Transportation Environmental Study Report New Rest Centre – Wawa, ON

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

G.W.P. 5135-22-00
Egis Project No.: CCO-24-2556

Prepared for:

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Operations North / Operations Division
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January 15, 2026

TRANSPORTATION ENVIRONMENTAL STUDY REPORT

PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT FOR DEVELOPMENT OF A NEW REST CENTRE IN THE VICINITY OF WAWA, ONTARIO

G.W.P. 5135-22-00

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THE PUBLIC RECORD

This Transportation Environmental Study Report (TESR) has been prepared under the Ministry of Transportation's Class Environmental Assessment for Provincial Transportation Facilities (2024) for a Group 'B' project, in compliance with the requirements of the Ontario *Environmental Assessment Act*. This TESR includes a summary of the preliminary design study and environmental assessment process undertaken for this project, existing environmental conditions, proposed mitigation measures developed to address environmental concerns and commitments to future work.

This TESR is available for a 30-day comment period from **January 15, 2026, to February 15, 2026,** on the project website: www.northernhighwayrestareas.com. Comments received during this period will be reviewed by the Project Team and compiled—along with responses and any supporting materials—in a post-TESR Record of Consultation, which will be posted on the project website. Comments received after the 30-day period will not be included in the Record of Consultation but will be retained on file as part of the consultation record.

Responses to comments will be provided upon request. Comments can be submitted through the project website or directed to the contacts listed below.

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Individuals may request that the Minister of the Environment, Conservation and Parks (MECP) issue a Section 16 Order on the grounds that the order may prevent, mitigate, or remedy potential adverse impacts on Aboriginal or treaty rights. Requests not made on these specific grounds will not be considered. If a Section 16 Order request is submitted, the project cannot proceed until the MECP has made a decision. Requests must include: the requestor's full name and contact information; the project name; the proponent's name; the type of order being requested; detailed reasons explaining how the order may address adverse impacts on Aboriginal or treaty rights; information on any efforts made to resolve concerns directly with the proponent; and any other supporting information.

The request should be sent in writing or by email to the Ministry of Transportation Project Manager listed above and to:

Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto, ON, M7A 2J3
email: minister.mecp@ontario.ca

And

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto, ON, M4V 1P5
email: EABDirector@ontario.ca

If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Information will be collected in accordance with *the Freedom of Information and Protection of Privacy Act*. Except for personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant 613-714-4586 (Patrick Leblanc).

Executive Summary

A preliminary design and Class Environmental Assessment (Class EA) study has been completed to determine the Preferred Alternative for a new rest centre on Highway 17 or Highway 101 in the vicinity of Wawa, Ontario as part of G.W.P. 5135-22-00.

For this study, the consultation program included a project website, contact letters/OGNs, online news outlet notices, online Public Information Centre (PIC), consultation with Indigenous Communities, and meetings with individual stakeholders, members of the public and external agencies. All comments received have been addressed.

The study followed the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways* (2024).

Preferred Alternative

Through the evaluation of multiple Alternative Locations, considering environmental, socio-economic, transportation, constructability, and cost factors, the Preferred Alternative has been identified as Alternative 2 (Figures 5 and 6), an area of vacant crown land, located on the east side of Highway 17 approximately 5 km northwest of the Highway 17/101 junction. This location offers several key advantages:

- No impacts to private property (Crown Land),
- Minimal disruption to Highway 17,
- Sufficiently large site to accommodate the proposed design and potential future expansion,
- Access to hydro and telecommunications, and
- No noise or air sensitive receptors will be impacted.

Environmental Impacts, Mitigation and Commitments to Future Work

While this site location has several advantages, certain environmental sensitivities will require mitigation during construction. These include impacts on terrestrial ecosystems, surface and groundwater, potential species at risk, traffic, utilities, archaeology, and the management of excess soils. If mitigation measures outlined in this Transportation Environmental Study Report (TESR) are followed during detail design, environmental impacts are expected to be minimal.

Following a 30-day public comment period and 30-day MECP review period of the TESR, MTO can proceed to the detail design phase, in accordance with the 2024 MTO Class EA.

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1.0 INTRODUCTION AND BACKGROUND

In 2018, the Ontario Ministry of Transportation (MTO) completed a provincial-wide planning exercise for a rest area network across northern Ontario. The network plan identified future areas for development and opportunities to improve existing rest areas. The network plan provides descriptions of four rest area "classes" and site / facility design considerations including conceptual designs for each class.

Highway rest areas are public roadside facilities that provide motorists a safe place for a break from highway travel. Rest areas enhance safety through the following functions:

- Provide a stop to help mitigate driver fatigue,
- Help commercial vehicle drivers meet legislated hours-of-service regulations,
- Provide a safe location for drivers to assess current transportation conditions and make travel decisions,
- Provide a safe location for drivers to deal with emergencies, and
- Provide a safe location for drivers to make phone calls/texts or other forms of communication.

In April 2024, the MTO North Operations Office retained Egis to complete a preliminary design and class environmental assessment (Class EA) study for the development of a new rest centre in the vicinity of Wawa, Ontario under group work project (GWP) number: 5135-22-00.

The purpose of this Transportation Environmental Study Report (TESR) is to document the study and evaluation process for selecting the Preferred Alternative location for the new rest centre. The study has met the requirements of a Group 'B' project under the MTO's *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways* (2024). The study included environmental and engineering field investigations as well as an extensive consultation program.

