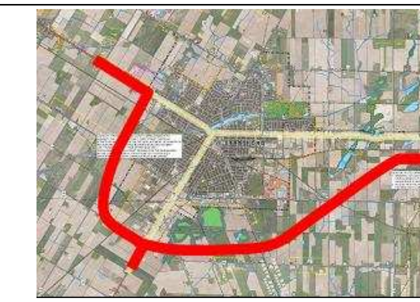
Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)
Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
KEY MAP						
1. NATURAL ENVIRONMENT FACTORS						
1.1 Fisheries and Aquatic Ecosystems	1.1.1 Fish Habitat And 1.1.2 Fish Community	Potential to affect fish species and their habitat	**High** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 11 tributaries of the Avon River; of which 3 are warmwater and 8 have no data or an unassigned thermal regime.	**High** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 12 tributaries of the Avon River; of which 3 are warmwater and 9 have no data or an unassigned thermal regime.	**High** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 11 tributaries of the Avon River, of which 3 are warmwater and 8 have no data or an unassigned thermal regime	**High** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 12 tributaries of the Avon River; of which 3 are warmwater and 9 have no data or an unassigned thermal regime.
1.2 Terrestrial Ecosystems	1.2.1 Wildlife	Potential to affect wildlife species at risk (special concern, endangered or threatened wildlife species), and provincially rare (S1 – S3) species and their habitat	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3) • New corridor would be a new barrier to wildlife movement south of Stratford	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3) • New corridor would be a new barrier to wildlife movement south of Stratford	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3) • New corridor would be a new barrier to wildlife movement south of Stratford	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3) • New corridor would be a new barrier to wildlife movement south of Stratford
	1.2.2 Wetlands	Potential to affect provincially (PSW) and locally (LSW) significant wetlands.	**High** potential to affect PSW and LSW wetlands. • Little Lakes Swamp Complex PSW and Stratford Complex LSW both located within the corridor.	**High** potential to affect PSW and LSW wetlands. • Little Lakes Swamp Complex PSW and Stratford Complex LSW both located within the corridor.	**High** potential to affect PSW and LSW wetlands. • Little Lakes Swamp Complex PSW and Stratford Complex LSW both located within the corridor.	**High** potential to affect PSW and LSW wetlands. • Little Lakes Swamp Complex PSW and Stratford Complex LSW both located within the corridor.
	1.2.3 Forests	Potential to affect woodlands, especially larger core woodlands and interior habitat	**High** potential to affect woodlands • 11 woodlands potentially affected, 1 of which is larger with identified core/interior habitat	**High** potential to affect woodlands • 11 woodlands potentially affected, 2 of which are larger with identified core/interior habitat	**High** potential to affect woodlands 17 woodlands potentially affected, 1 of which is larger with identified core/interior habitat	**High** potential to affect woodlands • 17 woodlands potentially affected, 2 of which are larger with identified core/interior habitat
	1.2.4 Vegetation	Potential to affect populations of rare vegetation, including species at risk, provincially rare species and provincially rare vegetation communities	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor • New corridor would result in much higher removal of vegetation south of Stratford.	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor • New corridor would result in much higher removal of vegetation south of Stratford.	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor • New corridor would result in much higher removal of vegetation south of Stratford.	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor • New corridor would result in much higher removal of vegetation south of Stratford.
	1.2.5 Designated/Special Areas	Potential to affect designated/special areas	**Medium** potential to affect designated/special areas • Potential to cross the Little Lakes Bog and Swamp Forest Complex ANSI	**Medium** potential to affect designated/special areas • Forest Complex ANSI	**Medium** potential to affect designated/special areas • Potential to cross the Little Lakes Bog and Swamp Forest Complex ANSI	**Medium** potential to affect designated/special areas • Potential to cross the Little Lakes Bog and Swamp Forest Complex ANSI
1.3 Groundwater	1.3.1 Areas of Groundwater Recharge and Discharge	Potential to affect volume of groundwater at recharge and discharge areas (depends on presence of low permeability, i.e. till or fine grained glaciolacustrine sediments, or high permeability, i.e. sand, gravels, fractured bedrock, soils at surface)	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to

LEGEND

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
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			groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.	groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.	groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.	groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.
		Potential to affect quality of groundwater at recharge and discharge areas (depends on attenuation capacity of soils, and, rate of groundwater infiltration and/or discharge)	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.
	1.3.2 Groundwater Source and Wellhead Protection Areas (WHPAs)	Potential to affect groundwater wellhead protection areas (i.e., is corridor upgradient of or within a delineated wellhead protection area)	**Low** potential to affect groundwater wellhead protection area. • Corridor is located downgradient of wellhead capture zones.	**Low** potential to affect groundwater wellhead protection area. • Corridor is located downgradient of wellhead capture zones.	**Low** potential to affect groundwater wellhead protection area. • Corridor is located downgradient of wellhead capture zones.	**Low** potential to affect groundwater wellhead protection area. • Corridor is located downgradient of wellhead capture zones.
	1.3.3 Large Volume Wells	Potential to affect large volume wells	**Low** potential to affect large volume wells • Corridor is located downgradient of large volume wells.	**Low** potential to affect large volume wells • Corridor is located downgradient of large volume wells.	**Low** potential to affect large volume wells • Corridor is located downgradient of large volume wells.	**Low** potential to affect large volume wells • Corridor is located downgradient of large volume wells.
	1.3.4 Private Wells	To be considered in the detailed planning and preliminary design phases				
	1.3.5 Groundwater-Sensitive Ecosystems	To be considered in the detailed planning and preliminary design phases				
1.4 Surface Water	1.4.1 Watershed / Sub-Watershed Drainage Features/Patterns	Potential to affect permanent watercourses	**Medium** potential to affect permanent watercourses • Potential to impact the Avon River and Trout Creek in Thames River Watershed. • Corridor intersects 11 tributaries of the Avon River.	**Medium** potential to affect permanent watercourses • Potential to impact the Avon River and Trout Creek in Thames River Watershed. • Corridor intersects 12 tributaries of the Avon River.	**High** potential to affect permanent watercourses • Potential to impact the Avon River and Trout Creek in Thames River Watershed. • Corridor intersects 11 tributaries of the Avon River and crosses confluence of three watercourses.	**High** potential to affect permanent watercourses • Potential to impact the Avon River and Trout Creek in Thames River Watershed. • Corridor intersects 12 tributaries of the Avon River and crosses confluence of three watercourses.
	1.4.2 Surface Water Quality and Quantity	To be considered in the detailed planning and preliminary design phases				
SUMMARY OF NATURAL ENVIRONMENT			Key natural environment conditions that differentiate Corridor 1A/2A from the other corridor alternatives in Sections 1 and 2are the following: • high potential to affect fish species and their habitat; • high potential l to affect provincially (PSW) and locally (LSW) significant wetlands • high potential to affect woodlands; • medium potential to affect permanent watercourses;	Key natural environment conditions that differentiate Corridor 1A/2A from the other corridor alternatives in Sections 1 and 2 are the following: • high potential to affect fish species and their habitat; • high potential to affect provincially (PSW) and locally (LSW) significant wetlands • high potential to affect woodlands; • medium potential to affect permanent watercourses;	Key natural environment conditions that differentiate Corridor 1B/2A from the other corridor alternatives in Sections 1 and 2 are the following: • high potential to affect fish species and their habitat; • high potential to affect provincially (PSW) and locally (LSW) significant wetlands • high potential to affect woodlands; • high potential to affect permanent watercourses;	Key natural environment conditions that differentiate Corridor 1B/2B from the other corridor alternatives in Sections 1 and 2 are the following: • high potential to affect fish species and their habitat; • high potential to affect provincially (PSW) and locally (LSW) significant wetlands • high potential to affect woodlands; • high potential to affect permanent watercourses
			Summary provided on Part 2 of Table			

LEGEND

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2. LAND USE / SOCIO-ECONOMIC ENVIRONMENT FACTORS						
2.1 Land Use Planning Policies, Goals, Objectives	2.1.1 First Nation Land Claims	Potential to affect areas for which there are First Nation outstanding land claims	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area
	2.1.2 Provincial/Federal land use planning policies/goals/ objectives	Potential to support federal/provincial land use policies/goals/objectives NOTES PPS Policy 1.6.6.4 stipulates that when planning for corridors for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. PPS Policy 2.3 requires prime agricultural areas be protected for long-term use. Prime agricultural areas include specialty crop areas and Classes 1, 2, and 3 soils in this order of priority.	**Medium** potential to support federal/provincial land used policies/goals/objectives. • Corridor consists of existing and new corridor components; existing roadway components would minimize impacts relative to PPS Policies 1.6.6.4 and 2.3 while new corridor components would have significant impacts relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Sections 1/2.	**Medium** potential to support federal/provincial land used policies/goals/objectives. • Corridor consists of existing and new corridor components; existing roadway components would minimize impacts relative to PPS Policies 1.6.6.4 and 2.3 while new corridor components would have significant impacts relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Sections 1/2.	**Low** potential to support federal/provincial land used policies/goals/objectives. • Corridor is predominantly new corridor components, which would have significant impacts relative to PPS Policies 1.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Sections 1/2.	**Low** potential to support federal/provincial land used policies/goals/objectives. • Corridor is predominantly new corridor components, which would have significant impacts relative to PPS Policies 1.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Sections 1/2.
	2.1.3 Municipal (regional and local) land use planning policies/ goals/objectives (Official Plans)	Potential to support municipal Official Plans	**Medium** potential to support municipal Official Plans. • Corridor within County of Perth and City of Stratford. • West of Erie Street, all lands designated for Agricultural use, aside from section along Perth Line 29 that traverses the south edge of an Industrial area. • East of Erie Street, small section of corridor crosses Industrial area of Stratford. Balance of lands designated for Agricultural use.	**Medium** potential to support municipal Official Plans. • Corridor within County of Perth and City of Stratford. • West of Erie Street, all lands designated for Agricultural use, aside from section along Perth Line 29 that traverses the south edge of an Industrial area. • East of Erie Street, small section of corridor crosses Industrial area of Stratford. Balance of lands designated for Agricultural use.	**Low** potential to support municipal Official Plans. • Corridor within County of Perth and City of Stratford. • West of Erie Street, largely designated for Agricultural use. The section on Highway 8 between Perth Road 125 and O'Loane Avenue crosses a small portion of land designated for Aggregate/Pit Area; the section between Highway 8 and Lorne Avenue is adjacent to Urban Fringe; the section between O'Loane Avenue and Erie Street traverses the south edge of an Industrial area in City of Stratford • East of Erie Street, small section of corridor crosses Industrial area of Stratford. Balance of lands designated for Agricultural use.	**Low** potential to support municipal Official Plans. • Corridor within County of Perth and City of Stratford. • West of Erie Street, largely designated for Agricultural use. The section on Highway 8 between Perth Road 125 and O'Loane Avenue crosses a small portion of land designated for Aggregate/Pit Area; the section between Highway 8 and Lorne Avenue is adjacent to Urban Fringe; the section between O'Loane Avenue and Erie Street traverses the south edge of an Industrial area in City of Stratford • East of Erie Street, small section of corridor crosses Industrial area of Stratford. Balance of lands designated for Agricultural use.
	2.1.4 Development Objectives of Private Property Owners	To be considered in the detailed planning and preliminary design phases				
2.2 Land Use / Community	2.2.1 Indian Reserves	Potential to affect Indian Reserves	No Indian reserves within the analysis area.	No Indian reserves within the analysis area.	No Indian reserves within the analysis area.	No Indian reserves within the analysis area.
	2.2.2 First Nation Sacred Grounds	To be considered in the detailed planning and preliminary design phases				
	2.2.3 Urban and Rural Residential	Potential to affect urban and rural residential areas	**Low** potential to affect urban and rural residential areas • some individual residential properties along existing roads.	**Low** potential to affect urban and rural residential areas • some individual residential properties along existing roads	**Medium** potential to affect urban and rural residential areas • borders the west edge of residential area on O'Loane Avenue	**Medium** potential to affect urban and rural residential areas • borders the west edge of residential area on O'Loane Avenue

