HIGHWAY 7&8 TRANSPORTATION CORRIDOR & CLASS EA STUDY



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



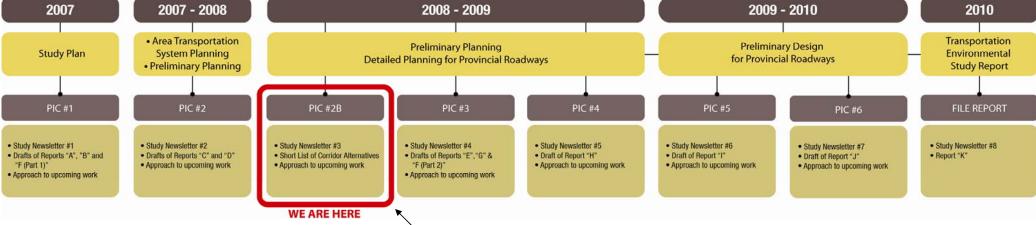
Purpose of Study:

- 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 TION THE STATE OF THE STATE OF



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

Minimum Review Periods for Study Reports

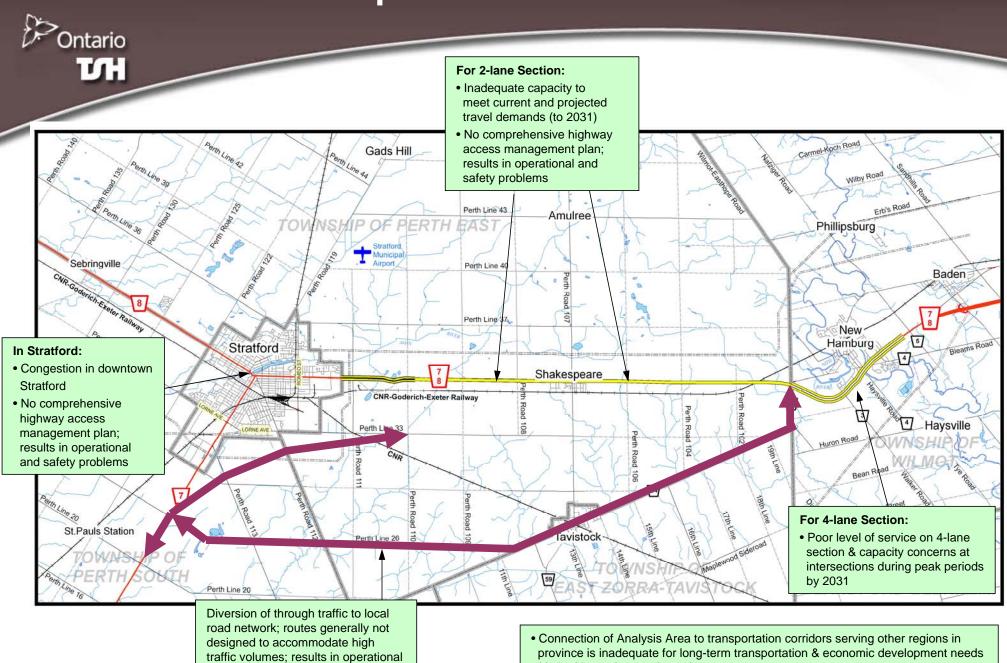
60-day Review Period for Milestone Reports

- 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



and safety problems on local roads

· Limited inter-city transit service

Limited route choice for truck trips

Transportation Opportunities

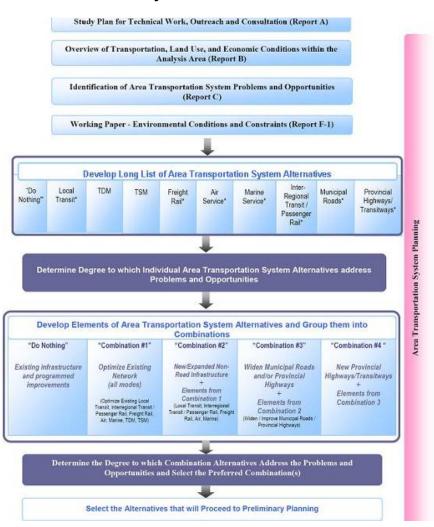


- 1. Policies and objectives of the Provincial Growth Plan promote opportunities to:
 - Provide for "transit-first" initiatives that support the provision of transit service between urban growth centres; and
 - Recognize the importance of balanced investment in the road and highway system, to better 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



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.

