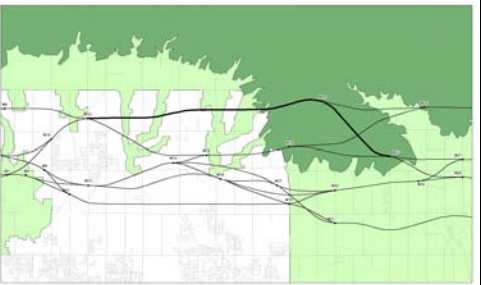
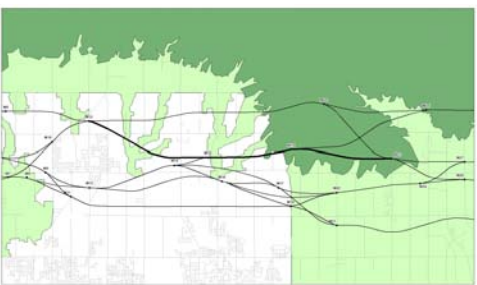


407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives



REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M12-M20-M23	M12-M15-M19-M23
	Route Length (km)	14.8 km	14.1 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · 1 route section (6.9 km) within Oak Ridges Moraine · 4 route sections (9.7 km) within the Greenbelt associated with Lynde Creek and Oshawa Creek valley systems 	<ul style="list-style-type: none"> · 4 route sections (5.3 km) within Oak Ridges Moraine · 5 route sections (7.4 km) within the Greenbelt associated with Lynde Creek, Oshawa Creek, Harmony Creek and Farewell Creek valley systems
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 3 route sections (0.7 km) within Enfield Wetlands ANSIs · 2 route sections (1.0 km) within Oshawa Creek ESAs · 14 route sections (2.3 km) within WLs · No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> · No route sections within ANSIs · 3 route sections (0.7 km) within Oshawa Creek ESAs · 11 route sections (1.5 km) within WLs · No route sections within identified terrestrial SARs areas
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · 3 route sections (0.2 km) within Enfield Wetlands (PSWs) 	<ul style="list-style-type: none"> · No route sections within PSWs
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 3 crossings of tributaries to Lynde Creek (Coldwater) · 2 crossings of tributaries to Farewell Creek (Coldwater) · 19 crossings of tributaries to Oshawa Creek (Coldwater) · No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> · 2 crossings of tributaries to Lynde Creek (Coldwater) · 4 crossings of tributaries to Farewell Creek (Coldwater) · 14 crossings of tributaries to Oshawa Creek (Coldwater) · No route sections within identified aquatic SARs areas
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · No route sections within planned development area 	<ul style="list-style-type: none"> · Route sections within planned development area off Ashburn Road at Columbus Road East
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Longer and less direct route length · Farther from urban centres 	<ul style="list-style-type: none"> · Shorter and more direct route length · Closer to urban centres
Screening Results	Recommendation	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD
	Rationale	<ul style="list-style-type: none"> · Reduced network efficiency due to greater distance to built up areas · Increased out of way travel and less support for transit · Route section within Oak Ridges Moraine · Route section within the Greenbelt · Route section within Enfield Wetlands ANSI · Route section within Oshawa Creek ESA · Route section within Woodlands · Route sections within Enfield Wetlands (PSWs) 	<ul style="list-style-type: none"> · Route section within planned development areas off Ashburn Road at Columbus Road East · Increased out of way travel and less support for transit · Route section within Oak Ridges Moraine · Route sections within the Greenbelt · Route section within Oshawa Creek ESAs · Route section within Woodlands

Last Updated: Feb 20, 2007

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).


