

HIGHWAY 7&8

TRANSPORTATION CORRIDOR & CLASS EA STUDY



Welcome to Public Information Centre (PIC) #1

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

New Hamburg Community Centre
251 Jacob Street, New Hamburg
July 24th 2007
4:00pm to 8:00pm

Stratford Optimist Hall
(Ab Flood Memorial Hall)
72 Water Street, Stratford
July 25th 2007
4:00pm to 8:00pm

Shakespeare and District
Optimist Hall
3976 Galt Street, Shakespeare
August 14th 2007
4:00pm to 8:00pm

Welcome!



- Please sign in.
 - Please indicate if you would like your name to be added to the project 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 first in a series of six PICs to be held at key stages of the Class Environmental Assessment (EA) Study.

Purpose of PIC #1



- Introduce Highway 7&8 Transportation Corridor Planning Study
- Describe the Study Process and Schedule
- Present and obtain information and input on the following key elements:
 - Draft Report A: Study Plan for Technical Work, Outreach and Consultation
 - Draft Report B: Overview of Transportation, Land Use and Economic Conditions within Analysis Area
 - Draft Report F (Part 1): Environmental Conditions and Constraints
 - Approach to upcoming work
- These reports are draft and subject to change as a result of information and comments provided by stakeholders. The draft reports will be finalized based on the comments received.

Purpose of Study



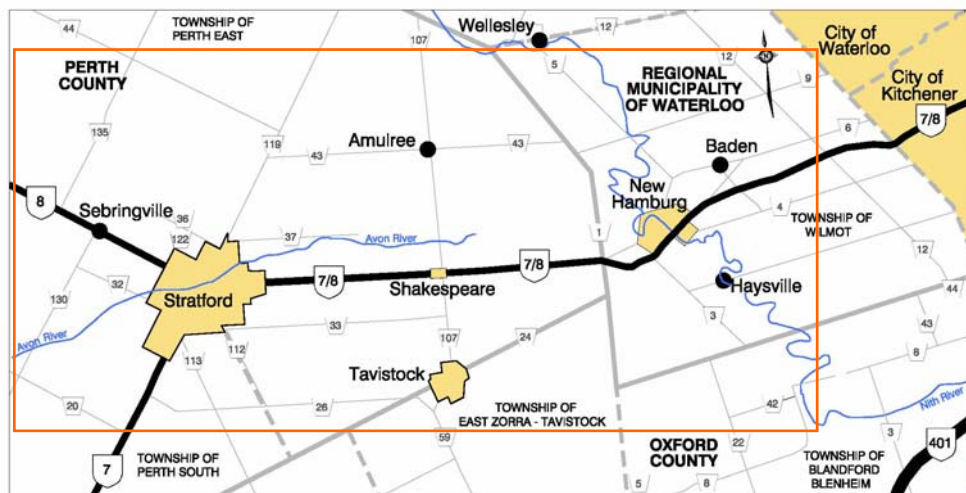
- Develop a plan that addresses:
 - Capacity, operation and safety needs for the 2-lane section of Highway 7&8 between Stratford and New Hamburg and through the urban centres of Stratford, Shakespeare and New Hamburg for the movement of people and goods; and
 - Linkage needs within the analysis area for broader transportation connections to other regions in the Province.
- Prepare a preliminary design for the provincial roadway components of the recommended plan;
- Build on findings of the Study Design completed in 2006 by MTO;
- Address policies and growth forecasts of the Growth Plan released by the Province on June 16, 2006; and
- Be carried out as a Group 'A' project in accordance with the Class EA for Provincial Transportation Facilities.

Study Objectives



- To identify and assess the factors that are driving 'Area Transportation System' needs
- To apply those driving factors in developing '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
- To engage the public and stakeholders throughout the study process

Analysis Area



Overview of Study Process



- Minimum Review Periods for Study Reports:
 - 60-day Review Period for Milestone Reports (Reports A, D, E, H, J, K)
 - 30-day Review Period for Working Papers (Reports B, C, F, G, I)