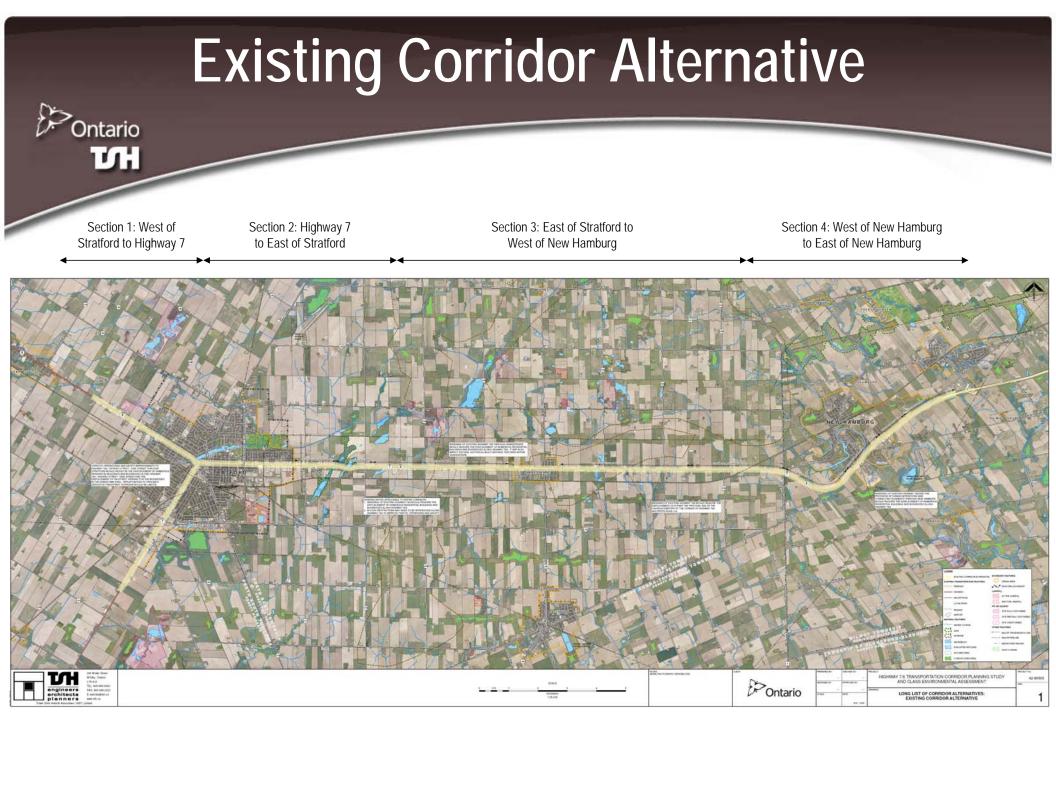
Combination Alternatives

 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.

