



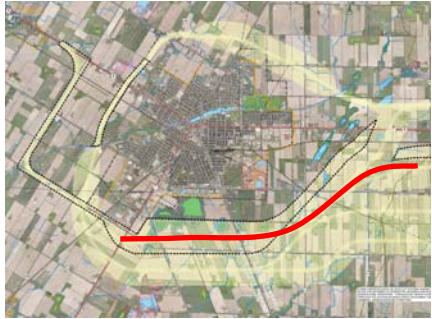

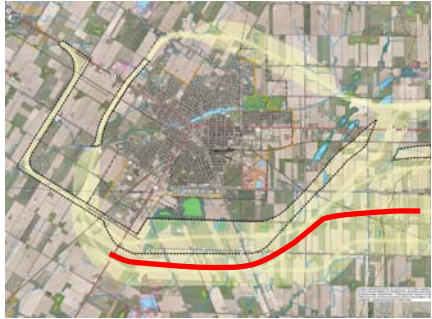



Screening Results – Section 2: Long List of Alternatives from Highway 7 to East of Stratford

		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	7.2 km	6.2 km	6.7 km	10.1 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"> Two corridor segments within PSWs, ANSIs (Little Lakes) No corridor segments within ESAs No corridor segments within core woodlots 	<ul style="list-style-type: none"> Two corridor segments within PSWs, ANSIs (Little Lakes) No corridor segments within ESAs No corridor segments within core woodlots 	<ul style="list-style-type: none"> Two corridor segments within PSWs, ANSIs (Little Lakes) No corridor segments within ESAs No corridor segments within core woodlots 	<ul style="list-style-type: none"> One corridor segment within ESA (Stratford Wetland Complex) No corridor segments within PSWs, ANSIs No corridor segments within core woodlots
		Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	<ul style="list-style-type: none"> 3 stream crossings at existing crossing locations 	<ul style="list-style-type: none"> 5 stream crossings 	<ul style="list-style-type: none"> 5 stream crossings, 3 at existing crossing locations 	<ul style="list-style-type: none"> 4 stream crossings, 1 at existing crossing location
	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; greater loss of Class 1 agricultural lands 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands; moderate loss of Class 1 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"> No corridor segments within planned development areas 	<ul style="list-style-type: none"> Moderate portion of corridor within planned development areas 	<ul style="list-style-type: none"> No corridor segments within planned development areas; buffer between urban area and corridor
		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"> Minor portion of corridor within existing development areas 	<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
	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"> 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"> 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 farther from 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	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	
	Rationale	<ul style="list-style-type: none"> Two corridor segments within PSWs, ANSIs 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"> Two corridor segments within PSWs, ANSIs Higher number of stream crossings Greater loss of Class 1 agricultural lands Situated farther from population centres 	<ul style="list-style-type: none"> Two corridor segments within PSWs, ANSIs Higher number of stream crossings Greater loss of Class 1 agricultural lands Moderate potential effects on existing and planned development areas Situated farther from population centres 	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs; one corridor segment within ESA Fewer stream crossings Fewer potential effects on existing and planned development areas; buffer between urban area and corridor Minimal impact to heritage buildings No loss of amenities in heritage downtown areas Situated relatively close to population centres 	

Screening Results – Section 2: Long List of Alternatives from Highway 7 to East of Stratford

		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	10.0 km	11.6 km	10.8 km	10.7 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"> One corridor segment within ESA (Stratford Wetland Complex) No corridor segments within PSWs, ANSIs No corridor segments within 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"> 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"> 4 stream crossings 	<ul style="list-style-type: none"> 6 stream crossings 	<ul style="list-style-type: none"> 5 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"> Majority of corridor within agricultural lands; moderate loss of Class 1 agricultural lands 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands 	<ul style="list-style-type: none"> Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	<ul style="list-style-type: none"> No corridor segments within planned development areas; buffer between urban area and corridor 	<ul style="list-style-type: none"> No corridor segments within planned development areas 	<ul style="list-style-type: none"> No corridor segments within planned development areas 	<ul style="list-style-type: none"> No corridor segments within planned development areas
		Land Use - Community, Industry: Minimize removal of existing development	<ul style="list-style-type: none"> Minor portion of corridor within existing development areas 	<ul style="list-style-type: none"> Moderate portion of corridor within existing development areas 	<ul style="list-style-type: none"> Moderate portion of corridor within existing development areas 	<ul style="list-style-type: none"> Moderate portion of corridor within existing development areas
	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 	<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 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 	<ul style="list-style-type: none"> Corridor situated farther from population centres 	
Screening Results	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	
	Rationale	<ul style="list-style-type: none"> No corridor segments within PSWs, ANSIs; one corridor segment within ESA Fewer stream crossings Fewer potential effects on existing and planned development areas; buffer between urban area and corridor Minimal impact to heritage buildings No loss of amenities in heritage downtown areas Situated relatively close to population centres 	<ul style="list-style-type: none"> Higher number of stream crossings Greater loss of Class 1 agricultural lands Moderate potential effects on existing development areas Situated farther from population centres 	<ul style="list-style-type: none"> Higher number of stream crossings Greater loss of Class 1 agricultural lands Moderate potential effects on existing development areas Situated farther from population centres 	<ul style="list-style-type: none"> Higher number of stream crossings Greater loss of Class 1 agricultural lands Moderate potential effects on existing development areas Situated farther from population centres 	