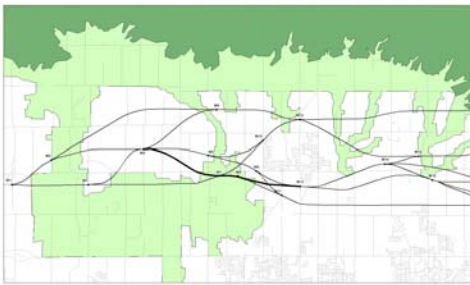
407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M4-M6-M12	M4-M5-M10-M12
	Route Length (km)	7.7 km	7.6 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine 3 route sections (1.7 km) within the Greenbelt associated with the Lynde Creek valley system 	<ul style="list-style-type: none"> No route sections within Oak Ridges Moraine 2 route sections (1.0 km) within the Greenbelt associated with the Lynde Creek valley System
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> No route sections within ANSIs 2 route sections (0.8 km) within Lynde Creek ESAs 14 route sections (2.3 km) within WLs No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> No route sections within ANSIs 2 route sections (0.5 km) within Lynde Creek ESAs 2 route sections (0.9 km) within WLs 1 route section within identified terrestrial SARs areas at Cochrane Street
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> No route sections within PSWs 	<ul style="list-style-type: none"> No route sections within PSWs
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> 12 crossings of tributaries to Lynde Creek (Coldwater) 1 route section within identified aquatic SARs areas north of Seventh Concession Road east of Lake Ridge Road and at Coronation Road 	<ul style="list-style-type: none"> 8 crossings of tributaries to Lynde Creek (Coldwater) 3 route sections within identified aquatic SARs areas north of Highway 7 east of Halls Road and east of Coronation Road
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> Adjacent to planned development area off Brawley Road 	<ul style="list-style-type: none"> Route section within planned development area off Ashburn Road
	Maximize Network Efficiency	<ul style="list-style-type: none"> Both routes direct traffic to the north side of Brooklin increasing the separation from the urban centres to the south, resulting in; <ul style="list-style-type: none"> Increased out-of-way travel Lower potential to support/attract transit ridership More routing of north-south traffic through the village of Brooklin 	
Last Updated: Nov 27, 2006	Recommendation	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD
		<ul style="list-style-type: none"> Reduced network efficiency due to greater distance to built up areas Increased out of way travel and less support for transit Route section within identified aquatic SARs areas north of Seventh Concession Road east of Lake Ridge Road and at Coronation Road Route section within the Greenbelt Route section within Lynde Creek ESAs Route section within WLs 	<ul style="list-style-type: none"> Route section within planned development areas off Ashburn Road Reduced network efficiency due to greater distance to built up areas Increased out of way travel and less support for transit Route sections within Lynde Creek ESA Route section within identified aquatic SARs areas north of Highway 7 east of Halls Road and east of Coronation Road Route section within identified terrestrial SARs areas at Cochrane Street Route sections within WLs Route sections within the Greenbelt
Last Updated: Feb 20, 2007			

Footnote:

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- "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
- In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).

407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives



REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M4-M5-M9-M13	M4-M7-M8-M13
	Route Length (km)	7.4 km	7.4 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 1 route section (0.8 km) within the Greenbelt associated with Lynde Creek valley system 	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 1 route section (2.5 km) within the Greenbelt associated with Lynde Creek valley system
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · No route sections in ANSIs · 2 route sections (0.4 km) within Lynde Creek ESAs · 14 route sections (2.3 km) within WLs · 1 route section within identified terrestrial SARs areas at Cochrane Street 	<ul style="list-style-type: none"> · No route sections in ANSIs · 3 route sections (0.7 km) within Lynde Creek ESAs · 2 route sections (0.5 km) within WLs · No route sections within identified terrestrial SARs areas
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · No route sections within Provincially Significant Wetlands (PSWs) 	<ul style="list-style-type: none"> · No route sections within Provincially Significant Wetlands (PSWs)
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 7 crossings of tributaries to Lynde Creek (Coldwater) · 3 route sections within identified aquatic SARs areas north of Highway 7 east of Halls Road and east of Coronation Road 	<ul style="list-style-type: none"> · 6 crossings of tributaries to Lynde Creek (Coldwater) · 1 route section within identified aquatic SARs areas south of Highway 7 east of Coronation Road
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · No route section within existing or planned development areas · Adjacent to planned development area off Ashburn Road 	<ul style="list-style-type: none"> · No route section within existing or planned development areas · Adjacent to planned development area off Ashburn Road and existing development area off Winchester Road East
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Both routes are south of Brooklin and closer to urban centres, resulting in; · Less north-south travel through the village of Brooklin · Greater potential to support/attract transit ridership 	
	Recommendation	CARRY FORWARD	CARRY FORWARD
Rationale	<ul style="list-style-type: none"> · Reduced out of way travel and greater potential to support/attract transit ridership · No route section within existing or planned development areas · No route sections within Oak Ridges Moraine · No route sections in ANSIs · No route sections within Provincially Significant Wetlands (PSWs) 	<ul style="list-style-type: none"> · Reduced out of way travel and greater potential to support/attract transit ridership · No route section within existing or planned development areas · No route sections within Oak Ridges Moraine · No route sections in ANSIs · No route sections within identified terrestrial SARs areas · No route sections within Provincially Significant Wetlands (PSWs) 	