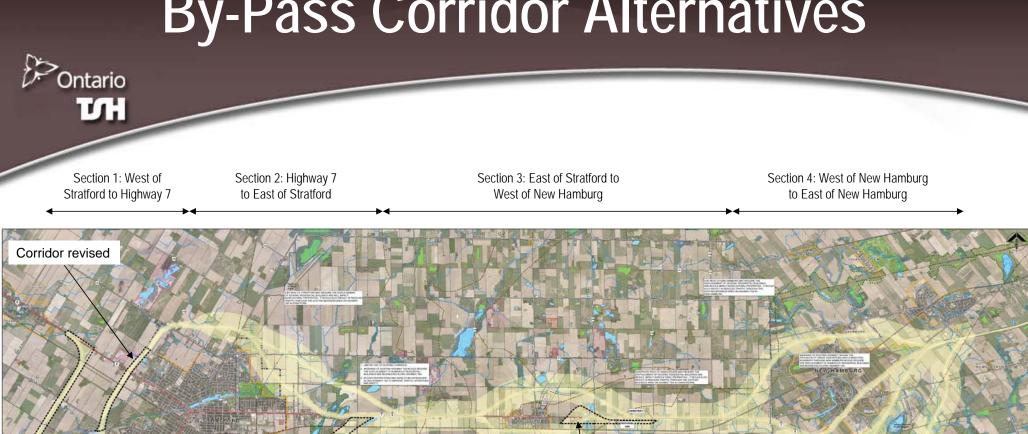
Preliminary Planning Alternatives



- 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



By-Pass Corridor Alternatives





New corridor segment added

New corridor alternative added

segments added

New Corridor Alternatives



segments added

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



south side of existing railway corridor

Screening Process and Criteria



Screening Process

Develop Screening
Criteria

Apply Screening
Criteria

Identify Short-Listed Corridor Alternatives

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



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 Length	10.4 km	7.3 km	7.3 km	8.9 km					
	Corridor Description	Кеу Мар									
	ural rument tors	Terrestrial Ecosystems: Minimize direct loss of PSWs, ANSIs, ESAs and core woodlots	No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlots	No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlot.	No corridor segments within PSWs, ANSIs, ESAs No corridor segments within core woodlot	No corridor segments within PSWs, ANSI ESAs No corridor segments within core woodlot					
	Nath Enviro Fact	Fisheries and Aquatic Ecosystems, Surface Water: Minimize number of stream crossings	5 stream crossings at existing crossing locations	5 stream crossings	3 stream crossings	3 stream crossings					
Ì	Cultural Land Use and Socio- Environmental Economic Factors 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.	Relatively minor loss of agricultural lands; primarily utilizes existing local road corridors	Majority of comdor within agricultural land					
		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	Majority of corridor within planned development areas but primarily utilizes existing corridor	Moderate portion of corridor within planned development area	No corridor segment within planned development area	Minor portion of corridor within planned development area					
San		Land Use - Community, Industry: Minimize removal of existing development	Majority of corridor within existing development areas; utilizes existing corridor but will require removal of some existing development adjacent to existing corridor	Moderate portion of corridor within existing development areas.	Minor portion of corridor within existing development areas	Minor portion of corridor within existing development areas					
		Built Heritage: Minimize loss of heritage buildings	Numerous heritage buildings potentially displaced	Several heritage buildings potentially displaced	Several heritage buildings potentially displaced	Several heritage buildings potentially displaced					
		Cultural Heritage Landscapes; Minimize loss of amenities in heritage downtown areas	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 amenties in heritage downtown areas	No loss of amenities in heritage downtow areas					
	Transportation Factors	Network Connectivity: Minimize out of way travel	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					
		Mobility and Accessibility: Proximity of corridor to population centres	Corridor situated close to population centres.	Corridor situated relatively close to population centres.	Corridor situated farther from population centres	Corridor situated relatively close to population centres					
		Recommendation	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	CARRY FORWARD					
1/4	Screening Result	Rationale	Higher number of stream crossings Higher potential effects on existing development (i.e. along existing corridor) Numerous heritage buildings potentially displaced Significant loss of amenities in heritage downtown areas	Higher number of stream crossings Moderate potential effects on existing and planned development areas Requires eastern section of north by-pass comfor and associated impacts (see next table)	Fewer stream crossings Fewer potential effects on existing and planned development areas No loss of amenities in heritage downtown areas Maximizes use of existing infrastructure Relatively direct comition	Fewer stream crossings Fewer potential effects on existing and planned development areas No loss of amenities in heritage downtow areas Relatively direct corridor					