1.1 Study Area

The study area includes Highway 17 from approximately 4.6 km south of the junction with Highway 101, to approximately 6.6 km north of the Highway 101 junction and Highway 101 from Highway 17 easterly for approximately 2.1 km. The study area is located within the Municipality of Wawa, District of Algoma (**Figure 1**).

Highway 17 is Ontario's longest highway and a primary route of the Trans-Canada Highway. Highway 17 originates at the Manitoba-Ontario border, west of Kenora and ends at Highway 417 west of Arnprior. The section of Highway 17 in the study area connects Thunder Bay to the northwest with Sault Ste. Marie to the south.

Highway 101 is a major arterial highway that traverses northern Ontario in a generally east-west direction. Highway 101 originates in Wawa and ends at the Ontario-Quebec border where it becomes Route 388. Highway 101 travels through the towns of Chapleau, Foleyet, Timmins and Matheson. Wawa, Ontario is located along Highway 101 at the northeastern limits of the study area.

The topography varies significantly throughout the study area. The surrounding area is primarily crown land, rural areas, and hazard lands with several residential, industrial and commercial businesses located along Highway 17 and Highway 101 in the study area.

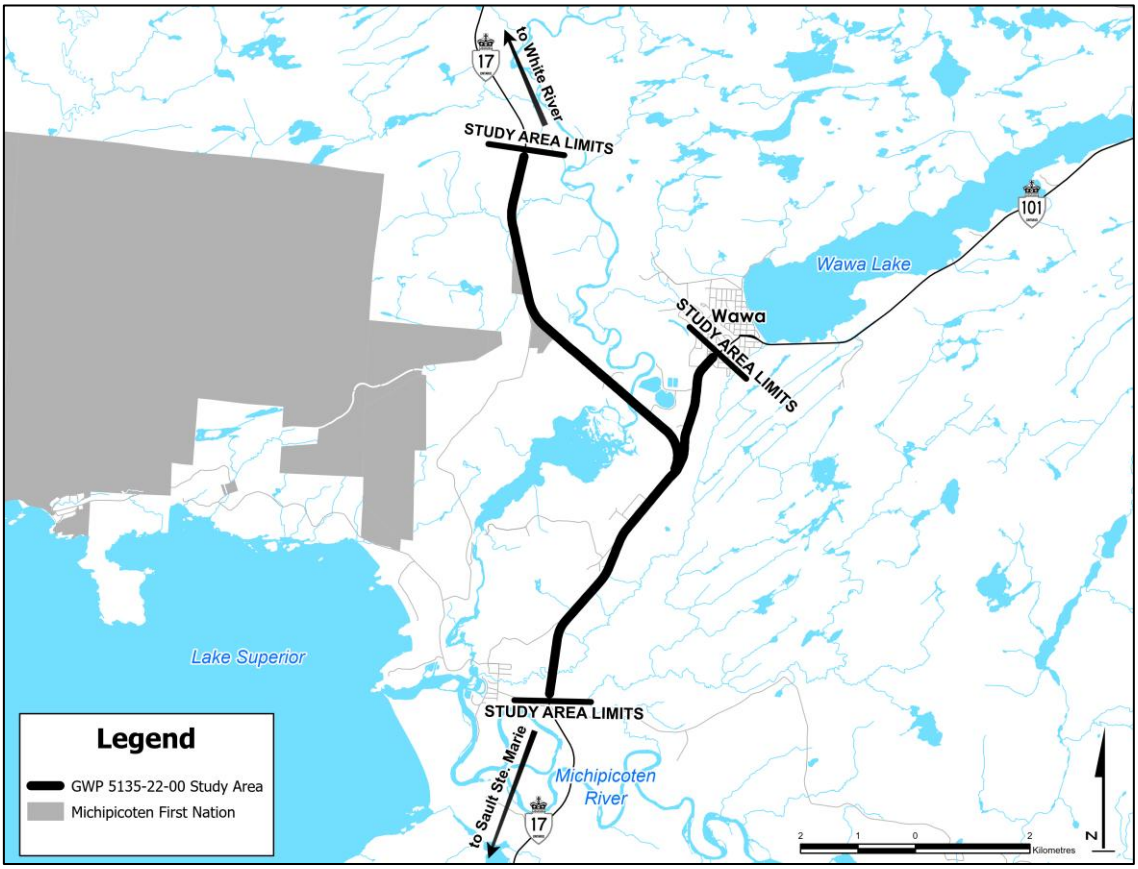

Figure 1: Study Area Key Map

1.2 Purpose of the Transportation Environmental Study Report

The purpose of this TESR is to summarize the Class EA decision making process that was used during the study, including the evaluation process and consultation that was completed. This TESR will provide:

- An overview of the Environmental Assessment process,
- A summary of the previously completed Transportation Needs Assessment,
- The process for the selection and evaluation of alternative locations,
- An overview of existing environmental conditions,
- A summary of the consultation program, and
- Proposed mitigation measures and commitments to future work.

This TESR fulfills the documentation and consultation requirements of the Class EA process for a Group 'B' project under the MTO's *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways* (2024)

If any significant design modifications or changes that result in environmental impacts, that were not identified in the TESR, are made to the project following the completing of the TESR, a TESR Addendum may be required to document the project changes.

1.3 Completion of preliminary design

If there are no significant concerns following the 30-day TESR comment period, 30-day MECP review period, or if the MECP has not received a Section 16 Request with issues relating to Aboriginal and treaty rights, the Class EA will be considered complete, and the project will be eligible to proceed to detail design and construction.