Outreach and Consultation



Role of Stakeholders



- Get Involved! – Be Involved! – Stay Involved!
- Provide your contact information (or that of your organization) to the study team for placement on the stakeholder contact list, so that you receive letter / email notifications of project activities.
- Utilize the 'Overview of the Study Process' (key tasks, reports, public information centres and information presented, preliminary schedule) as the framework for your participation throughout the study.
- Provide the study team with your comments (additions/deletions/errors) on draft reports within the time period requested, so that your input can be considered in finalizing those documents for use as building blocks for upcoming work.
 - For the first round of PICs, the draft reports include:
 - Report 'A': Study Plan for Technical Work, Outreach and Consultation;
 - Report 'B': Working Paper – Overview of Transportation, Land Use and Economic Conditions Within the Analysis Area; and
 - Report 'F' Part 1: Working Paper – Environmental Conditions and Constraints.
 - Comments on the draft reports presented at the first round of PICs are requested by October 30, 2007.

Role of Stakeholders (cont'd)



- Provide the study team with your comments (additions/deletions/errors) on the proposed approach to upcoming work, within the time period requested, so that your input can be considered before those approaches are applied to upcoming work.
 - For the first round of PICs, the proposed approach to upcoming work includes:
 - Process to define 'Area Transportation System' Problems and Opportunities;
 - Process, Factors and Criteria for Evaluating and Selecting 'Area Transportation System' Alternatives; and
 - Process, Factors and Criteria for Generating, Assessing, Evaluating and Selecting Preliminary Planning Alternatives.
 - Comments on the proposed approaches to upcoming work presented at the first round of PICs are requested by October 30, 2007.
- When providing your comments, keep in mind the following:
 - Study objectives (See Exhibit 1.2 of the Study Plan);
 - Assumptions of EA proponentcy and completion of study work (See Exhibit 3.1 of the Study Plan).
- If you have questions or comments, or if you wish to add your name to the study contact list:
 - Attend Public Information Centres (PICs) and talk to the study team members that staff them;
 - Complete a comment sheet provided at the PICs;
 - Contact the study team at:
 - Email: projectteam@7and8corridorstudy.ca
 - Toll Free: 1 (866) 921-9268
 - Find information on the study web site at <http://www.7and8corridorstudy.ca>

Report A



Report A: Study Plan for Technical Work, Outreach and Consultation

- The Study Plan establishes the framework and commitments for conducting the planning and Class EA Study, particularly in the areas of:
 - study purpose and objectives;
 - study process;
 - study reports;
 - outreach and consultation program;
 - study schedule; and
 - processes to generate and evaluate alternatives.

Policy Framework



POLICY DOCUMENT	POLICY STATEMENT
Study Plan	
Study Objectives	Study objectives are based upon the policies of the Greater Golden Horseshoe (GGH) Growth Plan
Identification of Area Transportation System Problems and Opportunities	
GGH Growth Plan	Population and employment forecasts of the Plan will be used for planning
- Growth Forecasts, Where and How to Grow	A significant portion of new population and employment growth will be directed to the (designated) built-up areas of the community through intensification (Designated) urban growth centres, and their gross density targets for residents and jobs will be as identified in the Plan
Evaluation and Selection of Area Transportation System Functional and Modal Alternatives	
Provincial Policy Statement	Transportation system should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs
- Transportation Systems	
GGH Growth Plan	Ensure that corridors are identified and protected to meet current and projected needs for various travel modes
- General Transportation Policies	Provide balance, choice, access and connectivity among transportation modes for moving people and goods
GGH Growth Plan	Provide linkages to urban growth centers and major transit station areas designated in the Plan
- Policies for Moving People	Make public transit the first priority, and increase the modal share of transit Improve inter-regional transit corridors, consistent with the transit infrastructure designated in the Plan
GGH Growth Plan	Provide linkages to planned or existing intermodal facilities and to other major regional facilities for primary goods movement
- Policies for Moving Goods	Improve corridors for moving goods, consistent with the transportation infrastructure designated in the Plan
Evaluation and Selection of Preliminary Planning Alternatives and Detailed Planning Alternatives for Provincial Roadways (Policy statements indicated above also apply)	
GGH Growth Plan	Provide for safety of the system users
- General Transportation Policies	Support opportunities for multi-modal use within corridors where appropriate Consider separation of modes within corridors where appropriate
Provincial Policy Statement	When planning for corridors and rights-of-way for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources.
- Planning Transportation Corridors	

Process Overview for Development, Assessment and Evaluation of Alternatives



Process Overview for the Development, Assessment and Evaluation of Area Transportation System Alternatives (Phase 2 of Study)