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	2.2.4 Commercial/Industrial	Potential to affect commercial and industrial areas	**Medium** potential to affect commercial and industrial areas. • Portion of the corridor along Perth Line 29 borders the southern edge of an industrial area. • Wwesterly limit of the corridor on Highway 7 is on the edge of an existing industrial area. Industrial development. • Some out-of-way travel between this corridor and the commercial and industrial area on Lorne Avenue	**Medium** potential to affect commercial and industrial areas. • Portion of the corridor along Perth Line 29 borders the southern edge of an industrial area. • Westerly limit of the corridor on Highway 7 is on the edge of an existing industrial area. Industrial development. • Some out-of-way travel between this corridor and the commercial and industrial area on Lorne Avenue	**High** potential to affect commercial and industrial areas. • Corridor intrudes into the southwest corner of the industrial area between O'Loane Avenue and Erie Street. • Westerly limit of the corridor on Highway 7 is on the edge of an existing industrial area. Industrial development. • Some out-of-way travel between this corridor and the commercial and industrial area on Lorne Avenue	**High** potential to affect commercial and industrial areas. • Corridor intrudes into the southwest corner of the industrial area between O'Loane Avenue and Erie Street. • The westerly limit of the corridor on Highway 7 is on the edge of an existing industrial area. Industrial development. • Some out-of-way travel between this corridor and the commercial and industrial area on Lorne Avenue
	2.2.5 Tourist Areas and Attractions (e.g. museums, theatres, etc.)	Potential to affect tourist areas and attractions	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor
	2.2.6 Community Facilities / Institutions (e.g. hospitals, schools, places of worship, unique community features)	Potential to affect community facilities and institutions	**Low** potential to affect community facilities and institutions • No community facilities or institutions within or adjacent to this corridor	**Low** potential to affect community facilities and institutions • No community facilities or institutions within or adjacent to this corridor	**Low** potential to affect community facilities and institutions • No community facilities within or adjacent to this corridor	**Low** potential to affect community facilities and institutions • No community facilities within or adjacent to this corridor
	2.2.7 Municipal Infrastructure and Public Service Facilities	To be considered in the detailed planning and preliminary design phases				
2.3 Noise Sensitive Areas (NSAs) (residential areas and sensitive institutional uses)	2.3.1 Highway Noise	Potential for increased traffic noise in NSAs	**Low** potential to impact NSAs • Few NSAs adjacent to corridor	**Low** potential to impact NSAs • Few NSAs adjacent to corridor	**Medium** potential to impact NSAs • NSA east of O'Loane	**Medium** potential to impact NSAs • NSA east of O'Loane
	2.3.2 Construction Noise	Not considered until the preliminary design phase				
2.4 Agriculture	2.4.2 Agriculture - Canada Land Inventory Class (CLII) 1,2,3 Land	Potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils: NOTES: CLI Class 1 - no significant growth limitations CLI Class 2 - moderate growth limitations CLI Class 3 - moderately severe growth limitations	**High** potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils. • West of Erie Street, corridor is all existing roadway, and is outside of an urban setting. • The portion of the corridor along Highway 8 and along Perth Road 125 north of Lorne Avenue is within the Huron Clay Loam soil series which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. • The portion of the corridor south of Lorne Avenue west of Erie Street is predominantly within the Perth Silt Loam soil series, which is 100% CLI Class 1 soils. There are also a few areas of Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • East of Erie Street, corridor is predominantly new corridor, and is outside of an urban setting. • The portion of the corridor west of Perth Road	**High** potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils. • West of Erie Street, corridor is all existing roadway, and is outside of an urban setting. • The portion of the corridor along Highway 8 and along Perth Road 125 north of Lorne Avenue is within the Huron Clay Loam soil series which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. • The portion of the corridor south of Lorne Avenue west of Erie Street is predominantly within the Perth Silt Loam soil series, which is 100% CLI Class 1 soils. There are also a few areas of Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • East of Erie Street, corridor is predominantly new corridor, and is outside of an urban setting.	**High** potential to affect specialty crops and/or areas of Class 1, 2 and 3 soils. • Corridor is predominantly new corridor, and is outside of an urban setting. • The portion of the corridor along Highway 8 is within the Huron Clay Loam soil series which is 60% CLI) Class 1 soils and 40% CLI Class 3 soils (moderately • The portion of the corridor between Highway 8 and Lorne Avenue is situated within the Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • The portion of the corridor south of Lorne Avenue (west of Erie Street) is predominantly within the Perth Silt Loam soil series, which is 100% CLI Class 1 soils. There are also a few areas of Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • The portion of the corridor west of Perth Road	**High** potential to affect specialty crops and/or areas of Class 1, 2 and 3 soils. • Corridor is predominantly new corridor, and is outside of an urban setting. • The portion of the corridor along Highway 8 is within the Huron Clay Loam soil series which is 60% CLI) Class 1 soils and 40% CLI Class 3 soils (moderately • The portion of the corridor between Highway 8 and Lorne Avenue is situated within the Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • The portion of the corridor south of Lorne Avenue (west of Erie Street) is predominantly within the Perth Silt Loam soil series, which is 100% CLI Class 1 soils. There are also a few areas of Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • The portion of the corridor west of Perth Road

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
			111 and south of Lorne Avenue is predominantly within Perth Silt Loam soils, which is 100% CLI Class 1 soils. A small pocket of Muck (organic material) is situated east of Highway 7 is considered a CLI Class 0. There is also Brookston Silt Loam between Highway 7 and Perth Road 111, which is 100% CLI Class 2 soils. A thin strip of Bottom Land soil series is located within the corridor south of Perth 33 Line, which is CLI Class 5 soil series (heavy severe limitations). There is some Brookston Clay Loam soils east of Perth Road 111 and north of Lorne Avenue, which is 100% comprised of CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam, Huron Clay Loam, Muck and Brookston Silt Loam soil. Huron Clay Loam soil is 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck is situated north of Lorne Avenue, which is CLI Class 0 (does not support agricultural growth). A portion of Brookston Silt Loam soil series, which is 100% CLI Class 2 soils, is located at the easterly end of this corridor.	• The portion of the corridor west of Perth Road 111 and south of Lorne Avenue is predominantly within Perth Silt Loam soils, which is 100% CLI Class 1 soils. A small pocket of Muck (organic material) is situated east of Highway 7 is considered a CLI Class 0. There is also Brookston Silt Loam between Highway 7 and Perth Road 111, which is 100% CLI Class 2 soils. A thin strip of Bottom Land soil series is located within the corridor south of Perth 33 Line, which is CLI Class 5 soil series (heavy severe limitations). There is some Brookston Clay Loam soils east of Perth Road 111 and north of Lorne Avenue, which is 100% comprised of CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam, Huron Clay Loam, Muck and Brookston Silt Loam soil. Huron Clay Loam soil is 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck is situated north of Lorne Avenue, which is CLI Class 0 (does not support agricultural growth). A portion of Brookston Silt Loam soil series, which is 100% CLI Class 2 soils, is located at the easterly end of this corridor.	111 and south of Lorne Avenue is predominantly within Perth Silt Loam soils, which is 100% CLI Class 1 soils. A small pocket of Muck (organic material) situated east of Highway 7 is considered a CLI Class 0. There is also Brookston Silt Loam between Highway 7 and Perth Road 111, which is 100% CLI Class 2 soils. A thin strip of Bottom Land soil series is located within the corridor south of Perth 33 Line, which is CLI Class 5 soils (heavy severe limitations). There is some Brookston Clay Loam soils east of Perth Road 111 and north of Lorne Avenue, which is 100% comprised of CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam soil series as well as a small portion of Huron Clay Loam soil series, which 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck exists at the northern corridor limits.	111 and south of Lorne Avenue is predominantly within Perth Silt Loam soils, which is 100% CLI Class 1 soils. A small pocket of Muck (organic material) is situated east of Highway 7 is considered a CLI Class 0. There is also Brookston Silt Loam between Highway 7 and Perth Road 111, which is 100% CLI Class 2 soils. A thin strip of Bottom Land soil series is located within the corridor south of Perth 33 Line, which is CLI Class 5 soil series (heavy severe limitations). There is some Brookston Clay Loam soils east of Perth Road 111 and north of Lorne Avenue, which is 100% comprised of CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam, Huron Clay Loam, Muck and Brookston Silt Loam soil. Huron Clay Loam soil is 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck is situated north of Lorne Avenue, which is CLI Class 0 (does not support agricultural growth). A portion of Brookston Silt Loam soil series, which is 100% CLI Class 2 soils, is located at the easterly end of this corridor.
	2.4.2 Agricultural - Farm Infrastructure	Potential to affect farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns/silos/structures, etc.) NOTES: The broader issue of wells is addressed under the groundwater factor The broader issue of drainage along and across transportation rights-of-way is addressed as part of "drainage and hydrology engineering" that is undertaken for the selected alternative.	**High** potential to affect farm infrastructure • Much of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm. • Improvements to existing roadways may result in the loss of small amounts of farm frontage, but will cause minimal disruption/diversion of field tile drainage systems, and irrigation systems within an individual farm and since most farm buildings are set back from the highway, minimal impact to farm buildings.	**High** potential to affect farm infrastructure • Much of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm. • Improvements to existing roadways may result in the loss of small amounts of farm frontage, but will cause minimal disruption/diversion of field tile drainage systems, and irrigation systems within an individual farm and since most farm buildings are set back from the highway, minimal impact to farm buildings.	**High** potential to affect farm infrastructure • Much of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm. • Some of the corridor involves improvements to existing roadway, which may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm and since most farm buildings are set back from the highway, minimal impact to farm buildings.	**High** potential to affect farm infrastructure • Much of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm. • Some of the corridor involves improvements to existing roadway, which may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm and since most farm buildings are set back from the highway, minimal impact to farm buildings.
	2.4.3 Agriculture – Operations on Individual Farms	Potential to sever/disrupt in-farm field operations (planting, harvesting, grazing, nutrient management, etc)	**High** potential to affect in-farm field operations. • Corridor is a combination of existing roadways and new corridor. • Improvements to existing roadways may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management etc within an individual farm. • New corridor segments may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.	**High** potential to affect in-farm field operations. • Corridor is a combination of existing roadways and new corridor. • Improvements to existing roadways may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management etc within an individual farm. • New corridor segments may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.	**High** potential to affect in-farm field operations • Corridor is predominantly new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.	**High** potential to affect in-farm field operations • Corridor is predominantly new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR

Highway 7&8 Transportation Corridor Planning and Class EA Study
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Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
	2.4.4 Agriculture – Transportation Linkages between Multiple-Farm Operations	Potential to sever/disrupt transportation linkages between multiple-farm operations (movement between linked multiple-farm operations of equipment, materials, workers, etc) NOTES: The generic issue of shipments to/from farms is covered under the broader transportation sub-factor "movement of goods". The generic issue of farm resident/worker movement to/from farms is covered under the broader transportation sub-factor "movement of people". Movement of equipment, materials and workers between multiple-farm operations will occur in the context of increased overall traffic on roadways within the analysis area regardless of the alternative selected.	**High** potential to sever/disrupt transportation linkages between multiple-farm operations. • Corridor is a combination of existing roadways and new corridor. • Improvements to existing highway will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms. • Corridor involves conversion of existing rural roads from local to inter-regional traffic use, which will cause interference with movement of agricultural equipment along those roads. • New corridor segments may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.	**High** potential to sever/disrupt transportation linkages between multiple-farm operations. • Corridor is a combination of existing roadways and new corridor. • Improvements to existing highway will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms. • Corridor involves conversion of existing rural roads from local to inter-regional traffic use, which will cause interference with movement of agricultural equipment along those roads. • New corridor segments may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.	**High** potential to sever/disrupt transportation linkages between multiple-farm operations. • Corridor is predominantly new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.	**High** potential to sever/disrupt transportation linkages between multiple-farm operations. • Corridor is predominantly new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.
2.5 Land Use / Resources	2.5.1First Nation Treaty Rights or Use of Land and Resources for Traditional Purposes (e.g. hunting, fishing, harvesting of country foods, harvesting of medicinal plants)	Potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes NOTE: The protection of the natural environment is important to the continued use of lands for traditional First Nations activities.	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor is predominantly new corridor.	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor is predominantly new corridor	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor is predominantly new corridor	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor is predominantly new corridor
	2.5.2 Parks and Recreational Areas (e.g. national/provincial parks, conservation areas, municipal parks, public spaces, golf courses, trails, greenways and open space linkages)	Potential to affect parks and recreational areas.	**Low** potential to affect parks and recreational areas • No parks or recreational areas located within or adjacent to this corridor.	**Low** potential to affect parks and recreational areas • No parks or recreational areas located within or adjacent to this corridor.	**Low** potential to affect parks and recreational areas • No parks or recreational areas located within or adjacent to this corridor.	**Low** potential to affect parks and recreational areas • No parks or recreational areas located within or adjacent to this corridor.
	2.5.3 Aggregates, Mineral Resources	Potential to affect aggregate and mineral resources sites	**Low** potential to affect aggregate and mineral resources sites • No aggregate or mineral resource sites located within or adjacent to this corridor.	**Low** potential to affect aggregate and mineral resources sites • No aggregate or mineral resource sites located within or adjacent to this corridor.	**High** potential to affect aggregate and mineral resources sites • Section on Highway 8 between Perth Road 125 and O'Loane Avenue passes through an area zoned for aggregate extraction.	**High** potential to affect aggregate and mineral resources sites • Section on Highway 8 between Perth Road 125 and O'Loane Avenue passes through an area zoned for aggregate extraction.
2.6 Major Utility Transmission Corridors (e.g. railroads, hydro, gas, oil)		Potential to affect major utility transmission corridors	**High** potential to affect major utility transmission corridors • Three railway crossings; three major hydro transmission line crossings.	**High** potential to affect major utility transmission corridors • Two railway crossings; three major hydro transmission line crossings.	**High** potential to affect major utility transmission corridors • Three railway crossings; three major hydro transmission line crossings.	**High** potential to affect major utility transmission corridors • Two railway crossings; three major hydro transmission line crossings.
2.7 Contaminated Property and Waste Management (e.g. Landfills, hazardous waste sites,		Potential to affect landfills (open and closed), hazardous waste sites "brownfield" areas, and other known contaminated sites	**Low** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor.	**Low** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor.	**Low** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor.	**Low** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor.

