

APPENDIX B – SHORT LIST EVALUATION REPORT

SHORT LIST EVALUATION REPORT



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

August 19, 2025

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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 short list evaluation process for the new truck rest centre site. The proposed short list of design alternatives has been carried forward from the Long List Evaluation Report (September 2024), as attached in **Appendix C**.

The study area, which represents the limits of where the new truck rest centre is being considered, is illustrated in **Figure 1**.

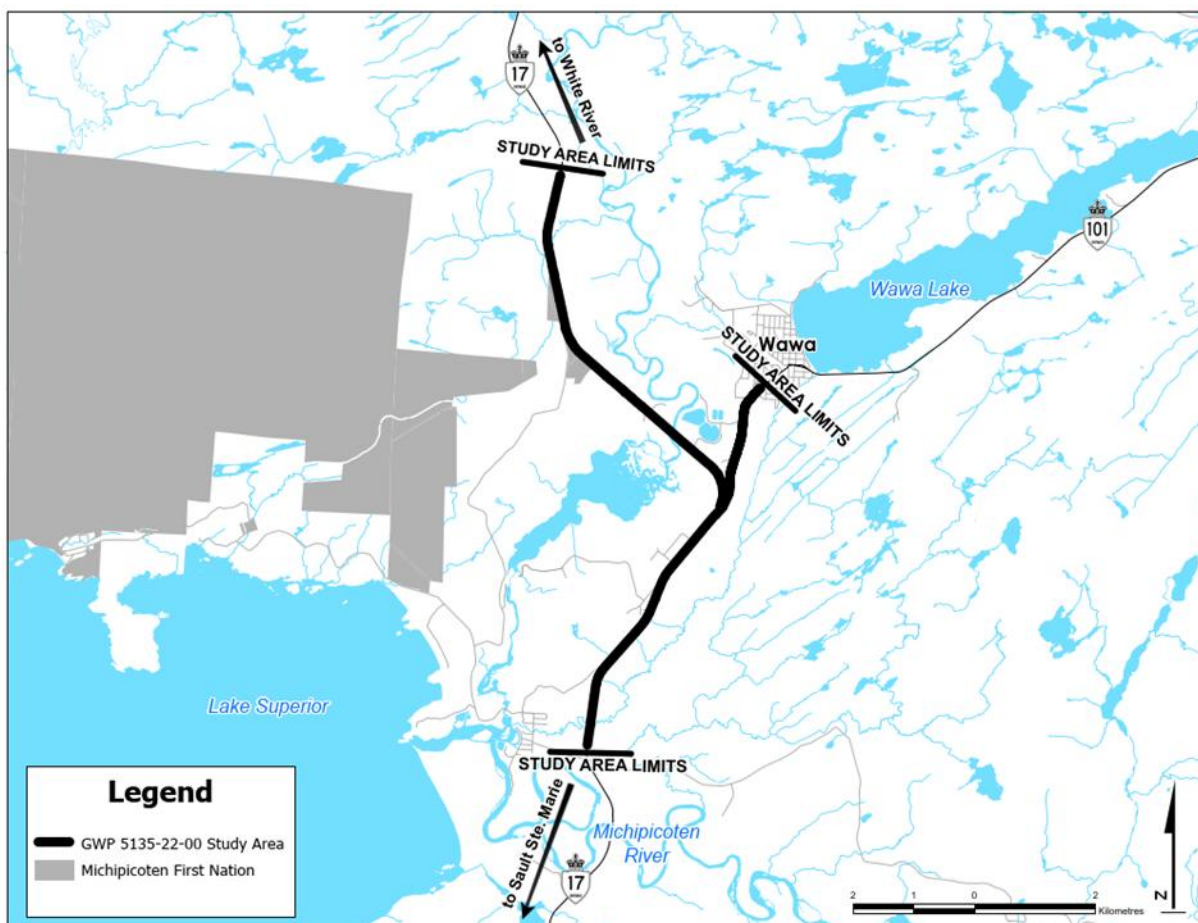


Figure 1: Study Area Key Map

1.1 Public Consultation

The following details the consultation progress of the assignment:

- The Ontario Government Notice (OGN) for project commencement was published in on www.wawa-news.com on October 3, 2024. Notice of Commencement letters were also sent via email to the local MPP and Indigenous communities in advance of the OGN publishing. The OGN was also distributed through Canada Post using a targeted mailing campaign for 1,255 property owners within Wawa.
- A dedicated project website was created for the project at www.NorthernHighwayRestAreas.com. The webpage went live on September 30, 2024, to provide additional project information to interested stakeholders as the study progresses.
- An Online Public Information Centre (PIC) will be held on the project website to provide detailed information about the project, including the Class EA process, existing conditions, identified alternatives and evaluation process, associated impacts and mitigation, as well as next steps.
- A Transportation Environmental Study Report (TESR) will be prepared and published for a 30-day public review period before it is filed with the Ministry of Environment, Conservation and Parks (MECP).

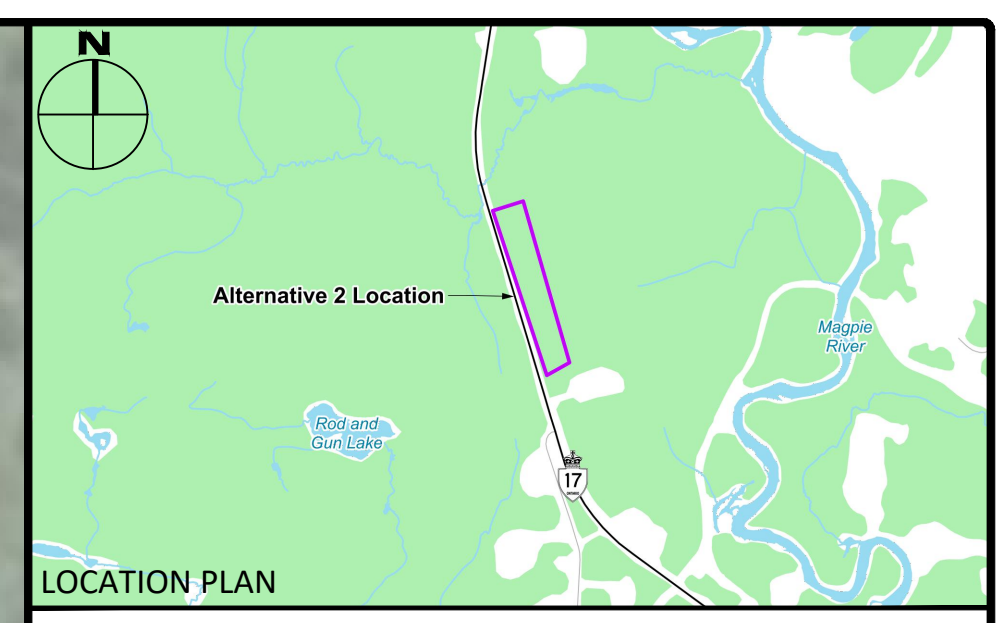
2.0 SHORT LIST OF DESIGN ALTERNATIVES

As discussed above, a Long List Evaluation was completed for the new truck rest centre in Wawa. The evaluation resulted in the following alternatives being **carried forward** to the short list evaluation.

Alternative 2: Vacant Crown Land site located on the east side of Highway 17. A preliminary site plan layout for the Alternative 2 property is detailed in **Figure 2**.

Alternative 5: 120 Pinewood Drive (former Pinewood Inn) site located on the west side of Highway 17. A preliminary site plan layout for the Alternative 5 property is detailed in **Figure 3**.

Alternative 6: Esso Station site located on Pinewood Drive on the west side of Highway 17. A preliminary site plan layout for the Alternative 6 property is detailed **Figure 4**.



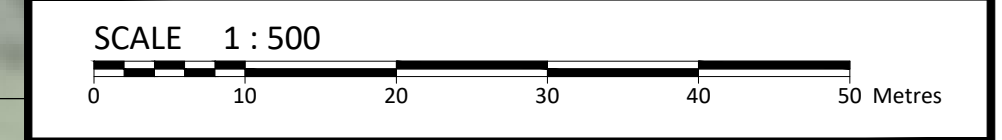
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LEGAL BOUNDARY	---
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PROPOSED ASPHALT	▨
PROPOSED GRAVEL	▩
PROPOSED DITCH	
EXISTING FIRE HYDRANT	⊕
EXISTING WATER VALVE	⊕
EXISTING HYDRO POLE	⊕
PROPOSED LIGHT STANDARD	⊕
EXISTING HYDRO	⊕
PROPOSED HYDRO	⊕

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1	ISSUED FOR REVIEW	2024.11.29
No.	Revisions	Date

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Project:
WAWA REST CENTRE
HIGHWAY 17

Drawing Title:
ALTERNATIVE 2 SITE PLAN

Scale:	1:500	Project Number:	CCO-24-2556
Drawn By:	M.D.	Checked By:	J.S.
Designed By:	M.D.	Drawing Number:	Figure 2

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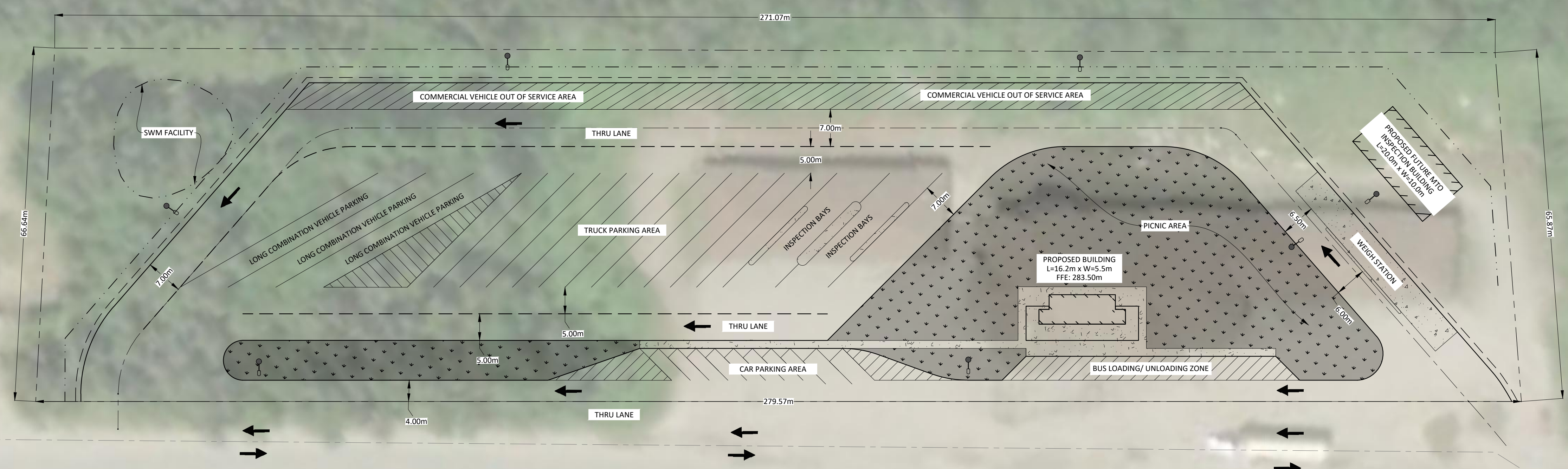
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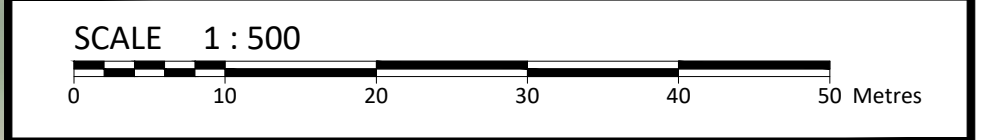
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PROPOSED ASPHALT	▨
PROPOSED GRAVEL	▩
PROPOSED DITCH	▬
EXISTING FIRE HYDRANT	⊕
EXISTING WATER VALVE	⊕
EXISTING HYDRO POLE	⊕
PROPOSED LIGHT STANDARD	⊕
EXISTING HYDRO	— OHW —
PROPOSED HYDRO	— OHW —