- Study Plan for Technical Work, Outreach and Coordination (Report A)
- Overview of Opportunities, Land Use, and Economic Conditions within the Study Area (Report B)
- Identification of Area Transportation System Problems and Opportunities (Report C)
- Working Paper - Environmental Conditions and Constraints (Report D)

Category	Sub-Category	Item
Develop Long List of Area Transportation System Alternatives	1.1	1.1.1
	1.2	1.2.1
	1.3	1.3.1
	1.4	1.4.1

Determine Degree to which Individual Area Transportation System Alternatives Address Problems and Opportunities

Category	Sub-Category	Item
Develop Elements of Area Transportation System Alternatives and Group them into Combinations	1.1	1.1.1
	1.2	1.2.1
	1.3	1.3.1
	1.4	1.4.1
	1.5	1.5.1

Determine the Degree to which Combinations Address the Problems and Opportunities and Select the Preferred Combination

Select the Alternatives that will Proceed to Preliminary Planning

Develop the Detailed Elements of the Preliminary Planning Alternatives (e.g. requested services, areas of existing, new corridors, etc.)

Comparative Evaluation of the Relative Advantages and Disadvantages of Preliminary Planning Alternatives

Select the Alternatives for Integration into the Transportation Development Strategy

Recommended Transportation Project under the Authority of MTO (present infrastructure of the A-26 road project)

Recommended Transportation Project under the Authority of Other (e.g. local, municipal, etc.)

Evolution of Area Transportation System Alternatives

Process Overview for the Development, Assessment and Evaluation of Preliminary Planning Alternatives (Phase 3 of Study)

- Area Transportation System Strategy
- Identify Preliminary Planning Alternatives
- Identify Factors, Sub-Factors, Criteria and Indicators for Evaluation of Preliminary Planning Alternatives
- Comparative Evaluation of Preliminary Planning Alternatives by Reasoned Argument and Argument by Academic Methods (as appropriate)
- Identify Recommended Preliminary Planning Alternatives for Detailed Planning (presented in Report E)

Process Overview for the Development, Assessment and Evaluation of Detailed Planning Alternatives for Provincial Roadways (Phase 4 of Study)

- Recommended Preliminary Planning Alternative
- Identify Detailed Planning Alternatives for Existing Provincial Highway and/or New Provincial Roadway (provincial highway/provincial roadway) (presented in Report G)
- Identify Factors, Sub-Factors, Criteria and Indicators for Evaluation of Detailed Planning Alternatives
- Comparative Evaluation of Detailed Planning Alternatives by Reasoned Argument and Argument by Academic Methods (as appropriate)
- Identify Recommended Detailed Planning Alternative for Existing Provincial Highway and/or New Provincial Roadway (provincial highway/provincial roadway) (presented in Report H)

Additional Information (Detailed/Continued Strategic Field Investigations)

