

## Welcome to Public Information Centre (PIC) #2B

### Highway 7&8 Transportation Corridor Planning and Class Environmental Assessment Study

Shakespeare and District  
Optimist Hall  
3976 Galt Street, Shakespeare  
November 26, 2008  
4:00pm to 9:00pm

New Hamburg Community Centre  
251 Jacob Street, New Hamburg  
November 27, 2008  
4:00pm to 8:00pm

Festival Inn  
Shakespeare Room  
1144 Ontario Street, Stratford  
December 9, 2008  
4:00pm to 8:00pm

# Welcome!



- Please sign in.
  - Please indicate if you would like your name to be added to the study mailing list to receive updates and information regarding the study and invitations to future public involvement events in your area.
- Comment sheets are available to record your comments and suggestions.
- Materials available tonight:
  - PIC reference materials – study reports / plans, background materials, etc.
  - Handouts – newsletter and overview of study process

This is the third in a series of PICs to be held at key stages of the Class Environmental Assessment (EA) Study. The PICs provide the first opportunity to review and comment on this material.

# Purpose of PIC #2B



- Provide Update on Highway 7&8 Transportation Corridor Planning Study
- Provide Update on Study Process and Schedule
- Present and obtain information and input on the following key elements:
  - Revised Long List of Corridor Alternatives
  - Screening process and criteria used to generate Short List of Corridor Alternatives
  - Short List of Corridor Alternatives
  - Process and criteria for the assessment and evaluation of corridor alternatives and selection of the preferred corridor
  - Approach to upcoming work
- The above noted material is draft and subject to change as a result of information and comments provided by stakeholders. Following the review period, all comments received will be considered in finalizing the draft material.

# Study Purpose / Objectives



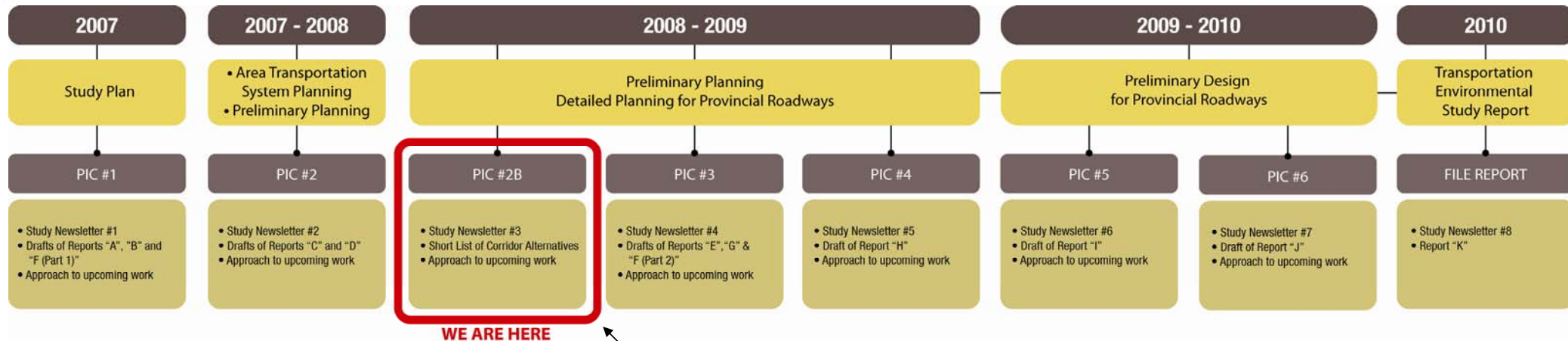
## Purpose of Study:

- Develop a plan that addresses:
  - Capacity, operation and safety needs for the 2-lane and 4-lane sections of Highway 7&8 between Stratford and New Hamburg and through the urban centres of Stratford, Shakespeare and New Hamburg for the movement of people and goods; and
  - Linkage needs within the analysis area to transportation connections serving other regions in the Province.
- Prepare a preliminary design for the provincial roadway components of the recommended plan

## Study Objectives:

- To identify and assess the factors that are driving 'Area Transportation System' needs
- To consider those needs in the development 'Area Transportation System' strategies to address long-term multi-year needs for the movement of people and goods
- To undertake the planning and design of the provincial roadway components (provincial highways and provincial transitways) of those strategies
- To conduct the planning and design of provincial roadways with an inherent approach of avoiding or minimizing overall environmental impacts
- To identify highway access management measures for growth management and highway protection

# Overview of Study Process



**WE ARE HERE**

Additional PIC added (PIC #2B); Submission date for comments is February 6, 2009

## Minimum Review Periods for Study Reports

### 60-day Review Period for Milestone Reports

- Report A: Study Plan for Technical Work, Outreach and Consultation
- Report D: Area Transportation System Alternatives
- Report E: Transportation Corridor Needs Assessment
- Report H: Selection of Detailed Planning Alternatives for Provincial Roadway
- Report J: Selection of Preliminary/Concept Design Alternatives for Provincial Roadway
- Report K: Transportation Environmental Study Report

### 30-day Review Period for Working Papers

- Report B: Overview of Transportation, Land Use and Economic Conditions within Analysis Area
- Report C: Area Transportation System Problems and Opportunities
- Report F: Environmental Conditions and Constraints
- Report G: Generation of Detailed Planning Alternatives for Provincial Roadway
- Report I: Generation of Provincial Roadway Preliminary Design Alternatives

# Transportation Problems



### For 2-lane Section:

- Inadequate capacity to meet current and projected travel demands (to 2031)
- No comprehensive highway access management plan; results in operational and safety problems

### In Stratford:

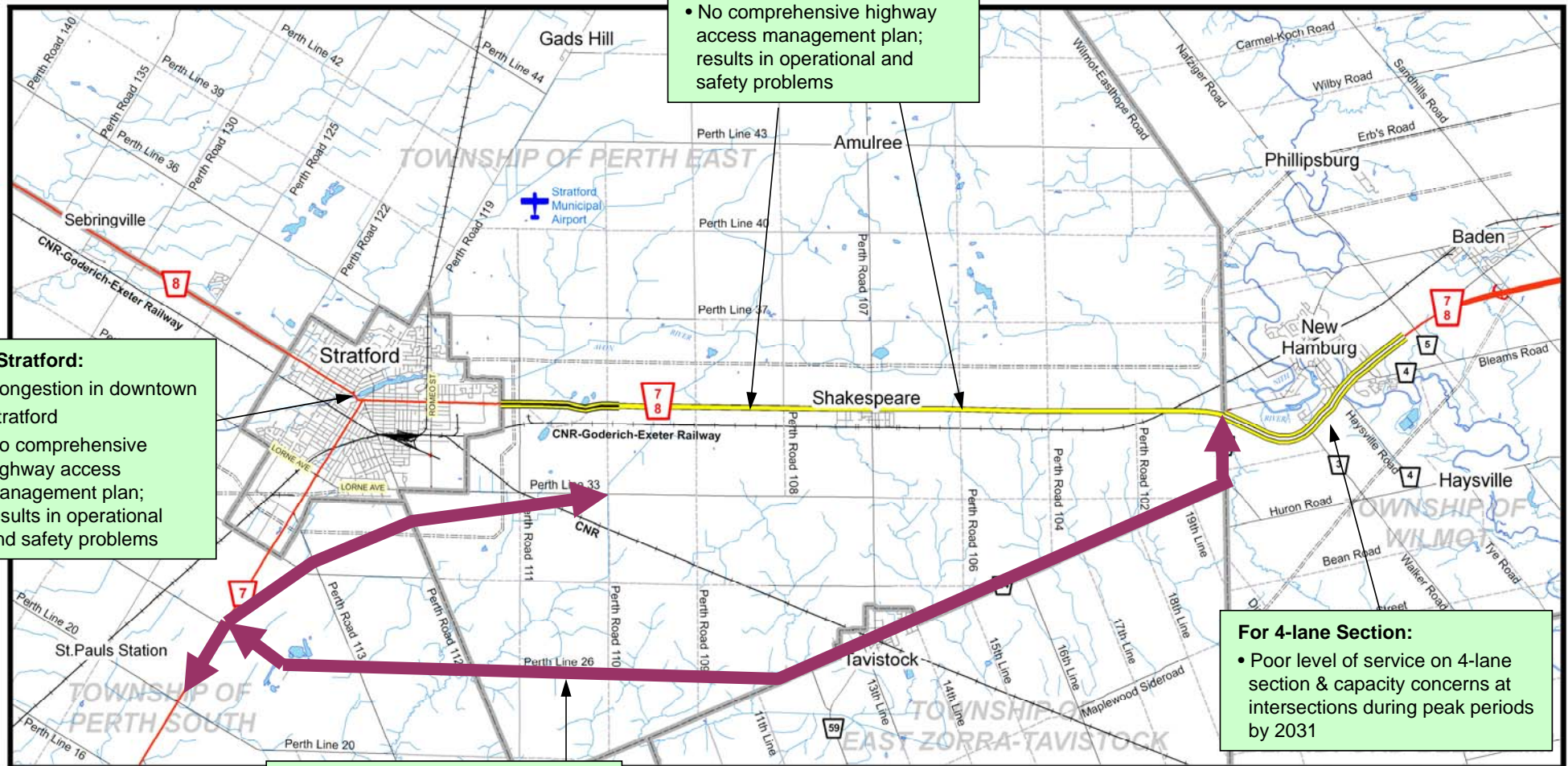
- Congestion in downtown Stratford
- No comprehensive highway access management plan; results in operational and safety problems