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Project:
WAWA REST CENTRE
HIGHWAY 17

Drawing Title:
ALTERNATIVE 5 SITE PLAN

Scale:	1:500	Project Number:	CCO-24-2556
Drawn By:	M.D.	Checked By:	J.S.
Designed By:	M.D.	Drawing Number:	Figure 3

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3.0 SHORT LIST EVALUATION METHODOLOGY

3.1 Multi-Attribute Trade-Off System

For evaluating the short list of design alternatives, the 'Weighted Additive Method', described as the Multi-Attribute Trade-Off System (MATS), was applied.

The evaluation process was undertaken quantitatively based on the following components:

- Natural Environment
- Socio-Economic Environment
- Transportation
- Constructability
- Cost

The component categories allowed for the generation of evaluation criteria relative to study-specific engineering and environmental concerns. The component categories were classified into two further sublevels. These sublevels included the factors (as noted above) and subfactor groups).

The final step was to measure for identifiable impacts relative to the subfactors. The result was a set of measurable criteria/indicators for each subfactor identified under the respective factor group. The relative measured effect of each criterion/indicator was defined to ensure the significance was recognized in the evaluation process. Table 1 identifies the criteria/indicators carried forward for the evaluation of short-listed alternatives.

Table 1: Short List Evaluation Criteria

Factors/Sub-Factors	Criteria/Indicator	Key Measures
NATURAL ENVIRONMENT		
Sensitive wildlife, and wildlife habitat and vegetation.	Permanent Impacts to existing wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m ²
Water Resources / Drainage / Groundwater Impacts	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m ² (span)
Site Contamination and Excess Soil Management	Possible sources of contamination based on preliminary background review (ERIS)	Low – High Potential
SOCIO-ECONOMIC ENVIRONMENT		
Permanent Property Requirements	private property required (# of private properties impacted)	# of private properties impacts
Noise and Air Quality Impacts	Impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors
Archaeological / Cultural Heritage Resources	Potential archaeological significant land on site Cultural Heritage landscapes	m ²
Exposure to Travelling Public / Proximity to Preferred Landmarks	Access to food, gas, lodging and tourist attractions.	km
Construction Impacts	Impacts of construction on public/landowners	Low-High Impacts
TRANSPORTATION		
Access	Turning lanes/proximity to side roads	Low – High Impacts
Collision History (2017-2021) (within 500 m of the site limits)	Data information obtained from MTO's database	# of collisions
Sightlines	Horizontal/ Vertical sightlines on highway at the proposed site	Low – High Impacts
CONSTRUCTIBILITY		
Construction duration	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)
Access to telecommunications infrastructure	Access to and if modifications are required to existing telecommunications infrastructure	Distance (m)
Access to electrical infrastructure	Access to and if modifications are required to existing hydro	Distance (m)
Access to Municipal services	Municipal services vs well/septic	Septic vs Municipal Services
Site Size	Capacity for site design	Property Size (m ²)
Topography	Existing topography	<2%, 2-5%, >5%
COST		
Capital Construction Cost	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (Million)
Life Cycle Costs	Projected rehabilitation and replacement costs	Low-High

3.2 Shortlisted Criteria

3.2.1 Natural Environment

Preliminary natural science field investigations were undertaken at the three (3) short-listed alternative sites in September 2024 to collect site specific information. As part of the initial preliminary screening, properties containing and directly adjacent to watercourses and wetlands were not carried forward for further review or consideration. As such, no watercourses or wetlands which would support fish habitat were identified on the short-listed alternative site locations during the 2024 field investigations.

The following terrestrial environmental impacts are associated with each of the short-listed alternatives:

- **Alternative 2** – No Areas of Natural Scientific Interest (ANSIs) present within the limits of Alternative 2. During the 2024 field investigations, consideration for ecological distinct areas were made according to the Ecological Land Classification (ELC) framework which identified upland mixed deciduous forest to the north, mixed coniferous forest to the south and mixed coniferous forest making up most of the property in the middle. There is an unevaluated wetland that extends from the east and is present within the southern portion of the Alternative 2 property. Vernal pools were identified within the Alternative 2 site which may provide breeding habitat for amphibians.

Field investigations undertaken in 2024 indicate potential SAR Bat habitat throughout the entire site, primarily within Jack pine (*Pinus banksiana*) snag trees and also within a large rock outcrop located in the northeast corner of the site. Additionally, evidence of Pileated Woodpecker (*Dryocopus pileatus*) was observed (i.e., foraging holes in trees) within the Alternative 2 site.

- **Alternative 5** – No significant vegetation communities or ANSIs are present within the limits of Alternative 5. During the 2024 field investigations, consideration for ecological distinct areas were made according to the ELC framework, however, vegetation communities present within the study area were primarily classified as non-ELC community, as it was made up of mowed grass with a portion of the property on the south side being a dense stand of mixed coniferous vegetation consisting of Jack pine, trembling aspen (*Populus tremuloides*), white spruce (*Picea glauca*), mountain-ash (*Sorbus sp.*), balsam poplar (*Populus balsamifera*), balsam fir (*Abies balsamea*), tamarack (*Larix laricina*), and white birch (*Betula papyrifera*)).

Field investigations undertaken in 2024 indicated potential SAR bat habitat along the southern and western portion of the property where Jack pines with flaking bark were identified (i.e., potential snag trees) as well as within the deteriorated buildings at the northern portion of the property.

- **Alternative 6** – No significant vegetation communities or ANSIs are present within the limits of Alternative 6. During the 2024 field investigations, consideration for ecological distinct areas were made according to the ELC framework, however, vegetation communities present within

the study area were classified as non-ELC community, as it was made up of mowed grass and minimal trees, such as Jack pine, Manitoba maple (*Acer negundo*), and white birch.

Field investigations undertaken in 2024 indicated potential SAR bat habitat along the southwest edge of the site where Jack pine trees are present. Additionally, potential suitable habitat for Common Nighthawk was identified to the northwest of the site within a gravel lot with surrounding shrubs.

Most of the Alternative 6 property is characterized predominantly by industrial lands (i.e., gas station).

3.2.2 Socio-Economic Environment

- **Alternative 2** – As this site is vacant crown land, there are no associated impacts to private properties required. The existing land use of the Alternative 2 property is defined as ‘natural area/open space’ in the Municipality of Wawa’s Official Plan. This site is not located in close proximity to preferred landmarks such as food, gas, lodging or tourist attractions. No built or cultural heritage resources have been identified at the Alternative 2 site. A Stage 1 Archaeological Assessment identified that this site has some areas of archaeological potential and would require Stage 2 Archaeological Assessment if selected for development. There are no sensitive noise/air receptors within 600 m of the Alternative 2 site.
- **Alternative 5** – The existing land use of the Alternative 5 property is defined as ‘commercial’ in the Municipality of Wawa’s Official Plan. As this site is located at a property with a derelict motel (formerly the Pinewood Inn), impact to a single private property would be required. This site is in close proximity to some preferred landmarks located on Highway 17/Pinewood Drive such as gas, and lodging. Although structural remains from the former motel located on the Alternative 5 site would require demolition, preliminary indications are that the extensive damage and poor state of repair limit the value of the structures as built heritage resources. A Stage 1 Archaeological Assessment identified that this site has deep disturbance over most of its extent and lies beyond buffers from topographic features indicating archaeological potential, and therefore no further archaeological assessment would be warranted if this site is selected for development. There is one (1) residential home approximately 200 m to the northwest of the Alternative 5 site which may be a possible sensitive noise/air receptor.
- **Alternative 6** – The existing land use of the Alternative 6 property is defined as ‘industrial’ in the Municipality of Wawa’s Official Plan. As this site is located at the Esso Gas Station, impacts to a single private property would be required. This site is in close proximity to

preferred landmarks located on Highway 17/Pinewood Drive such as gas, and lodging. No built or cultural heritage resources have been identified at the Alternative 6 site. A Stage 1 Archaeological Assessment identified that this site has deep disturbance and lies beyond buffers from topographic features indicating archaeological potential, and therefore no further archaeological assessment would be warranted if this site is selected for development. There is one (1) motel (Hwy 17 Motel) located approximately 60 m from the edge of the Alternative 6 property which may be a possible sensitive noise/air receptor.

3.2.3 *Transportation*

- **Alternative 2** – Access to the Alternative 2 site would be from Highway 17. There are currently no side roads nearby, however, there is an entrance to the existing telecom tower adjacent to this property which is a low volume access road. Based on collision history data within 500 m of the Alternative 2 site, there were 6 collisions between 2017-2021. Sightlines on Highway 17 at the Alternative 2 property are generally good in both directions as the topography in this area is relatively flat.
- **Alternative 5** – Access to the Alternative 5 site would be through Pinewood Drive off of Highway 17. Access to Pinewood Drive is currently being used by commercial vehicles, therefore no changes would be required to the existing Highway 17 lane configuration. Based on collision history data within 500 m of the Alternative 5 site, there were 11 collisions between 2017-2021. It is believed that collisions within proximity of this site are highest due to this site's proximity to the intersection of Highway 17 and Highway 101. Topography is relatively flat at this site, and sightlines are good at this site looking south on Highway 17 but are limited by the Highway 17/101 intersection looking north. The access to Pinewood Drive is however located within a southbound passing lane.
- **Alternative 6** - Access to the Alternative 6 site would be through Pinewood Drive off of Highway 17. Access to Pinewood Drive is currently being used by commercial vehicles, therefore no changes would be required to the existing Highway 17 lane configuration. Based on collision history data within 500 m of the Alternative 6 site, there were 6 collisions between 2017-2021. Sightlines are good in both directions; topography is relatively flat. The access to Pinewood Drive is however located within a southbound passing lane.