Preliminary Assessment and Evaluation Factors, Sub-Factors and Criteria



Factors/Sub-Factors	Criteria	
1. Natural Environmental Factors		
1.1 Fisheries and Aquatic Ecosystems	1.1.1 Fish Habitat	
	1.1.2 Fish Community	
	1.2 Terrestrial Ecosystems	1.2.1 Wildlife
	1.2.2 Wetlands	
1.3 Groundwater	1.2.3 Forests	
	1.2.4 Vegetation	
	1.2.5 Designated/Special Areas	
	1.3.1 Areas of Groundwater Recharge and Discharge	
1.4 Surface Water	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	
1.5 Air Quality	1.3.6 Groundwater-Sensitive Ecosystems	
	1.4.1 Watershed / Subwatershed Drainage Features/Patterns	
2. Land Use / Socio-Economic Environmental Factors		
2.1 Land Use Planning Policies, Goals, Objectives	1.4.2 Surface Water Quality and Quantity	
	1.5.1 Local and Regional Air Quality	
	1.5.2 Sensitive Receptors to Air Pollutants and Greenhouse Gases	
	2.1.1 First Nations' Land Claims	
2.2 Land Use - Community	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	
	2.2.1 Indian Reserves	
2.3 Noise Sensitive Areas (NSA's)	2.2.2 First Nations' Sacred Grounds	
	2.2.3 Urban and Rural Residential	
	2.2.4 Commercial/Industrial	
	2.2.5 Tourist Areas and Attractions	
2.4 Land Use - Resources	2.2.6 Community Facilities / Institutions	
	2.2.7 Municipal Infrastructure and Public Service Facilities	
2.5 Major Utility Transmission Corridors	2.3.1 Highway Noise	
	2.3.2 Construction Noise	
	2.4.1 First Nations' Treaty Rights or Use of Land and Resources for Traditional Purposes	
	2.4.2 Agriculture	
2.6 Contaminated Property and Waste Management	2.4.3 Parks and Recreational Areas	
	2.4.4 Aggregate and Mineral Resources	
	2.7.1 Scenic Composition	
	2.7.2 Sensitive Viewer Groups	
2.7 Landscape Composition	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 Cultural Landscapes	3.1.1 Buildings or "Standings": Sites of Architectural or Heritage Significance, or Ontario Heritage Act Properties
	3.1.2 Heritage Bridges
	3.1.3 Areas of Historic 19 th Century Settlement
	3.1.4 Cultural Heritage Landscapes
3.2 Cultural Heritage - Archaeology	3.1.5 First Nations' Burial Sites
	3.1.6 Cemeteries
4. Area Economy Factors	
4.1 First Nations' Industry	
4.2 Heavy Industry and Trade	
4.3 Tourism and Recreation Industry	
4.4 Agriculture Industry	
5. Transportation Factors	
5.1 Federal/Provincial/Municipal transportation planning policies/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 snowmobilers	
5.10 Constructability	
5.11 Construction cost (excludes property costs and engineering costs)	
5.12 Traffic Operations	

Report A: Study Plan - Supporting Document #5 provides preliminary evaluation indicators to be applied to these factors, sub-factors and criteria.

Report B



Report B: Overview of Transportation, Land Use and Economic Conditions within Analysis Area

- Report B provides a comprehensive overview of transportation, land use and economic conditions within the analysis area, including:
 - current travel characteristics and patterns;
 - existing socio-economic conditions and outlooks;
 - modal outlooks;
 - current highway conditions; and
 - preliminary statement of transportation problems and opportunities.

Current Travel Characteristics and Patterns



- **Origin-Destination Patterns:**
 - For weekday travel, 35% of the traffic on Highway 7&8 is local within the Analysis Area, 55% has one end of their trip in the Analysis Area and 10% can be classified as through trips (i.e. not destined for the Analysis Area)
 - For Sunday travel, 25% of the traffic on Highway 7&8 is local within the Analysis Area, 50% has one end of their trip in the Analysis Area and 25% can be classified as through trips
- **Traffic Volumes/Operations:**
 - Poor level of service along 2-lane section of Highway 7&8 between Stratford and New Hamburg due to increasing traffic volumes
 - Highest hourly traffic volumes on Highway 7&8 occur during the commuter periods
 - Weekday daily volumes range from 9,800 vehicles per day (vicinity of Stratford) to 19,800 vehicles per day (New Hamburg area)
 - Low to moderate seasonal variation in traffic volumes on Highway 7&8
- **Mode of Travel:**
 - More than 90% of the travel in the Highway 7&8 corridor is by automobile
 - Highway 7&8 through the Analysis Area is a key trucking route

Existing Socio-Economic Conditions and Outlooks



- Socio-economic conditions in Analysis Area undergoing significant change:
 - population in Southwestern Ontario grew from 1.6 to 2.8 million people between 1961 and 2001
 - employment in Southwestern Ontario almost doubled between 1961 and 2001 to over 1.1 million jobs
 - population and employment growth focused on major urban centres
 - growth has resulted in increased travel times and costs for commuting and other travel
 - reduced accessibility and increased travel time affect region's economic competitiveness
 - strong auto-based commuting patterns within the Highway 7&8 corridor
 - economic prosperity of Analysis Area would benefit from improved Highway 7&8 transportation corridor

