectivity: Minimize out of way travel	<ul style="list-style-type: none"> Direct corridor, with no out of way travel 	<ul style="list-style-type: none"> Relatively direct corridor, with some out of way travel 	<ul style="list-style-type: none"> Relatively direct corridor, with some out of way travel 	<ul style="list-style-type: none"> Relatively direct corridor, with some out of way travel
Mobility and Accessibility: Proximity of corridor to population centres		<ul style="list-style-type: none"> Corridor situated close to population centres 	<ul style="list-style-type: none"> Corridor situated relatively close to population centres 	<ul style="list-style-type: none"> Corridor situated farther from population centres 	<ul style="list-style-type: none"> Corridor situated relatively close to population centres 	
Screening Results	Recommendation	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	CARRY FORWARD	
	Rationale	<ul style="list-style-type: none"> Higher number of stream crossings Higher potential effects on existing development (i.e. along existing corridor) Numerous heritage buildings potentially displaced Significant loss of amenities in heritage downtown areas 	<ul style="list-style-type: none"> Higher number of stream crossings Moderate potential effects on existing and planned development areas Requires eastern section of north by-pass corridor and associated impacts (see next table) 	<ul style="list-style-type: none"> Fewer stream crossings Fewer potential effects on existing and planned development areas No loss of amenities in heritage downtown areas Maximizes use of existing infrastructure Relatively direct corridor 	<ul style="list-style-type: none"> Fewer stream crossings Fewer potential effects on existing and planned development areas No loss of amenities in heritage downtown areas Relatively direct corridor 	

Screening Results – Section 1: Long List of Alternatives from West of Stratford to Highway 7

		CORRIDOR SCREENING		
Corridor Description	Corridor Description	South By-Pass Corridor 3 (New Alternative)	South By-Pass Corridor 4 (New Alternative)	
	Corridor Length	10.0 km	10.0 km	
	Key Map			
Screening Criteria	Natural Environment Factors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlot 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlot
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	<ul style="list-style-type: none"> 3 stream crossings 	<ul style="list-style-type: none"> 3 stream crossings
	Land Use and Socio-Economic Factors	Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land	<ul style="list-style-type: none"> Relatively minor loss of agricultural lands; primarily utilizes existing local road corridors 	<ul style="list-style-type: none"> Moderate loss of agricultural lands; primarily utilizes existing local road corridors
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	<ul style="list-style-type: none"> Minor portion of corridor within planned development area but primarily utilizes existing corridor 	<ul style="list-style-type: none"> Minor portion of corridor within planned development area but primarily utilizes existing corridor
		Land Use - Community, Industry: Minimize removal of existing development	<ul style="list-style-type: none"> Portion of corridor within existing development areas 	<ul style="list-style-type: none"> Portion of corridor within existing development areas
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	<ul style="list-style-type: none"> Several heritage buildings potentially displaced 	<ul style="list-style-type: none"> Several heritage buildings potentially displaced
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	<ul style="list-style-type: none"> No loss of amenities in heritage downtown areas 	<ul style="list-style-type: none"> No loss of amenities in heritage downtown areas
	Transportation Factors	Network Connectivity: Minimize out of way travel	<ul style="list-style-type: none"> Direct corridor, with limited out of way travel 	<ul style="list-style-type: none"> Direct corridor, with limited out of way travel
Mobility and Accessibility: Proximity of corridor to population centres		<ul style="list-style-type: none"> Corridor situated close to population centres 	<ul style="list-style-type: none"> Corridor situated close to population centres 	
Screening Results	Recommendation	CARRY FORWARD	CARRY FORWARD	
	Rationale	<ul style="list-style-type: none"> Fewer stream crossings Fewer potential effects on existing and planned development areas No loss of amenities in heritage downtown areas Maximizes use of existing infrastructure Direct corridor 	<ul style="list-style-type: none"> Fewer stream crossings Fewer potential effects on existing and planned development areas No loss of amenities in heritage downtown areas Primarily utilizes existing infrastructure Direct corridor 	