3.2.4 Constructability

- **Alternative 2** – The anticipated length of construction that would impact traffic/public is 130 days. Telecommunications and hydro are accessible at this site via the MTO ROW, however, some modifications to pole locations and height of cables may be required to facilitate entry/exit to the site. This site is not located in proximity to municipal services, therefore it is anticipated that a well and septic system would be constructed on site. The Alternative 2 site is sufficiently large to accommodate the design as per MTO guidelines, and additional property is available to accommodate excess soils and stormwater management facilities, as needed. The topography at this site ranges up to 4% in areas which would require design considerations for construction at this site location.
- **Alternative 5** – The anticipated length of construction that would impact traffic/public is 135 days. Access to telecommunications and hydro infrastructure appear to be available at the back of the Alternative 5 site and is not anticipated to be impacted by virtue of the development of this property. Municipal services are available and can be connected to this site. It is anticipated that there will be no capacity concerns given the previous use of this property (i.e., hotel). The Alternative 5 site size will permit the inclusion of a stormwater management facility; however, a modified layout is required given the hydro easement at the rear of the site. The topography of this site is relatively flat given the site size and that it is partially developed.
- **Alternative 6** – The anticipated length of construction that would impact traffic/public is 110 days. Access to telecommunication and hydro infrastructure is available that currently bi-sects this site, however, additional poles or trenching is anticipated to be required. Municipal services are available and can be connected to this site. It is anticipated that there will be no capacity concerns given the surrounding commercial uses. The size of the Alternative 6 site will not be able to accommodate the MTO guidelines layout. A modified layout has been proposed at this location to accommodate trucks in the same manner that they are currently utilizing this site for. There is no additional area available at this site for management of access soils, however excess soils will be limited due to the disturbed and flat nature of the site. The topography at this site is relatively flat given that site is fully developed.

3.2.5 Cost

The cost estimates for the three (3) alternatives were developed using HiCo and are provided in Table 2. The costs do not include permanent property acquisition, which is anticipated to be higher for Alternatives 5 and 6.

Table 2: Cost Estimates for Design Alternatives	
Alternative	Total Capital Construction Cost (M)
Alternative 2 – Vacant Crown Land	\$5.2 M
Alternative 5 – 120 Pinewood Drive	\$4.7 M
Alternative 6 – Esso Station	\$4.0 M

3.3 Criteria Measurements/ Utility Functions/ Criteria Scores

Following the selection of the subfactors and associated criteria/indicators, measurements of the impacts were made using existing conditions reports of various disciplines (i.e., Natural Sciences, Cultural Heritage, Archaeology, Contamination, Noise and Air, and Land Use). These measures were made for each alternative.

From this point on, scores were derived from numerical calculations and mathematical relationships. The score for each alternative under each of the respective criteria/indicator was based on the measured impacts, referred to as a utility function. Under each criterion/indicator, the alternative received an unweighted rating of 1, 3 or 5 based on these measurements. This function described the attractiveness of each alternative concerning the individual criteria.

The 'Weighted Additive Method' of evaluation used to evaluate the alternatives identified the attractiveness, not the offensiveness of the measure. No negative values were considered. All scores were a degree of 'positive', from a value of one (the least attractive alternative measure), three (neutral in comparison) and five (the most attractive measure).

3.4 Weighting of Criteria

Applying the 'Weighted Additive Method', weights were assigned initially to components (e.g., Natural Environment), then apportioned further to their corresponding factors (e.g., Wildlife, Water Resources, Site Contamination). This eliminated the potential for skewing the results

with many factors under one particular component. The assignment of weights in this fashion defined a hierarchy of importance for the alternatives considered.

The Study Team used for the weighted exercise consisted of seven (7) members from environmental, structural, drainage, traffic, transportation, and construction disciplines.

The Study Team completed the weighting exercise by reviewing each independent perspective on the relative importance categories. Following the review and discussion, the team individually provided their weights and these were averaged across the components and subsequently the same process was completed and the weights were distributed to the corresponding subfactors. The criteria/indicators were then assigned based on the process described in Section 3.3.

The assigned weights within each category were then multiplied against the criteria scores to obtain a weighted score for the criteria/indicators for each alternative. The weighted score for the criteria/indicators were summed for each alternative. This provided the overall weighted score for each alternative to identify the recommended alternative prior to sensitivity testing. Utilizing an averaged score from seven (7) individuals reduces subjectivity of scoring from one individual and reduces the need for sensitivity testing. A table summarizing the weighted scores and the recommended alternative (prior to sensitivity testing) is included as part of **Appendix A**.

This was the quantitative assessment applied to the evaluation of the short list of design alternatives. The 'Weighted Additive Method' focused on the differences between the alternatives, addressed the complexity of the base data collected, and provided a traceable and defensible decision-making process.

3.5 Sensitivity Testing

The group of evaluators from the Study Team assigned individual weights for the components and factors based on their professional judgement as described above.

The question that arises is "would the results have changed if different weights had been used?". To test how the outcome of the evaluation would have changed with respect to the assigned weights, a 'sensitivity test' was undertaken to ensure the outcome was without bias.

To assess how sensitive the outcome was with respect to the weights assigned by the Study Team, the assigned component weights were increased or decreased in order to place a

greater or lesser emphasis on each component by redistributing the weight to other factors. This indicates how sensitive the outcome is with respect to each component. It also indicates whether the recommended alternative changes when the weights are varied.

Sensitivity testing results are documented in **Appendix B**.

3.6 Evaluation Results

The results from the weighted and sensitivity evaluation for the analysis of the three (3) alternatives have been summarized in Table 3. The weighted score is based on a maximum score of 100.

Table 3: Short List Evaluation Results			
ID	Truck Rest Centre Alternative	Weighted Score	Weighted Rank
2	Vacant Crown Land	58.00	2
5	120 Pinewood Drive	57.60	3
6	Esso Station	79.60	1

Initially, Alternative 6 was selected as it had an already existing facility and could be enhanced to meet the needs of the truck rest area. The alternative was presented to the public as the recommended plan. During consultation, concerns were raised with this location which indicated that it was already well used and modifications to the site would not meet the needs of the trucking community with respect to available space. Therefore, based on feedback, Alternative 6 was eliminated. As such, Alternative 2 and Alternative 5 were reassessed and compared to each other with a new understanding with respect to capacity concerns. The results from the weighted evaluation for the analysis of the remaining two (2) alternatives have been summarized in Table 3.

Table 4: Short List Evaluation Results			
ID	Truck Rest Centre Alternative	Weighted Score	Weighted Rank
2	Vacant Crown Land	62.40	1
5	120 Pinewood Drive	59.60	2

A breakdown of the weighting adjustments in the sensitivity evaluation for the analysis of the remaining two alternatives has been summarized in Table 5, to show that in 2 out of 4 adjustments, Alternative 2 is the Recommended Plan.

Table 5: Sensitivity Testing – Weighting Adjustments			
Adjustment 1			
ID	Replacement Alternative	Weighted Score	Sensitivity Rank
2	Vacant Crown Land	61.80	1
5	120 Pinewood Drive	60.80	2
Adjustment 2			
2	Vacant Crown Land	64.00	1
5	120 Pinewood Drive	58.00	2
Adjustment 3			
2	Vacant Crown Land	56.80	2
5	120 Pinewood Drive	64.00	1
Adjustment 4			
2	Vacant Crown Land	57.60	2
5	120 Pinewood Drive	64.00	1

4.0 RECOMMENDATIONS

The Recommended Plan is **Alternative 2: Vacant Crown Land**. The key benefits to this site location are:

- No impacts to private property (Crown Land);
- No impacts to Highway 17;
- Sufficiently large site to accommodate the design and future expansion;
- No noise or air sensitive receptors will be impacted.

The proposed layout at this location has ample space for commercial vehicle parking and a stormwater management facility.

5.0 NEXT STEPS

If the preferred alternative is endorsed by the MTO team, a Preliminary Design Report will be completed to summarize the proposed alternative to be carried forward into Detail Design. Refined cost estimates and working days will continue to be updated as the design progresses.