Modal Outlooks



- **Automobile:**
 - predominant mode of travel in Analysis Area: accounts for over 90% of passenger kilometres travelled
 - bus, rail, marine and air account for 7.5% of passenger kilometres travelled
- **Trucking:**
 - principle means of goods transport in Southwestern Ontario
 - market trends indicate future growth of truck transport
- **Rail:**
 - direct rail connection between Stratford and New Hamburg via the Goderich-Exeter rail line situated south of Highway 7&8
 - expected to play a relatively small part in satisfying travel demands in the Analysis Area
- **Transit:**
 - Highway 7&8 currently used for intercity bus travel: direct bus service available between Stratford, Shakespeare and New Hamburg
 - transit service in the Highway 7&8 corridor would support provincial and municipal policy objectives for sustainable transportation and the environment
- **Air:**
 - local airports primarily accommodate charter passenger service and cargo service
 - majority of local, national and international air travel serviced from Toronto's Pearson Airport and Hamilton's Munro Airport
- **Marine:**
 - four major ports located within two hours of Analysis Area: Goderich, Toronto, Port Stanley and Hamilton

Current Highway Conditions



Ideal Conditions	Highway 7&8 Conditions
<ul style="list-style-type: none"> Design features of roadway linked to legally posted speed 	<ul style="list-style-type: none"> Numerous vertical alignment features do not meet desirable limits for the posted speed
<ul style="list-style-type: none"> Lane width equal to or greater than 3.75 m where posted speed limit is 80 km/h and 3.5 m where posted speed limit is 60 km/h 	<ul style="list-style-type: none"> Typically 3.75 m wide lanes except through Shakespeare where lane width is marginally below standard (3.35 m versus 3.5 m)
<ul style="list-style-type: none"> Clear shoulders equal to or wider than 2.0 m for disabled vehicle refuge 	<ul style="list-style-type: none"> Typically 3.0 m wide granular shoulders including 0.5 m partially paved; fully paved shoulders for a short section within Shakespeare
<ul style="list-style-type: none"> Full passing opportunities 	<ul style="list-style-type: none"> Limited passing opportunities due to horizontal alignment, vertical alignment and intersection spacing resulting in through vehicles spending a high proportion of time in platoons and operating at less than their desired speeds which adversely affects safety
<ul style="list-style-type: none"> All passenger cars in traffic stream 	<ul style="list-style-type: none"> 10-16% commercial vehicles in corridor
<ul style="list-style-type: none"> Directional distribution of 50/50 	<ul style="list-style-type: none"> 55% westbound / 45% eastbound
<ul style="list-style-type: none"> Low number of intersections and entrances so that impediments to through traffic due to traffic control devices or turning traffic are minimized 	<ul style="list-style-type: none"> Numerous intersections and entrances within study area
<ul style="list-style-type: none"> Level terrain 	<ul style="list-style-type: none"> Level to rolling terrain

Preliminary Statement of Transportation Problems & Opportunities



1. There are transportation capacity concerns for the movement of both people and goods along the 2-lane section of Highway 7&8 between Stratford and New Hamburg and through the urban centres of Stratford, Shakespeare and New Hamburg.
2. Provincial / inter-regional traffic through the urban centres (Stratford and Shakespeare) along Highway 7&8 interferes with their "downtown / historic crossroads" function.
3. The connection of the analysis area to transportation corridors serving other regions in the province may be inadequate for long-term transportation and economic development needs.
4. Geometric and traffic safety characteristics on Highway 7&8 should be addressed with respect to long-term traffic needs.
5. There is currently no comprehensive highway access management plan for Highway 7&8 from Greater Stratford to New Hamburg to protect highway needs and to address the GGH policy of discouraging inappropriate highway-related growth.
6. The GGH Growth Plan policy of co-ordinating transportation system planning and land use planning must be addressed.

Report F



Report F: Environmental Conditions and Constraints

- Part 1 (presented today) will:
 - document environmental conditions background data (existing/secondary source information – mapping / constraint mapping, data, reports, supplemented by preliminary field reconnaissance); and
 - provide overview/background level of detail that supports the selection of 'Area Transportation System' alternatives, and the development and selection of preliminary planning alternatives.
- Part 2 (to be presented at PIC 3) will:
 - document environmental conditions field investigation work (inventory, survey, testing) and determination of environmental significance;
 - provide higher level of detail that supports the environmental impact assessment which is a component of generating provincial roadway detailed planning alternatives; and
 - utilize the same environmental factor-specific areas and areas of technical expertise as Part 1, but at increased levels of detail.

