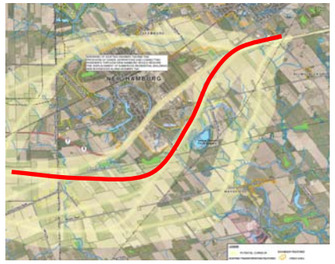
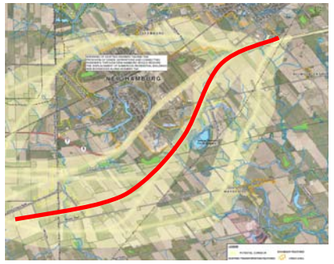
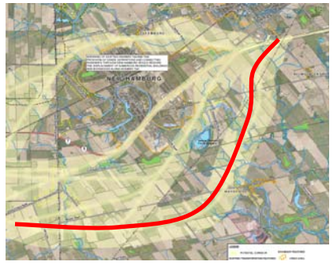
Screening Results: – Section 4: Long List of Alternatives from West of New Hamburg to East of New Hamburg

			CORRIDOR SCREENING			
Corridor Description		**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**	• No corridor segments within PSWs, ANSIs, ESAs • No corridor segment within core woodlots	• Potential effects on New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• Potential effects on New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• 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	• 5 stream crossings at existing crossing locations	• 7 stream crossings	• 6 stream crossings	• 6 stream crossings
	Land Use and Socio-Economic Factors	**Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land**	• Least loss of agricultural lands; primarily utilizes existing corridor	• Majority of corridor within agricultural lands	• Majority of corridor within agricultural lands	• Portion of corridor within agricultural lands
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	• Majority of corridor within planned development areas but does utilize existing corridor	• Portion of corridor within planned development area	• Portion of corridor within planned development area	• No corridor segment within planned development area
		Land Use - Community, Industry: Minimize removal of existing development	• Majority of corridor within existing development areas but does utilize existing corridor; may displace numerous residential buildings and businesses • Corridor serves existing business community	• Portion of corridor within existing development area; may also displace individual residential buildings and farm buildings	• Portion of corridor within existing development area; may also displace individual residential buildings and farm buildings	• 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**	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Minimal impact to heritage buildings	• Several heritage buildings potentially impacted
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas
	Transportation Factors	**Network Connectivity: Minimize out of way travel**	• Relatively short and direct corridor	• Relatively short and direct corridor, with some out of way travel	• Relatively short and direct corridor, with some out of way travel	• Relatively short and direct corridor, with some out of way travel
		Mobility and Accessibility: Proximity of corridor to population centres	• Corridor situated close to population centres	• Corridor situated relatively close to population centres	• Corridor relatively close to population centres	• Corridor situated relatively close population centres
Screening Results		**Recommendation**	**CARRY FORWARD**	**DO NOT CARRY FORWARD**	**DO NOT CARRY FORWARD**	**CARRY FORWARD**
		Rationale	• 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	• 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	• 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	• 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

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

			CORRIDOR SCREENING			
Corridor Description		**Corridor Description**	South By-Pass Corridor 2	South By-Pass Corridor 3	South By-Pass Corridor 4	South By-Pass Corridor 5
		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**	• Potential impacts to New Hamburg Oxbow and Haysville PSWs • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• Potential impacts to New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • One corridor segment within core woodlot	• Potential impacts to New Hamburg Oxbow PSW • No corridor segments within ANSIs, ESAs • No corridor segments within core woodlots	• 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	• 7 stream crossings	• 6 stream crossings	• 6 stream crossings	• 7 stream crossings
	Land Use and Socio-Economic Factors	**Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land**	• Entire corridor within agricultural lands	• Majority of corridor within agricultural lands	• Majority of corridor within agricultural lands	• Entire corridor within agricultural lands
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	• No corridor segment within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area	• No corridor segment within planned development area
		Land Use - Community, Industry: Minimize removal of existing development	• No corridor segment within existing development area but may displace individual residential buildings and farm buildings	• Portion of corridor segment within existing development area; may also displace individual residential buildings and farm buildings	• Portion of corridor within existing development area but may displace individual residential buildings and farm buildings	• 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**	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted	• Several heritage buildings potentially impacted
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas	• No loss of amenities in heritage downtown areas
	Transportation Factors	**Network Connectivity: Minimize out of way travel**	• Relatively long and indirect corridor, with significant out of way travel	• Relatively long and indirect corridor, with moderate out of way travel	• Relatively long and indirect corridor, with moderate out of way travel	• Relatively long and indirect corridor, with significant out of way travel
		Mobility and Accessibility: Proximity of corridor to population centres	• Corridor situated farther from population centres	• Corridor situated father from population centres	• Corridor situated farther from population centres	• 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	• 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	• 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	• 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	• 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