APPENDIX A – CRITERIA MEASUREMENTS, SCORES & WEIGHTED SCORES



MATS ANALYSIS OF WAWA TRUCK REST AREA SHORT LIST ALTERNATIVES

							Alternative 2 (Vacant Crown Land)	Alternative 5 (120 Pinewood Drive)	Alternative 6 (Esso Station)
Category	Key Factors	Weight	Criteria for Evaluation	m ²	22243 m ²	7823 m ²	1378 m ²		
NATURAL ENVIRONMENT 20%	Sensitive wildlife, and wildlife habitat and vegetation.	8%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	Description	Property appears potentially suitable for a variety of SAR habitat including Eastern Whip-poor-will, and SAR Bats. This site is comprised of dense coniferous forest, vernal pools, and large rock outcrops which are utilized by a wide range of wildlife.	Southern portion of property is a dense mixed coniferous stand which may provide habitat for SAR Bat species. Motel and other buildings on property may also provide SAR Bat habitat (i.e., holes/gaps may provide access for SAR Bats)	Small green space on southern edge of property includes Jack Pine which may provide suitable SAR Bat habitat.		
				Score (/5)	1.0	3.0	5.0		
	Water Resources / Drainage / Groundwater Impacts	5%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	The site is currently fully developed, therefore, the impacts when compared to existing are anticipated to be minimal.		
				Score (/5)	1.0	3.0	5.0		
	Site Contamination and Excess Soil Management	7%	Possible sources of contamination based on preliminary background review (ERIS)	Description	Potential fill of unknown quality along site boundary related to construction of Highway 17 and salt use during winter conditions along highway.	Potential fill of unknown quality along site boundary related to construction of Highway 17, salt use during winter conditions along highway, and presence of various properties of concerns located southwest of the site.	Potential fill of unknown quality along site boundary related to construction of Highway 17, salt use during winter conditions along highway, and presence of various properties of concerns located north, east south and west of the site, including various fuel service stations and automotive garages.		
				Score (/5)	5.0	3.0	1.0		
SOCIO-ECONOMIC ENVIRONMENT 25%	Permanent Property Requirements	11%	Private property required (# of private properties impacted)	# of impacted private properties	0	1	1		
				Description	As this site is located on vacant crown land, no impacts to private property are required.	One (1) private property (i.e., former Pinewood Inn) is required to be impacted for this alternative.	One (1) private property (i.e., Esso Station) is required to be impacted for this alternative. Alternative is conducive to current business.		
				Score (/5)	5.0	1.0	3.0		
	Noise and Air Quality Impacts	3%	Noise impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	0	1	1		
				Description	There are no noise/air sensitive receptors within 600 m of this site.	There is one (1) residential home approximately 200 m northwest of this site which may be a possible sensitive receptor to noise/air.	There is one (1) motel (Highway 17 Motel) located approximately 60 m from the edge of the Alternative 6 property which may be a possible sensitive receptor to noise/air.		
				Score (/5)	5.0	3.0	1.0		
	Archaeological / Cultural Heritage Resources	3%	Potential archaeological significant land on site Cultural Heritage landscapes	Description	This property has the most archaeological potential and parts would require Stage 2 Archaeological Assessment. There are no built or cultural heritage resources identified at this site.	This property has deep disturbance over most of its extents and lies beyond buffers from topographic features indicating archaeological potential. Although structural remains from the former motel would require demolition, due to the extensive damage and poor state of repair, the value of the structures as built heritage resources is limited.	All of this property has deep disturbance and lies beyond buffers from topographic features indicating archaeological potential. There are no built or cultural heritage resources identified at this site.		
				Score (/5)	1.0	5.0	5.0		
				Low-High	Low	Medium	High		
	Exposure to Travelling Public / Proximity to Preferred Landmarks	5%	Access to food, gas, lodging and tourist attractions.	km	-6.5km from preferred landmarks on Hwy 101/Mission Road -4.5 km from preferred landmarks on Hwy 17/Pinewood Dr	-2.5km from preferred landmarks on Hwy 101/Mission Road -0km from preferred landmarks on Hwy 17/Pinewood Dr	-2.5km from preferred landmarks on Hwy 101/Mission Road -0km from preferred landmarks on Hwy 17/Pinewood Dr		
				Description	Not located in close proximity to preferred landmarks.	Located in close proximity to some preferred landmarks (i.e., gas and lodging) located on Hwy 17/Pinewood Drive.	Located in close proximity to some preferred landmarks (i.e., gas and lodging) located on Hwy 17/Pinewood Drive.		
				Score (/5)	1.0	5.0	5.0		
Construction Impacts	3%	Impacts of construction on public/landowners.	Description	This work will require staging along Highway 17 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work off-peak hours.	This work would be more or less completely offline and will not impact the travelling public, with the exception of tie ins and minor works on Pinewood Dr.	Work at the Esso parking lot will result in a period of time where there will be minimal parking for commercial vehicles, impacting both the business and commercial vehicles.			
			Score (/5)	3.0	5.0	1.0			
			Low-High	Medium	Low	High			
TRANSPORTATION 20%	Access	8%	Turning lanes/proximity to side roads	Low-High	Medium	medium	Low		
				Description	There are no side roads nearby, however, there is the entrance to the telecom tower adjacent. It is a low volume access road.	Access to Pinewood Drive as is currently being used by commercial vehicles, some changes required.	Access to Pinewood Drive as is currently being used by commercial vehicles, no changes to existing.		
				Score (/5)	3.0	3.0	5.0		
	Collision History (2017-2021) (within 500 m of site limits)	6%	Data information obtained from MTO's database	# of collisions	6 Collisions	11 Collisions	6 Collisions		
				Description	Collisions counted if within 500m of approximate centre of site	Collision numbers likely increased, compared to other sites, due to proximity of intersection with Hwy 101	Collisions counted if within 500m of approximate centre of site		
				Score (/5)	5.0	1.0	5.0		
Sightlines	6%	Horizontal/ Vertical sightlines on highway at the proposed site	Low-High	High	Low	Medium			
			Description	Sightlines are generally good in both directions, topography is relatively flat	Sightlines are good looking south, limited by intersection looking north topography is relatively flat, located in passing lane (SB)	Sightlines are good in both directions, topography is relatively flat, located in passing lane (SB)			
			Score (/5)	5.0	1.0	3.0			
CONSTRUCTABILITY 20%	Construction duration	3%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	130	135	110		
				Description	Impacts to the travelling public are not anticipated to more than a calendar year.	Impacts to the travelling public are not anticipated to more than a calendar year.	Impacts to the travelling public are not anticipated to more than a calendar year.		
				Score (/5)	1.0	1.0	5.0		
	Access to telecommunications infrastructure	3%	Access to and if Modifications are required to existing telecommunication infrastructure	Distance (m)	<50m	<10m	<10m		
				Description	Telecom is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Telecom appears available behind the site and is not anticipated to be impacted by virtue of the development of this property.	Telecom is available that bi-sects the site. Additional poles or trenching is anticipated to be required.		
				Score (/5)	3.0	5.0	5.0		
	Access to electrical infrastructure	3%	Access to and if Modifications are required to existing hydro	Distance (m)	<50m	<10m	<10m		
				Description	Hydro is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Hydro is available behind the site and is not anticipated to be impacted by virtue of the development of this property.	Hydro is available that bi-sects the site. Additional poles or trenching is anticipated to be required.		
				Score (/5)	3.0	5.0	5.0		
	Access to Municipal Services	3%	Municipal services vs well/septic	Septic vs Municipal Services	Septic	Municipal Services	Municipal Services		
				Description	It is anticipated that a well and septic will be constructable but, is less desirable than connection to municipal services.	Municipal services are available and will be connected to. It is anticipated that there will be no capacity concerns given previous hotel use.	Municipal services are available and will be connected to. It is anticipated that there will be no capacity concerns given surrounding commercial uses.		
				Score (/5)	1.0	5.0	5.0		
Site Size	4%	Capacity for site design	Property Size (m ²)	111735 m ²	11754 m ²	18202 m ²			
			Description	The site is sufficiently large to accommodate the design as per MTO guidelines. Additional property is available to accommodate excess soils and SWM facilities.	The site will permit the inclusion of a stormwater management facility, however, a modified layout is required given the hydro easement at the rear of the site.	This site will not be able to accommodate the MTO guidelines layout. A modified layout has been proposed to accommodate the trucks in the same manner that they are currently.			
			Score (/5)	5.0	1.0	1.0			
Topography	4%	Existing topography	<2%, 2-5%, >5%	2-5%	<2%	<2%			
			Description	Topography ranges up to 4% in areas. The site will be required to be designed such that the topography is incorporated	Topography is relatively flat given the site size and that its partially developed.	Topography is relatively flat given the site is fully developed.			
			Score (/5)	3.0	5.0	5.0			
COST 15%	Capital Construction Cost	11%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$5,200,000.00	\$4,700,000.00	\$4,000,000.00		
				Description	Includes Highway 17 left turn taper, presents a higher risk of unknowns given undeveloped site (20% risk carried at this time)	This cost includes improvements to Pinewood Dr. and Highway 17. Partially developed site, therefore, 15% risk carried at this time.	Includes cost to repave the Esso gas station and work along Pinewood Dr. from Mills Dr. north and Mills Dr South Intersections. Developed site, risk 10%		
	Life Cycle Costs	4%	Projected rehabilitation and replacement burden	Low-High	High	Medium	Low		
				Description	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale, site is on municipal services	Not likely to require SWM facility given previously developed site. Site is on municipal services		
Score (/5)	1.0	3.0	5.0						
TOTAL WEIGHT/ PERCENTAGE		100%		58.00	57.60	79.60			

Footnotes

*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.