Summary of Significant Environmental Features



Factor / Sub-Factor	Criteria	Significant Features in Highway 7 & 8 Analysis Area	Panel Reference
Natural Environment			
Fisheries and Aquatic Ecosystems	Fish Habitat	Nith River, Horner Creek, Upper Grand, Avon River, Trout Creek, Black Creek, Whirl Creek	Aquatic Resources
	Fish Community	Cold water, cool water and warm water fish communities Aquatic Species at Risk (SAR) in watersheds include black redbreast, silver shiner, wavy-rayed lampmussel, ravel bean mussel and redeye dace	
Terrestrial Ecosystems	Wildlife/Wildlife Habitat	Wildlife data pending from MNR Species at Risk (SAR) mapping includes protected mussel species in Nith tributaries crossing Highway 7&8	Significant Natural Heritage Resources
	Wetlands	Provincially Significant Wetlands: Central Whitesmans/Horner Creek Complex, Elice Swamp, Gads Hill South, Heyville Wetland Complex, Little Lakes Swamp Complex, New Hamburg Oxbow Wetland Complex, Phillipsburg Swamp, Spongy Lake Several Locally Significant Wetlands also located in analysis area	
Forest Cover (e.g. woodlands (forest stands, woodlots and interior forest habitat) and significant valley lands (valley and stream corridors)) Vegetation Communities and Flora	Forest Cover	Minimal forest cover in analysis area (<5%) Nith Valley supports Carolinian biota and lowland deciduous forests, including one plant Species at Risk (Showy Goldenrod)	Wooded Areas
	Designated/Special Areas (such as world biosphere reserves, heritage rivers, ESAs, ESPAs, ANSIs, environmental plan areas, conservation reserves, and the designated special areas of national parks, provincial parks, conservation areas, etc)	Little Lakes Bog and Swamp Forest - ANSI - Life Science (LS) Phillipsburg Forest ANSI - LS Phillipsburg Swamp ANSI - LS Spongy Lake Bog ANSI - LS St. Agatha Beech Maple Forest ANSI - LS Baden Hills Kames ANSI - Earth Science (ES) Harmony Cut ANSI - ES Seethoth Hill Spillway ANSSI - ES Warburg Road Cut ANSI - ES Easthope Moraine ANSI - ES International Biological Program Sites - Elice Hackleberry Marsh, Gads Hill Agreement Forest and Spongy Lake Bog and Sand Hills	Significant Natural Heritage Resources Wooded Areas
	Groundwater	Areas of Groundwater Recharge and Discharge Regionally significant recharge occurs through surficial sands and gravel deposits in northwest section of analysis area, as well as Easthope and Gads-Hill Moraine Discharge areas created by topographical depressions (i.e. wetlands, streams and isolated ponds) receive limited groundwater discharge on a regional basis Capture zones and groundwater source areas have been mapped	Surficial Geology
	Private Wells	42 municipal wells and three communal supply wells in analysis area - mainly located east of Baden, west of Stratford, one in Tavistock Private wells (2,718 well records) scattered throughout analysis area - clustered along existing roadways To be confirmed through field investigations	---
Surface Water	Groundwater Sensitive Ecosystems (e.g. groundwater fed wetlands, coldwater streams)	Groundwater divide occurs near Easthope Moraine along a line running north of Shakespeare towards Gads Hill - separating Nith River watershed in east and Avon River watershed in south. Moraine areas are most sensitive	Surficial Geology
	Watershed / Sub-Watershed Drainage	Grand River Watershed - Nith River, Horner Creek, Upper Grand Thames River Watershed - Avon River, Trout Creek, Black Creek and Whirl Creek	Aquatic Resources
Air Quality	Surface Water Quality and Quantity	Existing watercourses and watersheds are significant throughout analysis area, as named above	---
	Local and Regional Air Quality (Total contaminant and greenhouse gas emissions)	90th percentile contaminant concentrations meet provincial ambient air quality criteria and national ambient air quality objectives. However, measured levels of PM2.5 were found to occasionally exceed the respective air quality criteria, which is typical in Southwestern Ontario	---
	Sensitive receptors to air pollutants and greenhouse gas emissions	Residential areas in New Hamburg and Stratford as well as residences close to transportation facilities	---

