

APPENDIX A – LONG LIST EVALUATION REPORT

LONG LIST EVALUATION REPORT



Preliminary Design and Class Environmental Assessment for Development of a New Rest Centre in the Vicinity of Opatatika/Kapuskasung, Ontario

G.W.P. 5133-22-00

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 Rest Centre in the Vicinity of Opatatika/Kapuskasing, Ontario GWP 5133-22-00

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

March 8, 2025

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

Table of Content

1.0	INTRODUCTION.....	1
2.0	COARSE SCREENING.....	2
3.0	LONG LIST EVALUATION	5
4.0	SHORT LIST ALTERNATIVES	8

LIST OF FIGURES

FIGURE 1:	STUDY AREA KEY MAP.....	1
FIGURE 2:	ILLUSTRATIVE DESIGN CONCEPT FOR REST CENTRE.....	3
FIGURE 3:	ILLUSTRATIVE DESIGN CONCEPT FOR REST CENTRE INCORPORATING COMMERCIAL VEHICLE ENFORCEMENT ACTIVITIES	3
FIGURE 4:	LONG LIST OPTIONS FOR GWP 5133-22-00.....	4
FIGURE 5:	EVALUATION OF ALTERNATIVE DESIGN CONCEPTS SCALE OF PREFERENCE.....	5

LIST OF TABLES

TABLE 1:	LONG LIST OF ALTERNATIVES EVALUATION CRITERIA.....	6
TABLE 2:	LONG LIST OF ALTERNATIVES EVALUATION TABLE.....	7
TABLE 3:	SHORT LIST ALTERNATIVES	8

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 rest centre in the vicinity of Opatatika/Kapuskasing, Ontario, G.W.P. 5133-22-00, 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 rest centre site. The study area, which represents the limits of where the new rest centre is being considered, is illustrated in **Figure 1**.