MATS ANALYSIS OF WAWA TRUCK REST AREA SHORT LIST ALTERNATIVES

Less Preferred 1

 More Preferred 5

				Alternative 2 (Vacant Crown Land)		Alternative 5 (120 Pinewood Drive)	
Category	Key Factors	Weight	Criteria for Evaluation				
NATURAL ENVIRONMENT 20%	Sensitive wildlife, and wildlife habitat and vegetation.	6%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m ²	22243 m ²	7823 m ²	
				Description	Property appears potentially suitable for a variety of SAR habitat including Eastern Whip-poor-will, and SAR Bats. This site is comprised of dense coniferous forest, vernal pools, and large rock outcrops which are utilized by a wide range of wildlife.	Southern portion of property is a dense mixed coniferous stand which may provide habitat for SAR Bat species. Motel and other buildings on property may also provide SAR Bat habitat (i.e., holes/gaps may provide access for SAR Bats)	
				Score (/5)	1.0	5.0	
	Water Resources / Drainage / Groundwater Impacts	4%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m ² (new impervious area)	14,391	4,980	
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	
				Score (/5)	1.0	5.0	
	Site Contamination and Excess Soil Management	5%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	High	
				Description	Potential fill of unknown quality along site boundary related to construction of Highway 17 and salt use during winter conditions along highway.	Potential fill of unknown quality along site boundary related to construction of Highway 17, salt use during winter conditions along highway, possible pavement cut in front of eastern exterior building indicating potential historical presence of underground storage tank, and presence of various properties of concerns located southwest of the site.	
				Score (/5)	5.0	1.0	
SOCIO-ECONOMIC ENVIRONMENT 25%	Permanent Property Requirements	11%	Private property required (# of private properties impacted)	# of impacted private properties	0	1	
				Description	As this site is located on vacant crown land, no impacts to private property are required.	One (1) private property (i.e., former Pinewood Inn) is required to be impacted for this alternative.	
				Score (/5)	5.0	1.0	
	Noise and Air Quality Impacts	3%	Noise impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	0	1	
				Description	There are no noise/air sensitive receptors within 600 m of this site.	There is one (1) residential home approximately 200 m northwest of this site which may be a possible sensitive receptor to noise/air.	
				Score (/5)	5.0	3.0	
	Archaeological / Cultural Heritage Resources	3%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Medium	
				Description	This property has the most archaeological potential and parts would require Stage 2 Archaeological Assessment. There are no built or cultural heritage resources identified at this site.	This property has deep disturbance over most of its extents and lies beyond buffers from topographic features indicating archaeological potential. Although structural remains from the former motel would require demolition, due to the extensive damage and poor state of repair, the value of the structures as built heritage resources is limited.	
				Score (/5)	1.0	3.0	
	Exposure to Travelling Public / Proximity to Preferred Landmarks	5%	Access to food, gas, lodging and tourist attractions.	km	-6.5km from preferred landmarks on Hwy 101/Mission Road -4.5 km from preferred landmarks on Hwy 17/Pinewood Dr	-2.5km from preferred landmarks on Hwy 101/Mission Road -0km from preferred landmarks on Hwy 17/Pinewood Dr	
				Description	Not located in close proximity to preferred landmarks.	Located in close proximity to some preferred landmarks (i.e., gas and lodging) located on Hwy 17/Pinewood Drive.	
				Score (/5)	1.0	5.0	
Construction Impacts	3%	Impacts of construction on public/landowners.	Low-High	High	Low		
			Description	This work will require staging along Highway 17 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work off-peak hours.	This work would be more or less completely offline and will not impact the travelling public, with the exception of tie ins and minor works on Pinewood Dr.		
			Score (/5)	1.0	5.0		
TRANSPORTATION 20%	Access	8%	Turning lanes/proximity to side roads	Low-High	Medium	Medium	
				Description	There are no side roads nearby, however, there is the entrance to the telecom tower adjacent. It is a low volume access road.	Access to Pinewood Drive as is currently being used by commercial vehicles, however upgrades to Pinewood would be required.	
				Score (/5)	3.0	3.0	
	Collision History (2017-2021) (within 500 m of site limits)	6%	Data information obtained from MTO's database	# of collisions	6 Collisions	11 Collisions	
				Description	Collisions counted if within 500m of approximate centre of site	Collision numbers likely increased, compared to other sites, due to proximity of intersection with Hwy 101	
				Score (/5)	5.0	1.0	
Sightlines	6%	Horizontal/ Vertical sightlines on highway at the proposed site	Low-High	High	Low		
			Description	Sightlines are generally good in both directions, topography is relatively flat	Sightlines are good looking south, limited by intersection looking north topography is relatively flat, located in passing lane (SB)		
			Score (/5)	5.0	1.0		
CONSTRUCTIBILITY 20%	Construction duration	3%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	130	135	
				Description	Impacts to the travelling public are not anticipated to more than a calendar year.	Impacts to the travelling public are not anticipated to more than a calendar year.	
				Score (/5)	3.0	3.0	
	Access to telecommunications infrastructure	3%	Access to and if Modifications are required to existing telecommunication infrastructure	Distance (m)	<50m	<10m	
				Description	Telecom is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Telecom appears available behind the site and is not anticipated to be impacted by virtue of the development of this property.	
				Score (/5)	1.0	3.0	
	Access to electrical infrastructure	3%	Access to and if Modifications are required to existing hydro	Distance (m)	<50m	<10m	
				Description	Hydro is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Hydro is available behind the site and is not anticipated to be impacted by virtue of the development of this property.	
				Score (/5)	1.0	3.0	
	Access to Municipal Services	3%	Municipal services vs well/septic	Septic vs Municipal Services	Septic	Municipal Services	
				Description	It is anticipated that a well and septic will be constructable but, is less desirable than connection to municipal services.	Municipal services are available and will be connected to. It is anticipated that there will be no capacity concerns given previous hotel use.	
				Score (/5)	1.0	5.0	
Site Size	9%	Capacity for site design	Property Size (m ²)	111735 m ²	11754 m ²		
			Description	The site is sufficiently large to accommodate the design as per MTO guidelines. Additional property is available to accommodate excess soils and SWM facilities.	The site will permit the inclusion of a stormwater management facility, however, a modified layout is required given the hydro easement at the rear of the site.		
			Score (/5)	5.0	1.0		
Topography	4%	Existing topography	<2%, 2-5%, >5%	2-5%	<2%		
			Description	Topography ranges up to 4% in areas. The site will be required to be designed such that the topography is incorporated	Topography is relatively flat given the site size and that its partially developed.		
			Score (/5)	3.0	5.0		
COST 15%	Capital Construction Cost	11%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$5,200,000.00	\$4,700,000.00	
				Description	Includes Highway 17 left turn taper, presents a higher risk of unknowns given undeveloped site (20% risk carried at this time)	This cost includes improvements to Pinewood Dr. and Highway 17. Partially developed site, therefore, 15% risk carried at this time.	
	Life Cycle Costs	4%	Projected rehabilitation and replacement burden	Score (/5)	3.0	5.0	
				Low-High	High	Medium	
Description	Description	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale, site is on municipal services				
	Score (/5)	1.0	3.0				
TOTAL WEIGHT/ PERCENTAGE			100%		62.40	59.60	

Footnotes

*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and

APPENDIX B – SENSITIVITY TESTING

SENSITIVITY TEST #1 - WAWA TRUCK REST AREA SHORT LIST ALTERNATIVES

				1 Less Preferred	5 More Preferred		
Category	Key Factors	Weight	Criteria for Evaluation	Alternative 2 (Vacant Crown Land)		Alternative 5 (120 Pinewood Drive)	
NATURAL ENVIRONMENT 15%	Sensitive wildlife, and wildlife habitat and vegetation.	6%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m ²	22243 m ²	7823 m ²	
				Description	Property appears potentially suitable for a variety of SAR habitat including Eastern Whip-poor-will, and SAR Bats. This site is comprised of dense coniferous forest, vernal pools, and large rock outcrops which are utilized by a wide range of wildlife.	Southern portion of property is a dense mixed coniferous stand which may provide habitat for SAR Bat species. Motel and other buildings on property may also provide SAR Bat habitat (i.e., holes/gaps may provide access for SAR Bats)	
				Score (/5)	1.0	5.0	
	Water Resources / Drainage / Groundwater Impacts	4%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m ² (new impervious area)	14,391	4,980	
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	
				Score (/5)	1.0	5.0	
	Site Contamination and Excess Soil Management	5%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	High	
				Description	Potential fill of unknown quality along site boundary related to construction of Highway 17 and salt use during winter conditions along highway.	Potential fill of unknown quality along site boundary related to construction of Highway 17, salt use during winter conditions along highway, possible pavement cut in front of eastern exterior building indicating potential historical presence of underground storage tank, and presence of various properties of concerns located southwest of the site.	
				Score (/5)	5.0	1.0	
SOCIO-ECONOMIC ENVIRONMENT 30%	Permanent Property Requirements	11%	Private property required (# of private properties impacted)	# of impacted private properties	0	1	
				Description	As this site is located on vacant crown land, no impacts to private property are required.	One (1) private property (i.e., former Pinewood Inn) is required to be impacted for this alternative.	
				Score (/5)	5.0	1.0	
	Noise and Air Quality Impacts	4%	Noise impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	0	1	
				Description	There are no noise/air sensitive receptors within 600 m of this site.	There is one (1) residential home approximately 200 m northwest of this site which may be a possible sensitive receptor to noise/air.	
				Score (/5)	5.0	3.0	
	Archaeological / Cultural Heritage Resources	4%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Medium	
				Description	This property has the most archaeological potential and parts would require Stage 2 Archaeological Assessment. There are no built or cultural heritage resources identified at this site.	This property has deep disturbance over most of its extents and lies beyond buffers from topographic features indicating archaeological potential. Although structural remains from the former motel would require demolition, due to the extensive damage and poor state of repair, the value of the structures as built heritage resources is limited.	
				Score (/5)	1.0	3.0	
	Exposure to Travelling Public / Proximity to Preferred Landmarks	7%	Access to food, gas, lodging and tourist attractions.	km	-6.5km from preferred landmarks on Hwy 101/Mission Road -4.5 km from preferred landmarks on Hwy 17/Pinewood Dr	-2.5km from preferred landmarks on Hwy 101/Mission Road -0km from preferred landmarks on Hwy 17/Pinewood Dr	
				Description	Not located in close proximity to preferred landmarks.	Located in close proximity to some preferred landmarks (i.e., gas and lodging) located on Hwy 17/Pinewood Drive.	
				Score (/5)	1.0	5.0	
	Construction Impacts	4%	Impacts of construction on public/landowners.	Low-High	High	Low	
				Description	This work will require staging along Highway 17 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work off-peak hours.	This work would be more or less completely offline and will not impact the travelling public, with the exception of tie ins and minor works on Pinewood Dr.	
				Score (/5)	1.0	5.0	
TRANSPORTATION 25%	Access	9%	Turning lanes/proximity to side roads	Low-High	Medium	Medium	
				Description	There are no side roads nearby, however, there is the entrance to the telecom tower adjacent. It is a low volume access road.	Access to Pinewood Drive as is currently being used by commercial vehicles, however upgrades to Pinewood would be required.	
				Score (/5)	3.0	3.0	
	Collision History (2017-2021) (within 500 m of site limits)	8%	Data information obtained from MTO's database	# of collisions	6 Collisions	11 Collisions	
				Description	Collisions counted if within 500m of approximate centre of site	Collision numbers likely increased, compared to other sites, due to proximity of intersection with Hwy 101	
				Score (/5)	5.0	1.0	
	Sightlines	8%	Horizontal/ Vertical sightlines on highway at the proposed site	Low-High	High	Low	
				Description	Sightlines are generally good in both directions, topography is relatively flat	Sightlines are good looking south, limited by intersection looking north topography is relatively flat, located in passing lane (SB)	
				Score (/5)	5.0	1.0	
CONSTRUCTABILITY 15%	Construction duration	2%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	130	135	
				Description	Impacts to the travelling public are not anticipated to more than a calendar year.	Impacts to the travelling public are not anticipated to more than a calendar year.	
				Score (/5)	3.0	3.0	
	Access to telecommunications infrastructure	2%	Access to and if Modifications are required to existing telecommunication infrastructure	Distance (m)	<50m	<10m	
				Description	Telecom is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Telecom appears available behind the site and is not anticipated to be impacted by virtue of the development of this property.	
				Score (/5)	1.0	3.0	
	Access to electrical infrastructure	2%	Access to and if Modifications are required to existing hydro	Distance (m)	<50m	<10m	
				Description	Hydro is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Hydro is available behind the site and is not anticipated to be impacted by virtue of the development of this property.	
				Score (/5)	1.0	3.0	
	Access to Municipal Services	2%	Municipal services vs well/septic	Septic vs Municipal Services	Septic	Municipal Services	
				Description	It is anticipated that a well and septic will be constructable but, is less desirable than connection to municipal services.	Municipal services are available and will be connected to. It is anticipated that there will be no capacity concerns given previous hotel use.	
				Score (/5)	1.0	5.0	
	Site Size	4%	Capacity for site design	Property Size (m ²)	111735 m ²	11754 m ²	
				Description	The site is sufficiently large to accommodate the design as per MTO guidelines. Additional property is available to accommodate excess soils and SWM facilities.	The site will permit the inclusion of a stormwater management facility, however, a modified layout is required given the hydro easement at the rear of the site.	
				Score (/5)	5.0	1.0	
Topography	4%	Existing topography	<2%, 2-5%, >5%	2-5%	<2%		
			Description	Topography ranges up to 4% in areas. The site will be required to be designed such that the topography is incorporated	Topography is relatively flat given the site size and that its partially developed.		
			Score (/5)	3.0	5.0		
COST 15%	Capital Construction Cost	11%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$5,200,000.00	\$4,700,000.00	
				Description	Includes Highway 17 left turn taper, presents a higher risk of unknowns given undeveloped site (20% risk carried at this time)	This cost includes improvements to Pinewood Dr. and Highway 17. Partially developed site, therefore, 15% risk carried at this time.	
				Score (/5)	3.0	5.0	
	Life Cycle Costs	4%	Projected rehabilitation and replacement burden	Low-High	High	Medium	
				Description	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale, site is on municipal services	
Score (/5)	1.0	3.0					
TOTAL WEIGHT/ PERCENTAGE		100%		61.80	60.80		

Footnotes

*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.