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

			COPRISON SCREENING				CORRISON SCREENING			
4	47	Contidor Description	Existing Correlan	North By-Place Constant 1	North By Pass Contide 2	South By-Pass Contitor 1	South By Paus Comdor 2	South By Plans Corridor 3	South By-Pleas Corridor 4	South By Pass Conntor 5
	T	Comdor Langth	7.2 km	6210	67 to	151 9/9	15.0 km	118km	10.8 km	167km
Contidos Description		Key May								
To the last		PSWs, ANSIs, ESAs and core woodots	(Little Lakes) No corridor segments within ESAs	(Little Laters) No contribut segments within ESAs	No combin segments within ESAs	Wetland Complex) No condor segments within PSWs, ANSIs	One condor regiment within ESA (Strafford Windland Complex) No condor segments within PSWs, ANSis No condor segments within core woodfots	No conder segments within PSWs, ANSIs, ESAs No conder segment within core woodlots	No condor segments within PSWs, AVSIs, ESAs No condor segments within core woodce.	No constor segments within PSWs, AVSIs, ESAs No constor segments within core wooder.
* I		Fisheries and Aquatic Ecosystems. Surface Water: Minimize number of stream crossings	3 streem presumps at existing creating locations	Salven (rowings)	5 stream proceings, 3 at existing proceing to outland	4 smart smalings, flat easing crossing location.	* Esteam crossings	Estreet crookings	Seiser otnings	7 street crossings
*		Land Use - Resources: Minimize loss of Canada Land Inventory Class 1.2.2 agricultural land	Lieut ties of agroutural lands: premarily unitizes existing comitor	Majority of corrector within agrecultural tunds; greater toxs of Class 1 agricultural lands.	Majority of comdor within agricultural lands: greater loss of Olase 1 agricultural lands:	Majority of corridor within agricultural tands: moderate tota of Class 1 agricultural lands:	Majority of corridor within agricultural lands; received lines of Class 1 agricultural lands.	Majority of constor within agricultural lands: greater tota of Class 1 agricultural lands.	Majority of somitor within agricultural lands: greater loss of Class 1 agricultural lands.	Majority of consider within agricultural lands: greater loss of Class 1 agricultural lands.
200		Land Use Planning Policies, Goals, Objectives: Minimize loss of approved development lands	Majority of comitter witten placemed development areas but primarily utilizes existing comitive	Nis combin segments within planned development areas.	Moderate parties of combor within planned showling-hard areas.	 No comdor segments within planned development areas, buffer hetween orban area and condar 	No combin segments within planned development areas, buffer between urban area and combin	No condor segments within planned development areas	No comitor segments within planned severagement areas	No contan segments within planned development areas
Land		Land Use - Community, Industry: Minimize removal of salating development	Majority of consider willfire existing development areas; utilized existing consider but wit require removal of some existing development adjacent to existing constant	Mingriportion of consider within existing development areas	Moderate portion of corridor within existing development areas	Minor portion of correlate within existing development areas	Moor portion of contact within existing development areas	Moderate portion of comider within existing development areas	Moderate portion of combor within awaiting development areas.	Maderate portion of socialize wither existing development areas.
,		Built Heritage: Minimize issue of heritage buildings	Numerous heritage buildings potentially displaced.	Moreal impact to heritage buildings.	Mnimal impact to heritage buildings	Minimal impact to hurtage suittings	Minimal impact to hentage buildings	Minimal impact to heritage truktings	Minored impact to hardage buildings	Minimal impact to heritage buildings.
3	Property of Street,	Cultural Horizon Landscapes Minimize loss of amendies in herizon disentent areas	Significant loss of amendes in herhage downtown areas (in g. on sheet parking: schwalks, etc.)	No tires of principles in hartage downtown once	No loss of americas in haritage downtown arross	No loss of americas or heritage obsertioen arises.	No loss of amendes in heritage disentitives areas.	No less of amendies in hardage drawtown areas.	No bost of amendas in heritage disentown areas	No. loss of american in heritage disuntour areas.
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30	Free	Mubility and Accessibility: Proximity of corridor to population centres	Combior situated close to population certifies.	Contain shamed further from population switten	Curridor shusted relatively close to population certifies.	Condor educated relatively close to population controls.	Contider situated miletively close to population partners	Comities situated farther from population control.	Condor studied father from population sentes.	Condor situated father from population centres.
		Recommendation	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	GO NOT CARRY FORWARD
Screening Results		Telorate	Higher potential effects on existing development (i.e. along existing comitor)	Higher number of stream prossings Greater total of Class 1 agricultural lands Situated further from population centres	Higher number of stream crossings Greater loss of Class 1 agricultural lands. Modewise powerful effects on vesting and planned development areas. Situated farther from population centres.	No combot segments within PDBs, ANDIS, one barries segment within ESA. Preses stheat constitute. Preses stheat constitute. Preses present effects in entiting and parmet development areas, suffer between urban area and contell. All his expect to heretage buildings. No loss of anienties in heretage downtown areas. Situated valueling class to population certifies.	one combin segment within ESA • Never sheart crossings • Freet potential effects on existing and	Higher number of stream oceanige Orester tose of Clear Lagricultural lenth Modecine potential effects or existing development areas Structed further brun population ceremon	Higher number of stream crossings Greater tess of Class 1 agroutural sinds Moderate potential effects on existing development areas Structed factor from population certifies	Higher number of stream crossings Greater loss of Class 1 agricultural lands Moderate jointed all effects or existing development areas Strusted factor than population common