2.0 ENVIRONMENTAL ASSESSMENT PROCESS

The planning and design of MTO provincial transportation projects follow an approved Provincial Class EA process that has been in place and updated regularly since 1979. The document titled, 'Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways', was approved under the *Environmental Assessment Act* (EA Act) in the fall of 1999 (amended in 2000, 2020, 2023 and 2024). The Class EA process is a principal-based approach rather than prescriptive in nature. This means that the Class EA defines what must be achieved, rather than defining precisely how it should be done. Provided the process is followed, projects included under the Class EA do not require formal review and approval under the EA Act.

The MTO Class EA planning process classifies projects into activity 'groups' with a primary focus on consultation and environmental documentation. The groups are as follows:

- Group A projects are new provincial transportation facilities and highway/freeway realignments, and new municipal expressway facilities and municipal expressway realignments;
- Group B projects modify access or add capacity to existing provincial transportation facilities or municipal expressways, and new service/maintenance/operations facilities;
- Group C projects are improvements to existing provincial transportation facilities or municipal expressway facilities; and,
- Group D projects are the operation, maintenance, administration and miscellaneous work required to facilitate the provincial transportation system.

Certain projects are exempt from the EA Act in accordance with the provisions of Section 15.3(1) and (2) of the EA Act.

The Class EA outlines principles and processes that must be followed for applicable projects, including consultation, development and evaluation of alternatives, and documentation. Public participation and consultation with property owners and other interested parties is a significant element of the decision-making process. The commitments to mitigate potential environmental impacts of the project work were made available to external agencies and stakeholders through the public consultation process.

2.1 Class EA Study Process

The MTO Class EA prescribes a multi-stage path through planning, to preliminary design and then detail design study phases before construction can begin on and MTO project. The preliminary design and detail design are being completed following the 2024 Class EA. Refer to **Figure 2** for an overview of the Class EA Process.

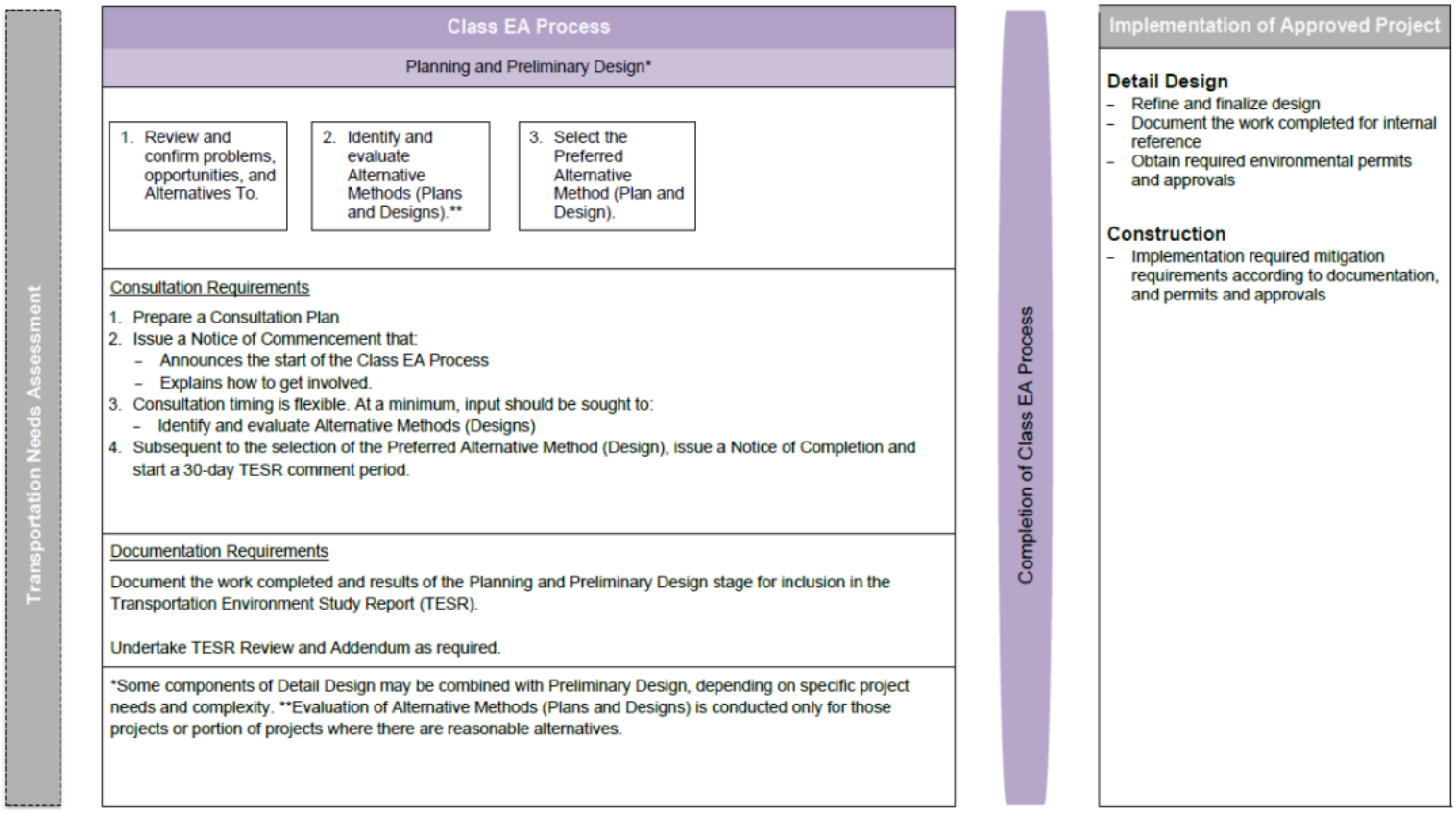

Figure 2: Overview of Class EA Process (2024) for Group 'B' Projects

2.2 Impact Assessment Act

On August 28, 2019, the *Impact Assessment Act* (IAA) replaced the former *Canadian Environmental Assessment Act,* 2012 (CEEA, 2012). The Impact Assessment Act outlines a process for assessing the impacts of major projects and projects carried out on federal lands or outside of Canada. Impact assessment is a planning and decision-making tool used to assess the positive and negative environmental, economic, health and social effects of proposed projects and impacts to Indigenous groups and rights of Indigenous peoples.