Diversion of through traffic to local road network; routes generally not designed to accommodate high traffic volumes; results in operational and safety problems on local roads

### For 4-lane Section:

- Poor level of service on 4-lane section & capacity concerns at intersections during peak periods by 2031

- Connection of Analysis Area to transportation corridors serving other regions in province is inadequate for long-term transportation & economic development needs
- Limited inter-city transit service
- Limited route choice for truck trips



# Transportation Opportunities

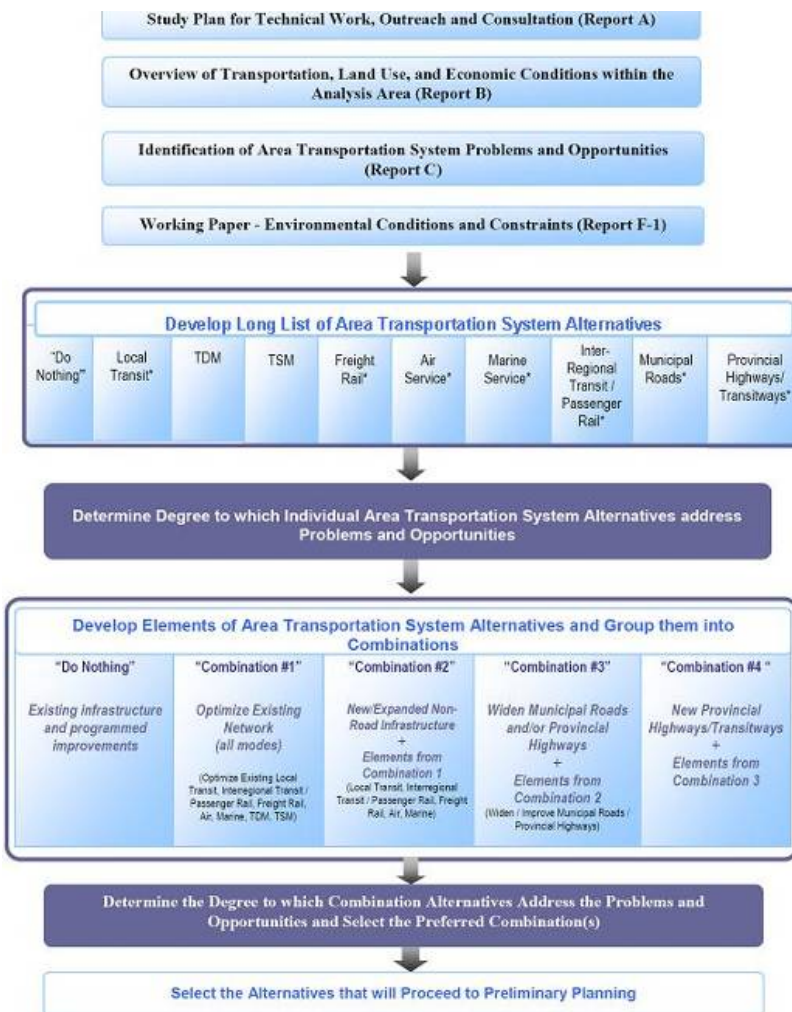


1. Policies and objectives of the Provincial Growth Plan promote opportunities to:
  - Provide for “transit-first” initiatives that support the provision of transit service between urban growth centres; and
  - Recognize the importance of balanced investment in the road and highway system, to better serve goods movement and the needs of the travelling public.
2. Area transportation system planning and local land use planning in the analysis area need to be co-ordinated, in order to ensure new/intensified development associated with forecasted population and employment growth in the Analysis Area does not negatively affect or even preclude alternatives to address transportation problems and opportunities.
3. The local transportation network is an integral part of the overall transportation network within the Analysis Area. The planned road programs of the area municipalities as identified in the Official Plans and Transportation Master Plans aim to preserve, improve and maximize use of the existing infrastructure.
4. Implementation of alternative mobility strategies will assist in managing growth and congestion, provide a framework for increased transit use, provide opportunities to consider car pool, HOV and other transportation options, and optimize the current system through continued and necessary infrastructure investment.
5. The provision of regular transit service between communities would provide an alternative to the auto in the Highway 7&8 corridor which could reduce auto demands in the corridor.
6. Opportunities for use of the rail corridor to improve passenger travel connections between the Analysis Area and urban centres to the east could reduce auto demands in the corridor.
7. A new transportation corridor has the potential to avoid overloading existing urban arterials and parallel rural roadways.
8. A new transportation corridor linking Greater Stratford and the New Hamburg area would improve reliability and redundancy in the area transportation system.

# Area Transportation System Alternatives



## Process Overview for the Development, Assessment and Evaluation of Area Transportation System Alternatives



Area Transportation System Planning

### Individual Alternatives

- Individual alternatives do not address the identified problems and opportunities.
- Transportation Demand Management (TDM), Transit, Municipal Road and Provincial Highway/ Transitway alternatives carried forward as supporting elements of Combination Transportation System Alternatives.

### Combination Alternatives

- Combination 3 (TDM/Transit plus widen Hwy 7&8) and Combination 4 (TDM/Transit plus local by-passes or new highway corridor) carried forward for further review.