Last Updated: Feb 20, 2007

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
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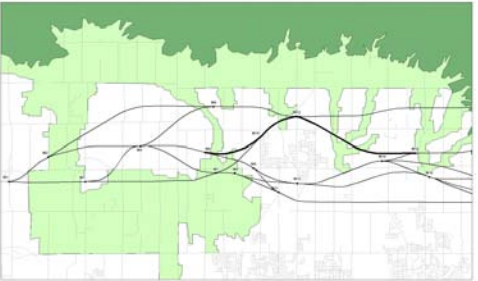

407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M5-M10-M12-M14	M5-M9-M13-M14
	Route Length (km)	9.32 km	8.48 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 6 route sections (2.0 km) within the Greenbelt associated with Lynde Creek and Oshawa Creek valley systems 	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 3 route sections (1.1 km) within the Greenbelt associated with Oshawa Creek valley system
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · No route sections within ANSIs · 5 route sections (1.0 km) within Lynde Creek and Oshawa Creek ESAs · 14 route sections (2.3 km) within WLs · 1 route section within identified terrestrial SARs areas at Cochrane Street 	<ul style="list-style-type: none"> · No route sections within ANSIs · 3 route section (0.6 km) within Lynde Creek and Oshawa Creek ESAs · 3 route sections (0.5 km) within WLs · 1 route section within identified terrestrial SARs areas at Cochrane Street
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · No route sections within PSWs 	<ul style="list-style-type: none"> · No route section within PSWs
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 14 crossings of tributaries to Lynde Creek and Oshawa Creek (Coldwater) · 2 route sections within identified aquatic SARs areas north of Highway 7 east of Coronation Road 	<ul style="list-style-type: none"> · 11 crossings of tributaries to Lynde Creek and Oshawa Creek (Coldwater) · 3 route sections within identified aquatic SARs areas north of Highway 7 east of Coronation Road and south of Winchester Road east of Anderson Street, west Thicksen Road and east of Thicksen Road
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · Route section within planned development area off Ashburn Road and Columbus Road East 	<ul style="list-style-type: none"> · No route section within existing or planned development areas · Adjacent to planned development area at Winchester Road East from Stevenson Road to Simcoe Street
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Route is north of Brooklin increasing the separation from the urban centres to the south, resulting in; <ul style="list-style-type: none"> · Increased out-of-way travel · Lower potential to support/attract transit ridership · More routing of north-south traffic through the village of Brooklin 	<ul style="list-style-type: none"> · Route is south of Brooklin and closer to urban centres to the south resulting in; <ul style="list-style-type: none"> · Less out-of-way travel · Greater potential to support/attract transit ridership
Last Updated: Nov 27, 2006	Recommendation	DO NOT CARRY FORWARD	CARRY FORWARD
		<ul style="list-style-type: none"> · Route sections within planned development areas off Ashburn Road and Columbus Road East · Increased out of way travel and less support for transit · Route sections within the Greenbelt · Route sections within Lynde Creek and Oshawa Creek ESAs · Route sections within WLs · Route section within identified terrestrial SARs areas at Cochrane Street · Route section within identified aquatic SARs areas north of Highway 7 east of Coronation Road 	<ul style="list-style-type: none"> · No route section within existing or planned development areas · Reduced out-of-way travel and greater support for transit · No route sections within Oak Ridges Moraine · No route sections within ANSIs · No route section within PSWs
Last Updated: Feb 20, 2007			

Footnote:

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2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
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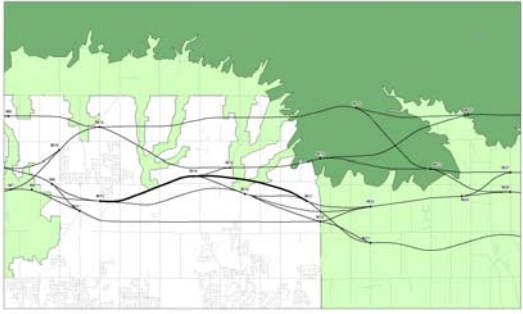
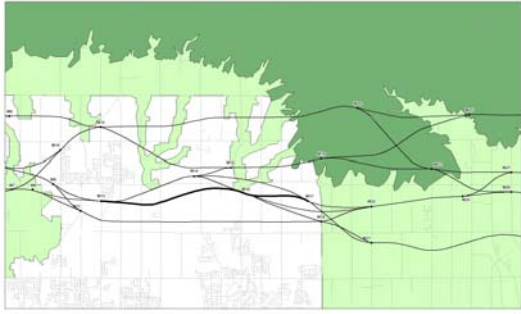
407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M5-M10-M12-M15	M5-M9-M13-M14-M15
	Route Length (km)	10.5 km	10.1 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 5 route sections (2.0 km) within the Greenbelt associated with Lynde Creek and Oshawa Creek valley systems 	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 1 route section (1.2 km) within the Greenbelt associated with Oshawa Creek valley system
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · No route sections within ANSIs · 5 route sections (1.0 km) within Lynde creek and Oshawa Creek ESAs · 14 route sections (2.3 km) within WLs · 1 route section within identified terrestrial SARs areas at Cochrane Street 	<ul style="list-style-type: none"> · No route sections within ANSIs · 1 route section (0.7 km) within Lynde Creek and Oshawa Creek ESAs · 2 route sections (0.5 km) within WLs · 1 route section within identified terrestrial SARs areas at Cochrane Street
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · No route sections within PSWs 	<ul style="list-style-type: none"> · No route sections within PSWs
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 16 crossings of tributaries to Lynde Creek and Oshawa Creek (Coldwater) · 2 route sections within identified aquatic SARs areas north of Winchester Road east of Coronation Road 	<ul style="list-style-type: none"> · 13 crossings of tributaries to Lynde Creek and Oshawa Creek (Coldwater) · 5 route sections within identified aquatic SARs areas north of Winchester Road east of Coronation Road and south of Winchester Road east of Anderson Street, west of Thicksen Road and east of Thicksen Road
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · Route section within planned development area off Ashburn Road and Columbus Road East 	<ul style="list-style-type: none"> · No route section within existing or planned development areas · Adjacent to planned development area at Winchester Road East from Stevenson Road to Simcoe Street
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Route is north of Brooklin increasing the separation from the urban centres to the south, resulting in; <ul style="list-style-type: none"> · Increased out-of-way travel · Lower potential to support/attract transit ridership · More routing of north-south traffic through the village of Brooklin 	<ul style="list-style-type: none"> · Route is south of Brooklin and closer to urban centres to the south resulting in; <ul style="list-style-type: none"> · Less out-of-way travel · Greater potential to support/attract transit ridership
Last Updated: Nov 27, 2006	Recommendation	DO NOT CARRY FORWARD	CARRY FORWARD
		<ul style="list-style-type: none"> · Route sections within planned development areas off Ashburn Road and Columbus Road East · Increased out of way travel and less support for transit · Reduced network efficiency due to greater distance to built up areas · Route section within Greenbelt areas · Route section within Lynde Creek and Oshawa Creek ESAs · Route section within Woodlands · Route section within identified terrestrial SARs areas at Cochrane Street · Route section within identified aquatic SARs areas north of Winchester Road east of Coronation Road 	<ul style="list-style-type: none"> · No route section within existing or planned development areas · Reduced out-of-way travel and greater support for transit · No route sections within Oak Ridges Moraine · No route sections within ANSIs · No route sections within PSWs
Last Updated: Feb 20, 2007			

Footnote:

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2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).