The projects and activities that are subject to the IAA are very similar to those that were subject to an environmental assessment under the CEAA, 2012. The Project List focuses federal impact assessments on projects that have the most potential for adverse environmental effects in areas of federal jurisdiction. However, some changes have been made to the "Project List", such as new thresholds or projects have been introduced or increased. Under the IAA, only those projects designated by the Physical Activities Regulations or designated by the MECP on a discretionary basis may be subject to federal environmental assessment. This study is not subject to the IAA.

3.0 TRANSPORTATION NEEDS ASSESSMENT

3.1 Problem and Opportunity

Northern Ontario currently has few designated locations where public and commercial drivers can safely stop and rest along major highways. **Figure 3** from the MTO's Northern Rest Area Guide highlights the points along key routes—such as those originating in Winnipeg, Brampton/Mississauga, and Montreal—where long-haul commercial drivers typically reach their 13-hour daily travel limit. Along Highway 17, the corridor between Wawa and Longlac has been identified as a critical gap, lacking sufficient facilities for safe, long-duration commercial vehicle parking.

The need for a new rest centre within the proposed study limits has been identified to address a significant concern related to road safety, driver fatigue, and the overall experience for both the travelling public and commercial operators in Northern Ontario.

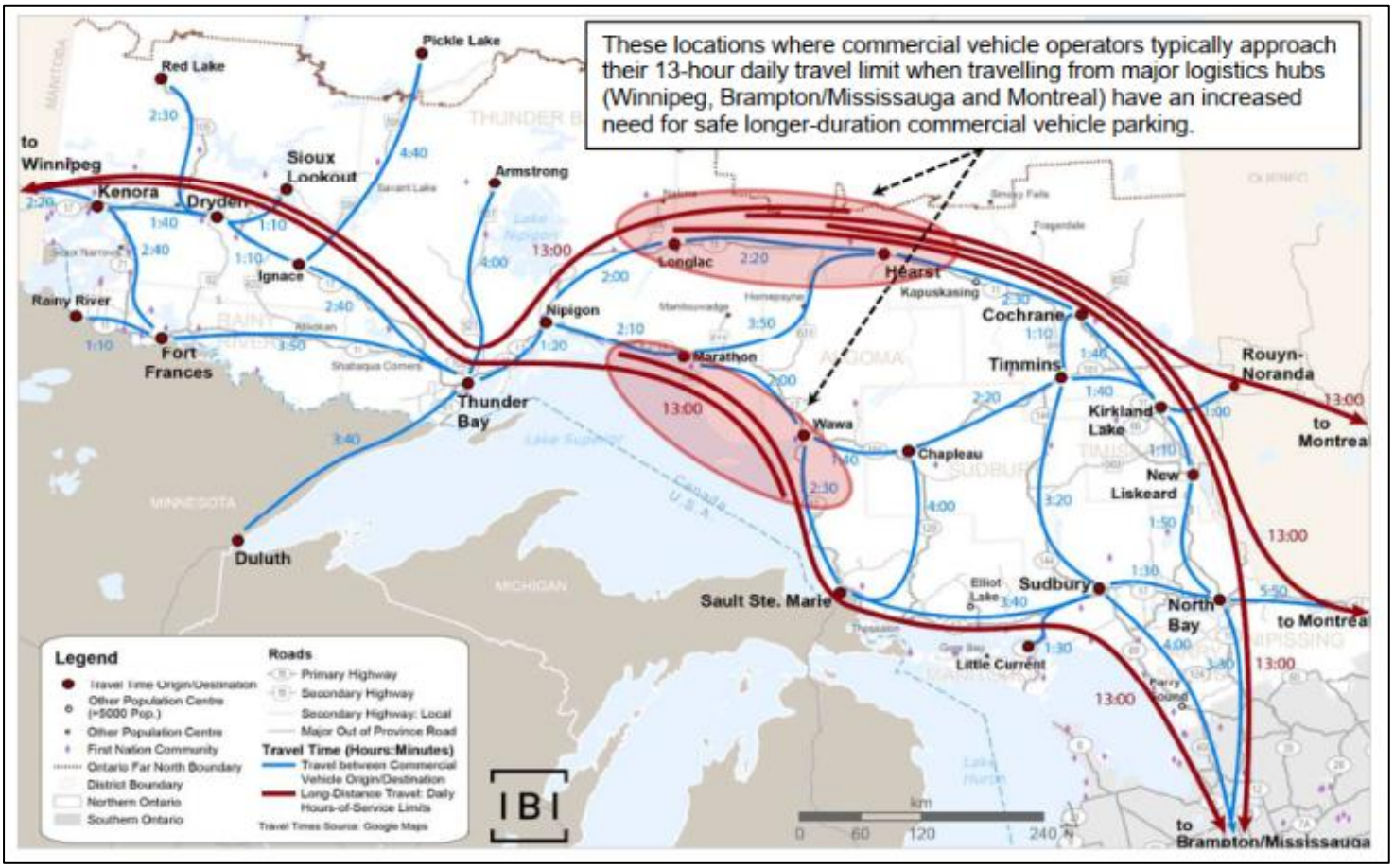

Figure 3: Parking Needs for Longer Duration Commercial Vehicles

3.2 Alternatives to the Undertaking

The Northern Ontario Highway Rest Areas Design and Implementation Guidance, (November 2018) (*Northern Rest Area Guide*) is a valued resource with many specific details related to these design locations. The rest centre design concept shown in **Figure 4** presents the starting point of the design process and was the basis for the alternatives presented in this TESR.

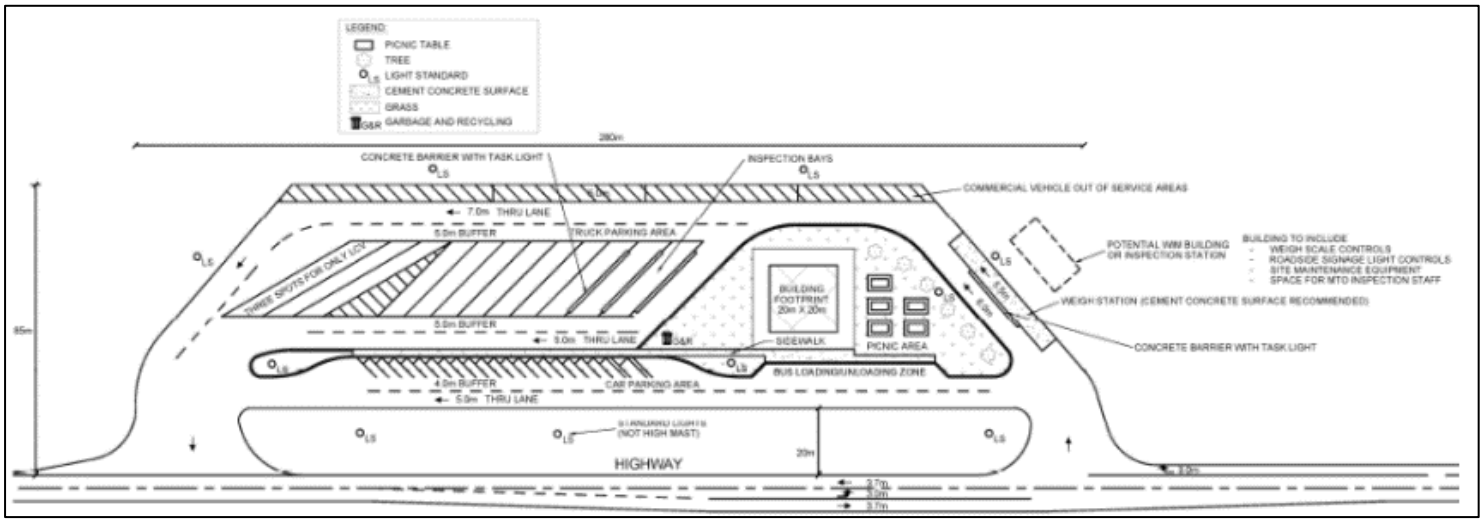

Figure 4: MTO's Conceptual Rest Centre Layout

The guidelines speak to rest centres specifically and is followed in detail implementing all guidance recommendations into this assignment specifically: water/wastewater, power/heating, building design features and amenities, building placement, entrances, accessibility, washrooms, various communications, local art, and Electric Vehicle Charging. As noted, these reference documents provide a significant amount of information and guidance when providing designs, meeting the Ministry's and the travelling public's needs

4.0 SELECTION AND EVALUATION OF ALTERNATIVES