Summary of Significant Environmental Features



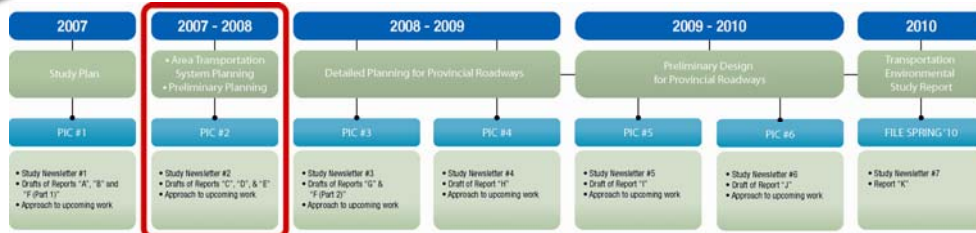
Factor / Sub-Factor	Criteria	Significant Features in Highway 7 & 8 Analysis Area	Panel Reference
Socio-economic Environment			
Land Use Planning Policies, Goals, Objectives	First Nation Land Claims	Huron Tract Claims as identified by Indian and Northern Affairs Canada: Stoney Point Indian Reserve (court file #T-702-85); Chippewas of Kettle and Stoney Point (court files #24085-96, #13182-92, #T-863-95 and #T-3077-94); Wabigoon Island First Nation (court file #00.CV-189329)	---
	Provincial/Federal land use planning policies/goals/objectives	Provincial Policy Statement Golden Horseshoe Growth Plan	---
	Municipal (regional and local) Land use planning policies/goals/objectives (Official Plans)	Official Plans in County of Perth, City of Stratford, Regional Municipality of Waterloo, Township of Wilmet and County of Oxford are relevant to analysis area	Municipal Land Use
	Development Objectives of Private Property Owners	Throughout analysis area especially in designated growth area in Region of Waterloo	---
Land Use / Community	Indian Reserves	None in analysis area	---
	First Nations Sacred Grounds	Locations to be confirmed through consultation with First Nations	---
	Urban and Rural Residential	Urban residential (existing and future) in Stratford and New Hamburg, Shakespeare Rural residential scattered throughout analysis area	Municipal Land Use
	Commercial/Industrial	Commercial/industrial land uses in Stratford and New Hamburg Scattered commercial uses along existing Highway 7 & 8 Shakespeare has cluster of commercial businesses on existing Highway 7&8	Municipal Land Use
	Tourist Areas and Attractions (e.g. museums, theatres, etc.)	Stratford Festival is very significant tourist destination, attracting over 600,000 visitors per year from across Ontario and United States Theatres, parks, restaurants, hotels, etc. are primarily located in Stratford to accommodate festival Fryfogel Inn is a historic/tourist destination in Shakespeare	Municipal Land Use
	Community Facilities - Institutions (e.g. hospitals, schools, places of worship, unique community features)	Community facilities, libraries, schools, churches, arenas etc. are primarily located in built-up areas of Stratford and New Hamburg with some facilities in Shakespeare	Municipal Land Use
	Municipal Infrastructure and Public Service Facilities (e.g. sewage and water services, police/emergency services, local utilities)	Municipal infrastructure in Stratford and New Hamburg Shakespeare has municipal well and water supply system	---
Noise Sensitive Areas (NSAs)	Highway Noise	Noise levels near a highway fluctuate depending on topography, seasonal traffic volumes, percentage of truck traffic and frequency of users entering and exiting roads or entrance ways	---
	Construction Noise	Residential areas and sensitive institutional uses adjacent to proposed construction areas are sensitive to construction noise	---
Land Use / Resources	First Nation Treaty Rights or Use of Land and Resources for Traditional Purposes (e.g. hunting, fishing, harvesting of country foods, harvesting of medicinal plants)	Huron Tract Claims as identified by Indian and Northern Affairs Canada: Stoney Point Indian Reserve (court file #T-702-85); Chippewas of Kettle and Stoney Point (court files #24085-96, #13182-92, #T-863-95 and #T-3077-94); Wabigoon Island First Nation (court file #00.CV-189329)	---
	Agriculture	Agriculture is a significant land use in analysis area Most lands are Class 1 and 2 soils - considered as prime agricultural soils No specialty crop areas identified in local Official Plans	Agricultural Soil Capability
	Recreation (e.g. conservation areas, municipal parks, public spaces, golf courses, trails, greenways and open space linkages)	Thredlowdown Equestrian Centre (in Shakespeare) Stratford Country Club Stratford Municipal Golf Course Little Lake Golf Centre (in Stratford) Foxwood Golf Club (in Peesburg) Tavistock Golf Course Plantville Community Park Shakespeare Optimist Park and Community Centre	Municipal Land Use
	Aggregates, Mineral-Resources	A number of licensed pits/quarries north of Highway 7&8 near Shakespeare and one north of Stratford Other aggregate resources areas on fringes of analysis area	Pits and License