LEGEND

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Highway 7&8 Transportation Corridor Planning and Class EA Study
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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
former industrial areas and other known contaminated sites)						
2.8 Landscape Composition	2.8.1 Scenic Composition	To be considered in the detailed planning and preliminary design phases				
	2.8.2 Sensitive Viewer Groups	To be considered in the detailed planning and preliminary design phases				
	2.8.3 Scenic Value of Views/Vistas from the transportation facility	To be considered in the detailed planning and preliminary design phases				
	2.8.4 Specimen Trees	To be considered in the detailed planning and preliminary design phases				
2.9 Air Quality	2.9.1 Regional Air Quality and Total Contaminant / Greenhouse Gas Emissions	Potential to reduce the regional air quality consequences of traffic congestion	**High** potential to reduce regional air quality consequences of traffic congestion • Few intersections, few other existing traffic sources.	**High** potential to reduce regional air quality consequences of traffic congestion • Few intersections, few other existing traffic sources.	**High** potential to reduce regional air quality consequences of traffic congestion • Few intersections, few other contributing traffic sources.	**High** potential to reduce regional air quality consequences of traffic congestion • Few intersections, few other contributing traffic sources.
	2.9.2 Local Air Quality and Sensitive Receptors to Air Pollutants	Potential to affect local receptors sensitive to air pollutants	**Low** potential to affect local receptors sensitive to air pollutants • Few sensitive receptors within 0.5 km.	**Low** potential to affect local receptors sensitive to air pollutants • Few sensitive receptors within 0.5 km.	**Medium** potential to affect local receptors sensitive to air pollutants • Critical and several sensitive receptors within 0.5 km. • Passes within 0.5 km of 3 schools; and within 1 km of the Stratford General Hospital, and two retirement homes	**Medium** potential to affect local receptors sensitive to air pollutants • Critical and several sensitive receptors within 0.5 km. • Passes within 0.5 km of 3 schools; and within 1 km of the Stratford General Hospital, and two retirement homes
SUMMARY OF LAND USE/SOCIO ECONOMIC ENVIRONMENT			Key land use / socio-economic conditions that differentiate Corridor 1A/2A from the other corridor alternatives in Sections 1 and 2are the following: • Medium potential to support provincial land use policies; • Medium potential to support municipal official plans; • Low potential to affect urban and residential area; • Medium potential to affect commercial and industrial areas; • Low potential to affect noise sensitive areas; • High potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • High potential to affect farm infrastructure; • High potential to affect in-farm field operations; • High potential to sever/disrupt transportation linkages between multiple-farm operations; • Low potential to affect parks and recreational areas; • Low potential to affect aggregate and mineral resources sites; • High potential to affect major utility transmission corridors; • Low potential to affect known contaminated sites; • High potential to reduce regional air quality consequences of traffic congestion; and • Low potential to affect local receptors sensitive	Key land use / socio-economic conditions that differentiate Corridor 1A/2B from the other corridor alternatives in Sections 1 and 2are the following: • Medium potential to support provincial land use policies; • Medium potential to support municipal official plans; • Low potential to affect urban and residential area; • Medium potential to affect commercial and industrial areas; • Low potential to affect noise sensitive areas; • High potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • High potential to affect farm infrastructure; • High potential to affect in-farm field operations; • High potential to sever/disrupt transportation linkages between multiple-farm operations; • Low potential to affect parks and recreational areas; • Low potential to affect aggregate and mineral resources sites; • High potential to affect major utility transmission corridors; • Low potential to affect known contaminated sites; • High potential to reduce regional air quality consequences of traffic congestion; and • Low potential to affect local receptors sensitive	Key land use / socio-economic conditions that differentiate Corridor 1B/2A from the other corridor alternatives in Sections 1 and 2 are the following: • Low potential to support provincial land use policies; • Low potential to support municipal official plans; • Medium potential to affect urban and residential area; • High potential to affect commercial and industrial areas; • Medium potential to affect noise sensitive areas; • High potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • High potential to affect farm infrastructure; • High potential to affect in-farm field operations; • High potential to sever/disrupt transportation linkages between multiple-farm operations; • Low potential to affect parks and recreational areas; • High potential to affect aggregate and mineral resources sites; • High potential to affect major utility transmission corridors; • Low potential to affect known contaminated sites; • High potential to reduce regional air quality consequences of traffic congestion; and	Key land use / socio-economic conditions that differentiate Corridor 1B/2B from the other corridor alternatives in Sections and 2 are the following: • Low potential to support provincial land use policies; • Low potential to support municipal official plans; • Medium potential to affect urban and residential area; • High potential to affect commercial and industrial areas; • Medium potential to affect noise sensitive areas; • High potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • High potential to affect farm infrastructure; • High potential to affect in-farm field operations; • High potential to sever/disrupt transportation linkages between multiple-farm operations; • Low potential to affect parks and recreational areas; • High potential to affect aggregate and mineral resources sites; • High potential to affect major utility transmission corridors; • Low potential to affect known contaminated sites; • High potential to reduce regional air quality consequences of traffic congestion; and

LEGEND

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Highway 7&8 Transportation Corridor Planning and Class EA Study

EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB -FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
			to air pollutants.	to air pollutants.	• Medium potential to affect local receptors sensitive to air pollutants.	• Medium potential to affect local receptors sensitive to air pollutants.
			Summary provided on Part 2 of Table			
3. CULTURAL ENVIRONMENT FACTORS						
3.1 Cultural Heritage – Built Heritage and Cultural Landscapes	3.1.1 Buildings or “Standing” Sites of Architectural or Heritage Significance or Ontario Heritage Foundation Easement Properties	Potential to affect buildings or “standing“ sites of extreme local, provincial or national interest or Ontario Heritage Foundation easements properties	**Low** potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Low** potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Low** potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Low** potential to affect buildings or “standing” sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties. • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125
	3.1.2 Heritage Bridges	Potential to affect heritage bridges	**Medium** potential to affect heritage bridges	**Medium** potential to affect heritage bridges	**Medium** potential to affect heritage bridges	**Medium** potential to affect heritage bridges
	3.1.3 Areas of Historic 19th Century Settlement	Potential to affect areas of historic 19th century settlement	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.
	3.1.4 Cultural Heritage Landscapes	To be considered in the detailed planning and preliminary design phases				
	3.1.5 First Nations Burial Sites	To be considered in the detailed planning and preliminary design phases				
	3.1.6 Cemeteries	Potential to affect cemeteries	**Medium** potential to affect cemeteries • Cemetery north of Highway 7&8 between Perth Roads 109 and 110	**Low** potential to affect cemeteries • No cemeteries identified	**Medium** potential to affect cemeteries • Cemetery north of Highway 7&8 between Perth Roads 109 and 110	**Low** potential to affect cemeteries • No cemeteries identified
3.2 Cultural Heritage - Archaeology	3.2.1 Pre-Historic and Historic First Nations’ Archaeological Sites	Potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest	**High** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in “green field” area with little previous disturbance through construction.	**High** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in “green field” area with little previous disturbance through construction.	**High** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Corridor is predominantly new corridor in “green field” area with little previous disturbance through construction.	**High** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Corridor is predominantly new corridor in “green field” area with little previous disturbance through construction.
	3.2.2 Historic Euro-Canadian Archaeological Sites	Potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest	**High** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in “green field” area with little previous disturbance through construction. • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**High** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in “green field” area with little previous disturbance through construction. • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**High** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest. • Corridor is predominantly new corridor in “green field” area with little previous disturbance through construction • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to west of O’Loane Avenue	**High** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest. • Corridor is predominantly new corridor in “green field” area with little previous disturbance through construction • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to west of O’Loane Avenue

LEGEND

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
SUMMARY OF CULTURAL ENVIRONMENT			Key cultural environment conditions that differentiate Corridor 1A/2A from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect cemeteries; • High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.	Key cultural environment conditions that differentiate Corridor 1A/2B from the other corridor alternatives in Sections 1 and 2 are the following: • Low potential to affect cemeteries; • High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.	Key cultural environment conditions that differentiate Corridor 1B/2A from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect cemeteries; • High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.	Key cultural environment conditions that differentiate Corridor 1B/2B from the other corridor alternatives in Sections 1 and 2 are the following: • Low potential to affect cemeteries; • High potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • High potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.
			Summary provided on Part 2 of Table			
4. AREA ECONOMY FACTORS– Deleted due to duplication of considerations addressed in Factors 2.2.4, 2.2.5, 5.1.2, 5.1.3, and 5.4.3 (deletion eliminated double-counting).						
5. TRANSPORTATION FACTORS						
5.1 Area Transportation System Capacity and Efficiency	5.1.1 Federal/Provincial/Municipal transportation planning policies/goals/objectives	Potential to support federal/provincial/ municipal transportation planning policies/goals/objectives NOTES: PPS Policy 1.6.5.1 stipulates that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. PPS Policy 1.6.5.2 stipulates that efficient use shall be made of existing and planned infrastructure	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor has both existing roadway and new corridor components. • Existing roadway segments would not be as efficient or effective in moving people and goods as a new corridor segments • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2.	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor has both existing roadway and new corridor components. • Existing roadway segments would not be as efficient or effective in moving people and goods as a new corridor segments • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2.	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals/objectives • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor is predominantly new corridor, which would be more efficient and more effective in moving people and goods than use of existing roadway/highway. • Corridor is predominantly new corridor, which would not meet the objectives of PPS policy 1.6.5.2.	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals/objectives • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor is predominantly new corridor, which would be more efficient and more effective in moving people and goods than use of existing roadway/highway. • Corridor is predominantly new corridor, which would not meet the objectives of PPS policy 1.6.5.2.
	5.1.2 Efficient movement of people	Potential to support the efficient movement of people between communities and regions based on Level of Service (LOS) and volume to capacity (v/c) on a network, screenline and critical link basis	**Medium** potential to support efficient movement of people • Corridor has both existing roadway and new corridor components but has good level of service because it has few intersections and driveways. • Some out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of people • Corridor has both existing roadway and new corridor components but has good level of service because it has few intersections and driveways. • Some out-of-way travel for local access from Stratford to corridor.	**High** potential to support efficient movement of people • Corridor is predominantly new corridor with high level of service due to few intersections and no driveways. • Some out-of-way travel for local access from Stratford to corridor.	**High** potential to support efficient movement of people • Corridor is predominantly new corridor with high level of service due to few intersections and no driveways. • Some out-of-way travel for local access from Stratford to corridor.
	5.1.3 Efficient movement of goods	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities based on road network and Highway 7&8 corridor performance measures (LOS and travel speed)	**Medium** potential to support efficient movement of goods • Corridor has both existing roadway and new corridor components but has good level of service because it has few intersections and driveways. • Some out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of goods • Corridor has both existing roadway and new corridor components but has good level of service because it has few intersections and driveways. • Some out-of-way travel for local access from Stratford to corridor.	**High** potential to support efficient movement of goods • Corridor is predominantly new corridor with high level of service due to few intersections and no driveways. • Some out-of-way travel for local access from Stratford to corridor.	**High** potential to support efficient movement of goods • Corridor is predominantly new corridor with high level of service due to few intersections and no driveways. • Some out-of-way travel for local access from Stratford to corridor.
5.2 Area Transportation System Reliability / Redundancy		Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during	**Medium** potential to support system reliability and redundancy • Corridor has both existing roadway and new	**Medium** potential to support system reliability and redundancy • Corridor has both existing roadway and new	**High** potential to support system reliability and redundancy • Corridor is predominantly new corridor, which	**High** potential to support system reliability and redundancy • Corridor is predominantly new corridor, which

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR

Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)
Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
		adverse conditions	corridor components. The former does not provide new connection between regions and communities during adverse conditions.	corridor components. The former does not provide new connection between regions and communities during adverse conditions.	provides new connection between regions and communities during adverse conditions.	provides new connection between regions and communities during adverse conditions.
5.3 Safety	5.3.1 Traffic Safety	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c) and reduce the frequency of intersections and entrances in the Highway 7&8 corridor	**Medium** potential to improve traffic safety • Corridor has both existing roadway and new corridor components. • Few access points associated with private entrances, and limited number of access points at intersections. • West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, four lanes east of Erie Street provide for good passing opportunity, and provide a wider platform to accommodate evasive moves during potential accidents.	**Medium** potential to improve traffic safety • Corridor has both existing roadway and new corridor components. • Few access points associated with private entrances, and limited number of access points at intersections. • West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, four lanes east of Erie Street provide for good passing opportunity, and provide a wider platform to accommodate evasive moves during potential accidents.	**Medium** potential to improve traffic safety • Corridor is predominantly new corridor, with no access points associated with private entrances, and limited number of access points at intersection / interchange locations. • West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, four lanes provide for good passing opportunity, and provide a wider platform to accommodate evasive moves during potential accidents.	**Medium** potential to improve traffic safety • Corridor is predominantly new corridor, with no access points associated with private entrances, and limited number of access points at intersection / interchange locations. • West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, four lanes provide for good passing opportunity, and provide a wider platform to accommodate evasive moves during potential accidents.
	5.3.2 Emergency Access	To be considered in the detailed planning and preliminary design phases				
5.4 Mobility and Accessibility	5.4.1 Modal integration, balance and efficiency	Potential to improve modal choice and increase mode split for person trips between communities, regions and major transit station areas based on connection to concentrations of population, travel performance indicators (LOS, v/c, travel speed) at critical screenlines and on potential to provide higher order transit service in the Highway 7&8 corridor.	**Medium** potential to improve modal integration, balance and efficiency • Transit in corridor not supported by bypass of Stratford. • Does not use existing corridor east of Erie Street so there is the opportunity to provide higher order transit service. • This study does not consider potential for transit market west of Stratford to Lake Huron.	**Medium** potential to improve modal integration, balance and efficiency • Transit in corridor not supported by bypass of Stratford. • Does not use existing corridor east of Erie Street so there is the opportunity to provide higher order transit service. • This study does not consider potential for transit market west of Stratford to Lake Huron.	**Medium** potential to improve modal integration, balance and efficiency • Transit in corridor not supported by bypass of Stratford. • Does not use existing corridor east of Erie Street so there is the opportunity to provide higher order transit service. • This study does not consider potential for transit market west of Stratford to Lake Huron.	**Medium** potential to improve modal integration, balance and efficiency • Transit in corridor not supported by bypass of Stratford. • Does not use existing corridor east of Erie Street so there is the opportunity to provide higher order transit service. • This study does not consider potential for transit market west of Stratford to Lake Huron.
	5.4.2 Linkages to Population and Employment Centres	Potential to improve linkages to population and employment centres for people and goods movement	**Medium** potential to improve linkages to population and employment centres • Bypass of Strafford is in close proximity, with access to Stratford by 5 major access points.	**Medium** potential to improve linkages to population and employment centres • Bypass of Strafford is in close proximity, with access to Stratford by 5 major access points.	**Medium** potential to improve linkages to population and employment centres • Bypass of Strafford is in close proximity, with access to Stratford by 5 major access points.	**Medium** potential to improve linkages to population and employment centres • Bypass of Strafford is in close proximity, with access to Stratford by 5 major access points.
	5.4.3 Recreation and Tourism Travel	Potential to support recreation and tourism travel within and to/from the Analysis Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed)	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions is bypassed, but tourist travel through the analysis area is facilitated, with several points of access to Stratford.	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions is bypassed, but tourist travel through the analysis area is facilitated, with several points of access to Stratford.	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions is bypassed, but tourist travel through the analysis area is facilitated, with several points of access to Stratford.	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions is bypassed, but tourist travel through the analysis area is facilitated, with several points of access to Stratford.
	5.4.4 Accommodation for pedestrians, cyclists and snowmobiles	Potential to accommodate pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails	**Low** potential to support pedestrians and cyclists • Rural area does not support justification for sidewalks. • No designated bicycle or snowmobile trails identified.	**Low** potential to support pedestrians and cyclists • Rural area does not support justification for sidewalks. • No designated bicycle or snowmobile trails identified.	**Low** potential to support pedestrians and cyclists • Rural area does not support justification for sidewalks. • No designated bicycle or snowmobile trails identified.	**Low** potential to support pedestrians and cyclists • Rural area does not support justification for sidewalks. • No designated bicycle or snowmobile trails identified.
5.5 Network Compatibility	5.5.1 Network Connectivity	Potential to improve transportation system connectivity within and to/from the analysis area	**High** potential to improve transportation system connectivity	**High** potential to improve transportation system connectivity	**High** potential to improve transportation system connectivity	**High** potential to improve transportation system connectivity