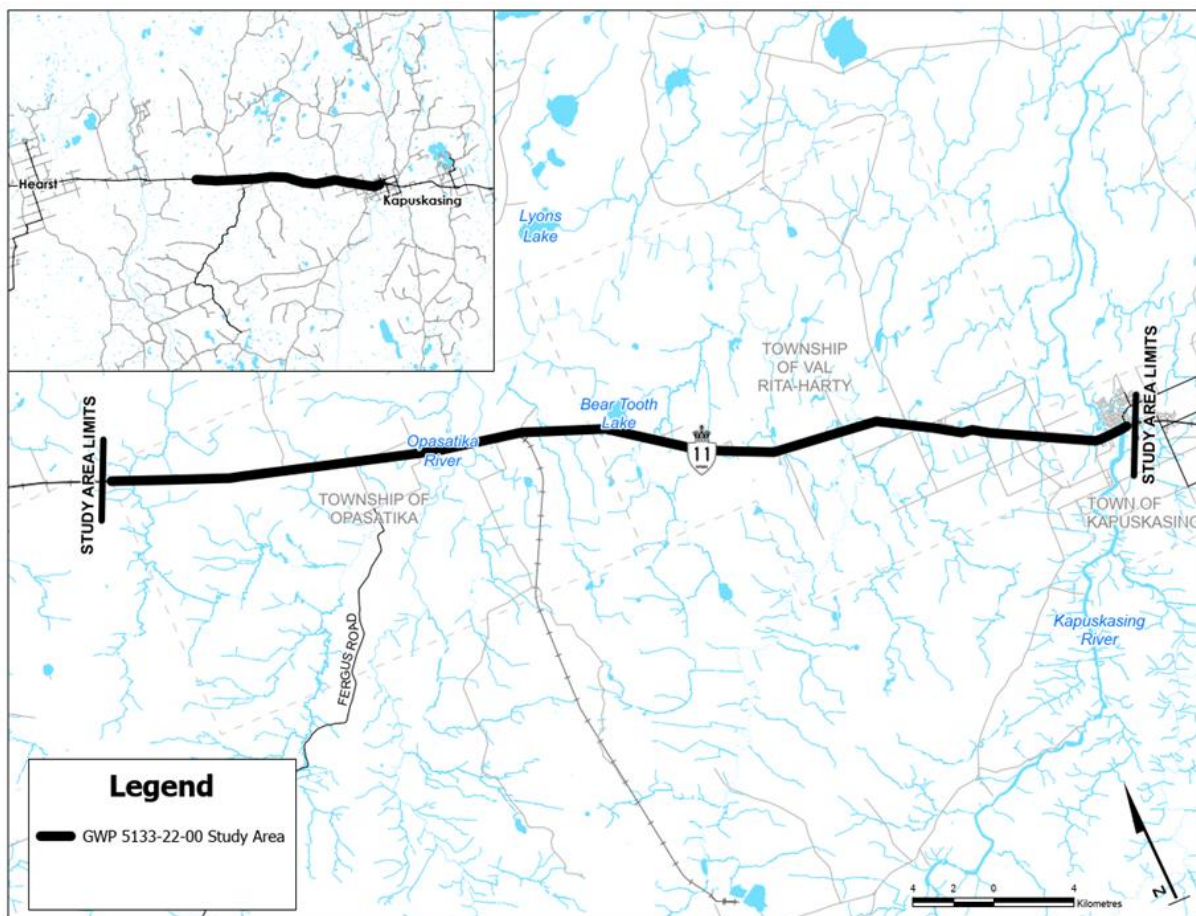


Figure 1: Study Area Key Map

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 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 rural, undeveloped sites. It was considered 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 avoid existing facilities located in Kapuskasing (i.e., Flying J Travel Centre) that serve a similar function to the proposed rest centre. Sites that would serve road users closer to Opatatika in case of road closures on Highway 11 were preferred as there appears to be a higher need for a rest centre in this area.

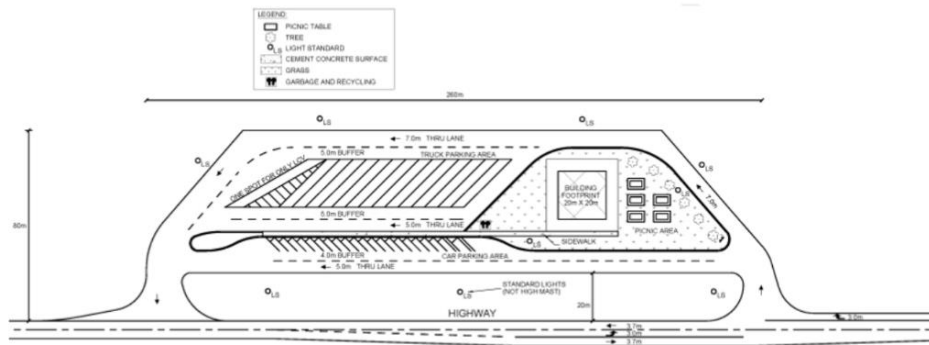


Figure 2: Illustrative Design Concept for Rest Centre

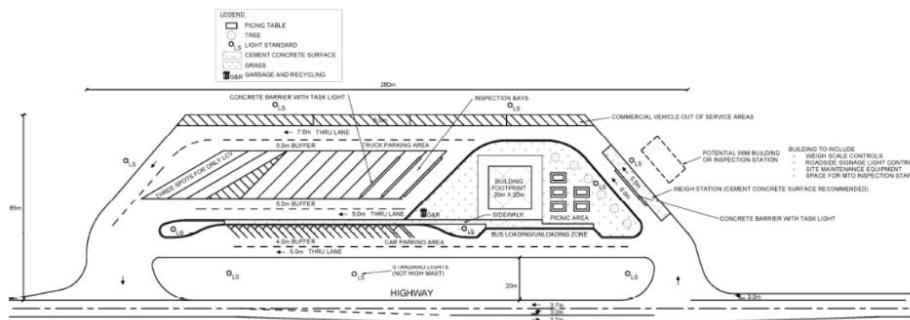


Figure 3: Illustrative Design Concept for Rest Centre Incorporating Commercial Vehicle Enforcement Activities

Based on the criteria and factors noted above, nine (9) Long List Site Alternatives were identified within the Study Area limits of GWP 5133-22-00. The nine (9) Long List Alternatives are illustrated on **Figure 4** below.

