

APPENDIX A – LONG LIST EVALUATION REPORT

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Preliminary Design and Class Environmental Assessment for Development of a New Truck Rest Centre in the Vicinity of Wawa, Ontario

G.W.P. 5135-22-00

MTO Assignment No.: 5023-E-0006

Egis Project No.: CCO-24-2556

Prepared for:

Ministry of Transportation – Northeast Region
447 McKeown Ave
North Bay, Ontario P1B 9S9

Prepared by:

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FINAL

September 18, 2024

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1.0 INTRODUCTION

Egis was retained by the Ontario Ministry of Transportation (MTO) to undertake the Preliminary Design and Class Environmental Assessment assignment for the development of a new truck rest centre in the vicinity of Wawa, Ontario, G.W.P. 5135-22-00, under MTO Assignment No. 5023-E-0006.

The purpose of this report is to document the long list alternative selection process and evaluation for the new truck rest centre site. The study area, which represents the limits of where the new truck rest centre is being considered, is illustrated in **Figure 1**.

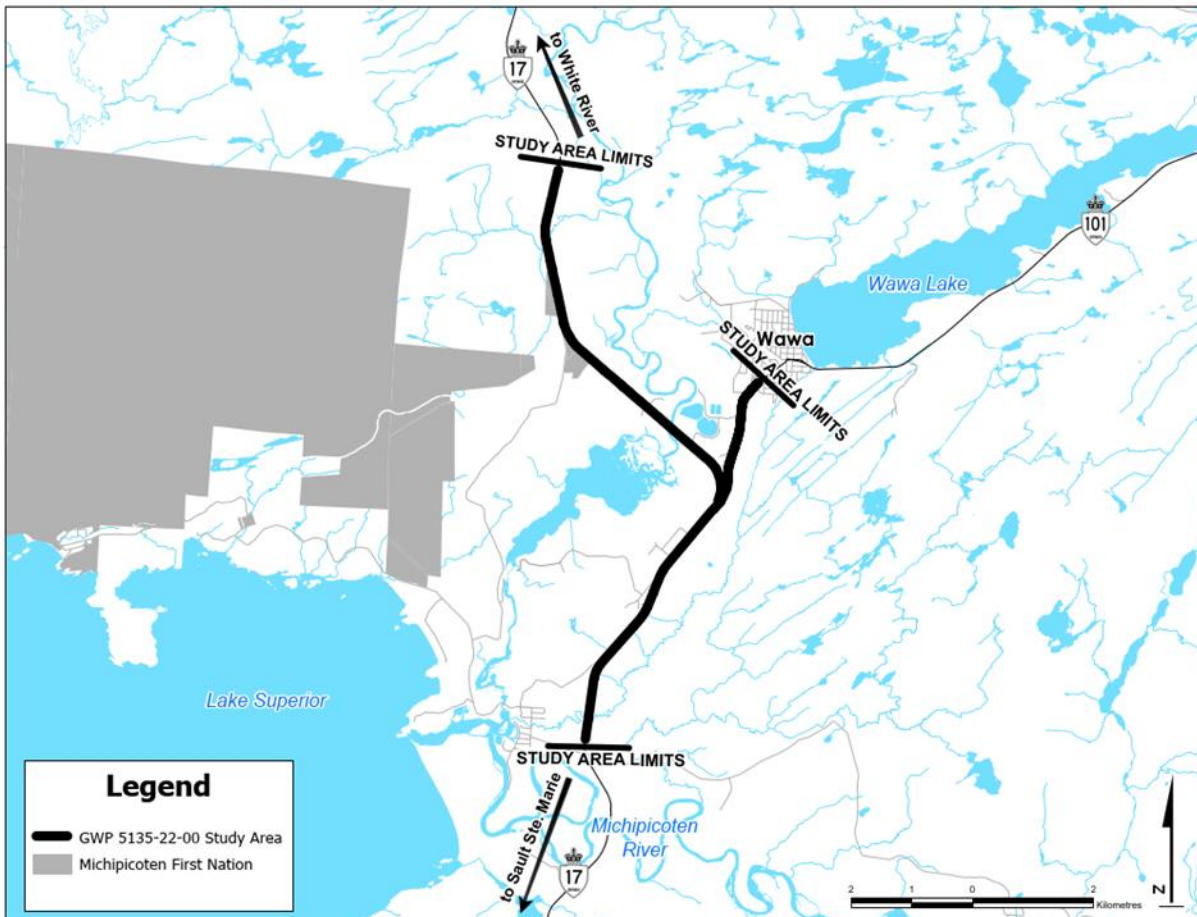


Figure 1: Study Area Key Map

2.0 COARSE SCREENING

The coarse screening exercise reviewed the full extent of the study area to eliminate areas that have significant negative impacts in comparison to others. A long list of potential truck rest centre site locations were selected within the study area through the coarse screening exercise using Geographic Information System (GIS) layers of a variety of environmental and land use constraints, including:

Environmentally Sensitive Areas:

- Watercourses/Waterbodies (buffer 30 metres)
- Wetlands (buffer 30 metres)
- Areas of Natural and Scientific Interest (ANSIs)
- Parks (Provincial)
- Indigenous Communities (eliminate Indigenous lands)

Topography – Ontario GeoHub

- 10 metre contours