LEGEND

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 1 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1A/2A (Stratford South Bypass Corridor 1 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-6 Plus Erie Street 2-1, 2-2	**CORRIDOR ALTERNATIVE 1A/2B (Stratford South Bypass Corridor 1 West of Erie and Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-4, 1-7, 1-8, 1-9/2-2, 2-4, 2-5 Plus Erie Street 2-1, 2-2**	**CORRIDOR ALTERNATIVE 1B/2A (Stratford South Bypass Corridor 2 West and Bypass Corridor 1 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-6**	**CORRIDOR ALTERNATIVE 1B/2B (Stratford South Bypass Corridor 2 West of Erie, & Bypass Corridor 2 East of Erie) Nodes: 1-1, 1-2, 1-3, 1-5, 1-8, 1-10/2-1, 2-4, 2-5**
	5.5.2 Flexibility for Future Expansion	Potential to address future transportation needs beyond the forecasted planning horizons	**Medium** potential for future expansion • Corridor is outside the Stratford urban boundary • Future expansion of existing roadway segments is constrained by the right-of-way width; new corridor segments could accommodate future expansion.	**Medium** potential for future expansion • Corridor is outside the Stratford urban boundary • Future expansion of existing roadway segments is constrained by the right-of-way width; new corridor segments could accommodate future expansion.	**High** potential for future expansion. • Corridor is outside Stratford urban boundary, and since it is predominantly new corridor, the right-of-way could accommodate future expansion.	**High** potential for future expansion. • Corridor is outside Stratford urban boundary, and since it is predominantly new corridor, the right-of-way could accommodate future expansion.
5.6 Engineering	5.6.1 Constructability	Potential constructability issues considering physical, property or environmental constraints	**Medium** potential for constructability issues • Utilizes existing roadways; three railway crossings; Avon River crossing	**Medium** potential for constructability issues • Utilizes existing roadways; two railway crossings; Avon River crossing	**Medium** potential for constructability issues • Utilizes existing roadways; three railway crossings; Avon River crossing	**Medium** potential for constructability issues • Utilizes existing roadways; two railway crossings; Avon River crossing
	5.6.2 Compliance with Design Criteria	To be considered in the detailed planning and preliminary design phases				
5.7 Traffic Operations		Potential for negative impact on traffic operations due to factors such as design features, private access, and transportation network connections	**Medium** potential for negative impact on traffic operations. • Corridor has both existing roadway and new corridor components; existing roadway segments are in rural areas with relatively few private entrances and intersections.	**Medium** potential for negative impact on traffic operations. • Corridor has both existing roadway and new corridor components; existing roadway segments are in rural areas with relatively few private entrances and intersections.	**Low** potential for negative impact on traffic operations. • Corridor predominantly does not utilize existing roadways.	**Low** potential for negative impact on traffic operations. • Corridor predominantly does not utilize existing roadways.
SUMMARY OF TRANSPORTATION		**It should be noted that the process utilized to generate corridor alternatives ensures that each corridor is capable of satisfying transportation criteria.**	Key transportation issues that differentiate Corridor 1A/2A from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support efficient movement of people; • Medium potential to support efficient movement of goods; • Medium potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • Medium potential to improve linkages to population and employment centres; • Low potential to support pedestrians and cyclists; • Medium potential for future expansion; • Medium potential for constructability issues; • Medium potential for negative impact on traffic operations.	Key transportation issues that differentiate Corridor 1A/2B from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support efficient movement of people; • Medium potential to support efficient movement of goods; • Medium potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • Medium potential to improve linkages to population and employment centres; • Low potential to support pedestrians and cyclists; • Medium potential for future expansion; • Medium potential for constructability issues; • Medium potential for negative impact on traffic operations.	Key transportation issues that differentiate Corridor 1B/2A from the other corridor alternatives in Sections 1 and 2 are the following: • High potential to support efficient movement of people; • High potential to support efficient movement of goods; • High potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • Medium potential to improve linkages to population and employment centres; • Low potential to support pedestrians and cyclists; • High potential for future expansion; • Medium potential for constructability issues; • Low potential for negative impact on traffic operations.	Key transportation issues that differentiate Corridor 1B/2B from the other corridor alternatives in Sections 1 and 2 are the following: • High potential to support efficient movement of people; • High potential to support efficient movement of goods; • High potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • Medium potential to improve linkages to population and employment centres; • Low potential to support pedestrians and cyclists; • High potential for future expansion; • Medium potential for constructability issues; • Low potential for negative impact on traffic operations.
			Summary provided on Part 2 of Table			
SUMMARY OF EVALUATION			Summary provided on Part 2 of Table			

LEGEND

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB -FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D** (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4	**CORRIDOR ALTERNATIVE 1D/2C** (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1D/2D** (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3
KEY MAP						
1. NATURAL ENVIRONMENT FACTORS						
1.1 Fisheries and Aquatic Ecosystems	1.1.1 Fish Habitat And 1.1.2 Fish Community	Potential to affect fish species and their habitat	**Medium** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 7 tributaries of the Avon River, primarily at existing crossing locations, of which 4 are warmwater and has 3 have no data or an unassigned thermal regime.	**Medium** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 10 tributaries of the Avon River, primarily at existing crossing locations, of which 4 are warmwater and has 6 have no data or an unassigned thermal regime	**Medium** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 6 tributaries of the Avon River, of which 3 are warmwater and 3 have no data or an unassigned thermal regime.	**High** potential to affect fish species and their habitat • Potential to impact permanent warmwater fish habitat of the Avon River and Trout Creek in the Thames River Watershed. Corridor intersects 9 tributaries of the Avon River, of which 3 are warmwater and 6 have no data or an unassigned thermal regime
1.2 Terrestrial Ecosystems	1.2.1 Wildlife	Potential to affect wildlife species at risk (special concern, endangered or threatened wildlife species), and provincially rare (S1 – S3) species and their habitat	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3)	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3)	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3)	**Low** potential to affect wildlife and their habitat • No special concern, endangered or threatened wildlife species • No provincially rare species (S1 – S3)
	1.2.2 Wetlands	Potential to affect provincially (PSW) and locally (LSW) significant wetlands.	**Medium** potential to affect PSW and LSW wetlands. • Little Lakes Swamp Complex PSW located within corridor	**Medium** potential to affect PSW and LSW wetlands • Little Lakes Swamp Complex PSW located within corridor	**Medium** potential to affect PSW and LSW wetlands. • Little Lakes Swamp Complex PSW located within corridor	**Medium** potential to affect PSW and LSW wetlands • Little Lakes Swamp Complex PSW located within corridor
	1.2.3 Forests	Potential to affect woodlands, especially larger core woodlands and interior habitat	**Low** potential to affect woodlands • 4 woodlands potentially affected • None with core areas or interior habitat	**Medium** potential to affect woodlands • 6 woodlands potentially affected • 1 of which is larger with identified core/interior habitat	**Low** potential to affect woodlands • 5 woodlands potentially affected • None with core areas or interior habitat	**Medium** potential to affect woodlands • 7 woodlands potentially affected • 1 of which is larger with identified core/interior habitat
	1.2.4 Vegetation	Potential to affect populations of rare vegetation, including species at risk, provincially rare species and provincially rare vegetation communities	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor	**Low** potential to affect populations of rare vegetation • No rare or SAR identified within the corridor
	1.2.5 Designated/Special Areas	Potential to affect designated/special areas	**Medium** potential to affect designated/special areas • Does not cross any ESA or ANSI west of Erie Street • Potential to cross the Little Lakes Bog and Swamp Forest Complex ANSI	**Medium** potential to affect designated/special areas • Does not cross any ESA or ANSI west of Erie Street • Potential to cross the Little Lakes Bog and Swamp Forest Complex ANSI	**Medium** potential to affect designated/special areas • Does not cross any ESA or ANSI west of Erie Street • Potential to cross the Little Lakes Bog and Swamp Forest Complex ANSI	**Medium** potential to affect designated/special areas • Does not cross any ESA or ANSI west of Erie Street • Potential to cross the Little Lakes Bog and Swamp Forest Complex ANSI
1.3 Groundwater	1.3.1 Areas of Groundwater Recharge and Discharge	Potential to affect volume of groundwater at recharge and discharge areas (depends on presence of low permeability, i.e. till or fine grained glaciolacustrine sediments, or high permeability, i.e. sand, gravels, fractured bedrock, soils at surface)	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to	**Low** potential to affect volume of groundwater at recharge and discharge areas. • Surface runoff is interpreted to exceed infiltration • No temporary or long-term change to

LEGEND

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB -FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4**	**CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3**	**CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3**
			groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.	groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.	groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.	groundwater recharge or discharge is anticipated due to the small surface area affected by highway construction in the corridor.
		Potential to affect quality of groundwater at recharge and discharge areas (depends on attenuation capacity of soils, and, rate of groundwater infiltration and/or discharge)	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.	**Low** potential to affect groundwater quality at recharge and discharge areas. • Rate of groundwater infiltration is low, with no significant surficial aquifer units within the corridor.
	1.3.2 Groundwater Source and Wellhead Protection Areas (WHPAs)	Potential to affect groundwater wellhead protection areas (i.e., is corridor upgradient of or within a delineated wellhead protection area)	**Low** potential to affect groundwater wellhead protection area. • Corridor west of Erie Street is within the capture zone of two municipal wells. However, these wells are both located within the bedrock, protected by low permeability Silty Till. • Corridor east of Erie Street is within the capture zone of one municipal well. However, this well is located within the bedrock, which is protected by low permeability Silty Till.	**Low** potential to affect groundwater wellhead protection area. • Corridor west of Erie Street is within the capture zone of two municipal wells. However, these wells are both located within the bedrock, protected by low permeability Silty Till. • Corridor east of Erie Street is within the capture zone of one municipal well. However, this well is located within the bedrock, which is protected by low permeability Silty Till.	**Low** potential to affect groundwater wellhead protection area. • Corridor west of Erie Street is within the capture zone of two municipal wells. However, these wells are both located within the bedrock, protected by low permeability Silty Till. • Corridor east of Erie Street is within the capture zone of one municipal well. However, this well is located within the bedrock, which is protected by low permeability Silty Till.	**Low** potential to affect groundwater wellhead protection area. • Corridor west of Erie Street is within the capture zone of two municipal wells. However, these wells are both located within the bedrock, protected by low permeability Silty Till. • Corridor east of Erie Street is within the capture zone of one municipal well. However, this well is located within the bedrock, which is protected by low permeability Silty Till.
	1.3.3 Large Volume Wells	Potential to affect large volume wells	**Low** potential to affect large volume wells • Corridor west of Erie Street is located within the capture zone of two municipal wells. However these wells are both located within the bedrock, which is confined above by low permeability Silty Till. • Corridor east of Erie Street is located within the capture zone of one municipal well. However this well is located within the bedrock, which is protected by low permeability Silty Till.	**Low** potential to affect large volume wells • Corridor west of Erie Street is located within the capture zone of two municipal wells. However these wells are both located within the bedrock, which is confined above by low permeability Silty Till. • Corridor east of Erie Street is located within the capture zone of one municipal well. However this well is located within the bedrock, which is protected by low permeability Silty Till.	**Low** potential to affect large volume wells • Corridor west of Erie Street is located within the capture zone of two municipal wells. However these wells are both located within the bedrock, which is confined above by low permeability Silty Till. • Corridor east of Erie Street is located within the capture zone of one municipal well. However this well is located within the bedrock, which is protected by low permeability Silty Till.	**Low** potential to affect large volume wells • Corridor west of Erie Street is located within the capture zone of two municipal wells. However these wells are both located within the bedrock, which is confined above by low permeability Silty Till. • Corridor east of Erie Street is located within the capture zone of one municipal well. However this well is located within the bedrock, which is protected by low permeability Silty Till.
	1.3.4 Private Wells	To be considered in the detailed planning and preliminary design phases				
	1.3.5 Groundwater-Sensitive Ecosystems	To be considered in the detailed planning and preliminary design phases				
1.4 Surface Water	1.4.1 Watershed / Sub-Watershed Drainage Features/Patterns	Potential to affect permanent watercourses	**Medium** potential to affect permanent watercourses • Potential to impact the Avon River in the Thames River Watershed west of Erie Street. Corridor intersects 4 tributaries of the Avon River. • Potential to impact Trout Creek in the Thames River Watershed east of Erie Street. Proposed corridor intersects 3 tributaries of the Avon River.	**Medium** potential to affect permanent watercourses • Potential to impact the Avon River in the Thames River Watershed west of Erie Street. Corridor intersects 4 tributaries of the Avon River. • Potential to impact Trout Creek in the Thames River Watershed east of Erie Street. Proposed corridor intersects 6 tributaries of the Avon River.	**High** potential to affect permanent watercourses • Potential to impact the Avon River in the Thames River Watershed west of Erie Street. Corridor intersects 3 tributaries of the Avon River and crosses confluence of three watercourses. • Potential to impact Trout Creek in the Thames River Watershed east of Erie Street. Proposed corridor intersects 3 tributaries of the Avon River.	**High** potential to affect permanent watercourses • Potential to impact the Avon River in the Thames River Watershed west of Erie Street. Corridor intersects 3 tributaries of the Avon River and crosses confluence of three watercourses. • Potential to impact Trout Creek in the Thames River Watershed east of Erie Street. Proposed corridor intersects 6 tributaries of the Avon River.
	1.4.2 Surface Water Quality and Quantity	To be considered in the detailed planning and preliminary design phases				
SUMMARY OF NATURAL ENVIRONMENT			Key natural environment conditions that differentiate Corridor 1C/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect fish species and their habitat;	Key natural environment conditions that differentiate Corridor 1C/2D from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect fish species and their habitat;	Key natural environment conditions that differentiate Corridor 1D/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect fish species and their habitat;	Key natural environment conditions that differentiate Corridor 1D/2D from the other corridor alternatives in Sections1 and 2 are the following: • High potential to affect fish species and their habitat;