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

			CORRIDOR SCREENING		CORRECOR SCREENING				
	Corridor Description	Exetry Constar	North Sy Paul Carrotte	Bruth By Place Cornitor	North Contain	State Constant	Seath Constant	South Contider 3	
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	Key Map				**************************************	Statement of	Family and	A Sandarday of the	
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Parties of	Fisheries and Aquatic Ecocystems. Surface Water: Minimize number of streem pressings.	T steam creating of autility creating husbare	S dream creatings. Lat existing crossing frontions	P street creange. 2 of easing creany holdons	Estream crossings	Estrato constiça	12 street crossings	M steem makings	
81	Land Use - Resource: Minimum Isses of Corocks Land Investory Clies 1,2,3 agricultural land		Portion of constant within agricultural lands:	Partion of poretion within agrouphord funds; utilizes lands previously described adjacent is railway portion.	Majority of comitor within Applicatural tends	Majority of compor within agreedured landle; utilizes lands previously described adjacent to calway comple.	Migority of combin within agreement levels	Miganty of consists within agreealment lambs.	
I like and St	Land Use Pleasing Policies, Goals, Objectives, Minaripe line of approved development lands	Podior of zondor within planned-development areas but primerly utilizes existing zonidor.	Portion of correlar within planned development areas.	No conduct segment within planned development areas	No combin teginent affire planned development affire	No. control segment within planned development area.	No contact segment within planned development and	Till combinesprent with planned development area.	
34	Land the - Community, Industry: Strainte removal of existing development	Proton of contice within existing development area (Shakespears: alloss ensing contain for sell require removal of some evening development adjacent to evening company	Prints of construents extens except development area. Studentpearts: coloute Development, citizen enoing constant but will require removal of some enoing development adjacent to existing contains.	Principly utilizes aveing remain but will require removal of some existing development adjacent is aveing conduct.	No constar pagment within availing development area but may displace individual recidental sublings and farm buildings.	No condor segment within enough development area but may displace individual residential buildings and form buildings.	No, counter segment within existing development area but may deplote individual readentsal buildings and farm buildings.	No contain segment within existing development sense but may displace individual recolorisal buildings and form landings.	
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Business Annual	Cultural Horitope Landecapes. Minimize loss of prescribes in haritage downtown order	Significant loss of amendes of territope disentitives areast of a on cover synthesis, solewalds, etc.)	No too of artesting in heritage directions areas.	No. loss of amendment in heritage downtown amen.	No took of primerties in haritage desertioner primary	No load of providing in hardingto glow-thoric press.	No loss of greenhous in heritage dissertions are so	Micros of amendment heritage disentment arrans	
3.	Natural Connectivity Minimips out of easy lives!	Description, with the earl of way triplet	Anatory deat service, with bread out of way basel.	Relatively direct constant with lateful out of way beaut.	Neighwey street combin, with some out of way travel department great destination.	Nestvey that constr. with lettled out of way have:	Palathely their sombs, with some out of way travel depending upon destination.	Parent only direct controls, with some sud of way head department of poor department.	
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Street, Street,		No contain segments within PSWs, ANDs, ESAs, time works. Flewer streams country, offices exemply crossing beatines. Last less of agrounded lands. Sast less of agrounded lands. Sast less of agrounded lands. Stocked does to project description.		Fewer stream consumpt, others several existing creaming bookins. Many loss of agricultural lands, others lends pre-levely statuted; adjacent to study controls. I sever promoted effects on existing stevelopment, as effects on paramed discontinguent. United and of way house. Studied existing outputs. Studied exists by application cereais.	Higher potential effects on-existing and promise development areas.	Power proper crossings Montages to see of approximate species, officers larvay, provious distributed adjuscent to collecting contribute of approximate species on excellent provinces of earliest to a place of the second provinces of the s	Higher number of streem criscorage Greater lote of agricultural lands. Some out of way travel.	Five ponder segments within one wondride Righer winder of entent-occurring Grevier tools of agrounded stock Some and of way have? Student before from population centres.	