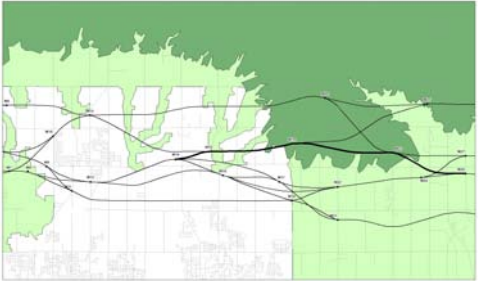
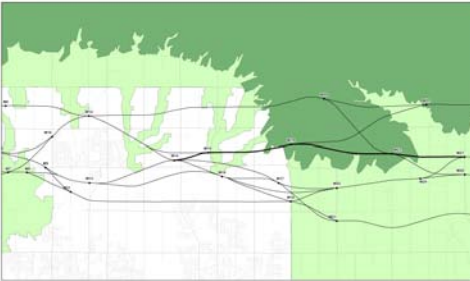
407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M13-M14-M17	M13-M16-M17
	Route Length (km)	8.9 km	8.7 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 1 route section (1.4 km) within the Greenbelt associated with the Oshawa Creek valley system 	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · No route sections within the Greenbelt
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · No route sections within ANSIs · 3 route sections (0.7 km) within Oshawa Creek ESAs · 14 route sections (2.3 km) within WLs · No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> · No route sections within ANSIs · 2 route sections (0.3 km) within Oshawa Creek ESAs · 2 route sections (0.2 km) within WLs · No route sections within identified terrestrial SARs areas
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · No route sections within PSWs · Adjacent to Whitby-Oshawa Iroquois Beach (PSWs) 	<ul style="list-style-type: none"> · No route sections within PSWs
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · 1 route section within agricultural lands 	<ul style="list-style-type: none"> · 2 route sections within agricultural lands
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 12 crossings of tributaries to Lynde Creek, Pringle Creek, Oshawa Creek and Harmony Creek (Coldwater) · 3 route sections within identified aquatic SARs areas south of Winchester Road east of Anderson Street, west of Thickson Road and east of Thickson Road 	
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · No route section within existing or planned development areas · Adjacent to planned development area and golf course (Kedron Dells) off Winchester Road East between Thickson Road and Townline Road 	<ul style="list-style-type: none"> · Route section within existing Kedron Dells Golf Course and planned development areas from Winchester Road East between Thickson Road and Townline Road and adjacent to same from Ritson Road to Townline Road
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Comparable length and directness of route · Comparable potential to support/attract transit ridership · Comparable for network efficiency 	<ul style="list-style-type: none"> · Farther from urban centres · Closer to urban centres
Last Updated: Nov 27, 2006	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD
		<ul style="list-style-type: none"> · No route section within existing or planned development areas · No route sections within Oak Ridges Moraine · No route sections within ANSIs · No route sections within identified terrestrial SARs areas · No route sections within PSWs 	<ul style="list-style-type: none"> · Route section completely within existing and planned development areas including Kedron Dells Golf Course and areas at Winchester Road East, between Thickson Road and Townline Road and adjacent to planned development areas from Ritson Road to Townline Road · Route sections within identified aquatic SARs areas south of Winchester Road east of Anderson Street, west of Thickson Road and east of Thickson Road · Route sections within Oshawa Creek ESAs · Route sections within WLs
Last Updated: Feb 20, 2007			

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).