Hydro Transmission Corridors

- Absence of existing major transmission line facilities

Site Location

- Site accessible from both directions of travel for two-lane roads.
- Locations along a straight stretch of the highway (i.e. not on a curve).
- Separation from side roads/intersections.
- Avoid acceleration and deceleration lanes within Towns, Villages and Hamlets (i.e. engine brakes and acceleration noises).
- Generally tried to avoid being immediately adjacent to single family residential dwellings/properties, especially in existing rural areas (i.e. noise/air impacts from overnight vehicle/truck idling).
- Avoid existing agricultural areas, where possible.
- Very visible from roadway, with a degree of separation/set-back from road (i.e. topography, not above or below existing highway grade).
- Prioritized existing, previously developed lands that appear to be abandoned.
- Availability for outdoor picnic area.
- Availability for pet exercise area.

Site Servicing

- Size of site is big enough for planned use.
- Availability of hydro serviceability at the site boundaries.

- Opportunity to connect to municipal services.

The size of the site was considered based on **Figure 2** and **Figure 3**, as shown below; the guideline layout would be a minimum of 85m x 300m = 25,500 m² or 2.55 ha. Properties were screened up to a 400m x 500m size as this is likely the largest potential area required (200,000 m² or 20 ha) for those rural, undeveloped sites. In addition, it was noted that additional space may be required for future developments, such as weigh stations and dedicated enforcement buildings (not included in the current scope). Special consideration was given to existing parking lots on smaller sites for potential partnership agreements between MTO and private landowners. Input was sought from local sources (i.e., Municipality of Wawa) and options brought forward were reviewed and considered.