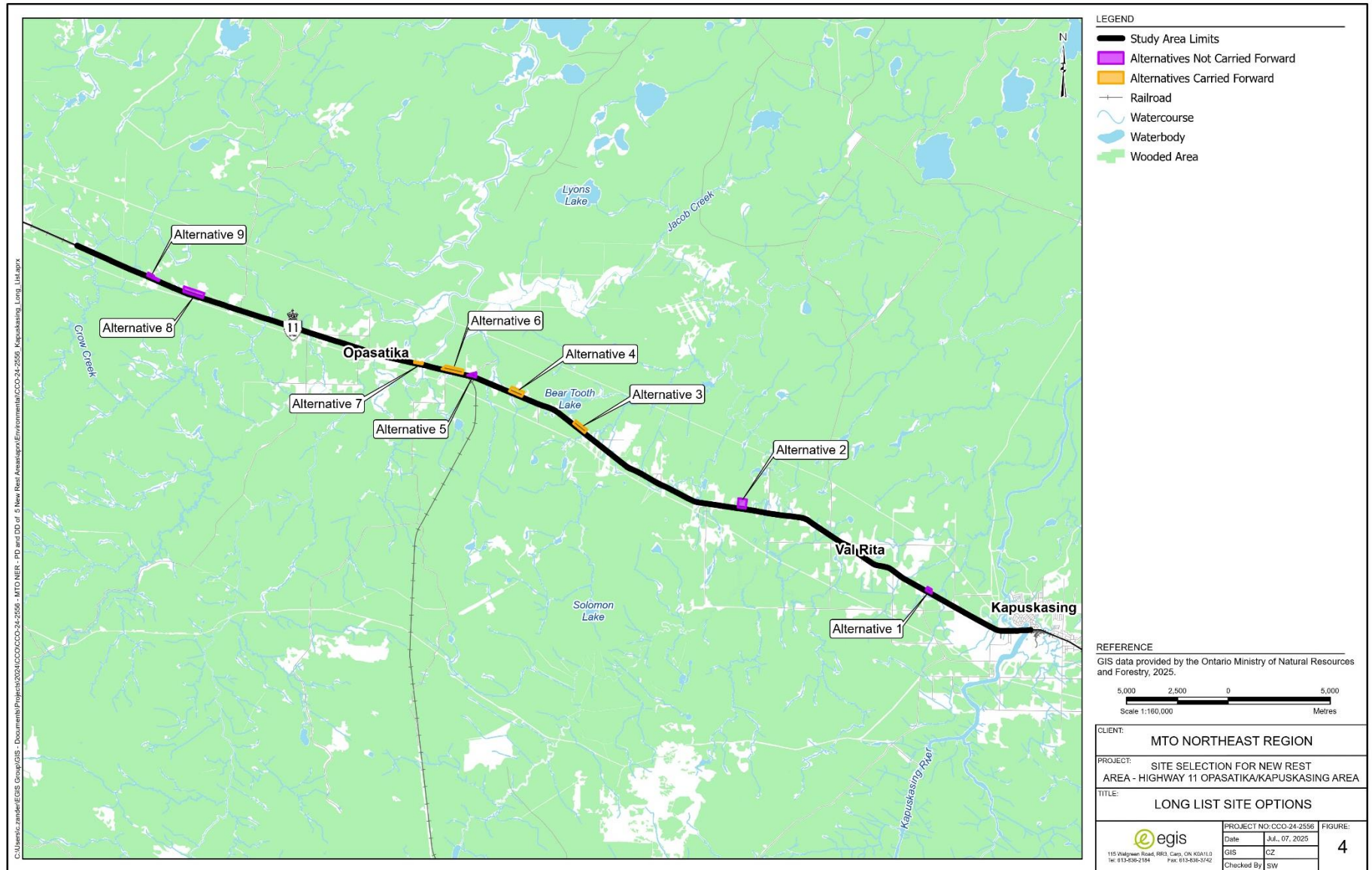


Figure 4: Long List Options for GWP 5133-22-00

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**).