# Preliminary Planning Alternatives



- Stakeholder input received on information presented at PIC #2 has:
  - Resulted in revisions to the Long List of Corridor Alternatives (new and/or expanded/revised alternatives)
  - Facilitated the development of a Short List of Corridor Alternatives
- The next series of display boards presents preliminary planning alternatives for the following:
  - Revised Long List of Corridor Alternatives
    - Existing Corridor Alternative, By-Pass Corridor Alternatives and New Corridor Alternatives
  - Screening Process, Criteria and Results
  - Short List of Corridor Alternatives
  - Detailed Planning Alternatives (at a conceptual level) for existing corridor alternatives through the built-up areas of Shakespeare and New Hamburg

# Existing Corridor Alternative

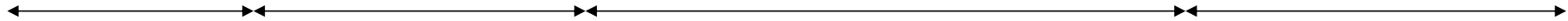


Section 1: West of Stratford to Highway 7

Section 2: Highway 7 to East of Stratford

Section 3: East of Stratford to West of New Hamburg

Section 4: West of New Hamburg to East of New Hamburg



# By-Pass Corridor Alternatives

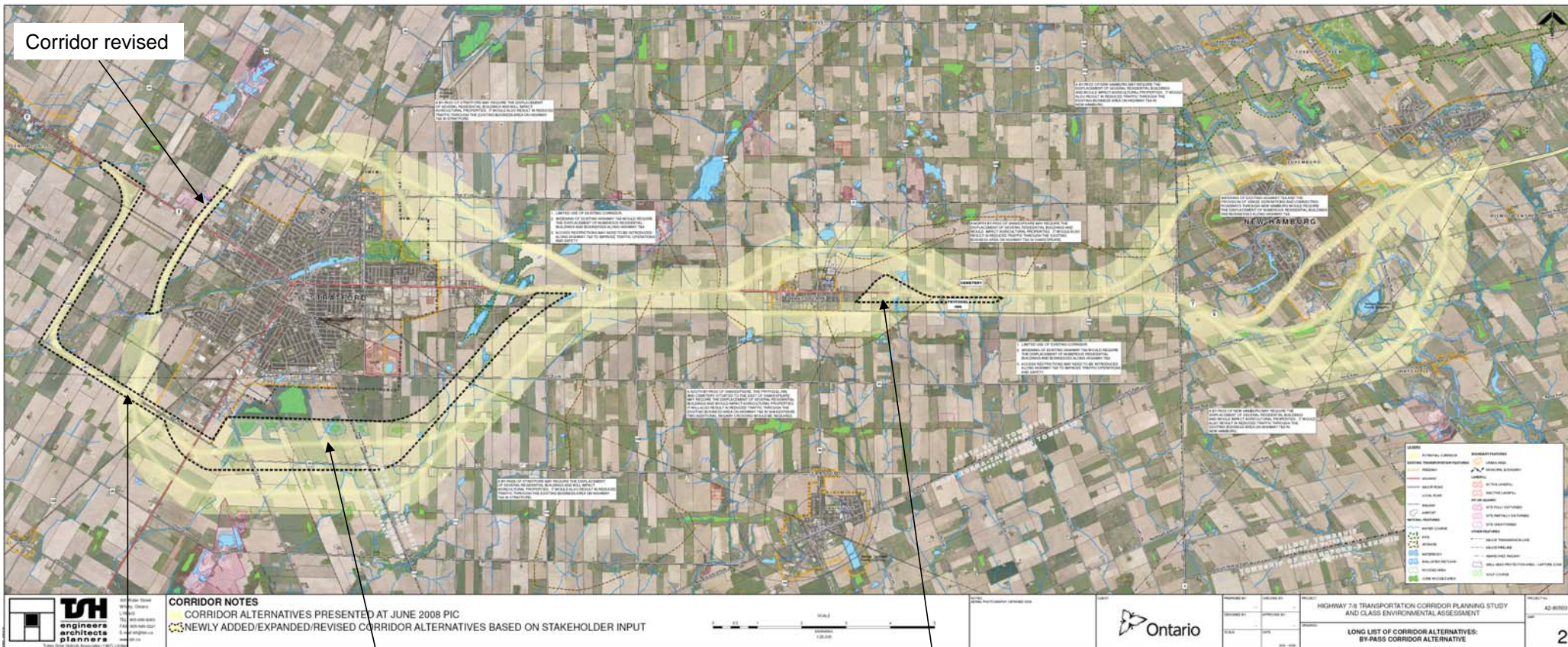


Section 1: West of  
Stratford to Highway 7

Section 2: Highway 7  
to East of Stratford

Section 3: East of Stratford to  
West of New Hamburg

Section 4: West of New Hamburg  
to East of New Hamburg



Existing local road segments added

New corridor alternative added

New corridor segment added

# New Corridor Alternatives

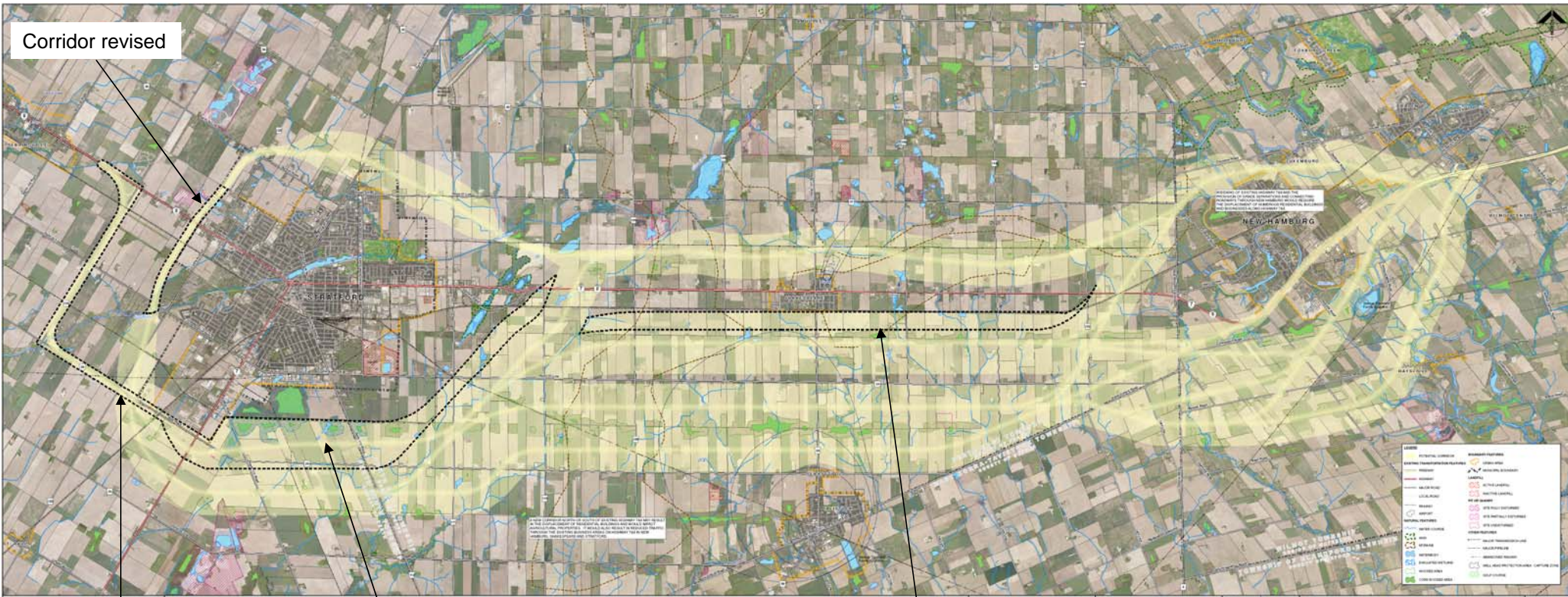


Section 1: West of Stratford to Highway 7

Section 2: Highway 7 to East of Stratford

Section 3: East of Stratford to West of New Hamburg

Section 4: West of New Hamburg to East of New Hamburg



Corridor revised

<p><b>TSH</b> engineers architects planners</p>	<p><b>CORRIDOR NOTES</b> CORRIDOR ALTERNATIVES PRESENTED AT JUNE 2008 PIC NEWLY ADDED/EXPANDED/REVISED CORRIDOR ALTERNATIVES BASED ON STAKEHOLDER INPUT</p>	<p>SCALE 1:50,000</p>	<p>ONTARIO HIGHWAY 7/8 TRANSPORTATION CORRIDOR PLANNING STUDY AND CLASS ENVIRONMENTAL ASSESSMENT LONG LIST OF CORRIDOR ALTERNATIVES: NEW CORRIDOR ALTERNATIVES</p>	<p>42-80903 3</p>
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Existing local road segments added