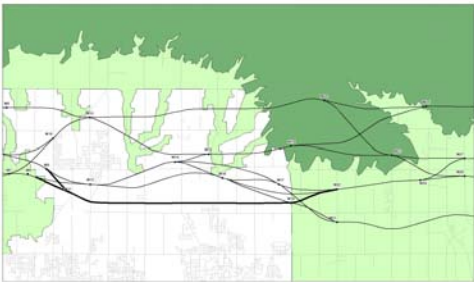
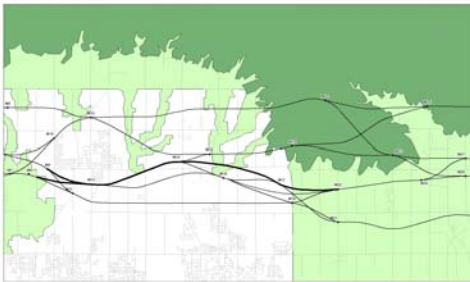
407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M14-M15-M19-M23-M26	M14-M16-M17-M22-M24-M26
	Route Length (km)	13.4 km	13.4 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · 2 route section (6.0 km) within the Oak Ridges Moraine · 3 route sections (10.0 km) within the Greenbelt associated with Oshawa Creek, Harmony Creek, Farewell Creek and Bowmanville Creek valley systems 	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 2 route sections (8.2 km) within the Greenbelt associated with Oshawa Creek, Harmony Creek, Farewell Creek and Bowmanville Creek valley systems
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · No route sections within ANSIs · 3 route sections (0.7 km) within Oshawa Creek and Bowmanville Creek ESAs · 14 route sections (2.3 km) within WLs · No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> · No route sections within ANSIs · 2 route sections (0.7 km) within Oshawa Creek, Black Creek and Bowmanville Creek ESAs · 6 route sections (1.6 km) within WLs · No route sections within identified terrestrial SARs areas
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · No route sections within PSWs 	<ul style="list-style-type: none"> · No route sections within PSWs
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 15 crossings of tributaries to Oshawa Creek, Harmony Creek and Farewell Creek (14 Coldwater; 1 Unassessed) · No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> · 16 crossings of tributaries to Oshawa Creek, Harmony Creek and Farewell Creek (Coldwater) · No route sections within identified aquatic SARs areas
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · No route sections within planned or existing development area 	<ul style="list-style-type: none"> · No route sections within planned or existing development area · Route section adjacent to planned development area from Simcoe Street to Townline Road
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Comparable for length and directness of route 	
Last Updated: Nov 27, 2006	Recommendation	DO NOT CARRY FORWARD	CARRY FORWARD
		<ul style="list-style-type: none"> · Reduced network efficiency due to greater distance to built up areas · Increased out of way travel and less support for transit · Majority of route section within ORM · Route section within Greenbelt areas · Route section within Oshawa Creek and Bowmanville Creek ESAs · Route section within Woodlands 	<ul style="list-style-type: none"> · No route sections within existing or planned development areas · Reduced out-of-way travel and increased support for transit · No route sections within ORM · No route sections within identified terrestrial SARs areas · No route section within ANSIs · No route sections within Provincially Significant Wetlands (PSW) · No route sections within identified aquatic SARs areas
Last Updated: Feb 20, 2007			

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).

407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

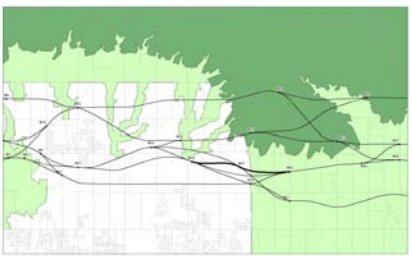
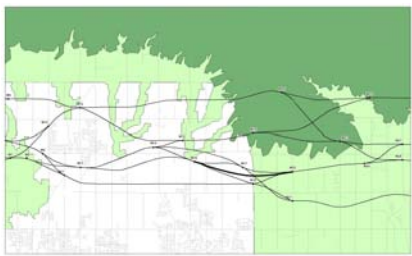
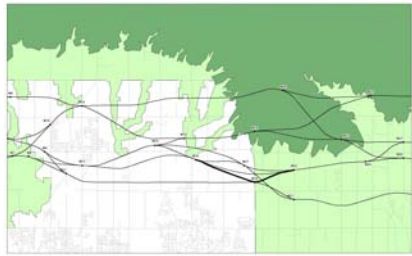
REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M8/M9-M11-M18-M22	M8/M9-M13-M14-M17-M22
	Route Length (km)	13.9 km	14.1 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 2 route sections (2.6 km) within the Greenbelt associated with Lynde Creek valley system 	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 3 route sections (3.8 km) within the Greenbelt associated with Lynde Creek valley system
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · No route sections within ANSIs · 3 route sections (0.4 km) within Lynde Creek and Oshawa Creek ESAs · 14 route sections (2.3 km) within WLs · No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> · No route sections within ANSIs · 3 route sections (0.8 km) within Lynde Creek and Oshawa Creek ESAs · 4 route sections (1.0 km) within WLs · No route sections within identified terrestrial SARs areas
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · 1 route section (0.03 km) within Whitby-Oshawa Iroquois Beach PSWs 	
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 17 crossings of tributaries to Lynde Creek, Oshawa Creek, Pringle Creek, and Harmony Creek (Coldwater) · 3 route sections within identified aquatic SARs areas south of Winchester Road east of Anderson Street, west of Thickson Road and east of Thickson Road 	
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · Route sections within planned development area between Ashburn Road and Townline Road 	<ul style="list-style-type: none"> · No route sections within existing or planned development areas · Adjacent to planned development area between Ashburn Road and Townline Road
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Comparable in length and directness of route · Close to urban centres · Comparable potential to support/attract transit ridership 	
Screening Results	Recommendation	DO NOT CARRY FORWARD	CARRY FORWARD
	Rationale	<ul style="list-style-type: none"> · Majority of route section within planned development areas between Ashburn Road and Townline Road · Route section within identified aquatic SARs areas · Route section within the Greenbelt areas · Route section within Lynde Creek and Oshawa Creek ESAs · Route section within Woodlands · Route section within Whitby-Oshawa Iroquois Beach PSWs · Route section within identified aquatic SARs areas south of Winchester Road east of Anderson Street, west of Thickson Road and east of Thickson Road 	<ul style="list-style-type: none"> · No route sections within existing or planned development areas · Reduced out-of-way travel and increased support for transit · No route sections within Oak Ridges Moraine · No route sections within ANSIs · No route sections within identified terrestrial SARs areas