SENSITIVITY TEST #2 - WAWA TRUCK REST AREA SHORT LIST ALTERNATIVES

		1 Less Preferred	5 More Preferred			Alternative 2 (Vacant Crown Land)	Alternative 5 (120 Pinewood Drive)
Category	Key Factors	Weight	Criteria for Evaluation	m ²	m ² (new impervious area)	22243 m ²	7823 m ²
NATURAL ENVIRONMENT 10%	Sensitive wildlife, and wildlife habitat and vegetation.	5%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	Description	22243 m ²	Property appears potentially suitable for a variety of SAR habitat including Eastern Whip-poor-will, and SAR Bats. This site is comprised of dense coniferous forest, vernal pools, and large rock outcrops which are utilized by a wide range of wildlife.	Southern portion of property is a dense mixed coniferous stand which may provide habitat for SAR Bat species. Motel and other buildings on property may also provide SAR Bat habitat (i.e., holes/gaps may provide access for SAR Bats)
				Score (/5)	1.0	5.0	
				m ² (new impervious area)	14,391	4,980	
	Water Resources / Drainage / Groundwater Impacts	2%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	Description	14,391	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.
				Score (/5)	1.0	5.0	
	Site Contamination and Excess Soil Management	3%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	High	
Description				5.0	1.0		
				Score (/5)	5.0	1.0	
SOCIO-ECONOMIC ENVIRONMENT 35%	Permanent Property Requirements	13%	Private property required (# of private properties impacted)	# of impacted private properties	0	1	
				Description	5.0	1.0	
				Score (/5)	5.0	1.0	
	Noise and Air Quality Impacts	5%	Noise impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	0	1	
				Description	5.0	3.0	
				Score (/5)	5.0	3.0	
	Archaeological / Cultural Heritage Resources	5%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Medium	
				Description	1.0	3.0	
	Exposure to Travelling Public / Proximity to Preferred Landmarks	7%	Access to food, gas, lodging and tourist attractions.	km	-6.5km from preferred landmarks on Hwy 101/Mission Road -4.5 km from preferred landmarks on Hwy 17/Pinewood Dr	-2.5km from preferred landmarks on Hwy 101/Mission Road -0km from preferred landmarks on Hwy 17/Pinewood Dr	
				Description	1.0	5.0	
				Score (/5)	1.0	5.0	
	Construction Impacts	5%	Impacts of construction on public/landowners.	Low-High	High	Low	
Description				1.0	5.0		
Score (/5)				1.0	5.0		
TRANSPORTATION 30%	Access	13%	Turning lanes/proximity to side roads	Low-High	Medium	Medium	
				Description	3.0	3.0	
				Score (/5)	3.0	3.0	
	Collision History (2017-2021) (within 500 m of site limits)	10%	Data information obtained from MTO's database	# of collisions	6 Collisions	11 Collisions	
				Description	5.0	1.0	
				Score (/5)	5.0	1.0	
Sightlines	7%	Horizontal/ Vertical sightlines on highway at the proposed site	Low-High	High	Low		
			Description	5.0	1.0		
			Score (/5)	5.0	1.0		
CONSTRUCTABILITY 15%	Construction duration	2%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	130	135	
				Description	3.0	3.0	
				Score (/5)	3.0	3.0	
	Access to telecommunications infrastructure	2%	Access to and if Modifications are required to existing telecommunication infrastructure	Distance (m)	<50m	<10m	
				Description	1.0	3.0	
				Score (/5)	1.0	3.0	
	Access to electrical infrastructure	2%	Access to and if Modifications are required to existing hydro	Distance (m)	<50m	<10m	
				Description	1.0	3.0	
				Score (/5)	1.0	3.0	
	Access to Municipal Services	2%	Municipal services vs well/septic	Septic vs Municipal Services	Septic	Municipal Services	
				Description	1.0	5.0	
				Score (/5)	1.0	5.0	
Site Size	4%	Capacity for site design	Property Size (m ²)	111735 m ²	11754 m ²		
			Description	5.0	1.0		
			Score (/5)	5.0	1.0		
Topography	3%	Existing topography	<2%, 2-5%, >5%	2-5%	<2%		
			Description	3.0	5.0		
			Score (/5)	3.0	5.0		
COST 10%	Capital Construction Cost	8%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$5,200,000.00	\$4,700,000.00	
				Description	3.0	5.0	
				Score (/5)	3.0	5.0	
	Life Cycle Costs	2%	Projected rehabilitation and replacement burden	Low-High	High	Medium	
Description				1.0	3.0		
				Score (/5)	1.0	3.0	
TOTAL WEIGHT/PERCENTAGE		100%			64.00	58.00	

Footnotes

*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not being included as a criteria for evaluation.

SENSITIVITY TEST #3 - WAWA TRUCK REST AREA SHORT LIST ALTERNATIVES

		1 Less Preferred	5 More Preferred			
Category	Key Factors	Weight	Criteria for Evaluation	Alternative 2 (Vacant Crown Land)	Alternative 5 (120 Pinewood Drive)	
NATURAL ENVIRONMENT 25%	Sensitive wildlife, and wildlife habitat and vegetation.	11%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	m ²	22243 m ²	7823 m ²
				Description	Property appears potentially suitable for a variety of SAR habitat including Eastern Whip-poor-will, and SAR Bats. This site is comprised of dense coniferous forest, vernal pools, and large rock outcrops which are utilized by a wide range of wildlife.	Southern portion of property is a dense mixed coniferous stand which may provide habitat for SAR Bat species. Motel and other buildings on property may also provide SAR Bat habitat (i.e., holes/gaps may provide access for SAR Bats)
				Score (/5)	1.0	5.0
	Water Resources / Drainage / Groundwater Impacts	7%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	m ² (new impervious area)	14,391	4,980
				Description	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.
				Score (/5)	1.0	5.0
	Site Contamination and Excess Soil Management	7%	Possible sources of contamination based on preliminary background review (ERIS)	Low-High	Low	High
				Description	Potential fill of unknown quality along site boundary related to construction of Highway 17 and salt use during winter conditions along highway.	Potential fill of unknown quality along site boundary related to construction of Highway 17, salt use during winter conditions along highway, possible pavement cut in front of eastern exterior building indicating potential historical presence of underground storage tank, and presence of various properties of concerns located southwest of the site.
				Score (/5)	5.0	1.0
SOCIO-ECONOMIC ENVIRONMENT 30%	Permanent Property Requirements	12%	Private property required (# of private properties impacted)	# of impacted private properties	0	1
				Description	As this site is located on vacant crown land, no impacts to private property are required.	One (1) private property (i.e., former Pinewood Inn) is required to be impacted for this alternative.
				Score (/5)	5.0	1.0
	Noise and Air Quality Impacts	4%	Noise impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	0	1
				Description	There are no noise/air sensitive receptors within 600 m of this site.	There is one (1) residential home approximately 200 m northwest of this site which may be a possible sensitive receptor to noise/air.
				Score (/5)	5.0	3.0
	Archaeological / Cultural Heritage Resources	4%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Medium
				Description	This property has the most archaeological potential and parts would require Stage 2 Archaeological Assessment. There are no built or cultural heritage resources identified at this site.	This property has deep disturbance over most of its extents and lies beyond buffers from topographic features indicating archaeological potential. Although structural remains from the former motel would require demolition, due to the extensive damage and poor state of repair, the value of the structures as built heritage resources is limited.
				Score (/5)	1.0	3.0
	Exposure to Travelling Public / Proximity to Preferred Landmarks	4%	Access to food, gas, lodging and tourist attractions.	km	-6.5km from preferred landmarks on Hwy 101/Mission Road -4.5 km from preferred landmarks on Hwy 17/Pinewood Dr	-2.5km from preferred landmarks on Hwy 101/Mission Road -0km from preferred landmarks on Hwy 17/Pinewood Dr
				Description	Not located in close proximity to preferred landmarks.	Located in close proximity to some preferred landmarks (i.e., gas and lodging) located on Hwy 17/Pinewood Drive.
				Score (/5)	1.0	5.0
	Construction Impacts	6%	Impacts of construction on public/landowners.	Low-High	High	Low
				Description	This work will require staging along Highway 17 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work off-peak hours.	This work would be more or less completely offline and will not impact the travelling public, with the exception of tie ins and minor works on Pinewood Dr.
				Score (/5)	1.0	5.0
TRANSPORTATION 15%	Access	6%	Turning lanes/proximity to side roads	Low-High	Medium	Medium
				Description	There are no side roads nearby, however, there is the entrance to the telecom tower adjacent. It is a low volume access road.	Access to Pinewood Drive as is currently being used by commercial vehicles, however upgrades to Pinewood would be required.
				Score (/5)	3.0	3.0
	Collision History (2017-2021) (within 500 m of site limits)	5%	Data information obtained from MTO's database	# of collisions	6 Collisions	11 Collisions
				Description	Collisions counted if within 500m of approximate centre of site	Collision numbers likely increased, compared to other sites, due to proximity of intersection with Hwy 101
				Score (/5)	5.0	1.0
	Sightlines	4%	Horizontal/ Vertical sightlines on highway at the proposed site	Low-High	High	Low
				Description	Sightlines are generally good in both directions, topography is relatively flat	Sightlines are good looking south, limited by intersection looking north topography is relatively flat, located in passing lane (SB)
				Score (/5)	5.0	1.0
CONSTRUCTABILITY 20%	Construction duration	3%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	130	135
				Description	Impacts to the travelling public are not anticipated to more than a calendar year.	Impacts to the travelling public are not anticipated to more than a calendar year.
				Score (/5)	3.0	3.0
	Access to telecommunications infrastructure	3%	Access to and if Modifications are required to existing telecommunication infrastructure	Distance (m)	<50m	<10m
				Description	Telecom is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Telecom appears available behind the site and is not anticipated to be impacted by virtue of the development of this property.
				Score (/5)	1.0	3.0
	Access to electrical infrastructure	3%	Access to and if Modifications are required to existing hydro	Distance (m)	<50m	<10m
				Description	Hydro is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Hydro is available behind the site and is not anticipated to be impacted by virtue of the development of this property.
				Score (/5)	1.0	3.0
	Access to Municipal Services	3%	Municipal services vs well/septic	Septic vs Municipal Services	Septic	Municipal Services
				Description	It is anticipated that a well and septic will be constructable but, is less desirable than connection to municipal services.	Municipal services are available and will be connected to. It is anticipated that there will be no capacity concerns given previous hotel use.
				Score (/5)	1.0	5.0
	Site Size	4%	Capacity for site design	Property Size (m ²)	111735 m ²	11754 m ²
				Description	The site is sufficiently large to accommodate the design as per MTO guidelines. Additional property is available to accommodate excess soils and SWM facilities.	The site will permit the inclusion of a stormwater management facility, however, a modified layout is required given the hydro easement at the rear of the site.
				Score (/5)	5.0	1.0
Topography	4%	Existing topography	<2%, 2-5%, >5%	2-5%	<2%	
			Description	Topography ranges up to 4% in areas. The site will be required to be designed such that the topography is incorporated	Topography is relatively flat given the site size and that its partially developed.	
			Score (/5)	3.0	5.0	
COST 10%	Capital Construction Cost	7%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$5,200,000.00	\$4,700,000.00
				Description	Includes Highway 17 left turn taper, presents a higher risk of unknowns given undeveloped site (20% risk carried at this time)	This cost includes improvements to Pinewood Dr. and Highway 17. Partially developed site, therefore, 15% risk carried at this time.
				Score (/5)	3.0	5.0
	Life Cycle Costs	3%	Projected rehabilitation and replacement burden	Low-High	High	Medium
				Description	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale, site is on municipal services
Score (/5)	1.0	3.0				
TOTAL WEIGHT/PERCENTAGE		100%		56.80	64.00	