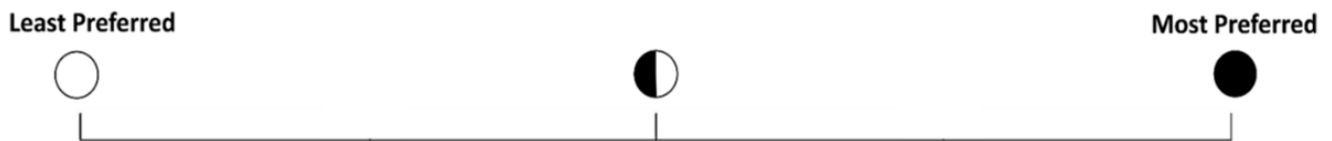


Figure 5: Evaluation of Alternative Design Concepts Scale of Preference

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 option	- 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 and terrestrial ecosystems	- Proximity, size, characteristics and sensitivity of significant natural areas and potential impacts on these natural systems.
Social and Cultural Environment	Criteria to evaluate the location option potential impacts on businesses, community and social features; archaeological, built and cultural heritage features.	- Land Use / Socio-Economic Conditions	- Presence of community facilities, public parks, institutions, or businesses within or adjacent to the location option.
		- Archaeological, Built Heritage and Cultural Heritage Features	- Presence and characteristics of registered archaeological resources and designated built heritage resources under the Heritage Act; as well as potential impacts on archaeological/built and cultural heritage resources.
Transportation	Criteria to evaluate the location option's potential impacts on the transportation corridor.	- Safety	- Does the location option pose any significant safety risks to the travelling public.
		- Access Considerations	- Potential impacts on existing commercial/industrial/ business driveways and accesses to the location option.
Implementation Risks	Criteria to evaluate the location option's potential implementation risks.	- Size of location option/Excess Soils	- Is the size of the location option favourable for disposal of excess materials being generated during construction and future needs.
		- Property Ownership	- Does the current property ownership pose a risk for acquisition

Table 2: Long List of Alternatives Evaluation Table

Criteria Measures	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	Do Not Carry Forward	Carry Forward	Carry Forward	Do Not Carry Forward	Carry Forward	Carry Forward	Do Not Carry Forward	Do Not Carry Forward

4.0 SHORT LIST ALTERNATIVES

The long list evaluation resulted in four (4) alternatives being **carried forward** to the short list stage. The alternatives being carried forward are listed in **Table 3**.

Table 3: Short List Alternatives		
Alternative	Description	Rationale
Alternative 3	Crown Land/ Private Property	This site is located on a straight stretch of Highway 11 which would allow for positive sightlines, site access, and turning movements. Highway 11 at this location could accommodate widening required for the addition of left turn lanes without impacting major drainage infrastructure or the rail line located to the south. The site is located partially on Crown Land and partially on private property and therefore would require partial acquisition from a private landowner. 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 rest centre.
Alternative 4	Crown Land/ Private Property	This site is located on a straight stretch of Highway 11 which would allow for positive sightlines, site access, and turning movements. Highway 11 at this location could accommodate widening required for the addition of left turn lanes without impacting major drainage infrastructure or the rail line located to the south. There is existing entrance/exit from a former logging road for large vehicles at this site where utilities have been moved underground. As this site was previously connected to a logging road, the public would be used to seeing large vehicles entering/exiting this location and it is unlikely local residents would have concerns with noise generated from a rest area. The site is located partially on Crown Land and partially on private property (that does not appear to have an existing residential dwelling) and therefore would require partial acquisition from a private landowner. 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 rest centre.

<p>Alternative 6</p>	<p>Crown Land/ Private Property</p>	<p>This site is located on a straight stretch of Highway 11 which would allow for positive sightlines, site access, and turning movements. Highway 11 at this location could accommodate widening required for the addition of left turn lanes without impacting major drainage infrastructure or the rail line located to the south. There is an access road to a waste management facility on the south side of Highway 11, so it is assumed the public is used to seeing large vehicles entering and exiting Highway 11 in this area. The site is located partially on Crown Land and partially on private property and therefore would require partial acquisition from a private landowner. 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 rest centre. A snowmobile trail is located in the northern limits of the site which may allow for a rest area in this location to serve a dual purpose for the local community (i.e., allow trail users to park vehicles/use washrooms, etc.)</p>
<p>Alternative 7</p>	<p>Crown Land/ Municipality of Opatatika Land</p>	<p>This site is located on Highway 11, east of the Opatatika Municipal Complex and west of the existing boat launch/picnic area at the Opatatika River. Sightlines, site access, and turning movements are positive in both directions, with a reduced speed area beginning at the west end of the site. There is an existing taper and slip-around lane for access to the boat launch/picnic area, which could accommodate the additional widening required for the addition of left-turn lanes without impacting major drainage infrastructure or the rail line located to the south. The site is partially on Crown land (boat launch/picnic area) and municipal lands. The Municipality of Opatatika has expressed a strong desire to locate the proposed rest centre at this location. There are municipal water and sewer connections available for the site. There is ample space to incorporate stormwater management (SWM) facilities, as well as areas for excess soil management, if required. Hydro and telecom services are located nearby and could service the new rest centre. A snowmobile trail is located at the northern limits of the site, which may allow the rest area to serve a dual purpose for the local community (e.g., provide parking, washrooms, etc. for trail users).</p>