








Screening Results – Section 3: Long List of Alternatives from East of Stratford to West of New Hamburg

		CORRIDOR SCREENING			
Corridor Description		Existing Corridor	North By-Pass Corridor	South By-Pass Corridor	
Corridor Description		Existing Corridor	North By-Pass Corridor	South By-Pass Corridor	
Corridor Length		12.3 km	13.0 km	12.5 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 woodlots 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlots
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	<ul style="list-style-type: none"> 7 stream crossings at existing crossing locations 	<ul style="list-style-type: none"> 9 stream crossings, 4 at existing crossing locations 	<ul style="list-style-type: none"> 8 stream crossings, 3 at existing crossing locations
	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"> Portion of corridor within agricultural lands 	<ul style="list-style-type: none"> Portion of corridor within agricultural lands; utilizes lands previously disturbed adjacent to railway corridor
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	<ul style="list-style-type: none"> Portion of corridor within planned development areas but primarily utilizes existing corridor 	<ul style="list-style-type: none"> Portion of corridor within planned development areas 	<ul style="list-style-type: none"> No corridor segment within planned development areas
		Land Use - Community, Industry: Minimize removal of existing development	<ul style="list-style-type: none"> Portion of corridor within existing development area (Shakespeare); utilizes existing corridor but will require removal of some existing development adjacent to existing corridor 	<ul style="list-style-type: none"> Portion of corridor within existing development area (Shakespeare); outside Shakespeare, utilizes existing corridor but will require removal of some existing development adjacent to existing corridor 	<ul style="list-style-type: none"> Primarily utilizes existing corridor but will require removal of some existing development adjacent to existing corridor
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	<ul style="list-style-type: none"> Several heritage buildings potentially impacted, including Fryfogel Inn 	<ul style="list-style-type: none"> Several heritage buildings potentially impacted 	<ul style="list-style-type: none"> Several heritage buildings potentially impacted, including Fryfogel Inn
		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
	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 limited out of way travel 	<ul style="list-style-type: none"> Relatively 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 relatively close to population centres 	<ul style="list-style-type: none"> Corridor situated relatively close to population centres
	Screening Results	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD
Rationale		<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs, core woodlots Fewer stream crossings; utilizes existing crossing locations Least loss of agricultural lands No out of way travel Situated close to population centres 	<ul style="list-style-type: none"> Higher number of stream crossings Moderate loss of agricultural lands Higher potential effects on existing and planned development areas 	<ul style="list-style-type: none"> Fewer stream crossings; utilizes several existing crossing locations Minor loss of agricultural lands; utilizes lands previously disturbed adjacent to railway corridor Lower potential effects on existing development; no effects on planned development Limited out of way travel Situated close to population centres 	

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		CORRIDOR SCREENING				
Corridor Description	Corridor Description	North Corridor	South Corridor 1	South Corridor 2	South Corridor 3	
		Corridor Length	12.3 km	12.3 km	12.5 km	12.7 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 Two corridor segments within core woodlots 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs Five corridor segments within core woodlots 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs, ESAs Five corridor segments within core woodlots
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	<ul style="list-style-type: none"> 6 stream crossings 	<ul style="list-style-type: none"> 6 stream crossings 	<ul style="list-style-type: none"> 12 stream crossings 	<ul style="list-style-type: none"> 14 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"> Majority of corridor within agricultural lands 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands; utilizes lands previously disturbed adjacent to railway corridor 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands 	<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"> No corridor segment within planned development area 	<ul style="list-style-type: none"> No corridor segment within planned development area 	<ul style="list-style-type: none"> No corridor segment within planned development area 	<ul style="list-style-type: none"> No corridor segment within planned development area
		Land Use - Community, Industry: Minimize removal of existing development	<ul style="list-style-type: none"> No corridor segment within existing development area but may displace individual residential buildings and farm buildings 	<ul style="list-style-type: none"> No corridor segment within existing development area but may displace individual residential buildings and farm buildings 	<ul style="list-style-type: none"> No corridor segment within existing development area but may displace individual residential buildings and farm buildings 	<ul style="list-style-type: none"> No corridor segment within existing development area but may displace individual residential buildings and farm buildings
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	<ul style="list-style-type: none"> Minimal impact to heritage buildings 	<ul style="list-style-type: none"> Minimal impact to heritage buildings 	<ul style="list-style-type: none"> Minimal impact to heritage buildings 	<ul style="list-style-type: none"> Minimal impact to heritage buildings
		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 	<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"> Relatively direct corridor, with some out of way travel depending upon destination 	<ul style="list-style-type: none"> Relatively direct corridor, with limited out of way travel 	<ul style="list-style-type: none"> Relatively direct corridor, with some out of way travel depending upon destination 	<ul style="list-style-type: none"> Relatively direct corridor, with some out of way travel depending upon destination
		Mobility and Accessibility: Proximity of corridor to population centres	<ul style="list-style-type: none"> Corridor situated relatively 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 farther from population centres
	Screening Results	Recommendation	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD
Rationale		<ul style="list-style-type: none"> Greater loss of agricultural lands Higher potential effects on existing and planned development areas 	<ul style="list-style-type: none"> Fewer stream crossings Moderate loss of agricultural lands; utilizes lands previously disturbed adjacent to railway corridor Lower potential effects on existing development; no effects on planned development Minimal impact to heritage buildings Limited out of way travel; situated close to population centres 	<ul style="list-style-type: none"> Five corridor segments within core woodlots Higher number of stream crossings Greater loss of agricultural lands Some out of way travel Situated farther from population centres 	<ul style="list-style-type: none"> Five corridor segments within core woodlots Higher number of stream crossings Greater loss of agricultural lands Some out of way travel Situated farther from population centres 	