Egis examined the study area to identify potential locations for a new rest centre. Each potential site was initially assessed on its individual merits through a coarse screening, resulting in a long list of potential alternative locations. These findings were documented in a Long List Evaluation Report, which identified nine (9) locations within the study area that could feasibly accommodate the proposed rest centre.

Following a comprehensive assessment, including desktop analyses and in-person site visit, the long list was refined. This process culminated in the preparation of a Short List Evaluation Report, which identified three (3) candidate locations for further detailed assessment. Conceptual designs and site layouts were then developed for each site, in accordance with applicable design guidelines described in Section 3.2.

The short list was subjected to a detailed evaluation using the Weighted Additive Method, also known as the Multi-Attribute Trade-Off System (MATS). This process identified a Preferred Alternative, which was subsequently presented to the public through an online Public Information Centre. The MATS analysis was reconsidered following public consultation.

4.1 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 was selected within the study area using Geographic Information System (GIS) layers of a variety of environmental and land use constraints, including:

- Environmentally Sensitive Areas
  - Watercourses and waterbodies (30 m buffer)
  - Wetlands (30 m buffer)
  - Areas of Natural and Scientific Interest (ANSIs)
  - Provincial parks
  - Indigenous communities (First Nations' lands were excluded)
- Topography
  - Based on 10 m contour data from Ontario GeoHub
- Hydro Transmission Corridors
  - Avoidance of locations with existing major transmission infrastructure
- Site Location Considerations
  - Accessibility from both directions on two-lane highways
  - Preference for straight stretches of highway (not curves)
  - Separation from side roads and intersections
  - Avoidance of acceleration/deceleration lanes within communities

- Minimization of impacts to nearby residences (e.g., noise from engine brakes or idling trucks)
- Avoidance of active agricultural lands where possible
- Good visibility from the highway, with appropriate set-back and grade alignment
- Preference for previously developed land
- Space available for outdoor picnic and pet exercise areas

- Site Servicing Potential
  - Sufficient site size to accommodate planned uses
  - Access to or feasibility of hydro servicing
  - Potential for connection to municipal services

Based on the criteria and factors noted above, nine (9) long list alternatives were identified within the study area limits of GWP 5135-22-00. The nine (9) long list alternatives are illustrated on **Figure 5**.