Footnotes

*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not

SENSITIVITY TEST #4 - WAWA TRUCK REST AREA SHORT LIST ALTERNATIVES

		1 Less Preferred	5 More Preferred			Alternative 2 (Vacant Crown Land)	Alternative 5 (120 Pinewood Drive)
Category	Key Factors	Weight	Criteria for Evaluation	m ²	m ²	22243 m ²	7823 m ²
NATURAL ENVIRONMENT 15%	Sensitive wildlife, and wildlife habitat and vegetation.	6%	Permanent Impacts to existing significant wildlife and wildlife habitat and vegetation. Potential impacts to species at risk.	Description	m ²	Property appears potentially suitable for a variety of SAR habitat including Eastern Whip-poor-will, and SAR Bats. This site is comprised of dense coniferous forest, vernal pools, and large rock outcrops which are utilized by a wide range of wildlife.	Southern portion of property is a dense mixed coniferous stand which may provide habitat for SAR Bat species. Motel and other buildings on property may also provide SAR Bat habitat (i.e., holes/gaps may provide access for SAR Bats)
				Score (/5)	1.0	5.0	
				m ² (new impervious area)	14,391	4,980	
	Water Resources / Drainage / Groundwater Impacts	4%	Impacts to existing surface water drainage patterns of the site. Potential impacts on groundwater resources.	Description	m ² (new impervious area)	Stormwater management facility will be required given the land use change from fully undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.	Stormwater management facility will be required given the land use change from partially undeveloped to a developed site. Quantity and Quality will need to be mitigated to ensure no impacts downstream.
				Score (/5)	1.0	5.0	
				Low-High	Low	High	
	Site Contamination and Excess Soil Management	5%	Possible sources of contamination based on preliminary background review (ERIS)	Description	m ² (new impervious area)	Potential fill of unknown quality along site boundary related to construction of Highway 17 and salt use during winter conditions along highway.	Potential fill of unknown quality along site boundary related to construction of Highway 17, salt use during winter conditions along highway, possible pavement cut in front of eastern exterior building indicating potential historical presence of underground storage tank, and presence of various properties of concerns located southwest of the site.
				Score (/5)	5.0	1.0	
						5.0	1.0
SOCIO-ECONOMIC ENVIRONMENT 15%	Permanent Property Requirements	6%	Private property required (# of private properties impacted)	# of impacted private properties	0	1	
				Description	As this site is located on vacant crown land, no impacts to private property are required.	One (1) private property (i.e., former Pinewood Inn) is required to be impacted for this alternative.	
				Score (/5)	5.0	1.0	
	Noise and Air Quality Impacts	2%	Noise impacts and proximity to Noise Sensitive Areas.	# of noise/air sensitive receptors	0	1	
				Description	There are no noise/air sensitive receptors within 600 m of this site.	There is one (1) residential home approximately 200 m northwest of this site which may be a possible sensitive receptor to noise/air.	
				Score (/5)	5.0	3.0	
	Archaeological / Cultural Heritage Resources	2%	Potential archaeological significant land on site Cultural Heritage landscapes	Low-High	Low	Medium	
				Description	This property has the most archaeological potential and parts would require Stage 2 Archaeological Assessment. There are no built or cultural heritage resources identified at this site.	This property has deep disturbance over most of its extents and lies beyond buffers from topographic features indicating archaeological potential. Although structural remains from the former motel would require demolition, due to the extensive damage and poor state of repair, the value of the structures as built heritage resources is limited.	
				Score (/5)	1.0	3.0	
	Exposure to Travelling Public / Proximity to Preferred Landmarks	3%	Access to food, gas, lodging and tourist attractions.	km	-6.5km from preferred landmarks on Hwy 101/Mission Road -4.5 km from preferred landmarks on Hwy 17/Pinewood Dr	-2.5km from preferred landmarks on Hwy 101/Mission Road -0km from preferred landmarks on Hwy 17/Pinewood Dr	
				Description	Not located in close proximity to preferred landmarks.	Located in close proximity to some preferred landmarks (i.e., gas and lodging) located on Hwy 17/Pinewood Drive.	
				Score (/5)	1.0	5.0	
	Construction Impacts	2%	Impacts of construction on public/landowners.	Low-High	High	Low	
				Description	This work will require staging along Highway 17 to facilitate the auxiliary lanes and left turn lanes. Conventional staging can be completed to facilitate this work. Operational constraints can be added to the contract to do work off-peak hours.	This work would be more or less completely offline and will not impact the travelling public, with the exception of tie ins and minor works on Pinewood Dr.	
				Score (/5)	1.0	5.0	
TRANSPORTATION 20%	Access	8%	Turning lanes/proximity to side roads	Low-High	Medium	Medium	
				Description	There are no side roads nearby, however, there is the entrance to the telecom tower adjacent. It is a low volume access road.	Access to Pinewood Drive as is currently being used by commercial vehicles, however upgrades to Pinewood would be required.	
				Score (/5)	3.0	3.0	
	Collision History (2017-2021) (within 500 m of site limits)	6%	Data information obtained from MTO's database	# of collisions	6 Collisions	11 Collisions	
				Description	Collisions counted if within 500m of approximate centre of site	Collision numbers likely increased, compared to other sites, due to proximity of intersection with Hwy 101	
				Score (/5)	5.0	1.0	
	Sightlines	6%	Horizontal/ Vertical sightlines on highway at the proposed site	Low-High	High	Low	
				Description	Sightlines are generally good in both directions, topography is relatively flat	Sightlines are good looking south, limited by intersection looking north topography is relatively flat, located in passing lane (SB)	
				Score (/5)	5.0	1.0	
CONSTRUCTABILITY 30%	Construction duration	5%	Anticipated length of construction (impacts to traffic/public)	# of working days (civil only)	130	135	
				Description	Impacts to the travelling public are not anticipated to more than a calendar year.	Impacts to the travelling public are not anticipated to more than a calendar year.	
				Score (/5)	3.0	3.0	
	Access to telecommunications infrastructure	5%	Access to and if Modifications are required to existing telecommunication infrastructure	Distance (m)	<50m	<10m	
				Description	Telecom is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Telecom appears available behind the site and is not anticipated to be impacted by virtue of the development of this property.	
				Score (/5)	1.0	3.0	
	Access to electrical infrastructure	4%	Access to and if Modifications are required to existing hydro	Distance (m)	<50m	<10m	
				Description	Hydro is accessible within MTO ROW on the developed side of the road. Modifications to the pole locations and height of cables may be necessary to facility entry/exits.	Hydro is available behind the site and is not anticipated to be impacted by virtue of the development of this property.	
				Score (/5)	1.0	3.0	
	Access to Municipal Services	5%	Municipal services vs well/septic	Septic vs Municipal Services	Septic	Municipal Services	
				Description	It is anticipated that a well and septic will be constructable but, is less desirable than connection to municipal services.	Municipal services are available and will be connected to. It is anticipated that there will be no capacity concerns given previous hotel use.	
				Score (/5)	1.0	5.0	
	Site Size	6%	Capacity for site design	Property Size (m ²)	111735 m ²	11754 m ²	
				Description	The site is sufficiently large to accommodate the design as per MTO guidelines. Additional property is available to accommodate excess soils and SWM facilities.	The site will permit the inclusion of a stormwater management facility, however, a modified layout is required given the hydro easement at the rear of the site.	
				Score (/5)	5.0	1.0	
Topography	5%	Existing topography	<2%, 2-5%, >5%	2-5%	<2%		
			Description	Topography ranges up to 4% in areas. The site will be required to be designed such that the topography is incorporated	Topography is relatively flat given the site size and that its partially developed.		
			Score (/5)	3.0	5.0		
COST 20%	Capital Construction Cost	14%	Average Cost \$ (Millions) includes structural, grading and staging, servicing	\$ (million)	\$5,200,000.00	\$4,700,000.00	
				Description	Includes Highway 17 left turn taper, presents a higher risk of unknowns given undeveloped site (20% risk carried at this time)	This cost includes improvements to Pinewood Dr. and Highway 17. Partially developed site, therefore, 15% risk carried at this time.	
				Score (/5)	3.0	5.0	
	Life Cycle Costs	6%	Projected rehabilitation and replacement burden	Low-High	High	Medium	
				Description	Will require maintenance of the stormwater management facility, septic and well.	Will require maintenance of the stormwater management swale, site is on municipal services	
Score (/5)	1.0	3.0					
TOTAL WEIGHT/ PERCENTAGE		100%		57.60	64.00		

Footnotes

*Other factors were considered throughout the evaluation process that were ultimately determined to have a neutral value between the options.

Neutral Factor:	Description:
Fish and Fish Habitat	This factor is considered to be neutral for all sites being considered and therefore, is not

APPENDIX C – LONG LIST EVALUATION REPORT



LONG LIST EVALUATION REPORT



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:

Egis

200-516 O'Connor Drive

Kingston, ON K7P 1N3

LONG LIST EVALUATION REPORT

Preliminary Design and Class Environmental Assessment for Development of a New Truck Rest Centre in the Vicinity of Wawa, Ontario GWP 5135-22-00

Prepared for:



Ministry of Transportation – Northeast Region
447 McKeown Avenue
North Bay, ON P1B 9S9

Prepared by:



Egis
200-516 O'Connor Drive
Kingston, ON K7P 1N3

FINAL

September 18, 2024

Prepared by:

A handwritten signature in black ink that reads "Sarah Warner".