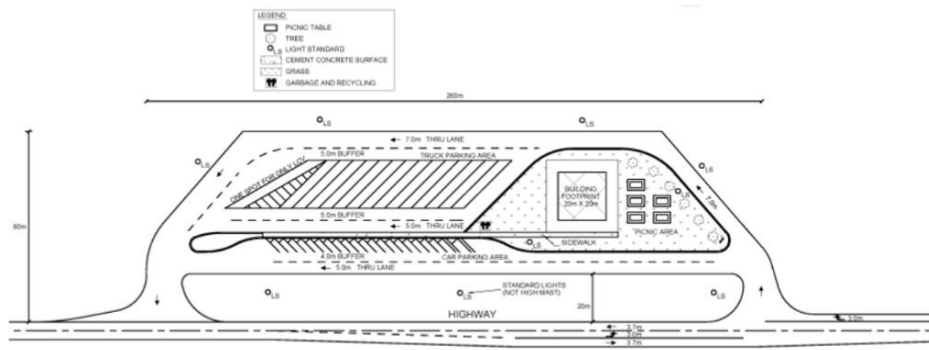


Figure 2: Illustrative Design Concept for Rest Centre

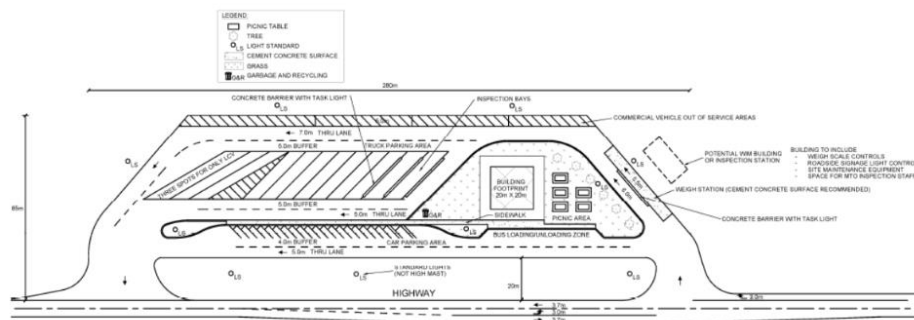


Figure 3: Illustrative Design Concept for Rest Centre Incorporating Commercial Vehicle Enforcement Activities

Based on the criteria and factors noted above, nine (9) Long List Site Alternatives were identified within the Study Area limits of GWP 5135-22-00. The nine (9) Long List Alternatives are illustrated on **Figure 4** below.