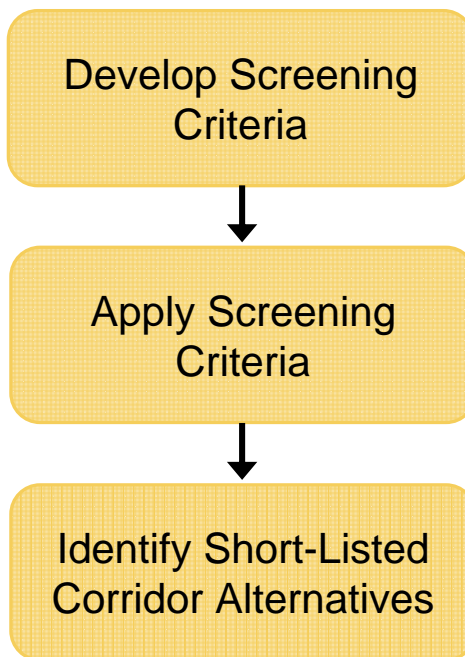
New corridor alternative added

Corridor expanded to include lands on south side of existing railway corridor

# Screening Process and Criteria



## Screening Process



## Objective of Screening Process

- To screen out (remove) corridor alternatives from further consideration which are significantly less desirable than other available alternatives

## Screening Criteria

- **Natural Environmental Factors**
  - Terrestrial Ecosystems: Minimize loss of Provincially Significant Wetlands (PSWs), Areas of Natural and Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs) and core woodlots
  - Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings
- **Land Use and Socio-Economic Factors**
  - Land Use – Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land
  - Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands
  - Land Use – Community, Industry: Minimize removal of existing development
- **Cultural Environmental Factors**
  - Built Heritage: Minimize loss of heritage buildings
  - Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas
- **Transportation Factors**
  - Network Connectivity: Minimize out of way travel
  - Mobility & Accessibility: Proximity of corridor to population centres

# Screening Results



## Section 1: Long List of Alternatives from West of Stratford to Highway 7

		CORRIDOR SCREENING				
Corridor Description		Existing Corridor	North By-Pass Corridor	South By-Pass Corridor 1	South By-Pass Corridor 2	
Corridor Description		Existing Corridor	North By-Pass Corridor	South By-Pass Corridor 1	South By-Pass Corridor 2	
Corridor Length		10.4 km	7.3 km	7.3 km	8.9 km	
Key Map						
Screening Criteria	Natural Environment Factors	<p><b>Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots</b></p> <ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul> <p><b>Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings</b></p> <ul style="list-style-type: none"> <li>5 stream crossings at existing crossing locations</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs</li> <li>No corridor segments within core woodlot</li> </ul> <ul style="list-style-type: none"> <li>5 stream crossings</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs</li> <li>No corridor segments within core woodlot</li> </ul> <ul style="list-style-type: none"> <li>3 stream crossings</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANSIs, ESAs</li> <li>No corridor segments within core woodlot</li> </ul> <ul style="list-style-type: none"> <li>3 stream crossings</li> </ul>	
	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"> <li>Least loss of agricultural lands; primarily utilizes existing 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>Relatively minor loss of agricultural lands; primarily utilizes existing local road corridors</li> </ul>	<ul style="list-style-type: none"> <li>Majority of corridor within agricultural lands</li> </ul>
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	<ul style="list-style-type: none"> <li>Majority of corridor within planned development areas but primarily utilizes existing corridor</li> </ul>	<ul style="list-style-type: none"> <li>Moderate portion of corridor 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>Minor portion of corridor within planned development area</li> </ul>
		Land Use - Community, Industry: Minimize removal of existing development	<ul style="list-style-type: none"> <li>Majority of corridor within existing development areas; utilizes existing corridor but will require removal of some existing development adjacent to existing corridor</li> </ul>	<ul style="list-style-type: none"> <li>Moderate portion of corridor within existing development areas</li> </ul>	<ul style="list-style-type: none"> <li>Minor portion of corridor within existing development areas</li> </ul>	<ul style="list-style-type: none"> <li>Minor portion of corridor within existing development areas</li> </ul>
	Cultural Environmental Factors	Built Heritage: Minimize loss of heritage buildings	<ul style="list-style-type: none"> <li>Numerous heritage buildings potentially displaced</li> </ul>	<ul style="list-style-type: none"> <li>Several heritage buildings potentially displaced</li> </ul>	<ul style="list-style-type: none"> <li>Several heritage buildings potentially displaced</li> </ul>	<ul style="list-style-type: none"> <li>Several heritage buildings potentially displaced</li> </ul>
		Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas	<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>	<ul style="list-style-type: none"> <li>No loss of amenities in heritage downtown areas</li> </ul>
	Transportation Factors	Network Connectivity: Minimize out of way travel	<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 some out of way travel</li> </ul>	<ul style="list-style-type: none"> <li>Relatively direct corridor, with some out of way travel</li> </ul>	<ul style="list-style-type: none"> <li>Relatively direct corridor, with some out of way travel</li> </ul>
		Mobility and Accessibility: Proximity of corridor to population centres	<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 farther from population centres</li> </ul>	<ul style="list-style-type: none"> <li>Corridor situated relatively close to population centres</li> </ul>
Screening Results	Recommendation	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>	
	Rationale	<ul style="list-style-type: none"> <li>Higher number of stream crossings</li> <li>Higher potential effects on existing development (i.e. along existing corridor)</li> <li>Numerous heritage buildings potentially displaced</li> <li>Significant loss of amenities in heritage downtown areas</li> </ul>	<ul style="list-style-type: none"> <li>Higher number of stream crossings</li> <li>Moderate potential effects on existing and planned development areas</li> <li>Requires eastern section of north by-pass corridor and associated impacts (see next table)</li> </ul>	<ul style="list-style-type: none"> <li>Fewer stream crossings</li> <li>Fewer potential effects on existing and planned development areas</li> <li>No loss of amenities in heritage downtown areas</li> <li>Maximizes use of existing infrastructure</li> <li>Relatively direct corridor</li> </ul>	<ul style="list-style-type: none"> <li>Fewer stream crossings</li> <li>Fewer potential effects on existing and planned development areas</li> <li>No loss of amenities in heritage downtown areas</li> <li>Relatively direct corridor</li> </ul>	