LEGEND

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Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D** (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4	**CORRIDOR ALTERNATIVE 1D/2C** (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1D/2D** (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3
			• Medium potential to affect provincially (PSW) and locally (LSW) significant wetlands • Low potential to affect woodlands; • Medium potential to affect permanent watercourses	• Medium potential to affect provincially (PSW) and locally (LSW) significant wetlands • Medium potential to affect woodlands; • Medium potential to affect permanent watercourses	• Medium potential to affect provincially (PSW) and locally (LSW) significant wetlands • Low potential to affect woodlands; • High potential to affect permanent watercourses	• Medium potential to affect provincially (PSW) and locally (LSW) significant wetlands • Medium potential to affect woodlands; • High potential to affect permanent watercourses
			Corridors 1C/2C and 1C/2D are primarily composed of existing roadway components. As a result: • They have lower potential impacts to the natural environment, primarily because of the relatively low "footprint" impact; • The potential impacts to fisheries and aquatic ecosystems and to watershed features tend to be of a nature that can be spanned/bridged; and • The potential impacts to forests and vegetation tend to be "edge effects" and therefore relatively low. Therefore, from a natural environment perspective, Corridors 1C/2C and 1C/2D are both preferred for Sections 1 and 2.			
2. LAND USE / SOCIO-ECONOMIC ENVIRONMENT FACTORS						
2.1 Land Use Planning Policies, Goals, Objectives	2.1.1 First Nation Land Claims	Potential to affect areas for which there are First Nation outstanding land claims	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area	Five filed land claims that may apply to this analysis area
	2.1.2 Provincial/Federal land use planning policies/goals/ objectives	Potential to support federal/provincial land use policies/goals/objectives NOTES: PPS Policy 1.6.6.4 stipulates that when planning for corridors for significant transportation facilities, consideration will be given to significant natural heritage, water, agricultural, mineral, cultural heritage and archaeological resources. PPS Policy 2.3 requires prime agricultural areas be protected for long-term use. Prime agricultural areas include specialty crop areas and Classes 1,2, and 3 soils in this order of priority.	**Medium** potential to support federal/provincial land use policies/goals/objectives. • Corridor has existing roadway and new corridor components, and the latter would have impacts east of Romeo Street relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 2.	**Medium** potential to support federal/provincial land use policies/goals/objectives. • Corridor has existing roadway and new corridor components, and the latter would have impacts east of Romeo Street relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 2.	**Medium** potential to support federal/provincial land use policies/goals/objectives. • Corridor has existing roadway and new corridor components, and the latter would have impacts east of Romeo Street relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 2.	**Medium** potential to support federal/provincial land use policies/goals/objectives. • Corridor has existing roadway and new corridor components, and the latter would have impacts east of Romeo Street relative to PPS Policies 1.6.6.4 and 2.3. • There are no location-specific federal or provincial land use policies for Section 2.
	2.1.3 Municipal (regional and local) land use planning policies/ goals/objectives (Official Plans)	Potential to support municipal Official Plans	**High** potential to support municipal Official Plans. • Corridor within County of Perth and City of Stratford. • Portions of lands along Lorne Avenue west of Erie Street within City of Stratford and designated for Open Space, Urban Residential, and Industrial use. Balance of lands designated for Agricultural use • Corridor east of Erie Street crosses through lands designated industrial and Residential and Commercial between nodes 2-2 and 2-3, and part of 2-3 to 2-4. Corridor adjacent to Urban Fringe at east side of Stratford. All other lands designated for Agricultural use.	**High** potential to support municipal Official Plans. • Corridor within County of Perth and City of Stratford. • Portions of lands along Lorne Avenue west of Erie Street within City of Stratford and designated for Open Space, Urban Residential, and Industrial use. Balance of lands designated for Agricultural use • Corridor east of Erie Street crosses through lands designated industrial and Residential and Commercial between nodes 2-2 and 2-3, and part of 2-3 to 2-4. Corridor adjacent to Urban Fringe at east side of Stratford. All other lands designated for Agricultural use.	**Medium** potential to support municipal Official Plans. • Corridor within County of Perth and City of Stratford. • The section on Highway 8 between Perth Road 125 and O'Loane Avenue crosses a small portion of land designated for Aggregate/Pit Area; the section between Highway 8 and Lorne Avenue is adjacent to Urban Fringe; portions of lands along Lorne Avenue west of Erie Street within City of Stratford and designated for Open Space, Urban Residential, and Industrial use • Corridor east of Erie Street crosses through	**Medium** potential to support municipal Official Plans. • Study area within County of Perth and City of Stratford. The section on Highway 8 between Perth Road 125 and O'Loane Avenue crosses a small portion of land designated for Aggregate/Pit Area; the section between Highway 8 and Lorne Avenue is adjacent to Urban Fringe; portions of lands along Lorne Avenue west of Erie Street within City of Stratford and designated for Open Space, Urban Residential, and Industrial use • Corridor east of Erie Street crosses through lands designated industrial and Residential

LEGEND

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					lands designated industrial and Residential and Commercial between nodes 2-2 and 2-3, and part of 2-3 to 2-4. Corridor adjacent to Urban Fringe at east side of Stratford. All other lands designated for Agricultural use.	and Commercial between nodes 2-2 and 2-3, and part of 2-3 to 2-4. Corridor adjacent to Urban Fringe at east side of Stratford. All other lands designated for Agricultural use.
	2.1.4 Development Objectives of Private Property Owners	To be considered in the detailed planning and preliminary design phases				
2.2 Land Use / Community	2.2.1 Indian Reserves	Potential to affect Indian Reserves	No Indian reserves within the analysis area.	No Indian reserves within the analysis area.	No Indian reserves within the analysis area.	No Indian reserves within the analysis area.
	2.2.2 First Nation Sacred Grounds	To be considered in the detailed planning and preliminary design phases				
	2.2.3 Urban and Rural Residential	Potential to affect urban and residential areas	**High** potential to affect urban and residential areas • Borders south edge of the residential and urban areas on Lorne Avenue between O'Loane Avenue and Erie Street. • Borders the southern edge of an existing residential area along Lorne Avenue east of Erie Street	**High** potential to affect urban and residential areas • Borders south edge of the residential and urban areas on Lorne Avenue between O'Loane Avenue and Erie Street. • Borders the southern edge of an existing residential area along Lorne Avenue east of Erie Street	**High** potential to affect urban and residential areas • Borders south edge of the residential and urban areas on Lorne Avenue between O'Loane Avenue and Erie Street. • Borders the southern edge of an existing residential area along Lorne Avenue east of Erie Street	**High** potential to affect urban and residential areas • Borders south edge of the residential and urban areas on Lorne Avenue between O'Loane Avenue and Erie Street. • Borders the southern edge of an existing residential area along Lorne Avenue east of Erie Street
	2.2.4 Commercial/Industrial	Potential to affect commercial and industrial areas	**Low** potential to affect commercial and industrial areas. • The portion of the corridor along Lorne Avenue borders the northern edge of an industrial area west of Erie Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • The portion of the corridor along Highway 7 passes through an existing industrial area. • The portion of the corridor along Lorne Avenue east of Erie Street borders the northern edge of an existing commercial area. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • Corridor passes through the commercial and industrial area, providing direct access, so improved corridor could be a benefit.	**Low** potential to affect commercial and industrial areas. • The portion of the corridor along Lorne Avenue borders the northern edge of an industrial area west of Erie Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • The portion of the corridor along Highway 7 passes through an existing industrial area. • The portion of the corridor along Lorne Avenue east of Erie Street borders the northern edge of an existing commercial area. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • Corridor passes through the commercial and industrial area, providing direct access, so improved corridor could be a benefit.	**Low** potential to affect commercial and industrial areas. • The portion of the corridor along Lorne Avenue borders the northern edge of an industrial area west of Erie Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • The portion of the corridor along Highway 7 passes through an existing industrial area. • The portion of the corridor along Lorne Avenue east of Erie Street borders the northern edge of an existing commercial area. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • Corridor passes through the commercial and industrial area, providing direct access, so improved corridor could be a benefit.	**Low** potential to affect commercial and industrial areas. • The portion of the corridor along Lorne Avenue borders the northern edge of an industrial area west of Erie Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • The portion of the corridor along Highway 7 passes through an existing industrial area. • The portion of the corridor along Lorne Avenue east of Erie Street borders the northern edge of an existing commercial area. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section. • Corridor passes through the commercial and industrial area, providing direct access, so improved corridor could be a benefit.
	2.2.5 Tourist Areas and Attractions (e.g. museums, theatres, etc.)	Potential to affect tourist areas and attractions	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor	**Low** potential to affect tourist areas and attractions • No tourist areas or attractions within or adjacent to this corridor
	2.2.6 Community Facilities / Institutions (e.g. hospitals, schools, places of worship, unique community features)	Potential to affect community facilities and institutions	**Low** potential to affect community facilities and institutions • No community facilities or institutions within or adjacent to this corridor west of Hwy 7 • Community centre west of Dunlop is south of Lorne Avenue, which has an existing right-of-way width that can accommodate a 4/5 lane cross section.	**Low** potential to affect community facilities and institutions • No community facilities or institutions within or adjacent to this corridor west of Hwy 7 • Community centre west of Dunlop is south of Lorne Avenue, which has an existing right-of-way width that can accommodate a 4/5 lane cross section.	**Low** potential to affect community facilities and institutions • No community facilities or institutions within or adjacent to this corridor west of Hwy 7 • Community centre west of Dunlop is south of Lorne Avenue, which has an existing right-of-way width that can accommodate a 4/5 lane cross section.	**Low** potential to affect community facilities and institutions • No community facilities or institutions within or adjacent to this corridor west of Hwy 7 • Community centre west of Dunlop is south of Lorne Avenue, which has an existing right-of-way width that can accommodate a 4/5 lane cross section.
	2.2.7 Municipal Infrastructure and Public Service Facilities	To be considered in the detailed planning and preliminary design phases				