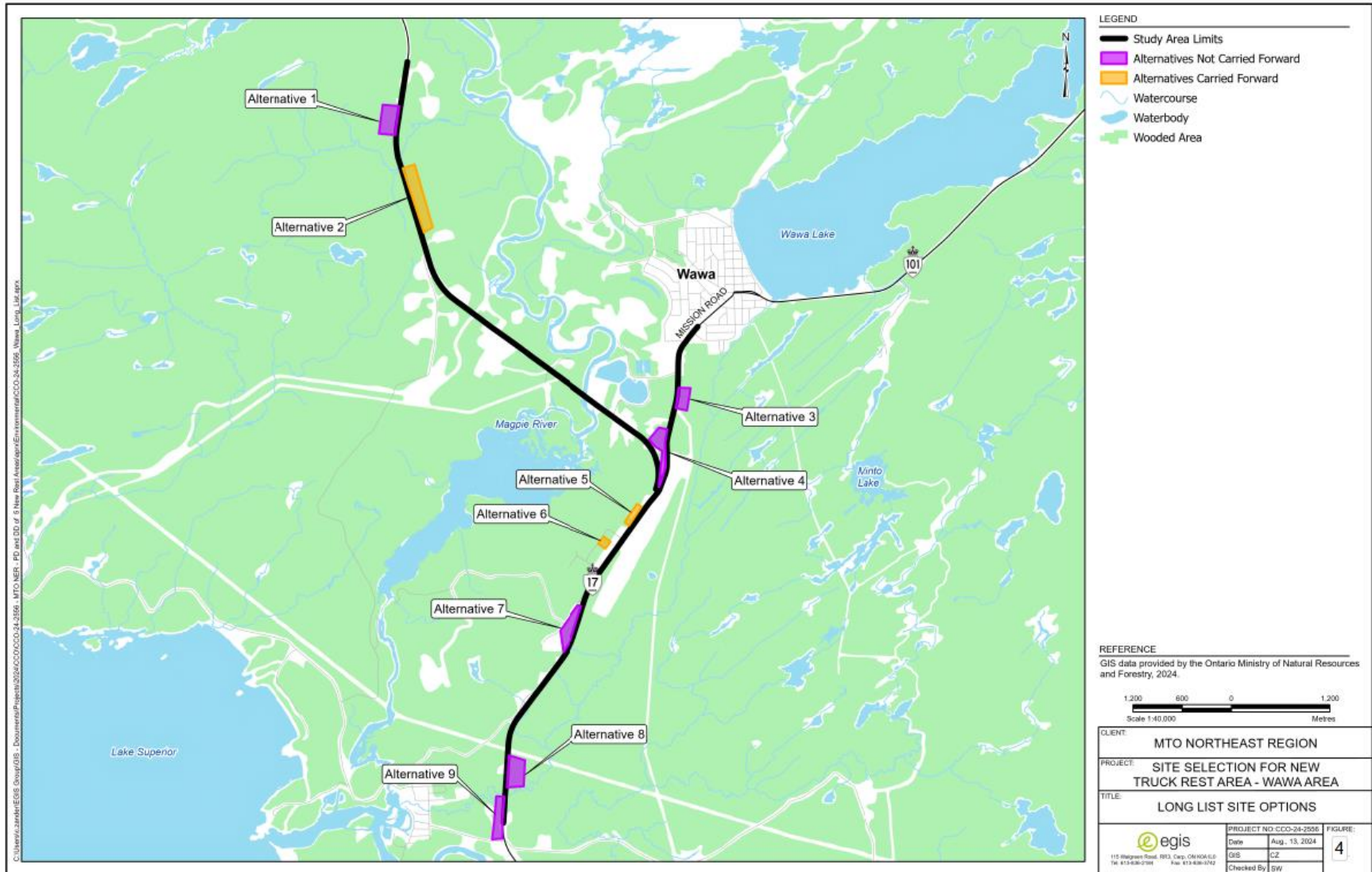


Figure 4: Long List Options for GWP 5135-22-00

3.0 LONG LIST EVALUATION

Following the coarse screening, a detailed assessment and evaluation of the long list of alternatives was conducted. Short-listing the current long list allows for efforts to be focused solely on the most likely alternatives and more detailed information to be acquired for these alternatives.

The evaluation of alternatives was carried out using the Reasoned Argument method of comparing differences in impacts and providing a clear rationale for the selection of the preferred alternative. Alternatives were evaluated using the following criteria: technical, natural environment, social/cultural environment, transportation and implementation risks, as described in **Table 1**. As illustrated in **Table 2**, alternatives were provided a score for each evaluation criteria on a scale from least preferred (empty circle) to most preferred (solid circle) (**Figure 5**).



Figure 5: Evaluation of Alternative Design Concepts Scale of Preference

Table 1: Long List of Alternatives Evaluation Criteria

Evaluation Criteria	Description of Criteria	Measures	Description of Measures
Technical	Criteria to evaluate the technical feasibility and engineering characteristics of the location	- Topography	- Is the location option amenable to trucks (i.e. terrain and slope gradients).
		- Hydro and telecom Access	- Is there hydro and telecom (Bell/Cogeco/Rogers/others) access to the site within a reasonable distance.
		- Serviceability	- Is the site serviced by municipal services or private services. If private, are there natural features that would impact the location of well and septic.
		- Stormwater/Drainage	- Is the site currently developed resulting in minimal SWM criteria or undeveloped requiring SWM features.
Natural Environment	Criteria to evaluate the location option impacts on the natural heritage systems, natural environment and habitats, air and water quality.	- Environmentally sensitive areas; wetlands, fish habitat, terrestrial ecosystems	- Proximity, size, characteristics and sensitivity of significant natural areas and potential impacts on these natural systems.
Social and Cultural Environment	Criteria to evaluate the location option potential impacts on businesses, community and social features; archaeological, built and cultural heritage features.	- Land Use / Socio-Economic Conditions	- Presence of community facilities, public parks, institutions, or businesses within or adjacent to the location option.
		- Archaeological, Built Heritage and Cultural Heritage Features	- Presence and characteristics of registered archaeological resources and designated built heritage resources under the Heritage Act; as well as potential impacts on archaeological/built and cultural heritage resources.
Transportation	Criteria to evaluate the location option's potential impacts on the transportation corridor.	- Safety	- Does the location option pose any significant safety risks to the travelling public.
		- Access Considerations	- Potential impacts on existing commercial/industrial/ business driveways and accesses to the location option.
Implementation Risks	Criteria to evaluate the location option's potential implementation risks.	- Size of location option/Excess Soils	- Is the size of the location option favourable for disposal of excess materials being generated during construction and future needs.
		- Property Ownership	- Does the current property ownership pose a risk for acquisition