# Screening Results



## Section 2: Long List of Alternatives from Highway 7 to East of Stratford

		CORRIDOR SCREENING				CORRIDOR SCREENING			
Corridor Description	Corridor Description	Existing Corridor	North By-Pass Corridor 1	North By-Pass Corridor 2	South By-Pass Corridor 1	South By-Pass Corridor 2	South By-Pass Corridor 3	South By-Pass Corridor 4	South By-Pass Corridor 5
	Corridor Length	7.2 km	6.2 km	6.7 km	10.1 km	10.0 km	11.6 km	10.8 km	10.7 km
	Key Map								
Screening Criteria	<b>Natural Environment Factors</b>	<b>Terrrestrial Ecosystems: Minimize direct loss of PSWs, ANGs, ESAs and core woodlots</b> <ul style="list-style-type: none"> <li>Two corridor segments within PSWs, ANGs (Liffe Lakes)</li> <li>No corridor segments within ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>Two corridor segments within PSWs, ANGs (Liffe Lakes)</li> <li>No corridor segments within ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>Two corridor segments within PSWs, ANGs (Liffe Lakes)</li> <li>No corridor segments within ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>One corridor segment within ESA (Stratford Wetland Complex)</li> <li>No corridor segments within PSWs, ANGs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>One corridor segment within ESA (Stratford Wetland Complex)</li> <li>No corridor segments within PSWs, ANGs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANGs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANGs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANGs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul>
	<b>Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings</b>	3 stream crossings at existing crossing locations	5 stream crossings	3 stream crossings, 3 at existing crossing locations	4 stream crossings, 1 at existing crossing location	4 stream crossings	6 stream crossings	5 stream crossings	7 stream crossings
	<b>Land Use - Resources: Minimize loss of Canada Land Inventory Class 1,2,3 agricultural land</b>	Lead loss of agricultural lands, primarily utilizes existing corridor	Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	Majority of corridor within agricultural lands; moderate loss of Class 1 agricultural lands	Majority of corridor within agricultural lands; moderate loss of Class 1 agricultural lands	Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands	Majority of corridor within agricultural lands; greater loss of Class 1 agricultural lands
	<b>Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands</b>	Majority of corridor within planned development areas but primarily utilizes existing corridor	No corridor segments within planned development areas	Moderate portion of corridor within planned development areas	No corridor segments within planned development areas; buffer between urban area and corridor	No corridor segments within planned development areas; buffer between urban area and corridor	No corridor segments within planned development areas	No corridor segments within planned development areas	No corridor segments within planned development areas
	<b>Land Use - Community, Industry: Minimize removal of existing development</b>	Majority of corridor within existing development areas, utilizes existing corridor but will require removal of some existing development adjacent to existing corridor	Minor portion of corridor within existing development areas	Moderate portion of corridor within existing development areas	Minor portion of corridor within existing development areas	Minor portion of corridor within existing development areas	Moderate portion of corridor within existing development areas	Moderate portion of corridor within existing development areas	Moderate portion of corridor within existing development areas
	<b>Cultural Environment Factors</b>	<b>Built Heritage: Minimize loss of heritage buildings</b>	Numerous heritage buildings potentially displaced	Minimal impact to heritage buildings	Minimal impact to heritage buildings	Minimal impact to heritage buildings	Minimal impact to heritage buildings	Minimal impact to heritage buildings	Minimal impact to heritage buildings
<b>Cultural Heritage Landscapes: Minimize loss of amenities in heritage downtown areas</b>	Significant loss of amenities in heritage downtown areas (e.g. on-street parking, sidewalks, etc.)	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	No loss of amenities in heritage downtown areas	No loss of amenities in heritage downtown areas	No loss of amenities in heritage downtown areas	
<b>Transportation Factors</b>	<b>Network Connectivity: Minimize out of way travel</b>	Direct corridor, with no out of way travel	Relatively direct corridor, with some out of way travel	Relatively direct corridor, with some out of way travel	Relatively direct corridor, with some out of way travel	Relatively direct corridor, with some out of way travel	Relatively direct corridor, with some out of way travel	Relatively direct corridor, with some out of way travel	
<b>Utility and Accessibility: Proximity of corridor to population centres</b>	Corridor situated close to population centres	Corridor situated farther from population centres	Corridor situated relatively close to population centres	Corridor situated relatively close to population centres	Corridor situated relatively close to population centres	Corridor situated farther from population centres	Corridor situated farther from population centres	Corridor situated farther from population centres	
Screening Results	<b>Recommendation</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>DO NOT 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>Two corridor segments within PSWs, ANGs</li> <li>Higher potential effects on existing development (i.e. along existing corridor)</li> <li>Numerous heritage buildings potentially displaced</li> <li>Significant loss of amenities in heritage downtown areas</li> </ul>	<ul style="list-style-type: none"> <li>Two corridor segments within PSWs, ANGs</li> <li>Higher number of stream crossings</li> <li>Greater loss of Class 1 agricultural lands</li> <li>Situated farther from population centres</li> </ul>	<ul style="list-style-type: none"> <li>Two corridor segments within PSWs, ANGs</li> <li>Higher number of stream crossings</li> <li>Greater loss of Class 1 agricultural lands</li> <li>Moderate potential effects on existing and planned development areas</li> <li>Situated farther from population centres</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANGs, one corridor segment within ESA</li> <li>Fewer stream crossings</li> <li>Fewer potential effects on existing and planned development areas; buffer between urban area and corridor</li> <li>Minimal impact to heritage buildings</li> <li>No loss of amenities in heritage downtown areas</li> <li>Situated relatively close to population centres</li> </ul>	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANGs; one corridor segment within ESA</li> <li>Fewer stream crossings</li> <li>Fewer potential effects on existing and planned development areas; buffer between urban area and corridor</li> <li>Minimal impact to heritage buildings</li> <li>No loss of amenities in heritage downtown areas</li> <li>Situated relatively close to population centres</li> </ul>	<ul style="list-style-type: none"> <li>Higher number of stream crossings</li> <li>Greater loss of Class 1 agricultural lands</li> <li>Moderate potential effects on existing development areas</li> <li>Situated farther from population centres</li> </ul>	<ul style="list-style-type: none"> <li>Higher number of stream crossings</li> <li>Greater loss of Class 1 agricultural lands</li> <li>Moderate potential effects on existing development areas</li> <li>Situated farther from population centres</li> </ul>	

# Screening Results



## Section 3: Long List of Alternatives from East of Stratford to West of New Hamburg

		CORRIDOR SCREENING			CORRIDOR SCREENING			
Corridor Description		Existing Corridor	North By-Pass Corridor	South By-Pass Corridor	North Corridor	South Corridor 1	South Corridor 2	South Corridor 3
Corridor Length		12.2 km	12.2 km	12.2 km	12.2 km	12.2 km	12.2 km	12.7 km
Key Map								
Screening Criteria	<b>Natural Resources</b>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, ESAs and core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, ESAs</li> <li>• No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, ESAs</li> <li>• No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, ESAs</li> <li>• No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, ESAs</li> <li>• Two corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, ESAs</li> <li>• Five corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, ESAs</li> <li>• Five corridor segments within core woodlots</li> </ul>
	<b>Fisheries and Aquatic Ecosystems, Surface Water</b>	<ul style="list-style-type: none"> <li>• 7 stream crossings at existing crossing locations</li> </ul>	<ul style="list-style-type: none"> <li>• 8 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>	<ul style="list-style-type: none"> <li>• 6 stream crossings</li> </ul>	<ul style="list-style-type: none"> <li>• 8 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>
Screening Criteria	<b>Land Use and Socio-Economic Factors</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>	<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</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>	<ul style="list-style-type: none"> <li>• No corridor segment within planned development areas</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segment within planned development areas</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segment within planned development areas</li> </ul>	<ul style="list-style-type: none"> <li>• No corridor segment within planned development areas</li> </ul>
Screening Criteria	<b>Land Use - Community, Industry</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), 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>	<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>
	<b>Build Heritage</b>	<ul style="list-style-type: none"> <li>• Several heritage buildings potentially impacted, including Fryhope 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 Fryhope Inn</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>	<ul style="list-style-type: none"> <li>• Minimal impact to heritage buildings</li> </ul>
Screening Criteria	<b>Cultural Heritage Landscapes</b>	<ul style="list-style-type: none"> <li>• Significant loss of amenities in heritage downtown area (e.g. on street parking, sidewalks, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• No loss of amenities in heritage downtown area</li> </ul>	<ul style="list-style-type: none"> <li>• No loss of amenities in heritage downtown area</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>	<ul style="list-style-type: none"> <li>• No loss of amenities in heritage downtown areas</li> </ul>
	<b>Network Connectivity</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>	<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>
Screening Results	<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>	<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 further from population centres</li> </ul>	<ul style="list-style-type: none"> <li>• Corridor situated further from population centres</li> </ul>
	<b>Recommendation</b>	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>
Screening Results	<b>Rationale</b>	<ul style="list-style-type: none"> <li>• No corridor segments within PSWs, ANGs, 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>	<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 further 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 further from population centres</li> </ul>





