









Screening Results: – Section 4: Long List of Alternatives from West of New Hamburg to East of New Hamburg

| | | CORRIDOR SCREENING | | | | |
|----------------------|-------------------------------------|---|---|---|--|---|
| Corridor Description | | Existing Corridor | North By-Pass Corridor 1 | North By-Pass Corridor 2 | South By-Pass Corridor 1 | |
| Corridor Description | | Existing Corridor | North By-Pass Corridor 1 | North By-Pass Corridor 2 | South By-Pass Corridor 1 | |
| Corridor Length | | 8.5 km | 8.5 km | 8.0 km | 8.5 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 segment within core woodlots | <ul style="list-style-type: none"> Potential effects on New Hamburg Oxbow PSW No corridor segments within ANSIs, ESAs One corridor segment within core woodlot | <ul style="list-style-type: none"> Potential effects on New Hamburg Oxbow PSW No corridor segments within ANSIs, ESAs One corridor segment within core woodlot | <ul style="list-style-type: none"> Potential effects on New Hamburg Oxbow PSW No corridor segments within ANSIs, ESAs Two corridor segments within core woodlots |
| | | 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"> 7 stream crossings | <ul style="list-style-type: none"> 6 stream crossings | <ul style="list-style-type: none"> 6 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"> Majority of corridor within agricultural lands | <ul style="list-style-type: none"> Portion 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 does utilize existing corridor | <ul style="list-style-type: none"> Portion of corridor within planned development area | <ul style="list-style-type: none"> Portion of corridor 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"> Majority of corridor within existing development areas but does utilize existing corridor; may displace numerous residential buildings and businesses Corridor serves existing business community | <ul style="list-style-type: none"> Portion of corridor within existing development area; may also displace individual residential buildings and farm buildings | <ul style="list-style-type: none"> Portion of corridor within existing development area; may also displace individual residential buildings and farm buildings | <ul style="list-style-type: none"> Portion of corridor segment within existing development area; may also 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"> Several heritage buildings potentially impacted |
| | | 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 short and direct corridor | <ul style="list-style-type: none"> Relatively short and direct corridor, with some out of way travel | <ul style="list-style-type: none"> Relatively short and direct corridor, with some out of way travel | <ul style="list-style-type: none"> Relatively short and 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 relatively close to population centres | <ul style="list-style-type: none"> Corridor situated relatively close population centres |
| | Screening Results | Recommendation | CARRY FORWARD | DO NOT 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 Moderate potential effects on existing and planned development areas; corridor serves existing business community Relatively short and direct corridor Situated close to population centres | <ul style="list-style-type: none"> Potential impacts to wetland complex One corridor segment within core woodlot Moderate number of stream crossings Greater loss of agricultural lands Higher potential effects on existing and planned development areas | <ul style="list-style-type: none"> Potential impacts to wetland complex One corridor segment within core woodlot Moderate number of stream crossings Greater loss of agricultural lands Higher potential effects on existing and planned development areas | <ul style="list-style-type: none"> Potential impacts to wetland complex Two corridor segments within core woodlots Moderate number of stream crossings Moderate loss of agricultural lands Moderate potential effects on existing development areas; minor potential effects on planned development areas Relatively short and direct route Situated relatively close to population centres | |

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| | | CORRIDOR SCREENING | | | | |
|---|-------------------------------------|---|---|---|---|---|
| Corridor Description | | South By-Pass Corridor 2 | South By-Pass Corridor 3 | South By-Pass Corridor 4 | South By-Pass Corridor 5 | |
| Corridor Description | | | | | | |
| Corridor Length | | 10.5 km | 9.0 km | 9.0 km | 10.5 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"> Potential impacts to New Hamburg Oxbow and Haysville PSWs No corridor segments within ANSIs, ESAs One corridor segment within core woodlot | <ul style="list-style-type: none"> Potential impacts to New Hamburg Oxbow PSW No corridor segments within ANSIs, ESAs One corridor segment within core woodlot | <ul style="list-style-type: none"> Potential impacts to New Hamburg Oxbow PSW No corridor segments within ANSIs, ESAs No corridor segments within core woodlots | <ul style="list-style-type: none"> Potential impacts to Haysville PSW No corridor segments within ANSIs, ESAs No corridor segment within core woodlots |
| | | Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings | <ul style="list-style-type: none"> 7 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"> 7 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"> Entire corridor within agricultural lands | <ul style="list-style-type: none"> Majority of corridor within agricultural lands | <ul style="list-style-type: none"> Majority of corridor within agricultural lands | <ul style="list-style-type: none"> Entire 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"> Portion of corridor segment within existing development area; may also displace individual residential buildings and farm buildings | <ul style="list-style-type: none"> Portion of corridor 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"> Several heritage buildings potentially impacted | <ul style="list-style-type: none"> Several heritage buildings potentially impacted | <ul style="list-style-type: none"> Several heritage buildings potentially impacted | <ul style="list-style-type: none"> Several heritage buildings potentially impacted |
| | | 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 long and indirect corridor, with significant out of way travel | <ul style="list-style-type: none"> Relatively long and indirect corridor, with moderate out of way travel | <ul style="list-style-type: none"> Relatively long and indirect corridor, with moderate out of way travel | <ul style="list-style-type: none"> Relatively long and indirect corridor, with significant out of way travel |
| Mobility and Accessibility: Proximity of corridor 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 | <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 | DO NOT CARRY FORWARD | DO NOT CARRY FORWARD | DO NOT CARRY FORWARD | |
| | Rationale | <ul style="list-style-type: none"> Potential impacts to wetland complexes One corridor segment within core woodlot Higher number of stream crossings Greater loss of agricultural lands Relatively long and indirect route Situated farther from population centres | <ul style="list-style-type: none"> Potential impacts to wetland complex One corridor segment within core woodlot Moderate number of stream crossings Greater loss of agricultural lands Relatively long and indirect route Situated farther from population centres | <ul style="list-style-type: none"> Potential impacts to wetland complex No corridor segments within core woodlot Moderate number of stream crossings Greater loss of agricultural lands Relatively long and indirect route Situated farther from population centres | <ul style="list-style-type: none"> Potential impacts to wetland complex No corridor segments within core woodlot Higher number of stream crossings Greater loss of agricultural lands Relatively long and indirect route Situated farther from population centres | |