Last Updated: Feb 20, 2007

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
3. "E" designates the East Link section of the proposed Highway 407 from Highway 401 (E1, E2, E3, E4 or E5) to the proposed Highway 407 (E15, E16, E17, E18, E19, E20, E23, E24, E25, E26, E27 or E28).
4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).

407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

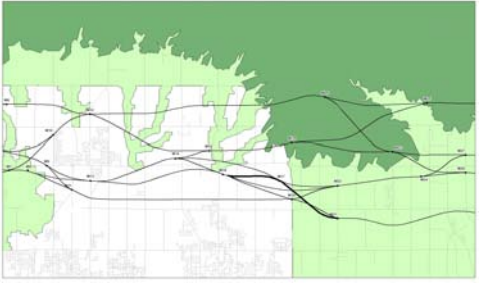
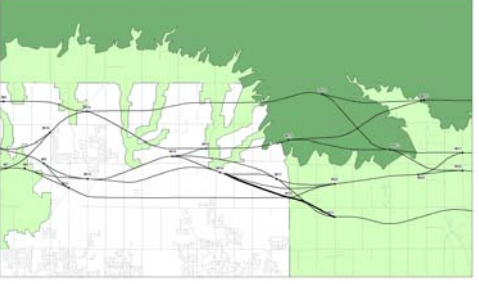
REVISED DRAFT		Short Segment Pre-Screening		
Route Descriptions	Route Description (full)	M16-M17-M22	M16-M22	M16-M18-M22
	Route Length (km)	5.3 km	5.3 km	5.5 km
	Key Map			
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	· No route sections within Oak Ridges Moraine · 1 route section (2.06 km) within the Greenbelt associated with Harmony Creek and Farewell Creek valley systems	· No route sections within Oak Ridges Moraine · 1 route section (2.06 km) within the Greenbelt associated with Harmony Creek and Farewell Creek valley systems	· No route sections within Oak Ridges Moraine · 1 route section (2.16 km) within the Greenbelt associated with Harmony Creek and Farewell Creek valley systems
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	· No route sections within ANSIs · No route sections within ESAs · 14 route sections (2.3 km) within WLs · No route sections within identified terrestrial SARs areas	· No route sections within ANSIs · No route sections within ESAs · Route sections (0.04 km) within WLs · No route sections within identified terrestrial SARs areas	· No route sections within ANSIs · No route sections within ESAs · No route sections within Woodlands · No route sections within identified terrestrial SARs areas
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	· No route sections within PSWs		
	Minimize direct route sections within Agricultural and Natural Resources	· Comparable route sections within agricultural lands		
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	· 6 crossings of tributaries to Harmony Creek and Farewell Creek (Coldwater) · No route sections within identified aquatic SARs areas	· 6 crossings of tributaries to Harmony Creek and Farewell Creek (Coldwater) · No route sections within identified aquatic SARs areas	· 7 crossings of tributaries to Harmony Creek and Farewell Creek (Coldwater) · No route sections within identified aquatic SARs areas
	Minimize route sections within Existing and Planned development area	· No route section within existing or planned development area · Adjacent to planned development area between Ritson Road and Townline Road	· Route section within planned development area between Ritson Road and Townline Road	· Route section within planned development area between Ritson Road and Townline Road
	Maximize Network Efficiency	· Comparable length and directness of route · Comparable potential to support/attract transit ridership		
Screening Results	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD
	Rationale	· No route section within existing or planned development area · No route section within Oak Ridges Moraine · No route section within ANSIs · No route section within ESAs · No route section within identified terrestrial SARs areas · No route section within PSWs · No route section within identified aquatic SARs areas	· Majority of route section within planned development areas between Ritson Road and Townline Road · Route section within the Greenbelt area · Route section within WLs	· Majority of route section within planned development areas between Ritson Road and Townline Road · Route section within the Greenbelt area