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

	COMMON SCREENING				CORRODO SCREENING				
ī	Contidor Description	Examp Cartalar	North Ry Pass Combin 1	North By Pleas Content 2	South By-Pain Connect 1	Simult-By Fleek Corretor 2	South By Pasa Complex II	Small By Pass Contdo: 4	South By Pala Coretor S.
ß	Contitur Langth	6.5 km	8.5 km	8.0 km	8.5 km	10.5 km	8.9 km	8246	10.8 am
	Kiny Map								
	Terrestrial Ecosystems: Minimize girect loss of PSINs, AMSts, ESAs and core vecediate	No. combir segments within PSWs, ANGs, ESAs No. combir segment within some equations.	Provide effects on New Hardlang Discoverage No constant segments within ANSIs, ESAs Dre constant segment within your wooder	Protestal effects on New Harstong Diddon PDIR Net consider pagenests within ANDIR, ESAs Crea consider pagenesis within John woodket	Promise effects on New Hamburg Chibon PIDW Ne condor segments within RASIs, ESAs. Two condor segments within core woodlots.	Potential insacts to fiere Hentburg Chisiw and Haysorie PDWs No combin segments within ANSIs, ESAs One combin segment within core woods?	Ponential impacts to New Hamilury Colone PSW No condex sugments within ANDIN, ESAs One contilor pagment within core excellent.	Protential intensits to Nave Hamburg Cirblew PSM No constor segments within ANSIs, ESAs No constor segments within time woodhills.	Potential imparts to Hapville PSW No constor segments within ANDs, ES No constor segment within core weather
1	Finheres and Aquatic Econyments, Surface Water Minimize number of streets crossings	S shear crossings at easing treating locations	Tanan manp	Simen county	Estreen missings	2 smain smaings	Eliman crowngs	Estate crainsp	7 steam (resempt)
	Land Use - Resources: Minimize lose of Canada Land Inventory Clare 1.3.3 agricultural land	Least tess of agroundural tents; prevents unlines existing constant	Migurby of comitor without agricultural lands.	Majority of corretor within agricultural lands.	Pyrtips of complex within agricultural limits.	Entire contdor within agricultural tends	Missely of complete within approximat lands:	Misority of combin within agricultural tends.	Entire contitor within agricultural funds
	Land Line Planning Policies, Grain, Objectives: Minimize less of approved development lands	 Majority of correlar within planned development when that these utilize existing corridor. 	Portion of contain within planned development area.	Porton of contact within planned development since.	Na contide augment within planned development sees.	Ne construct segment within planned development area.	 No conduct segment within planned development wite. 	No contito segment within planned development area	No condor segment within planned development area.
1	Land Use - Community, Industry: Minimize retrieval of salating development	Majority of correct within assetting development areas that does office existing correte, may displace numerous resolution studyings and treatments Contributes service existing becames community.	Planten of consists within existing development was, may also displace individual residential buildings and farm buildings.	Protein of porition white aveiling development area, may also displace individual residential buildings and farm subtings	 Portion of contide segment within existing development area. This also displace individual receivable lividings and term buildings. 	 No compose segment within exacting development area but may displace individual neederful buildings and farm buildings. 	 Porton of comitor segment within executly development area, may also deplace individual residential buildings and farm buildings 	 Portion or constar within excern development was but may displace instrudied residential faultings, and farm faultings. 	 No condor segment within existing development area for may displace inclinated repotential loadings and fem- forthings.