LEGEND

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2.3 Noise Sensitive Areas (NSAs) (residential areas and sensitive institutional uses)	2.3.1 Highway Noise	Potential for increased traffic noise in NSAs	**High** potential to impact NSAs • NSA north of Lorne Avenue between O'Loane Avenue and Erie Street • Corridor borders NSA north of Lorne Avenue that extends from Erie Street to east of Downie Street	**High** potential to impact NSAs • NSA north of Lorne Avenue between O'Loane Avenue and Erie Street • Corridor borders NSA north of Lorne Avenue that extends from Erie Street to east of Downie Street	**High** potential to impact NSAs • NSAs east of O'Loane Avenue, and NSAs north of Lorne Avenue between O'Loane Avenue and Erie Street • Corridor borders NSA north of Lorne Avenue that extends from Erie Street to east of Downie Street	**High** potential to impact NSAs • NSAs east of O'Loane Avenue, and NSAs north of Lorne Avenue between O'Loane Avenue and Erie Street • Corridor borders NSA north of Lorne Avenue that extends from Erie Street to east of Downie Street
	2.3.2 Construction Noise	Not considered until the preliminary design phase				
2.4 Agriculture	2.4.1 Agriculture - Canada Land Inventory Class (CLII) 1,2,3 Land	Potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils: NOTES: CLI Class 1 - no significant growth limitations CLI Class 2 - moderate growth limitations CLI Class 3 - moderately severe growth limitations	**Medium** potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils. • Corridor is both existing roadway within and outside an urban setting (western section), and new corridor outside of an urban setting (eastern section). • The portion of the corridor along Highway 8 and Perth Road 125 is within the Huron Clay Loam soil series which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. • The portion of the corridor along Lorne Ave west of Hwy 7 is within 3 soil types. Huron Silt Loam is 60% CLI Class 1 soils and 40% CLI Class 3 soils; Perth Silt Loam is 100% CLI Class 1 soils; and Brookston Silt Loam is 100% CLI Class 2 soils. • The portion of the corridor west of Perth Road 111 and south of Lorne Avenue is situated within Perth Silt Loam, which is 100% comprised of CLI Class 1 soils. This portion of the corridor also includes Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. East of Perth Road 109 there is a pocket of Bottom Land soil, which is CLI Class 5 soils (heavy severe limitations). In addition, at Lorne Avenue, there is an isolated pocket of Brookston Clay Loam soil, which is 100% CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam soil series as well as a small portion of Huron Clay Loam soil series, which 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck exists at the northern corridor limits.	**Medium** potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils. • Corridor is both existing roadway within and outside an urban setting (western section), and new corridor outside of an urban setting (eastern section). • Corridor is all existing roadway and is both outside and inside of an urban setting. • The portion of the corridor along Highway 8 and Perth Road 125 is within the Huron Clay Loam soil series which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. • The portion of the corridor along Lorne Ave west of Hwy 7 is within 3 soil types. Huron Silt Loam is 60% CLI Class 1 soils and 40% CLI Class 3 soils; Perth Silt Loam is 100% CLI Class 1 soils; and Brookston Silt Loam is 100% CLI Class 2 soils. • The portion of the corridor west of Perth Road 111 and south of Lorne Avenue is situated within Perth Silt Loam, which is 100% comprised of CLI Class 1 soils. The corridor also includes Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. East of Perth Road 109 there is a pocket of Bottom Land soil, which is CLI Class 5 soils (heavy severe limitations). In addition, at Lorne Avenue, there is an isolated pocket of Brookston Clay Loam soil, which is 100% CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam soil series as well as a small portion of Huron Clay Loam soil series, which 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck exists at the northern corridor limits.	**Medium** potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils. • Corridor is both existing roadway within and outside an urban setting (western section), and new corridor outside of an urban setting (eastern section). • The portion of the corridor along Highway 8 is within the Huron Clay Loam soil series which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. • The portion of the corridor between Highway 8 and Lorne Avenue is situated within the Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • The portion of the corridor along Lorne Ave west of Hwy 7 is within 3 soil types. Huron Silt Loam is 60% CLI Class 1 soils and 40% CLI Class 3 soils; Perth Silt Loam is 100% CLI Class 1 soils; and Brookston Silt Loam is 100% CLI Class 2 soils. • The portion of the corridor west of Perth Road 111 and south of Lorne Avenue is situated within Perth Silt Loam, which is 100% comprised of CLI Class 1 soils. This portion of the corridor also includes Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. East of Perth Road 109 there is a pocket of Bottom Land soil, which is CLI Class 5 soils (heavy severe limitations). In addition, at Lorne Avenue, there is an isolated pocket of Brookston Clay Loam soil, which is 100% CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam soil series as well as a small portion of Huron Clay Loam soil series, which 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck exists at the northern corridor limits.	**Medium** potential to affect specialty crop areas and/or areas of Canada Land Inventory Classes 1, 2 and 3 soils. • Corridor is both existing roadway within and outside an urban setting (western section), and new corridor outside of an urban setting (eastern section). • The portion of the corridor along Highway 8 is within the Huron Clay Loam soil series which is 60% CLI Class 1 soils and 40% CLI Class 3 soils. • The portion of the corridor between Highway 8 and Lorne Avenue is situated within the Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. • The portion of the corridor along Lorne Ave west of Hwy 7 is within 3 soil types. Huron Silt Loam is 60% CLI Class 1 soils and 40% CLI Class 3 soils; Perth Silt Loam is 100% CLI Class 1 soils; and Brookston Silt Loam is 100% CLI Class 2 soils. • The portion of the corridor west of Perth Road 111 and south of Lorne Avenue is situated within Perth Silt Loam, which is 100% comprised of CLI Class 1 soils. The corridor also includes Brookston Silt Loam soil series, which is 100% CLI Class 2 soils. East of Perth Road 109 there is a pocket of Bottom Land soil, which is CLI Class 5 soils (heavy severe limitations). In addition, at Lorne Avenue, there is an isolated pocket of Brookston Clay Loam soil, which is 100% CLI Class 2 soils. • The portion of the corridor east of Perth Road 111 and north of Lorne Avenue is within Perth Silt Loam soil series as well as a small portion of Huron Clay Loam soil series, which 60% CLI Class 1 soils and 40% CLI Class 3 soils. A small portion of Muck exists at the northern corridor limits.
	2.4.2 Agricultural - Farm Infrastructure	Potential to affect farm infrastructure (field tile drainage systems/outlets, irrigation systems, barns/silos/structures, etc.) NOTES: The broader issue of wells is addressed under the groundwater factor	**Medium** potential to affect farm infrastructure • Portion of the corridor involves widening of existing roadway (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm, and since most farm buildings	**Medium** potential to affect farm infrastructure • Portion of the corridor involves widening of existing roadway (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm, and since most farm buildings	**Medium** potential to affect farm infrastructure • Portion of the corridor involves widening of existing roadway (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm, and since most farm buildings	**Medium** potential to affect farm infrastructure • Portion of the corridor involves widening of existing roadway (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption / diversion of field tile drainage systems, and irrigation systems within an individual farm, and since most farm buildings

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB -FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4**	**CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3**	**CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3**
		The broader issue of drainage along and across transportation rights-of-way is addressed as part of "drainage and hydrology engineering" that is undertaken for the selected alternative.	are set back from the highway, minimal impact to farm buildings. • Portion of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm.	are set back from the highway, minimal impact to farm buildings. • Portion of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm.	are set back from the highway, minimal impact to farm buildings. • Portion of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm.	are set back from the highway, minimal impact to farm buildings. • Portion of the corridor is new corridor, which may result in considerable disruption / diversion of field tile drainage systems, irrigation systems, and farm buildings within an individual farm.
	2.4.3 Agriculture – Operations on Individual Farms	Potential to sever/disrupt in-farm field operations (planting, harvesting, grazing, nutrient management, etc)	**Medium** potential to affect in-farm field operations • Portion of the corridor involves widening of existing roads (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management within an individual farm. • Portion of the corridor is new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.	**Medium** potential to affect in-farm field operations • Portion of the corridor involves widening of existing roads (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management within an individual farm. • Portion of the corridor is new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.	**Medium** potential to affect in-farm field operations • Portion of the corridor involves widening of existing roads (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management within an individual farm. • Portion of the corridor is new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.	**Medium** potential to affect in-farm field operations • Portion of the corridor involves widening of existing roads (primarily within Stratford), which may result in the loss of small amounts of farm frontage, but will cause minimal disruption of planting, harvesting, grazing, nutrient management within an individual farm. • Portion of the corridor is new corridor, which may result in major severance / disruption of planting, harvesting, grazing, nutrient management within an individual farm.
	2.4.4 Agriculture – Transportation Linkages between Multiple-Farm Operations	Potential to sever/disrupt transportation linkages between multiple-farm operations (movement between linked multiple-farm operations of equipment, materials, workers, etc) NOTES: The generic issue of shipments to/from farms is covered under the broader transportation sub-factor "movement of goods". The generic issue of farm resident/worker movement to/from farms is covered under the broader transportation sub-factor "movement of people". Movement of equipment, materials and workers between multiple-farm operations will occur in the context of increased overall traffic on roadways within the analysis area regardless of the alternative selected.	**Medium** potential to sever/disrupt transportation linkages between multiple-farm operations. • Portion of the corridor involves widening of existing roads, which will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing roadway more difficult. • Corridor involves conversion of existing rural roads from local to inter-regional traffic use, which will cause interference with movement of agricultural equipment along those roads. • Portion of the corridor is new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.	**Medium** potential to sever/disrupt transportation linkages between multiple-farm operations. • Portion of the corridor involves widening of existing roads, which will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing roadway more difficult. • Corridor involves conversion of existing rural roads from local to inter-regional traffic use, which will cause interference with movement of agricultural equipment along those roads. • Portion of the corridor is new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.	**Medium** potential to sever/disrupt transportation linkages between multiple-farm operations. • Portion of the corridor involves widening of existing roads, which will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing roadway more difficult. • Corridor involves conversion of existing rural roads from local to inter-regional traffic use, which will cause interference with movement of agricultural equipment along those roads. • Portion of the corridor is new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.	**Medium** potential to sever/disrupt transportation linkages between multiple-farm operations. • Portion of the corridor involves widening of existing roads, which will not cause out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms; but it may make movements across the existing roadway more difficult. • Corridor involves conversion of existing rural roads from local to inter-regional traffic use, which will cause interference with movement of agricultural equipment along those roads. • Portion of the corridor is new corridor, which may result in some out-of-way travel for movement of equipment, materials, or workers between farms by changing current road connections between farms.
2.5 Land Use / Resources	2.5.1First Nation Treaty Rights or Use of Land and Resources for Traditional Purposes (e.g. hunting, fishing, harvesting of country foods, harvesting of medicinal plants)	Potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes NOTE: The protection of the natural environment is important to the continued use of lands for traditional First Nations activities.	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor has existing roadway and new corridor components	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor has existing roadway and new corridor components	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor has existing roadway and new corridor components	**Medium** potential to affect First Nation Treaty Rights or use of land and resources for traditional purposes • Corridor has existing roadway and new corridor components.
	2.5.2 Parks and Recreational Areas (e.g. national/provincial parks, conservation areas, municipal parks,	Potential to affect parks and recreational areas.	**Medium** potential to affect parks and recreational areas • Corridor borders southern boundary of Lorne Park. • Stratford Municipal Golf Course is north of	**Medium** potential to affect parks and recreational areas • Corridor borders southern boundary of Lorne Park. • Stratford Municipal Golf Course is north of	**Medium** potential to affect parks and recreational areas • Corridor borders southern boundary of Lorne Park. • Stratford Municipal Golf Course is north of	**Medium** potential to affect parks and recreational areas • Corridor borders southern boundary of Lorne Park. • Stratford Municipal Golf Course is north of

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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES: CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4	CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3
	public spaces, golf courses, trails, greenways and open space linkages)		Lorne Avenue, however, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.	Lorne Avenue, however, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.	Lorne Avenue, however, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.	Lorne Avenue, however, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.
	2.5.3 Aggregates, Mineral-Resources	Potential to affect aggregate and mineral resources sites	**Low** potential to affect aggregate and mineral resources sites • No aggregate or mineral resource sites located within or adjacent to this corridor.	**Low** potential to affect aggregate and mineral resources sites • No aggregate or mineral resource sites located within or adjacent to this corridor.	**High** potential to affect aggregate and mineral resources sites • Section on Highway 8 between Perth Road 125 and O'Loane Avenue passes through an area zoned for aggregate extraction.	**High** potential to affect aggregate and mineral resources sites • Section on Highway 8 between Perth Road 125 and O'Loane Avenue passes through an area zoned for aggregate extraction.
2.6 Major Utility Transmission Corridors (e.g. railroads, hydro, gas, oil)		Potential to affect major utility transmission corridors	**Medium** potential to affect major utility transmission corridors • Three railway crossings; three major hydro transmission line crossings, one line situated on south side of Lorne Avenue from Oak Street to Downie Street; municipal trunk storm and sanitary sewers under Lorne Avenue	**Medium** potential to affect major utility transmission corridors • Three railway crossings; three major hydro transmission line crossings, one line situated on south side of Lorne Avenue from Oak Street to Downie Street; municipal trunk storm and sanitary sewers under Lorne Avenue	**Medium** potential to affect major utility transmission corridors • Three railway crossings; three major hydro transmission line crossings, one line situated on south side of Lorne Avenue from Oak Street to Downie Street; municipal trunk storm and sanitary sewers under Lorne Avenue	**Medium** potential to affect major utility transmission corridors • Three railway crossings; three major hydro transmission line crossings, one line situated on south side of Lorne Avenue from Oak Street to Downie Street; municipal trunk storm and sanitary sewers under Lorne Avenue
2.7 Contaminated Property and Waste Management (e.g. Landfills, hazardous waste sites, former industrial areas and other known contaminated sites)		Potential to affect landfills (open and closed), hazardous waste sites "brownfield" areas, and other known contaminated sites.	**Medium** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor. • There is a scrap yard on the northwest corner of Lorne Avenue and Romeo Street, and there is a waste disposal site north of Lorne Avenue and east of Romeo Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.	**Medium** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor. • There is a scrap yard on the northwest corner of Lorne Avenue and Romeo Street, and there is a waste disposal site north of Lorne Avenue and east of Romeo Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.	**Medium** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor. • There is a scrap yard on the northwest corner of Lorne Avenue and Romeo Street, and there is a waste disposal site north of Lorne Avenue and east of Romeo Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.	**Medium** potential to affect known contaminated sites • Closed waste site at Highway 8 / Perth Road 125 is outside the corridor. • There is a scrap yard on the northwest corner of Lorne Avenue and Romeo Street, and there is a waste disposal site north of Lorne Avenue and east of Romeo Street. However, the existing Lorne Avenue right-of-way width can accommodate a 4/5 lane cross-section.
2.8 Landscape Composition	2.8.1 Scenic Composition	To be considered in the detailed planning and preliminary design phases				
	2.8.2 Sensitive Viewer Groups	To be considered in the detailed planning and preliminary design phases				
	2.8.3 Scenic Value of Views/Vistas from the transportation facility	To be considered in the detailed planning and preliminary design phases				
	2.8.4 Specimen Trees	To be considered in the detailed planning and preliminary design phases				
2.9 Air Quality	2.9.1 Regional Air Quality and Total Contaminant / Greenhouse Gas Emissions	Potential to reduce the regional air quality consequences of traffic congestion	**Low** potential to reduce regional air quality consequences of traffic congestion • Several suburban intersections; other existing traffic sources.	**Low** potential to reduce regional air quality consequences of traffic congestion • Several suburban intersections; other existing traffic sources.	**Low** potential to reduce the regional air quality consequences of traffic congestion • Several suburban intersections and other contributing traffic sources.	**Low** potential to reduce the regional air quality consequences of traffic congestion • Several suburban intersections and other contributing traffic sources.
	2.9.2 Local Air Quality and Sensitive Receptors to Air Pollutants	Potential to affect local receptors sensitive to air pollutants	**High** potential to affect local receptors sensitive to air pollutants • Critical receptors as well as sensitive receptors within 0.5 km.	**High** potential to affect local receptors sensitive to air pollutants • Critical receptors as well as sensitive receptors within 0.5 km.	**High** potential to affect local receptors sensitive to air pollutants • Critical receptors as well as sensitive receptors within 0.5 km. • Passes within 0.6 km of 3 schools and is within 1 km of the Stratford General Hospital. . More sensitive receptors than Corridors 1A and 1B.	**High** potential to affect local receptors sensitive to air pollutants • Critical receptors as well as sensitive receptors within 0.5 km. • Passes within 0.6 km of 3 schools and is within 1 km of the Stratford General Hospital. . More sensitive receptors than Corridors 1A and 1B.