Last Updated: Feb 20, 2007

Footnote:

1. "W" designates the West Link section of the proposed Highway 407 from Highway 401 (W1, W2, W3, W4 or W5) to the proposed Highway 407 (W22, W23, W24, W25 or W26).
2. "M" designates the Mainline section of the proposed Highway 407 from Brock Road (M1) to Highway 35/115 (M41, M42, M43 or M44).
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407 East EA
Central Mainline Section
Screening of Long List of Route Alternatives

REVISED DRAFT		Short Segment Pre-Screening	
Route Descriptions	Route Description (full)	M16-M17-M21	M16-M18-M21
	Route Length (km)	5.7 km	5.5 km
	Key Map		
Screening Criteria	Minimize route within Provincial Policy/Plan Areas (e.g., Oak Ridges Moraine Conservation Plan, Greenbelt Plan)	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 1 route section (2.5 km) within the Greenbelt associated with Harmony Creek valley system 	<ul style="list-style-type: none"> · No route sections within Oak Ridges Moraine · 1 route section (2.3 km) within the Greenbelt associated with Harmony Creek valley system
	Minimize direct loss of Areas of Natural Scientific Interest (ANSIs), Environmentally Sensitive Areas (ESAs), and Woodlands (WLs) and route sections within identified terrestrial Species At Risk (SARs) areas	<ul style="list-style-type: none"> · No route sections within ANSIs · No route sections within ESAs · 14 route sections (2.3 km) within WLs · No route sections within identified terrestrial SARs areas 	<ul style="list-style-type: none"> · No route sections within ANSIs · No route sections within ESAs · No route sections within WLs · No route sections within identified terrestrial SARs areas
	Minimize direct loss of Provincially Significant Wetlands (PSWs)	<ul style="list-style-type: none"> · No route sections within PSWs 	<ul style="list-style-type: none"> · No route sections within PSWs
	Minimize direct route sections within Agricultural and Natural Resources	<ul style="list-style-type: none"> · Comparable route sections within agricultural lands 	
	Minimize Number of Stream Crossings (e.g., potential Habitat Alteration, Disruption or Destruction (HADDs)) and route sections within identified aquatic Species At Risk (SARs) areas	<ul style="list-style-type: none"> · 2 crossings of tributaries to Harmony Creek (Coldwater) · No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> · 1 crossing of tributaries to Harmony Creek (Coldwater) · No route sections within identified aquatic SARs areas
	Minimize route sections within Existing and Planned development area	<ul style="list-style-type: none"> · Route section adjacent to planned development area between Ritson Road and Townline Road 	<ul style="list-style-type: none"> · Route section within planned development area between Ritson Road and Townline Road
	Maximize Network Efficiency	<ul style="list-style-type: none"> · Longer and less direct route 	<ul style="list-style-type: none"> · Shorter and more direct route
Screening Results	Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD
	Rationale	<ul style="list-style-type: none"> · No route section within existing or planned development areas · No route sections within Oak Ridges Moraine · No route sections within ANSIs · No route sections within ESAs · No route sections within identified terrestrial SARs areas · No route sections within PSWs · No route sections within identified aquatic SARs areas 	<ul style="list-style-type: none"> · Majority of route section within planned development areas between Ritson Road and Townline Road · Route section within the Greenbelt area
Last Updated: Feb 20, 2007			

Footnote:

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4. In generating the 'Long List of Route Alternatives', route segments were established between common start and end points (nodes) and combined to form routes for the screening process (e.g. West Mainline; Central Mainline; East Mainline; West Link and East Link).