	Built Herhage, Minimize took of herhage Builtings	Moreau impact to heritage buildings	Morarel impact to haritage buildings	Mineral impact to hartage buildings	Development to being potentially reported.	Several furtispe buildings potentially impacted.	 Several hermage buildings potentially impacted 	Several hartisgs turitings powerfully impected.	Several tertage buildings potentially impacted.
	Cultural Heritage Landonagen: Minimize loss of amenities in heritage disentities areas	No top of prenting in heritage downtown press.	No less of amendas in haritage downsors areas	No has all amendous in heritage discretion wasse.	No has of american in harbage disentees areas	No loss of amendes in hardage disentium areas	No loss of amendes in heritage downtown areas	No tion of amendias in haritage downtown order	fee loss of americas in familiage down largest
ľ	National Connectivity Minimize out of way travel	Seatively short and dress combin.	Fleshvely short and direct correlate, with terms (aid of way travel)	Relatively phon and direct combot, with some suit of way travel.	Relatively short and short comdor, with some suit of way travel.	Relatively long and indirect comdor, with agents and of way have!	Malabary King and Indirect combin, with maderate out of way based.	Materially long and indirect complex, with moderate out of wise trained.	Plaintury trop and redirect corrobs, a significant out of edg travel?
1	Mobility and Accessibility: Previously of corridor to population sentine	Constir allumed draw to population servine.	Complet situated wildrestly close to population centres	Contitor relatively object to population continue.	Consider subused relatively close population partiess	Combine situated faither from population - parties.	Comdor shutted father from population cartires	Constant shared farther from population persons	Constitute shared faster from populate commits
b	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	SO NOT CAMPI FORWARD	DO NOT CARRY FORWARD	DO HOT CARRY FORWARD	DO NOT CARRY FORWARD
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Short List of Corridor Alternatives Larger version of plan available on table Map Showing Screening Results Ontario TH Section 1: West of Section 2: Highway 7 Section 3: East of Stratford to Section 4: West of New Hamburg Stratford to Highway 7 to East of Stratford West of New Hamburg to East of New Hamburg South By-Pass Corridor 1 **Existing Corridor Existing Corridor** South By-Pass Corridor 1 South Corridor 1 South By-Pass Corridor South By-Pass Corridor 2

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.

Ontario

South By-Pass Corridors 1 & 2

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)

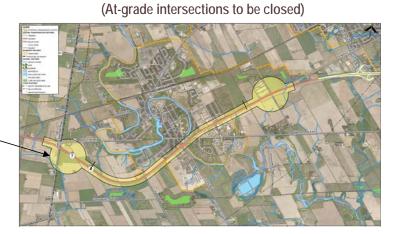


Alternative 2: Interchanges at Select Intersection Locations

(At-grade intersections to be closed)



Interchanges could be shifted to east or west within identified limits Alternative 3: Gateway Access, including Continuous Service Road (north and/or south of Highway 7&8)