# Screening Results



## Section 4: Long List of Alternatives from West of New Hamburg to East of New Hamburg

		CORRIDOR SCREENING				CORRIDOR SCREENING			
Corridor Description		Existing Corridor	North By-Pass Corridor 1	North By-Pass Corridor 2	South By-Pass Corridor 1	South By-Pass Corridor 2	South By-Pass Corridor 3	South By-Pass Corridor 4	South By-Pass Corridor 5
Corridor Length		8.5 km	8.0 km	8.0 km	6.5 km	10.5 km	9.0 km	9.0 km	10.3 km
Key Map									
Screening Criteria	Natural Environment Factors	<b>Terrestrial Ecosystems: Minimize direct loss of PSWs, ANGs, ESAs and core woodlots</b> <ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANGs, ESAs</li> <li>No corridor segment within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on New Hamburg Odour PSW</li> <li>No corridor segments within ANGs, ESAs</li> <li>One corridor segment within core woodlot</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on New Hamburg Odour PSW</li> <li>No corridor segments within ANGs, ESAs</li> <li>One corridor segment within core woodlot</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on New Hamburg Odour PSW</li> <li>No corridor segments within ANGs, ESAs</li> <li>Two corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to New Hamburg Odour and Hayville PSWs</li> <li>No corridor segments within ANGs, ESAs</li> <li>One corridor segment within core woodlot</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to New Hamburg Odour PSW</li> <li>No corridor segments within ANGs, ESAs</li> <li>One corridor segment within core woodlot</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to New Hamburg Odour PSW</li> <li>No corridor segments within ANGs, ESAs</li> <li>No corridor segments within core woodlots</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to New Hamburg Odour PSW</li> <li>No corridor segments within ANGs, ESAs</li> <li>No corridor segment within core woodlots</li> </ul>
	Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	5 stream crossings at existing crossing locations	7 stream crossings	6 stream crossings	8 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 1.2.2 agricultural land	Lead loss of agricultural lands; primarily within existing corridor	Majority of corridor within agricultural lands	Majority of corridor within agricultural lands	Portion of corridor within agricultural lands	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	Majority of corridor within planned development areas but does utilize existing corridor	Portion of corridor within planned development areas	Portion of corridor within planned development areas	No corridor segment within planned development areas	No corridor segment within planned development areas	No corridor segment within planned development areas	No corridor segment within planned development areas	No corridor segment within planned development areas
Cultural and Historical Factors	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	Portion of corridor within existing development areas; may also displace individual residential buildings and farm buildings	Portion of corridor within existing development areas; may also displace individual residential buildings and farm buildings	Portion of corridor segment within existing development areas; may also displace individual residential buildings and farm buildings	No corridor segment within existing development areas but may displace individual residential buildings and farm buildings	Portion of corridor segment within existing development areas; may also displace individual residential buildings and farm buildings	Portion of corridor within existing development areas but may displace individual residential buildings and farm buildings	No corridor segment within existing development areas but may displace individual residential buildings and farm buildings
	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	Several heritage buildings potentially impacted	Several heritage buildings potentially impacted	Several heritage buildings potentially impacted	Several heritage buildings potentially impacted
Transportation Factors	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	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
	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	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
Screening Results	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 to population centres	Corridor situated farther from population centres	Corridor situated farther from population centres	Corridor situated farther from population centres	Corridor situated farther from population centres
	Recommendation	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>	<b>DO NOT CARRY FORWARD</b>
Screening Results	Rationale	<ul style="list-style-type: none"> <li>No corridor segments within PSWs, ANGs, ESAs, core woodlots</li> <li>Seven stream crossings; utilizes existing crossing locations</li> <li>Least loss of agricultural lands</li> <li>Moderate potential effects on existing and planned development areas; corridor serves existing business community</li> <li>Relatively short and direct corridor</li> <li>Situated close to population centres</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to wetland complex</li> <li>One corridor segment within core woodlots</li> <li>Moderate number of stream crossings</li> <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>Potential impacts to wetland complex</li> <li>One corridor segment within core woodlots</li> <li>Moderate number of stream crossings</li> <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>Potential impacts to wetland complex</li> <li>Two corridor segments within core woodlots</li> <li>Moderate number of stream crossings</li> <li>Moderate loss of agricultural lands</li> <li>Moderate potential effects on existing development areas; minor potential effects on planned development areas</li> <li>Relatively short and direct route</li> <li>Situated relatively close to population centres</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to wetland complex</li> <li>One corridor segment within core woodlot</li> <li>Higher number of stream crossings</li> <li>Greater loss of agricultural lands</li> <li>Relatively long and indirect route</li> <li>Situated farther from population centres</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to wetland complex</li> <li>One corridor segment within core woodlot</li> <li>Moderate number of stream crossings</li> <li>Greater loss of agricultural lands</li> <li>Relatively long and indirect route</li> <li>Situated farther from population centres</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to wetland complex</li> <li>No corridor segments within core woodlots</li> <li>Moderate number of stream crossings</li> <li>Greater loss of agricultural lands</li> <li>Relatively long and indirect route</li> <li>Situated farther from population centres</li> </ul>	<ul style="list-style-type: none"> <li>Potential impacts to wetland complex</li> <li>No corridor segments within core woodlots</li> <li>Higher number of stream crossings</li> <li>Greater loss of agricultural lands</li> <li>Relatively long and indirect route</li> <li>Situated farther from population centres</li> </ul>