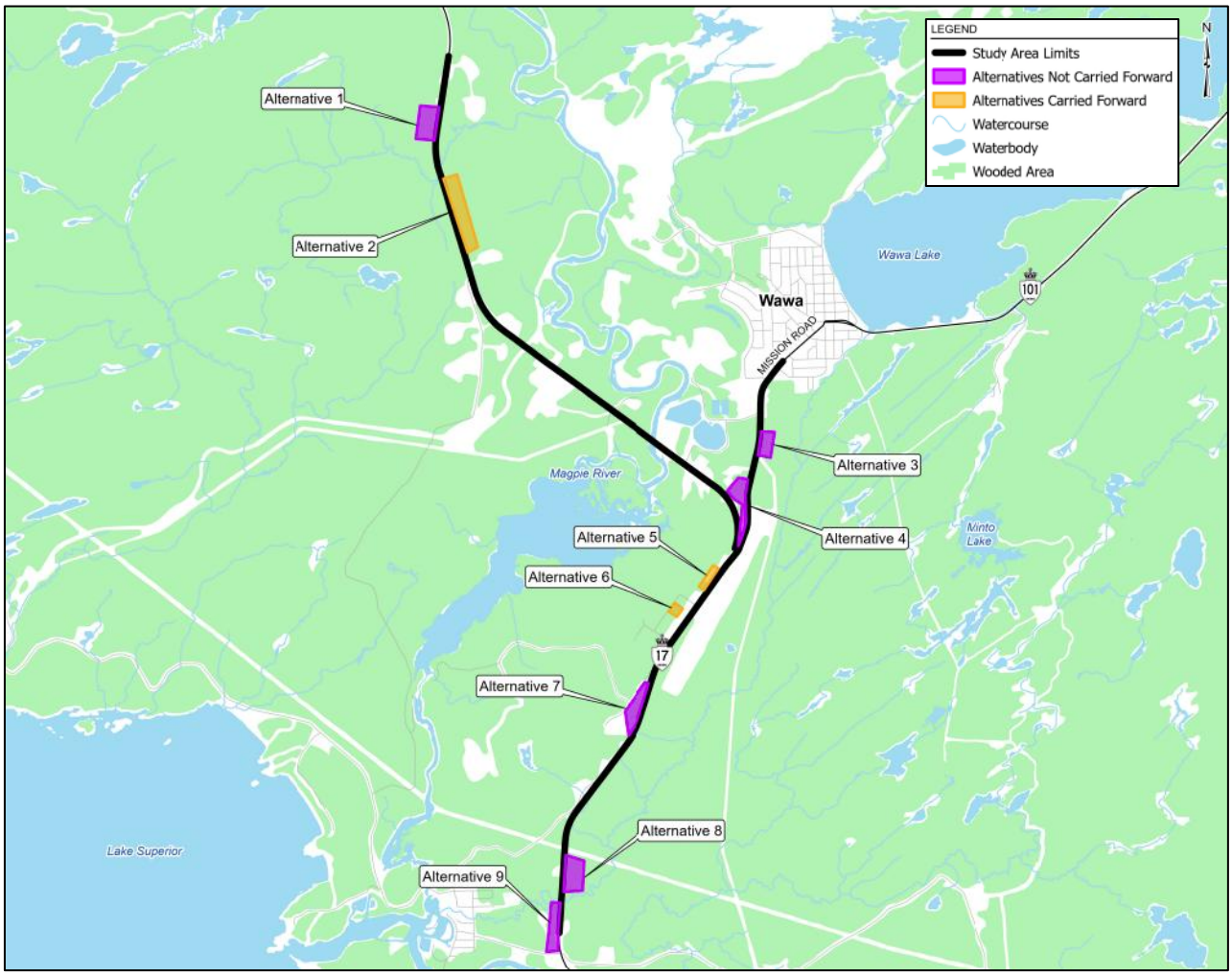

Figure 5: Long List of Alternatives

4.2 Long List Alternatives

Following the coarse screening, the long list of alternative locations was evaluated using the Reasoned Argument method. This approach involved comparing the relative impacts of each site and providing a clear rationale for the selection of shortlist candidates. Shortlisting the long list allows the project team to focus efforts on the most viable options, supporting the identification of the Preferred Alternative.

Long list alternatives were assessed based on the following criteria: technical considerations, natural environment, social and cultural environment, transportation, and implementation risks. As a result of this evaluation, three (3) locations were shortlisted for more detailed assessment, as documented in the Long List Evaluation Report (**Appendix A**):

Alternative 2 – Vacant Crown Land (Figure 6)

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 rest centre.

Figure 6: Alternative 2 – Vacant Crown Land

Alternative 5 – 120 Pinewood Drive (Figure 7)

This site was previously a commercial motel lot off of Highway 17 that burned down and appears to be abandoned, permitting the reuse of a currently underutilized site. 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.