Detailed Planning Alternatives for Existing Corridor: Shakespeare Area

Ontario
TOH

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				
	1. Natural Environmental Factors				
1.1 Fisheries and	1.1.1 Fish Habitat				
Aquatic Ecosystems	1.1.2 Fish Community				
1.2 Terrestrial	1.2.1 Wildlife				
Ecosystems	1.2.2 Wetlands				
	1.2.3 Forests				
	1.2.4 Vegetation				
	1.2.5 Designated/Special Areas				
1.3 Groundwater	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				
1.4 Surface Water	1.4.1 Watershed / Subwatershed Drainage Features/Patterns				
	1.4.2 Surface Water Quality and Quantity				
1.5 Air Quality	1.5.1 Local and Regional Air Quality				
	1.5.2 Sensitive Receptors to Air Pollutants and Greenhouse Gases				
	2. Land Use / Socio-Economic Environmental Factors				
2.1 Land Use Planning	2.1.1 First Nations' Land Claims				
Policies, Goals,	2.1.2 Provincial / Federal Land Use Planning Policies/Goals/Objectives				
Objectives	2.1.3 Municipal (local and regional) Land Use Planning Policies / Goals / Objectives				
	2.1.4 Development Objectives of Private Property Owners				
2.2 Land Use -	2.2.1 Indian Reserves				
Community	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				
2.3 Noise Sensitive	2.3.1 Highway Noise				
Areas (NSA's)	2.3.2 Construction Noise				
2.4 Land Use - Resources	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				
2.5 Major Utility Transmiss	00 0				
2.6 Contaminated Propert					
2.7 Landscape	2.7.1 Scenic Composition				
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						
3. Cultural Environmental Factors							
3.1 Cultural Heritage – Built Heritage and	3.1.1 Buildings or "Standing" Sites of Architectural or Heritage Significance, or Ontario Heritage Easement Properties						
Cultural Landscapes	3.1.2 Heritage Bridges						
	3.1.3 Areas of Historic 19 th Century Settlement						
	3.1.4 Cultural Heritage Landscapes						
	3.1.5 First Nations' Burial Sites						
	3.1.6 Cemeteries						
3.2 Cultural Heritage –	3.2.1 Pre-Historic and Historic First Nations' Archaeological Sites						
Archaeology	3.2.2 Historic Euro-Canadian Archaeological Sites						
	4. Area Economy Factors						
4.1 First Nations' Industry							
4.2 Heavy Industry and Trac	de						
4.3 Tourism and Recreation	Industry						
4.4 Agriculture Industry							
	5. Transportation Factors						
5.1 Federal/Provincial/Munic	ipal transportation planning policies/goals/objectives						
5.2 Efficient movement of pe	ople						
5.3 Efficient movement of go	ods						
5.4 System reliability / redun-	dancy						
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 pede	strians, cyclists and snowmobiles						
5.10 Constructability							
5.11 Construction cost (exclu	ides property costs and engineering costs)						
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 TH 2007 2007 - 2008 2008 - 2009 2009 - 2010 2010 Area Transportation Transportation **Preliminary Design Preliminary Planning** System Planning Study Plan Environmental **Detailed Planning for Provincial Roadways** for Provincial Roadways Preliminary Planning Study Report PIC#1 PIC #2 PIC #2B PIC#3 PIC#4 PIC #5 FILE REPORT PIC#6 Study Newsletter #1 Study Newsletter #2 Study Newsletter #3 . Study Newsletter #4 . Study Newsletter #5 . Study Newsletter #6 . Study Newsletter #7 . Study Newsletter #8 . Drafts of Reports "A", "B" and . Drafts of Reports "E", "G" & . Draft of Report "I" . Drafts of Reports "C" and "D" . Short List of Corridor Alternatives . Draft of Report "H" . Draft of Report "J" . Report "K" · Approach to upcoming work · Approach to upcoming work · Approach to upcoming work "F (Part 2)" · Approach to upcoming work · Approach to upcoming work · Approach to upcoming work . Approach to upcoming work

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 <u>www.7and8corridorstudy.ca</u>

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