# Short List of Corridor Alternatives Map Showing Screening Results

Larger version of plan available on table

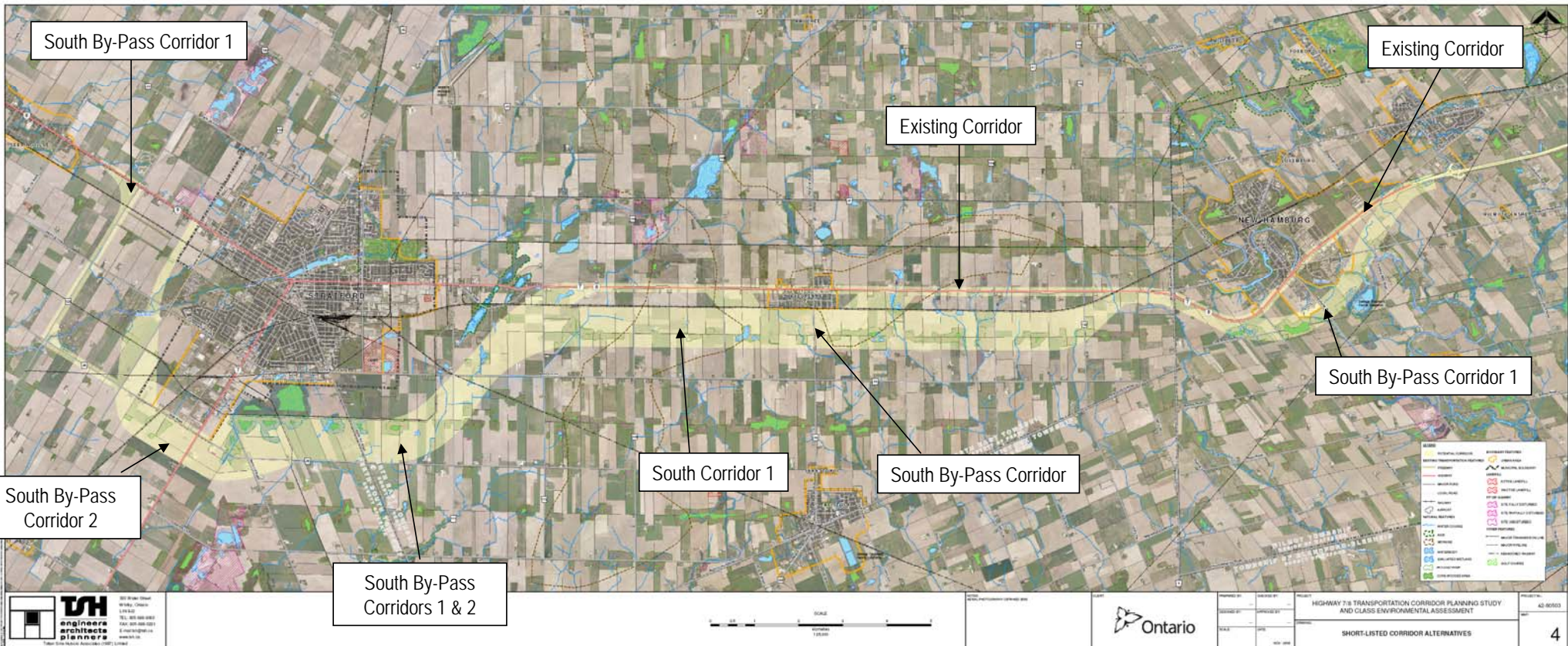


Section 1: West of Stratford to Highway 7

Section 2: Highway 7 to East of Stratford

Section 3: East of Stratford to West of New Hamburg

Section 4: West of New Hamburg to East of New Hamburg



Note: Development of Detailed Planning Alternatives advanced for existing corridor alternatives through built-up areas of New Hamburg and Shakespeare to better define the range of access management and/or cross-section alternatives being considered.



# Detailed Planning Alternatives for Existing Corridor: New Hamburg Area

Larger version of plans available on table



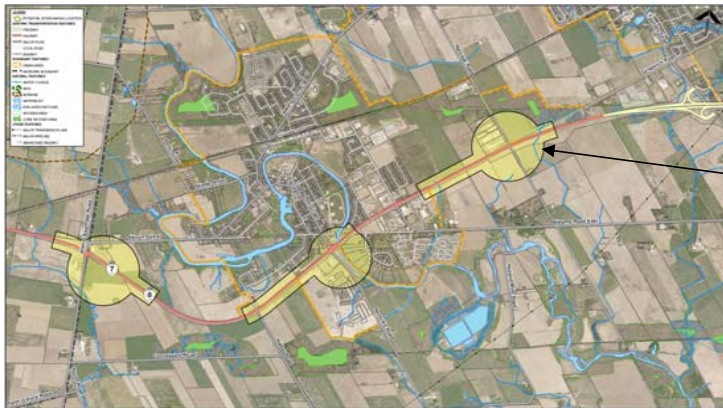
## Alternative 1: At-Grade Intersections (short-to-medium term only)

(Since a median barrier will be required between opposing directions of travel, the study must recommend either Alternative 2 or Alternative 3 for the existing corridor)



## Alternative 2: Interchanges at Select Intersection Locations

(At-grade intersections to be closed)



## Alternative 3: Gateway Access, including Continuous Service Road (north and/or south of Highway 7&8)

(At-grade intersections to be closed)



Interchanges could be shifted to east or west within identified limits

# Detailed Planning Alternatives for Existing Corridor: Shakespeare Area



## 5-lane Cross-Section



Larger version of plan illustrating the entire section of Highway 7&8 through the built-up area of Shakespeare is available on the table.

# Access Management



- The goal of Access Management is to maintain a sustainable provincial highway transportation network by balancing the need to provide efficient, safe, and timely travel with the desired ability to allow access to adjacent development.
- Range of access management alternatives to be considered:
  - Access Management for Existing Corridors
    - Remove / consolidate existing access points, where feasible
    - Provide service roads where appropriate / feasible
    - Retain some at-grade access points, where appropriate
    - Provide grade separations and interchanges, where appropriate
  - Access Management for New Corridors
    - Fully controlled access proposed via interchanges
    - Identify locations where cross-highway linkages (grade separations) may be required
  - No pre-determined solutions for the above

# Preliminary Assessment and Evaluation Factors, Sub-Factors and Criteria



Factors/Sub-Factors	Criteria
<b>1. Natural Environmental Factors</b>	
<b>1.1 Fisheries and Aquatic Ecosystems</b>	1.1.1 Fish Habitat
	1.1.2 Fish Community
<b>1.2 Terrestrial Ecosystems</b>	1.2.1 Wildlife
	1.2.2 Wetlands
	1.2.3 Forests
	1.2.4 Vegetation
	1.2.5 Designated/Special Areas
<b>1.3 Groundwater</b>	1.3.1 Areas of Groundwater Recharge and Discharge
	1.3.2 Groundwater Source Areas and Wellhead Protection Areas
	1.3.3 Large Volume Wells
	1.3.4 Private Wells
	1.3.5 Groundwater-Dependent Commercial Enterprises
	1.3.6 Groundwater-Sensitive Ecosystems
<b>1.4 Surface Water</b>	1.4.1 Watershed / Subwatershed Drainage Features/Patterns
	1.4.2 Surface Water Quality and Quantity
<b>1.5 Air Quality</b>	1.5.1 Local and Regional Air Quality
	1.5.2 Sensitive Receptors to Air Pollutants and Greenhouse Gases
<b>2. Land Use / Socio-Economic Environmental Factors</b>	
<b>2.1 Land Use Planning Policies, Goals, Objectives</b>	2.1.1 First Nations' Land Claims
	2.1.2 Provincial / Federal Land Use Planning Policies/Goals/Objectives
	2.1.3 Municipal (local and regional) Land Use Planning Policies / Goals / Objectives
	2.1.4 Development Objectives of Private Property Owners
<b>2.2 Land Use – Community</b>	2.2.1 Indian Reserves
	2.2.2 First Nations' Sacred Grounds
	2.2.3 Urban and Rural Residential
	2.2.3 Commercial/Industrial
	2.2.5 Tourist Areas and Attractions
	2.2.6 Community Facilities / Institutions
	2.2.7 Municipal Infrastructure and Public Service Facilities
<b>2.3 Noise Sensitive Areas (NSA's)</b>	2.3.1 Highway Noise
	2.3.2 Construction Noise
<b>2.4 Land Use - Resources</b>	2.4.1 First Nations' Treaty Rights or Use of Land and Resources for Traditional Purposes
	2.4.2 Agriculture
	2.4.3 Parks and Recreational Areas
	2.4.4 Aggregate and Mineral Resources
<b>2.5 Major Utility Transmission Corridors</b>	
<b>2.6 Contaminated Property and Waste Management</b>	
<b>2.7 Landscape Composition</b>	2.7.1 Scenic Composition
	2.7.2 Sensitive Viewer Groups
	2.7.3 Scenic Value of Views/Vistas From the Transportation Facility
	2.7.4 Specimen Trees