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SUMMARY OF LAND USE/SOCIO ECONOMIC ENVIRONMENT			Key land use / socio-economic conditions that differentiate Corridor 1C/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support provincial land use policies; • High potential to support municipal official plans; • High potential to affect urban and residential area; • Low potential to affect commercial and industrial areas; • High potential to affect noise sensitive areas; • Medium potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • Medium potential to affect farm infrastructure; • Medium potential to affect in-farm field operations; • Medium potential to sever/disrupt transportation linkages between multiple-farm operations; • Medium potential to affect parks and recreational areas; • Low potential to affect aggregate and mineral resources sites; • Medium potential to affect major utility transmission corridors; • Medium potential to affect known contaminated sites; • Low potential to reduce regional air quality consequences of traffic congestion; and • High potential to affect local receptors sensitive to air pollutants.	Key land use / socio-economic conditions that differentiate Corridor 1C/2D from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support provincial land use policies; • High potential to support municipal official plans; • High potential to affect urban and residential area; • Low potential to affect commercial and industrial areas; • High potential to affect noise sensitive areas; • Medium potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • Medium potential to affect farm infrastructure; • Medium potential to affect in-farm field operations; • Medium potential to sever/disrupt transportation linkages between multiple-farm operations; • Medium potential to affect parks and recreational areas; • Low potential to affect aggregate and mineral resources sites; • Medium potential to affect major utility transmission corridors; • Medium potential to affect known contaminated sites; • Low potential to reduce regional air quality consequences of traffic congestion; and • High potential to affect local receptors sensitive to air pollutants.	Key land use / socio-economic conditions that differentiate Corridor 1D/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support provincial land use potential to support provincial land use policies; • Medium potential to support municipal official plans; • High potential to affect urban and residential area; • Low potential to affect commercial and industrial areas; • High potential to affect noise sensitive areas; • Medium potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • Medium potential to affect farm infrastructure; • Medium potential to affect in-farm field operations; • Medium potential to sever/disrupt transportation linkages between multiple-farm operations; • Medium potential to affect parks and recreational areas; • High potential to affect aggregate and mineral resources sites; • Medium potential to affect major utility transmission corridors; • Medium potential to affect known contaminated sites; • Low potential to reduce regional air quality consequences of traffic congestion; and • High potential to affect local receptors sensitive to air pollutants.	Key land use / socio-economic conditions that differentiate Corridor 1D/2D from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support provincial land use policies; • Medium potential to support municipal official plans; • High potential to affect urban and residential area; • Low potential to affect commercial and industrial areas; • High potential to affect noise sensitive areas; • Medium potential to affect Canada Land Inventory Classes 1, 2 and 3 soils; • Medium potential to affect farm infrastructure; • Medium potential to affect in-farm field operations; • Medium potential to sever/disrupt transportation linkages between multiple-farm operations; • Medium potential to affect parks and recreational areas; • High potential to affect aggregate and mineral resources sites; • Medium potential to affect major utility transmission corridors; • Medium potential to affect known contaminated sites; • Low potential to reduce regional air quality consequences of traffic congestion; and • High potential to affect local receptors sensitive to air pollutants.
			Corridors 1C/2C and 1C/2D are primarily composed of existing roadway components. As a result: • They support provincial/federal land use policies/goals and objectives; • They have lower potential impacts to commercial/industrial areas and agricultural lands/operations, primarily because of their low "footprint" impact; • The higher potential impacts relative to community factors (urban area of Stratford) and regional air quality (particularly in Stratford) are to a considerable degree already associated with the current roadway. Therefore, from a socio-economic environment perspective, Corridors 1C/2C and 1C/2D are both preferred for Sections 1 and 2.			
3. CULTURAL ENVIRONMENT FACTORS						
3.1 Cultural Heritage – Built Heritage and Cultural Landscapes	3.1.1 Buildings or "Standing" Sites of Architectural or Heritage Significance or Ontario Heritage Foundation Easement Properties	Potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easements properties	**Low** potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Low** potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Low** potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Low** potential to affect buildings or "standing" sites of extreme local, provincial or national interest or Ontario Heritage Foundation easement properties • Concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125
	3.1.2 Heritage Bridges	Potential to affect heritage bridges	**Medium** potential to affect heritage bridges	**Medium** potential to affect heritage bridges	**Medium** potential to affect heritage bridges	**Medium** potential to affect heritage bridges

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FACTORS/SUB -FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4**	**CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3**	**CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3**
	3.1.3 Areas of Historic 19th Century Settlement	Potential to affect areas of historic 19th century settlement	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.	**Low** potential to affect areas of historic 19th century settlement. • No areas of concentrated 19th century development.
	3.1.4 Cultural Heritage Landscapes	To be considered in the detailed planning and preliminary design phases				
	3.1.5 First Nations Burial Sites	To be considered in the detailed planning and preliminary design phases				
	3.1.6 Cemeteries	Potential to affect cemeteries	**Medium** potential to affect cemeteries • Unlisted cemetery on Lorne Avenue	**Medium** potential to affect cemeteries • Unlisted cemetery on Lorne Avenue	**Medium** potential to affect cemeteries • Unlisted cemetery on Lorne Avenue	**Medium** potential to affect cemeteries • Unlisted cemetery on Lorne Avenue
3.2 Cultural Heritage - Archaeology	3.2.1 Pre-Historic and Historic First Nations' Archaeological Sites	Potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest	**Medium** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in "green field" area with little previous disturbance through construction.	**Medium** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in "green field" area with little previous disturbance through construction.	**Medium** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in "green field" area with little previous disturbance through construction.	**Medium** potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest. • Some of corridor uses existing roads with land previously disturbed by construction. Remainder is in "green field" area with little previous disturbance through construction.
	3.2.2 Historic Euro-Canadian Archaeological Sites	Potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest	**Medium** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest • Some of corridor is in "green field" area with little previous disturbance through construction; remainder uses existing roads with land previously disturbed by road construction • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Medium** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest • Some of corridor is in "green field" area with little previous disturbance through construction; remainder uses existing roads with land previously disturbed by road construction • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to Perth Road 125	**Medium** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest • Some of corridor is in "green field" area with little previous disturbance through construction; remainder uses existing roads with land previously disturbed by road construction • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to west of O'Loane Avenue	**Medium** potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest • Some of corridor is in "green field" area with little previous disturbance through construction; remainder uses existing roads with land previously disturbed by road construction • Potential historic Euro-Canadian archaeological sites associated with concentration of unlisted potential heritage structures along section of corridor on Highway 8 from east of Sebringville to west of O'Loane Avenue
SUMMARY OF CULTURAL ENVIRONMENT			Key cultural environment conditions that differentiate Corridor 1C/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect cemeteries; • Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.	Key cultural environment conditions that differentiate Corridor 1C/2D from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect cemeteries; • Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.	Key cultural environment conditions that differentiate Corridor 1D/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect cemeteries; • Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.	Key cultural environment conditions that differentiate Corridor 1D/2D from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to affect cemeteries; • Medium potential to affect significant pre-historic and historic First Nation archaeological sites of extreme local, provincial or national interest; and • Medium potential to affect significant historic Euro-Canadian archaeological sites of extreme local, provincial or national interest.
			Corridors 1C/2C and 1C/2D are primarily composed of existing roadway components. As a result: • They have low potential impacts to archaeology because the existing corridors have already been disturbed by road construction; • They have lower potential to affect areas of pre-historic and historic interest. Therefore, from a cultural environment perspective, Corridors 1C/2C and 1C/2D are both preferred for Sections 1 and 2.			

4. AREA ECONOMY FACTORS– Deleted due to duplication of considerations addressed in Factors 2.2.4, 2.2.5, 5.1.2, 5.1.3, and 5.4.3 (deletion eliminated double-counting).

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR

Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)
Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4**	**CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3**	**CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3**
5. TRANSPORTATION FACTORS						
5.1 Area Transportation System Capacity and Efficiency	5.1.1 Federal/Provincial/Municipal transportation planning policies/goals/objectives	Potential to support federal/provincial/ municipal transportation planning policies/goals/objectives NOTES: Provincial Policy Statement (PPS) Policy 1.6.5.1 stipulates that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. PPS Policy 1.6.5.2 stipulates that efficient use shall be made of existing and planned infrastructure	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals/objectives • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor has both existing roadway and new corridor components, and the use of Lorne Avenue west of Romeo Street would not be as safe or efficient or be as effective in moving people and goods as a new highway. • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2 east of Romeo Street.	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals/objectives • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor has both existing roadway and new corridor components, and the use of Lorne Avenue west of Romeo Street would not be as safe or efficient or be as effective in moving people and goods as a new highway. • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2 east of Romeo Street.	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals/objectives • Provides transportation system that meets objectives of PPS policy 1.6.5.1.Corridor has both existing roadway and new corridor components, and the use of Lorne Avenue west of Romeo Street would not be as safe or efficient or be as effective in moving people and goods as a new highway. • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2 east of Romeo Street.	**Medium** potential to support federal/provincial/municipal transportation planning policies/goals/objectives • Provides transportation system that meets objectives of PPS policy 1.6.5.1. Corridor has both existing roadway and new corridor components, and the use of Lorne Avenue west of Romeo Street would not be as safe or efficient or be as effective in moving people and goods as a new highway. • Corridor has both existing roadway and new corridor components, and the latter would not meet the objectives of PPS policy 1.6.5.2 east of Romeo Street.
	5.1.2 Efficient movement of people	Potential to support the efficient movement of people between communities and regions based on Level of Service (LOS) and volume to capacity (v/c) on a network, screenline and critical link basis	**Medium** potential to support efficient movement of people. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of people. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of people. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of people. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.
	5.1.3 Efficient movement of goods	Potential to support efficient movement of goods between urban growth centres and regional intermodal facilities based on road network and Highway 7&8 corridor performance measures (LOS and travel speed)	**Medium** potential to support efficient movement of goods. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of goods. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of goods. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.	**Medium** potential to support efficient movement of goods. • Corridor has both existing roadway and new corridor components, with reduced level of service through developed area of Stratford given number of existing intersections and driveways. • No out-of-way travel for local access from Stratford to corridor.
5.2 Area Transportation System Reliability / Redundancy		Potential to support system reliability and redundancy for travel (people and goods) between regions and communities during adverse conditions	**Low** potential to support system reliability and redundancy. • Corridor is has both existing roadway and new corridor components. The former does not provide new connection between regions and communities during adverse conditions	**Low** potential to support system reliability and redundancy. • Corridor is has both existing roadway and new corridor components. The former does not provide new connection between regions and communities during adverse conditions	**Low** potential to support system reliability and redundancy. • Corridor is has both existing roadway and new corridor components. The former does not provide new connection between regions and communities during adverse conditions	**Low** potential to support system reliability and redundancy. • Corridor is has both existing roadway and new corridor components. The former does not provide new connection between regions and communities during adverse conditions
5.3 Safety	5.3.1 Traffic Safety	Potential to improve traffic safety based on opportunity to reduce congestion on area road network (LOS and v/c) and reduce the frequency of intersections and entrances in the Highway 7&8 corridor	**Medium** potential to improve traffic safety • Corridor has both existing roadway and new corridor components. Existing corridor component has numerous access points associated with private entrances. New corridor component has no access points associated with private entrances, and limited number of access points at intersection locations.	**Medium** potential to improve traffic safety • Corridor has both existing roadway and new corridor components. Existing corridor component has numerous access points associated with private entrances. New corridor component has no access points associated with private entrances, and limited number of access points at intersection locations.	**Medium** potential to improve traffic safety • Corridor has both existing roadway and new corridor components. Existing corridor component has numerous access points associated with private entrances. New corridor component has no access points associated with private entrances, and limited number of access points at intersection locations.	**Medium** potential to improve traffic safety • Corridor has both existing roadway and new corridor components. Existing corridor component has numerous access points associated with private entrances. New corridor component has no access points associated with private entrances, and limited number of access points at intersection locations.

