


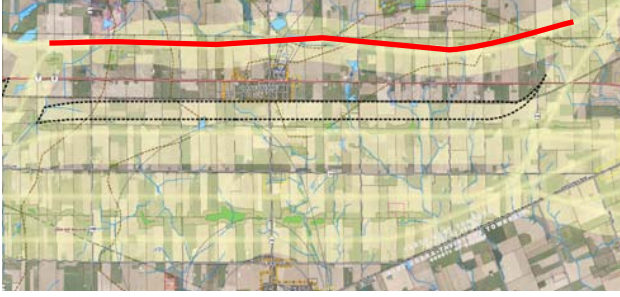

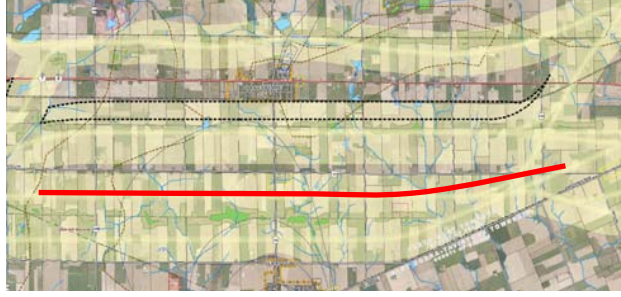
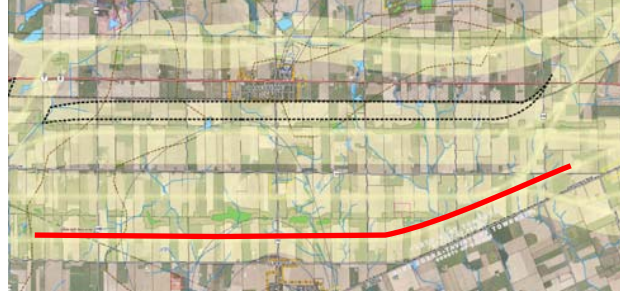


**Screening Results – Section 3: Long List of Alternatives from East of Stratford to West of New Hamburg**

		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	<b>Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots</b> <ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul>
		<b>Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings</b> <ul style="list-style-type: none"> <li>7 stream crossings at existing crossing locations</li> </ul>	<ul style="list-style-type: none"> <li>9 stream crossings, 4 at existing crossing locations</li> </ul>	<ul style="list-style-type: none"> <li>8 stream crossings, 3 at existing crossing locations</li> </ul>
	Land Use and Socio-Economic Factors	<b>Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land</b> <ul style="list-style-type: none"> <li>Least loss of agricultural lands; primarily utilizes existing corridor</li> </ul>	<ul style="list-style-type: none"> <li>Portion of corridor within agricultural lands</li> </ul>	<ul style="list-style-type: none"> <li>Portion of corridor within agricultural lands; utilizes lands previously disturbed adjacent to railway corridor</li> </ul>
		<b>Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands</b> <ul style="list-style-type: none"> <li>Portion of corridor within planned development areas but primarily utilizes existing corridor</li> </ul>	<ul style="list-style-type: none"> <li>Portion of corridor within planned development areas</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segment within planned development areas</li> </ul>
		<b>Land Use - Community, Industry: Minimize removal of existing development</b> <ul style="list-style-type: none"> <li>Portion of corridor within existing development area (Shakespeare); utilizes existing corridor but will require removal of some existing development adjacent to existing corridor</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Primarily utilizes existing corridor but will require removal of some existing development adjacent to existing corridor</li> </ul>
	Cultural Environment Factors	<b>Built Heritage: Minimize loss of heritage buildings</b> <ul style="list-style-type: none"> <li>Several heritage buildings potentially impacted, including Fryfogel Inn</li> </ul>	<ul style="list-style-type: none"> <li>Several heritage buildings potentially impacted</li> </ul>	<ul style="list-style-type: none"> <li>Several heritage buildings potentially impacted, including Fryfogel Inn</li> </ul>
		<b>Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas</b> <ul style="list-style-type: none"> <li>Significant loss of amenities in heritage downtown areas (e.g. on-street parking; sidewalks; etc.)</li> </ul>	<ul style="list-style-type: none"> <li>No loss of amenities in heritage downtown areas</li> </ul>	<ul style="list-style-type: none"> <li>No loss of amenities in heritage downtown areas</li> </ul>
	Transportation Factors	<b>Network Connectivity: Minimize out of way travel</b> <ul style="list-style-type: none"> <li>Direct corridor, with no out of way travel</li> </ul>	<ul style="list-style-type: none"> <li>Relatively direct corridor, with limited out of way travel</li> </ul>	<ul style="list-style-type: none"> <li>Relatively direct corridor, with limited out of way travel</li> </ul>
		<b>Mobility and Accessibility: Proximity of corridor to population centres</b> <ul style="list-style-type: none"> <li>Corridor situated close to population centres</li> </ul>	<ul style="list-style-type: none"> <li>Corridor situated relatively close to population centres</li> </ul>	<ul style="list-style-type: none"> <li>Corridor situated relatively close to population centres</li> </ul>
	Screening Results	Recommendation	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>
Rationale		<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs, core woodlots</li> <li>Fewer stream crossings; utilizes existing crossing locations</li> <li>Least loss of agricultural lands</li> <li>No out of way travel</li> <li>Situated close to population centres</li> </ul>	<ul style="list-style-type: none"> <li>Higher number of stream crossings</li> <li>Moderate loss of agricultural lands</li> <li>Higher potential effects on existing and planned development areas</li> </ul>	<ul style="list-style-type: none"> <li>Fewer stream crossings; utilizes several existing crossing locations</li> <li>Minor loss of agricultural lands; utilizes lands previously disturbed adjacent to railway corridor</li> <li>Lower potential effects on existing development; no effects on planned development</li> <li>Limited out of way travel</li> <li>Situated close to population centres</li> </ul>

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

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