Figure 7: Alternative 5 – 120 Pinewood Drive

Alternative 6 – Esso Gas Station (Figure 8)

This site is an existing area used by trucks and would only require minor modifications, 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.

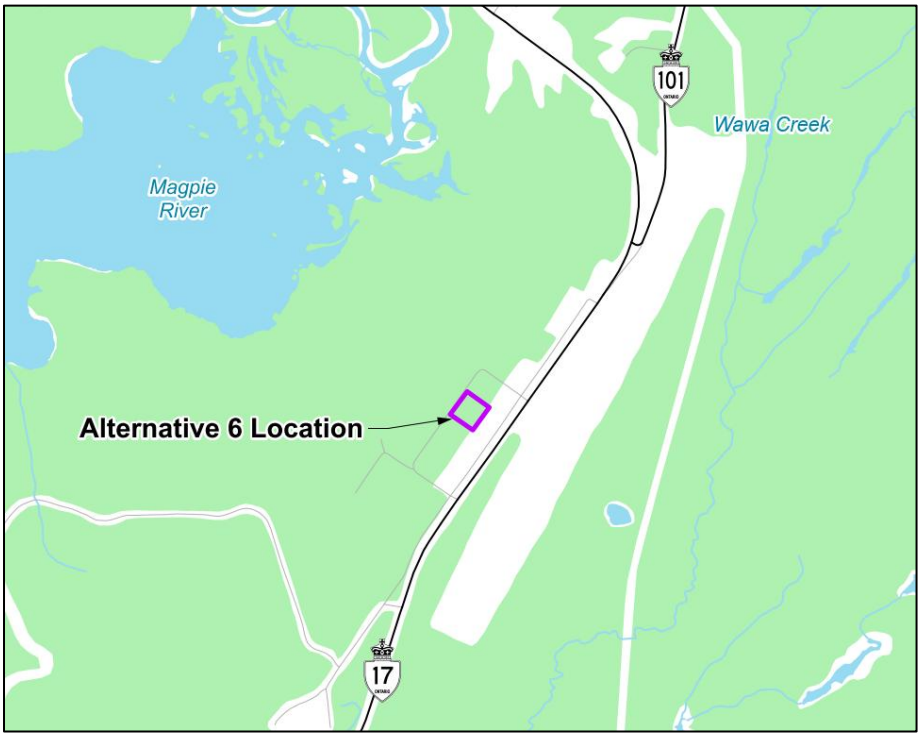

Figure 8: Alternative 6 – Esso Gas Station

4.3 Short List of Alternatives Evaluation and Selection of the Preferred Alternative

For evaluating the short list of alternatives, the use of the "Weighted Additive Method", also known as the Multi-Attribute Trade-Off System (MATS), was applied.

MATS is used for the evaluation of alternatives where there are many choices and a large number of competing criteria, so a more comprehensive approach is followed. This is because it is difficult to distinguish between the alternatives when the number of competing trade-offs increases, that is, the complexity of the comparisons increases. As an initial step, a list of assessment factors and subfactors is determined for each set of alternatives. Only those factors and subfactors where there are measurable differences among the alternatives, which can influence the evaluation, are detailed in the assessment tables.

The evaluation process was undertaken quantitatively based on the following broad assessment factors:

- Natural Environment,
- Socio-Economic Environment,
- Transportation,
- Constructability, and
- Cost.

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

The results of the weighted evaluation identified the preferred preliminary design alternative as **Alternative 6 – Esso Gas Station**. However, during consultation, concerns were raised with this location, which indicated 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 using the weighted evaluation with a new understanding with respect to capacity concerns. The results of the updated weighted evaluation identified the preferred preliminary design alternative as **Alternative 2 – Vacant Crown Land (Figure 9)**. The key benefits of this alternative include:

- No impacts to private property (Crown Land),
- Minimal disruption to Highway 17,
- Located on a straight, flat stretch of Highway 17 with a wide ROW,
- Sufficiently large site to accommodate the proposed design and potential future expansion,
- Flat topography,
- Access to hydro and telecommunications,
- The site has strong visual exposure from the highway, and
- No noise or air sensitive receptors will be impacted.

As shown on **Figure 9**, proposed amenities for the new rest centre include:

- Accessible, 24-hour heated washroom facilities with potable water, flush toilets and electrical outlets for cell phone charging;
- Picnic area;
- 34 tractor trailer parking spots;
- 2 long combination vehicle spots;
- 2 tractor trailer inspection bays;
- Commercial vehicle out of service area;
- 25 passenger vehicle parking spots;
- Bus loading/offloading spots;
- Outdoor space with benches, picnic tables and landscaping, and
- Truck parking and long combination vehicle parking spaces.

Additional information regarding the weighting and sensitivity testing for the MATS evaluation is available in the *Short List Evaluation Report* (**Appendix B**).