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR

Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)
Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4**	**CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3**	**CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3**
			• West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, a four or five lane cross section provides for good passing opportunity, provides a wider platform to accommodate evasive moves during potential accidents, and a 5^{th} lane centre left turn lane would accommodate safer left turns along Lorne Avenue since limited opportunity to reduce number of intersections and driveways.	• West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, a four or five lane cross section provides for good passing opportunity, provides a wider platform to accommodate evasive moves during potential accidents, and a 5^{th} lane centre left turn lane would accommodate safer left turns along Lorne Avenue since limited opportunity to reduce number of intersections and driveways.	• West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, a four or five lane cross section provides for good passing opportunity, provides a wider platform to accommodate evasive moves during potential accidents, and a 5^{th} lane centre left turn lane would accommodate safer left turns along Lorne Avenue since limited opportunity to reduce number of intersections and driveways.	• West of Erie Street, corridor involves no additional lanes to provide for good passing opportunity, a wider platform to accommodate evasive moves during potential accidents, or accommodate safer left turns into private entrances. • East of Erie Street, a four or five lane cross section provides for good passing opportunity, provides a wider platform to accommodate evasive moves during potential accidents, and a 5^{th} lane centre left turn lane would accommodate safer left turns along Lorne Avenue since limited opportunity to reduce number of intersections and driveways.
	5.3.2 Emergency Access	To be considered in the detailed planning and preliminary design phases				
5.4 Mobility and Accessibility	5.4.1 Modal integration, balance and efficiency	Potential to improve modal choice and increase mode split for person trips between communities, regions and major transit station areas based on connection to concentrations of population, travel performance indicators (LOS, v/c, travel speed) at critical screenlines and on potential to provide higher order transit service in the Highway 7&8 corridor.	**Medium** potential to improve modal integration, balance and efficiency. • Potential transit in corridor supported by direct connection to Stratford. • Use of existing Lorne Avenue limits opportunities to provide higher order transit service • This study does not consider potential for transit market west of Stratford to Lake Huron.	**Medium** potential to improve modal integration, balance and efficiency. • Potential transit in corridor supported by direct connection to Stratford. • Use of existing Lorne Avenue limits opportunities to provide higher order transit service • This study does not consider potential for transit market west of Stratford to Lake Huron.	**Medium** potential to improve modal integration, balance and efficiency. • Potential transit in corridor supported by direct connection to Stratford. • Use of existing Lorne Avenue limits opportunities to provide higher order transit service • This study does not consider potential for transit market west of Stratford to Lake Huron.	**Medium** potential to improve modal integration, balance and efficiency. • Potential transit in corridor supported by direct connection to Stratford. • Use of existing Lorne Avenue limits opportunities to provide higher order transit service • This study does not consider potential for transit market west of Stratford to Lake Huron.
	5.4.2 Linkages to Population and Employment Centres	Potential to improve linkages to population and employment centres for people and goods movement	**High** potential to improve linkages to population and employment centres • Direct connection to Stratford.	**High** potential to improve linkages to population and employment centres • Direct connection to Stratford.	**High** potential to improve linkages to population and employment centres • Direct connection to Stratford.	**High** potential to improve linkages to population and employment centres • Direct connection to Stratford.
	5.4.3 Recreation and Tourism Travel	Potential to support recreation and tourism travel within and to/from the Analysis Area by provision of higher order network (roads and transit) continuity and connectivity and through network performance indicators (LOS, v/c, travel speed)	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions has direct connections, but tourist travel through the analysis area is slowed by travel through the urban area of Stratford.	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions has direct connections, but tourist travel through the analysis area is slowed by travel through the urban area of Stratford.	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions has direct connections, but tourist travel through the analysis area is slowed by travel through the urban area of Stratford.	**Medium** potential to support recreation and tourism travel • Stratford with its tourist attractions has direct connections, but tourist travel through the analysis area is slowed by travel through the urban area of Stratford.
	5.4.4 Accommodation for pedestrians, cyclists and snowmobiles	Potential to accommodate pedestrians, cyclists within critical travel corridors in urbanized areas and snowmobiles in recognized rural trails	**High** potential to support pedestrians. • Urban area better supports justification for sidewalks. • No designated bicycle or snowmobile trails identified.	**High** potential to support pedestrians. • Urban area better supports justification for sidewalks. • No designated bicycle or snowmobile trails identified.	**High** potential to support pedestrians. • Urban area better supports justification for sidewalks. • No designated bicycle or snowmobile trails identified.	**High** potential to support pedestrians. • Urban area better supports justification for sidewalks. • No designated bicycle or snowmobile trails identified.
5.5 Network Compatibility	5.5.1 Network Connectivity	Potential to improve transportation system connectivity within and to/from the analysis area	**High** potential to improve transportation system connectivity	**High** potential to improve transportation system connectivity	**High** potential to improve transportation system connectivity	**High** potential to improve transportation system connectivity
	5.5.2 Flexibility for Future Expansion	Potential to address future transportation needs beyond the forecasted planning horizons	**Low** potential for future expansion • Significant component of corridor is within the Stratford urban boundary, and the existing right-of-way width of Lorne Avenue cannot readily accommodate further expansion beyond the 4/5-lane section associated with this corridor.	**Low** potential for future expansion • Significant component of corridor is within the Stratford urban boundary, and the existing right-of-way width of Lorne Avenue cannot readily accommodate further expansion beyond the 4/5-lane section associated with this corridor.	**Low** potential for future expansion • Significant component of corridor is within the Stratford urban boundary, and the existing right-of-way width of Lorne Avenue cannot readily accommodate further expansion beyond the 4/5-lane section associated with this corridor.	**Low** potential for future expansion • Significant component of corridor is within the Stratford urban boundary, and the existing right-of-way width of Lorne Avenue cannot readily accommodate further expansion beyond the 4/5-lane section associated with this corridor.

LEGEND

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EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)

Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
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SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB -FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4**	**CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3**	**CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3**
5.6 Engineering	5.6.1 Constructability	Potential constructability issues considering physical, property or environmental constraints	**High** potential for constructability issues • Utilizes existing roadways; three railway crossings; Avon River crossing. Traffic staging issues during construction on Lorne Avenue	**High** potential for constructability issues • Utilizes existing roadways; two railway crossings; Avon River crossing. Traffic staging issues during construction on Lorne Avenue	**High** potential for constructability issues • Utilizes existing roadways; three railway crossings; Avon River crossing. Traffic staging issues during construction on Lorne Avenue	**High** potential for constructability issues • Utilizes existing roadways; two railway crossings; Avon River crossing. Traffic staging issues during construction on Lorne Avenue
	5.6.2 Compliance with Design Criteria	To be considered in the detailed planning and preliminary design phases				
5.7 Traffic Operations		Potential for negative impact on traffic operations due to factors such as design features, private access, and transportation network connections	**High** potential for negative impact on traffic operations • Majority of corridor is existing roadway (Lorne Avenue) within the Stratford urban area, with multiple private entrances and intersections.	**High** potential for negative impact on traffic operations • Majority of corridor is existing roadway (Lorne Avenue) within the Stratford urban area, with multiple private entrances and intersections.	**High** potential for negative impact on traffic operations • Majority of corridor is existing roadway (Lorne Avenue) within the Stratford urban area, with multiple private entrances and intersections.	**High** potential for negative impact on traffic operations • Majority of corridor is existing roadway (Lorne Avenue) within the Stratford urban area, with multiple private entrances and intersections.
SUMMARY OF TRANSPORTATION		**It should be noted that the process utilized to generate corridor alternatives ensures that each corridor is capable of satisfying transportation criteria.**	Key transportation issues that differentiate Corridor 1C/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support efficient movement of people; • Medium potential to support efficient movement of goods; • Low potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • High potential to improve linkages to population and employment centres; • High potential to support pedestrians and cyclists; • Low potential for future expansion; • High potential for constructability issues; • High potential for negative impact on traffic operations.	Key transportation issues that differentiate Corridor 1C/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support efficient movement of people; • Medium potential to support efficient movement of goods; • Low potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • High potential to improve linkages to population and employment centres; • High potential to support pedestrians and cyclists; • Low potential for future expansion; • High potential for constructability issues; • High potential for negative impact on traffic operations.	Key transportation issues that differentiate Corridor 1C/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support efficient movement of people; • Medium potential to support efficient movement of goods; • Low potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • High potential to improve linkages to population and employment centres; • High potential to support pedestrians and cyclists; • Low potential for future expansion; • High potential for constructability issues; • High potential for negative impact on traffic operations.	Key transportation issues that differentiate Corridor 1C/2C from the other corridor alternatives in Sections 1 and 2 are the following: • Medium potential to support efficient movement of people; • Medium potential to support efficient movement of goods; • Low potential to support system reliability / redundancy (people and goods) between regions and communities during adverse conditions; • High potential to improve linkages to population and employment centres; • High potential to support pedestrians and cyclists; • Low potential for future expansion; • High potential for constructability issues; • High potential for negative impact on traffic operations.
			Corridors 1C/2C, 1C/2D, 1D/2C and 1D/2D (i.e. Lorne Avenue corridors) are primarily based upon the existing roadway components. As a result, they have: • Lower potential to support transportation system reliability and redundancy, lower potential for future expansion, and higher potential for constructability issues and negative impacts on traffic operations; • Higher potential to improve linkages to population and employment centre of Stratford and higher potential to meet the Provincial Policy Statement policy to make efficient use of existing infrastructure. Corridors 1A/2A, 1A/2B, 1B/2A and 1B/2B (i.e. by-pass corridors) have a higher potential to support /address the transportation factors. Therefore, from a transportation perspective, Corridors 1A/2A, 1A/2B, 1B/2A and 1B/2B are preferred for Sections 1 and 2; however, the process utilized to generate corridor alternatives ensures that all corridor alternatives are all capable of satisfying transportation criteria.			
SUMMARY OF EVALUATION			<u>**Summary of Natural Environment**</u> Corridors 1C/2C and 1C/2D are primarily composed of existing roadway components. As a result: • They have lower potential impacts to the natural environment, primarily because of the relatively low "footprint" impact; • The potential impacts to fisheries and aquatic ecosystems and to watershed features tend to be of a nature that can be spanned/bridged; and • The potential impacts to forests and vegetation tend to be "edge effects" and therefore relatively low. Therefore, from a natural environment perspective, Corridors 1C/2C and 1C/2D are both preferred for Sections 1 and 2.			

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR

Highway 7&8 Transportation Corridor Planning and Class EA Study
EVALUATION OF SHORT LIST OF CORRIDOR ALTERNATIVES (Preliminary Planning Alternatives)
Note – Evaluation of the short list of corridor alternatives is based on a qualitative assessment of each corridor (high, medium or low) and is based on secondary source information presented In Report F, Part 1 (June, 2008)
Relevant and site-specific information for each criterion/cell is provided to justify the high, medium or low assessment

SECTIONS # 1 AND 2, FROM HIGWAY 8 WEST OF STRATFORD TO EAST OF STRATFORD (TABLE 2 OF 2)

FACTORS/SUB-FACTORS	CRITERIA	INDICATORS	CORRIDOR ALTERNATIVES			
			CORRIDOR ALTERNATIVE 1C/2C (Stratford Lorne Avenue Corridor 1 east and west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3	**CORRIDOR ALTERNATIVE 1C/2D (Stratford Lorne Avenue Corridor 1 east of Erie Street and Corridor 2 west of Erie Street) Nodes: 1-1, 1-2, 1-4, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3, 2-4**	**CORRIDOR ALTERNATIVE 1D/2C (Stratford Lorne Avenue Corridor 2 west of Erie Street and Corridor 1 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-6 Plus Erie Street 2-1, 2-2, 2-3**	**CORRIDOR ALTERNATIVE 1D/2D (Stratford Lorne Avenue Corridor 2 west Erie Street and Corridor 2 east of Erie Street) Nodes: 1-1, 1-2, 1-3, 1-5, 1-6/2-3, 2-4, 2-5 Plus Erie Street 2-1, 2-2, 2-3**
			<u>Summary of Land Use / Socio-Economic Environment</u> Corridors 1C/2C and 1C/2D are primarily composed of existing roadway components. As a result: • They support provincial/federal land use policies/goals and objectives; • They have lower potential impacts to commercial/industrial areas and agricultural lands/operations, primarily because of their low "footprint" impact; • The higher potential impacts relative to community factors (urban area of Stratford) and regional air quality (particularly in Stratford) are to a considerable degree already associated with the current roadway. Therefore, from a socio-economic environment perspective, Corridors 1C/2C and 1C/2D are both preferred for Sections 1 and 2. **<u>Summary of Cultural Environment</u>** Corridors 1C/2C and 1C/2D are primarily composed of existing roadway components. As a result: • They have low potential impacts to archaeology because the existing corridors have already been disturbed by road construction; • They have lower potential to affect areas of pre-historic and historic interest. Therefore, from a cultural environment perspective, Corridors 1C/2C and 1C/2D are both preferred for Sections 1 and 2. **<u>Summary of Transportation</u>** Corridors 1C/2C, 1C/2D, 1D/2C and 1D/2D (i.e. Lorne Avenue corridors) are primarily based upon the existing roadway components. As a result, they have: • Lower potential to support transportation system reliability and redundancy, lower potential for future expansion, and higher potential for constructability issues and negative impacts on traffic operations; • Higher potential to improve linkages to population and employment centre of Stratford and higher potential to meet the Provincial Policy Statement policy to make efficient use of existing infrastructure. Corridors 1A/2A, 1A/2B, 1B/2A and 1B/2B (i.e. by-pass corridors) have a higher potential to support /address the transportation factors. Therefore, from a transportation perspective, Corridors 1A/2A, 1A/2B, 1B/2A and 1B/2B are preferred for Sections 1 and 2; however, the process utilized to generate corridor alternatives ensures that all corridor alternatives are all capable of satisfying transportation criteria. **<u>Conclusion</u>** Based upon the above, Corridors 1C/2C and 1C/2D are preferred in Sections 1 and 2.		

LEGEND

MOST PREFERRED	MODERATELY PREFERRED	LEAST PREFERRED	NO SIGNIFICANT DIFFERENCE	SELECTED CORRIDOR