Summary of Significant Environmental Features



Factor / Sub-Factor	Criteria	Significant Features in Highway 7 & 8 Analysis Area	Panel Reference
Contaminated Property and Waste Management	Landfills, Hazardous Waste Sites, "Brownfield" Areas, other known contaminated sites, and high-risk contamination areas	Two active waste disposal sites in analysis area (one northwest of Tavistock and in southeast Stratford) Four closed waste disposal sites in analysis area (one north of Shakespeare and three in Stratford) Other areas of potential contamination include auto wrecking/scrub yards, Anderson Waste Disposal Site and light industrial areas	Waste Sites and Sites of Potential Property Contamination
	Landscape Composition	Flat to gently rolling terrain Landscape is dominated by farming activities	---
Sensitive Viewer Groups	Residential areas as described above, concentrated in Stratford, New Hamburg and Shakespeare	---	---
	Scenic value of views/vistas from the transportation facility	Views from existing Highway 7&8 are dominated by agricultural land uses (i.e. active farms) Flat topography and long straight sections of existing highway result in relatively unremarkable views from highway	---
	Specimen Trees	Specimen Trees to be identified as protection priorities.	---
Cultural Environment			
Cultural Heritage - Built Heritage and Cultural Landscapes	Built heritage resources identified through designation or heritage conservation easement under Ontario Heritage Act	Fryfogel Inn (in Shakespeare) designated under Ontario Heritage Act Castle Kilbride in Baden on Ministry of Culture's listing Several other built heritage resources identified by local heritage committees and municipalities are scattered throughout analysis area, primarily concentrated in built-up villages or communities, including Stratford, Shakespeare and New Hamburg Township of Wilmet and City of Stratford have a "Heritage Conservation Districts (HCD)"	---
	Heritage Bridges	Limited documentation on heritage bridges City of Stratford Heritage Committee is assembling a list Hartman Bridge (downtown New Hamburg)	---
	Areas of Historic 19 th Century Settlement	Wilmet Township has large and small historic centres that were important to founding Amish populations in Pillsbury, St. Agatha, Petersburg, Baden and New Hamburg	---
	Cultural Landscapes (collection of individual man-made features modifying pristine landscape)	Scenic views with cultural landscapes include: Views of New Hamburg and Baden Hills from Highway 7&8; Shildroth and Ono Farmsteads; View to Langbeach Cemetery (Sideroad 10); Shakespeare area; Little Lakes area; Avon River highlands and northern limits of Shakespeare; Wilmet Creek hill landscape; and Height of land at Pankysdoodles corners	---
First Nation Burial Sites	Concretions	To be confirmed through consultation with First Nation Scattered throughout analysis area - four documented in Built Heritage Report dated 1981	---
Cultural Heritage - Archaeology	Pre-Historic and Historic First Nation Sites	Analysis area is rich in archeological potential throughout - Southern and central portions of Wilmet Township are exceptionally rich in both native and Euro-Canadian archaeological sites	Archaeological Site Distribution
	Historic Euro-Canadian Archaeological Sites	Analysis area is rich in archeological potential throughout - Southern and central portions of Wilmet Township are exceptionally rich in both native and Euro-Canadian archaeological sites	---

Next Steps



Following this PIC, the Project Team will:

- Consider comments received.
 - Finalize Reports A, B and F (Part 1).
 - Refine approach to upcoming work.
- Prepare Draft Reports C, D and E.
- Continue outreach and consultation.

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 tonight in the box provided or submit to the Project Team by October 30, 2007.
- Mail a letter (Highway 7&8 Corridor Study c/o TSH, 300 Water Street, Whitby, ON L1N 9J2) or send a fax (905-668-0221).
- Phone the Project Team toll free at 1-866-921-9268.
- E-mail the Project Team through the Website at www.7and8corridorstudy.ca

All comments are requested by

October 30, 2007