Factors/Sub-Factors	Criteria
<b>3. Cultural Environmental Factors</b>	
<b>3.1 Cultural Heritage – Built Heritage and Cultural Landscapes</b>	3.1.1 Buildings or “Standing” Sites of Architectural or Heritage Significance, or Ontario Heritage Easement Properties
	3.1.2 Heritage Bridges
	3.1.3 Areas of Historic 19 <sup>th</sup> Century Settlement
	3.1.4 Cultural Heritage Landscapes
	3.1.5 First Nations' Burial Sites
	3.1.6 Cemeteries
<b>3.2 Cultural Heritage – Archaeology</b>	3.2.1 Pre-Historic and Historic First Nations' Archaeological Sites
	3.2.2 Historic Euro-Canadian Archaeological Sites
<b>4. Area Economy Factors</b>	
4.1 First Nations' Industry	
4.2 Heavy Industry and Trade	
4.3 Tourism and Recreation Industry	
4.4 Agriculture Industry	
<b>5. Transportation Factors</b>	
5.1 Federal/Provincial/Municipal transportation planning policies/goals/objectives	
5.2 Efficient movement of people	
5.3 Efficient movement of goods	
5.4 System reliability / redundancy	
5.5 Safety	
5.6 Modal integration, balance and efficiency	
5.7 Linkages to population and employment centres	
5.8 Recreation and tourism travel	
5.9 Accommodation for pedestrians, cyclists and snowmobiles	
5.10 Constructability	
5.11 Construction cost (excludes property costs and engineering costs)	
5.12 Traffic Operations	

These criteria will be used to evaluate the short list of preliminary planning alternatives (corridors). Please provide your input on the evaluation criteria and their relative importance for the evaluation of corridor alternatives.

# Principles for Generating Route Alternatives (After a Preferred Corridor is Selected)



## Principle 1: Minimize impacts to significant natural features, functions, systems and communities

- Avoid where possible, or minimize encroachment on or loss of water bodies and associated riparian zones;
- Avoid where possible, or minimize encroachment on or loss of critical fish habitat features;
- Avoid where possible, or minimize encroachment on or loss of species of conservation concern (vegetation, fish and wildlife);
- Avoid where possible, or minimize encroachment on or loss of critical habitat of Species at Risk;
- Avoid where possible, or minimize encroachment on or loss of encroachment into ecologically functional areas;
- Avoid where possible, or minimize encroachment on or loss of important wildlife areas and travel corridors. Other areas to be considered are any identified wildlife management, rehabilitation and research program sites;
- Avoid where possible, or minimize encroachment on or loss of Provincially Significant Wetlands (PSWs) and avoid impairment to wetland functions, including ecological function;
- Avoid where possible, or minimize encroachment on or loss of all other evaluated and unevaluated wetlands;
- Avoid where possible, or minimize encroachment on or loss of designated significant woodlands;
- Avoid where possible, or minimize encroachment on or loss of other important woodlands;
- Avoid where possible, or minimize encroachment on known groundwater recharge and discharge areas; as well as identified wellhead and source protection areas and areas susceptible to groundwater contamination;
- Avoid where possible or minimize encroachment on, loss of, or impairment of ecological function to environmentally significant features, and where appropriate associated functions, including Significant Valleylands, ESAs, ANSIs, or other areas of provincial, regional or local significance; and
- Avoid where possible, or minimize encroachment on loss of, or impairment of ecological function to special spaces (including recreational activity zones).

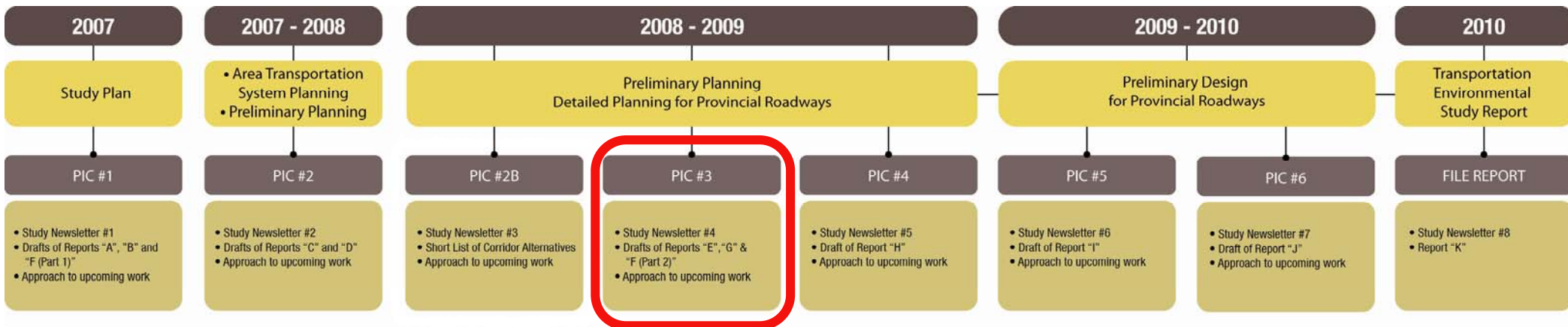
## Principle 2: Minimize impacts to existing and planned (approved under the Planning Act) population and employment areas

- Maximize separation distance from sensitive receptor locations;
- Avoid where possible or minimize encroachment on, or loss of developed properties;
- Minimize access impacts;
- Maximize the access provided to major generators of economic activity;
- Avoid where possible, or minimize encroachment on, or loss of prime agricultural areas and agricultural infrastructure;
- Avoid where possible, or minimize encroachment on, or loss of mineral, petroleum and mineral aggregate resources;
- Avoid operating and "non-operating" waste disposal sites; and
- Avoid where possible, minimize encroachment on, or loss of known archaeological sites/built heritage features/cultural heritage landscape areas of extreme significance.

## Principle 3: Transportation service criteria

- Generate alternatives that are efficient and direct, while meeting standards for design; and
- Select alternatives that address the transportation problems and transportation opportunities.

# Next Steps



## Following this PIC, the Study Team will:

- Consider comments received.
  - Finalize Short List of Corridor Alternatives to be evaluated
  - Refine approach to upcoming work
- Prepare Draft Reports E, F (Part 2) and G.
  - Assess and evaluate Short-Listed Corridor Alternatives and select a Preferred Corridor
  - Generate Route Alternatives within the Preferred Corridor
- Continue outreach and consultation.
  - Hold Workshops / Special Meetings to address specific study issues if sufficient interest



# Get Involved...Be Involved...Stay Involved



## Thank you for participating in tonight's PIC.

Your comments are important to us. The following options are available:

- Place your Comment Sheet in the box provided tonight or submit to the Study Team by February 6, 2009.
- Mail a letter (Highway 7&8 Corridor Study c/o TSH, 2000 Argentia Road, Plaza II, Suite 220, Mississauga, ON L5N 1V8) or send a fax (905-858-0016).
- Phone the Study Team toll free at 1-866-921-9268.
- E-mail the Study Team through the Website at [www.7and8corridorstudy.ca](http://www.7and8corridorstudy.ca)

### Workshops / Special Meetings:

- If you're interested in participating in workshops or special meetings to address specific study issues, please indicate this on a comment sheet.

**All comments are requested by**

February 6, 2009