Table 2: Long List of Alternatives Evaluation Table

Criteria Measures	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9
Technical									
Topography	◐	●	◐	○	●	●	●	○	◐
Hydro and Telecom Access	●	●	●	●	●	●	●	●	●
Serviceability	◐	◐	●	●	●	●	◐	◐	◐
Stormwater/Drainage	◐	◐	◐	◐	◐	●	◐	◐	◐
Natural Environment									
Environmentally Sensitive Areas; Wetlands, Fish Habitat and Terrestrial Ecosystems	○	◐	○	◐	◐	●	◐	○	◐
Social and Cultural Environment									
Land Use / Socio-Economic Conditions	○	◐	●	●	●	●	○	◐	○
Archaeological, Built Heritage and Cultural Heritage Features	○	○	◐	◐	●	●	◐	◐	◐
Transportation									
Safety	○	●	◐	◐	●	●	◐	◐	◐
Access Considerations	◐	●	◐	○	●	●	◐	◐	◐
Implementation Risks									
Size of location option/Excess Soils	●	●	●	○	◐	○	◐	●	●
Property Ownership	●	●	○	◐	◐	◐	○	●	◐
Recommendation	Do Not Carry Forward	Carry Forward	Do NOT Carry Forward	Do Not Carry Forward	Carry Forward	Carry Forward	Do Not Carry Forward	Do Not Carry Forward	Do Not Carry Forward

4.0 SHORT LIST ALTERNATIVES

The long list evaluation resulted in three (3) alternatives being **carried forward** to the short list stage. The alternatives being carried forward are listed in **Table 3**.

Table 3: Short List of Alternatives Carried Forward

Alternative	Description	Rationale
Alternative 2	This site is currently vacant Crown Land.	This site is located on a straight stretch of Highway 17 which would allow for positive sightlines, site access, and turning movements. Highway 17 at this location could accommodate widening required for the addition of left turn lanes. As the site is located on Crown Land, there is plenty of available space for the incorporation of well/septic, SWM facilities, as well as excess soil management areas. The topography of the site appears acceptable with limited cut/fill requirements. There is hydro and telecom nearby that could service the new truck rest centre.
Alternative 5	This site is currently a vacant lot due to a motel that burned down.	A key benefit to selecting this site would be reusing land that is currently underutilized (i.e., was previously a commercial motel lot that burned down and appears to be abandoned). This site is in close proximity to areas where trucks are currently utilizing/parking (i.e., along Pinewood Dr.), as well as close to other commercial amenities (e.g., hotels/restaurants/gas stations). Although this site is not located directly on Highway 17, it is easily accessible via a Municipal Road (i.e., Pinewood Drive), and is anticipated to require minimal design considerations for access. The site has existing municipal services available (i.e., sanitary/watermain) and is serviced by hydro and telecom. The site would require acquisition from a private landowner.
Alternative 6	This site is currently privately owned (Esso station).	A key benefit to utilizing this site would be that it is currently already being used by trucks and would require only minor modifications to the site. This site is currently owned and operated by the adjacent Esso Gas Station. MTO may be able to have a partnership with Esso that could result in lower maintenance and property purchase costs (i.e., the property could remain under Esso ownership). This site offers convenient access to gas, as well as other commercial amenities (i.e., hotel/restaurants). This site has existing municipal services available (i.e., sanitary/watermain) and is serviced by hydro and telecom. Size would not allow for the full extent of the planned use.