Sarah Warner
Intermediate Environmental Planner
Egis

Reviewed by:

A handwritten signature in black ink that reads "Jeff King".

Jeff King
Environmental Lead/Senior Environmental
Planner
Egis

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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**.

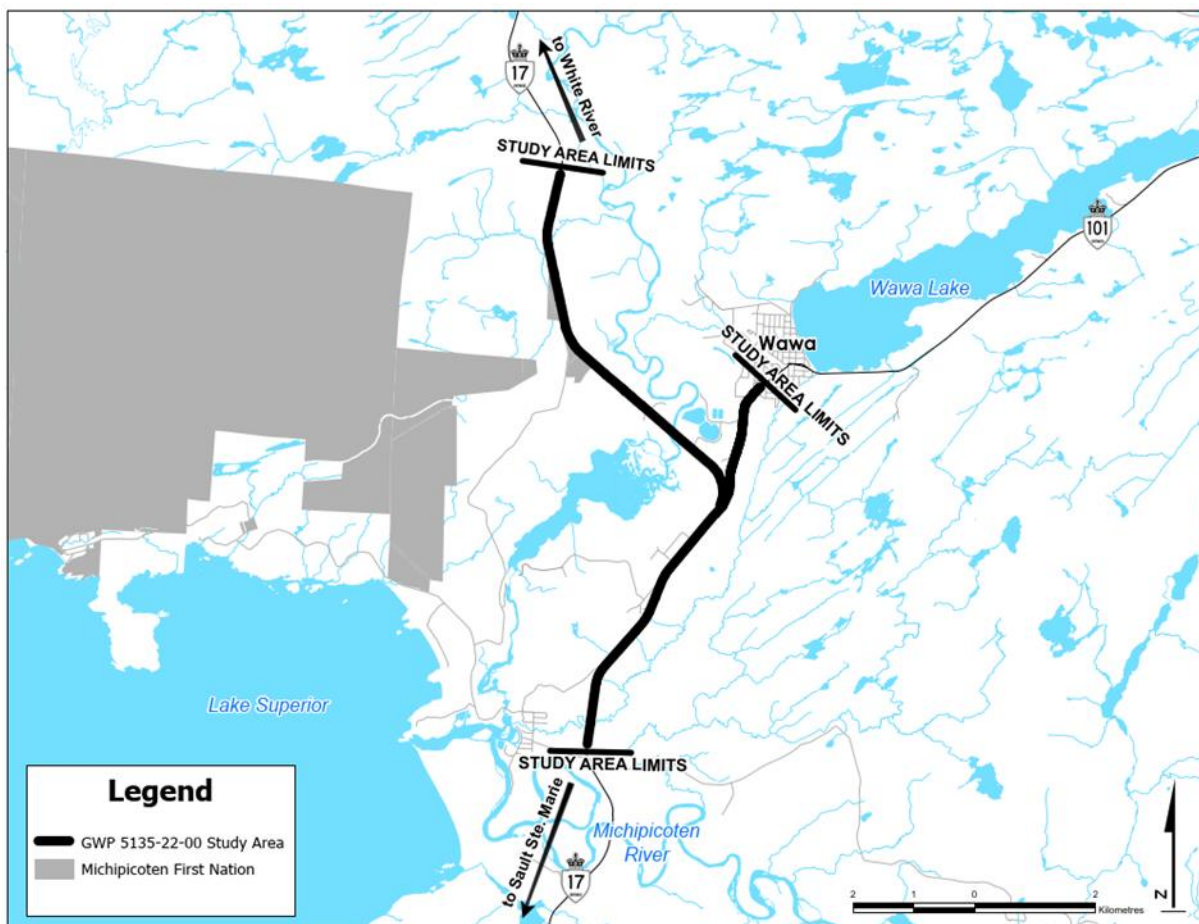


Figure 1: Study Area Key Map

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.

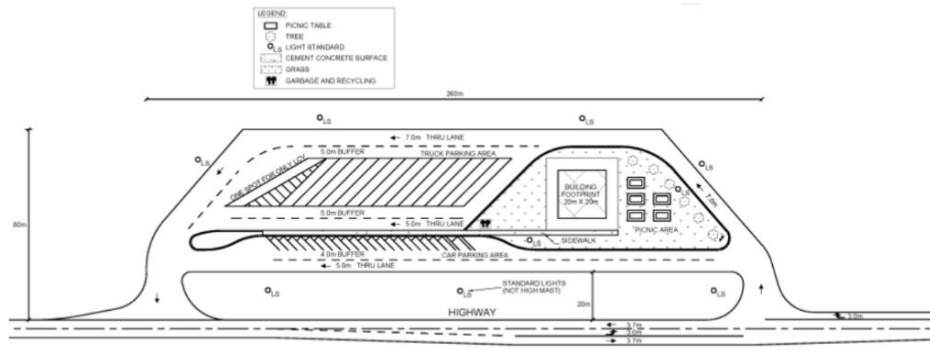


Figure 2: Illustrative Design Concept for Rest Centre

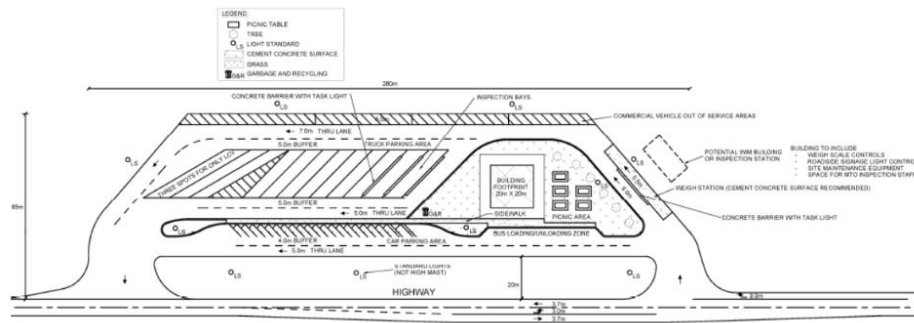


Figure 3: Illustrative Design Concept for Rest Centre Incorporating Commercial Vehicle Enforcement Activities

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.

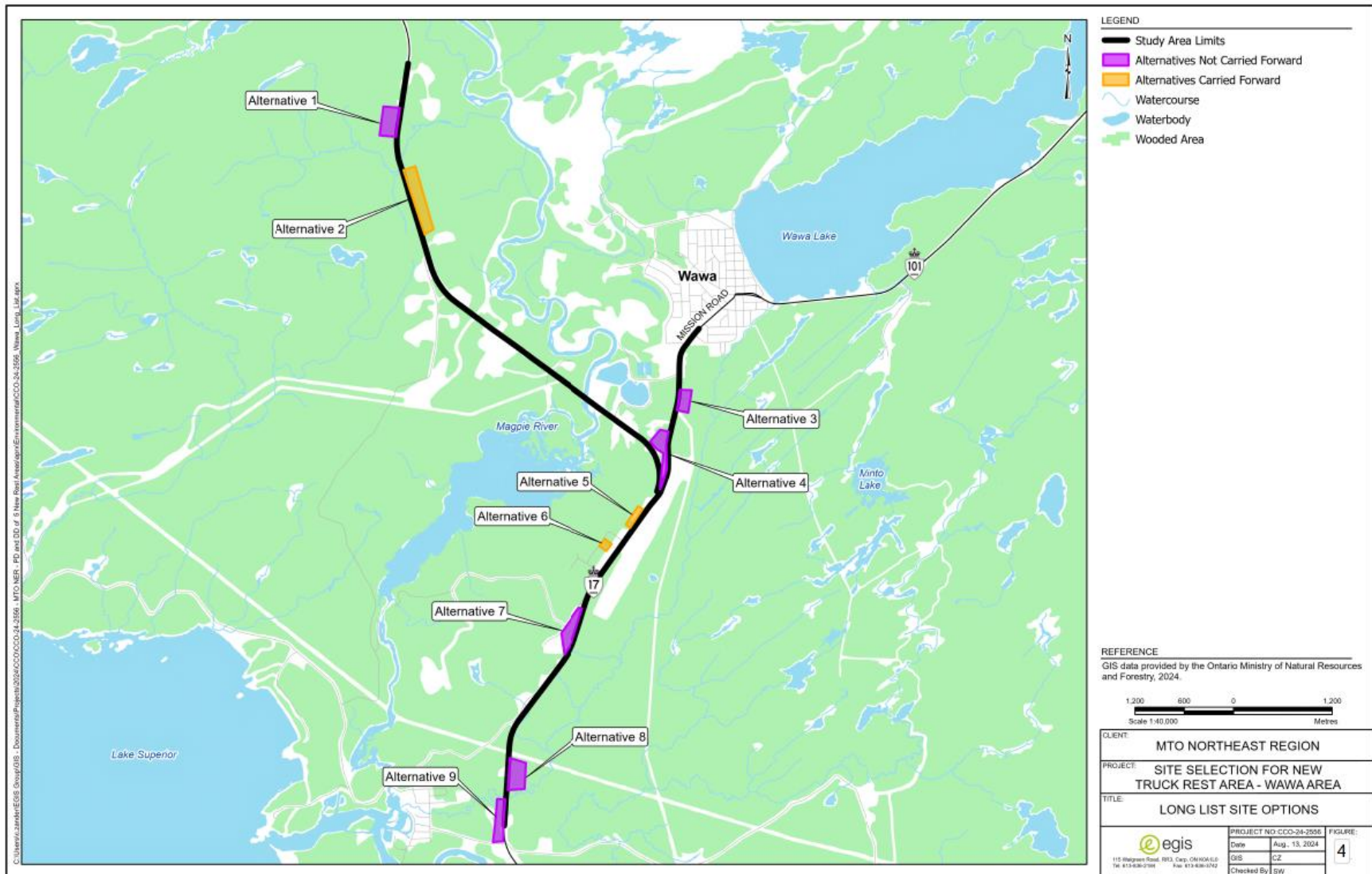


Figure 4: Long List Options for GWP 5135-22-00

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**).

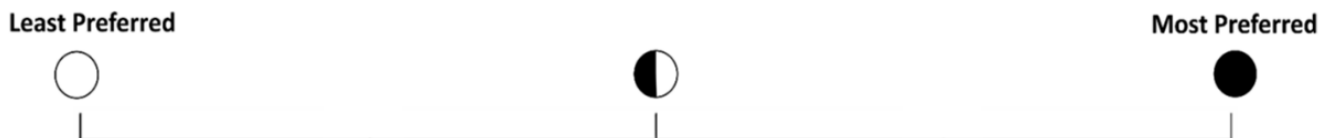


Figure 5: Evaluation of Alternative Design Concepts Scale of Preference

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

Long List of Alternative Sites Evaluation Table									
Criteria Measures	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6	Alternative 7	Alternative 8	Alternative 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 2**.

Table 2: 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.