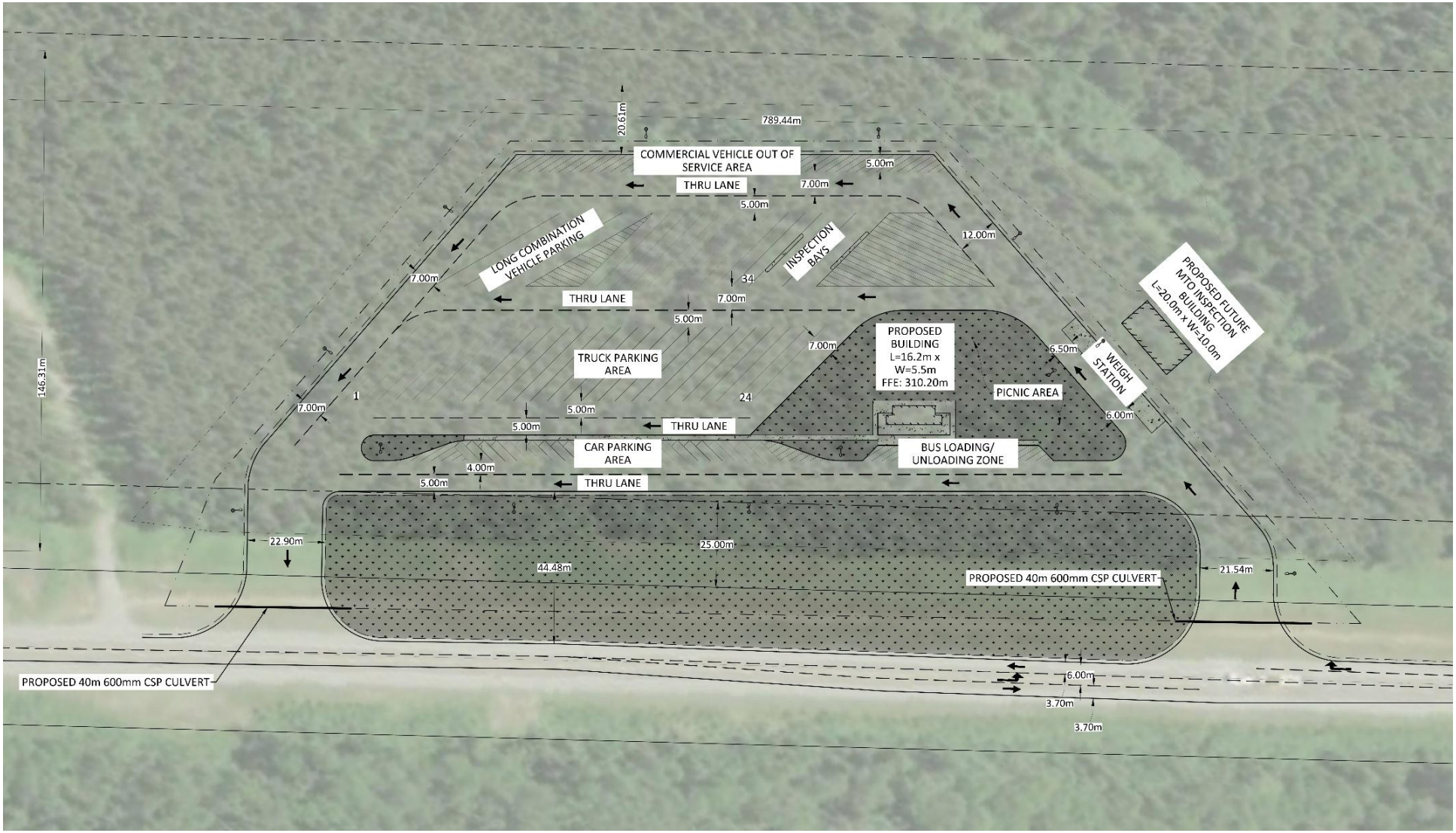

Figure 9: Alternative 2 – Vacant Crown Land Proposed Site Layout

5.0 OVERVIEW OF EXISTING ENVIRONMENTAL CONDITIONS

Existing environmental (natural, social, economic, cultural and built environments) conditions at the Short List Alternative locations were further studied to identify potential impacts (both direct and indirect) as a result of construction of the proposed new rest centre.

5.1 Fish and Fish Habitat

As part of the Long List of Alternatives screening process, properties containing and adjacent to watercourses and lakes were not carried forward for further review or consideration, unless the property was significant enough to be able to maintain an appropriate buffer from the rest centre development to the environmentally sensitive features (i.e., >30m from watercourses). As these elements were screened out, no further evaluation was completed in this regard on the Short List of Alternatives.

5.2 Terrestrial Ecosystems

Background information review and field investigations were conducted to collect information related to terrestrial ecosystems within the study area and at the Short List Alternative locations. The following is a summary of terrestrial ecosystem characteristics at each Short List Alternative:

Alternative 2 – Vacant Crown Land

- Habitat Type: Open canopy Mixed Coniferous Forest containing black spruce, balsam fir, Jack pine as the overstory, with occasional speckled alder, and striped maple in the understory.
- Ground Conditions: Groundcover is made up of Labrador tea, bunchberries, clubmoss, and lowbush blueberry. Two areas of open rock barren were observed at this site, with little vegetative cover, and shallow mineral substrates.
- Topography: This site is generally flat with one large steep slope on the northern most portion of the site, sloping up to the northeast.
- Ecological Features:
    - Potential significant wildlife habitat for bats (maternity colonies) and snakes (hibernacula), amphibians (breeding), and woodland raptors.
    - Habitat potentially suitable for Species at Risk (SAR) bats.
- Invasive Species:
    - Knapweed (*Centaurea nigra*) identified at the site entrance from Highway 17.
- Nearby Wetlands/Water: Close to several unevaluated wetlands including within the site to the east, extending outside the site, and 60 - 133 m west. Magpie River ~1.3 km northeast.
- Constraints:

- Rock barrens and candidate SAR habitat.

Alternative 5 – 120 Pinewood Drive

- Habitat Type: Primarily a gravel parking lot and abandoned structure with part of the southern portion of the site containing a dense woodlot characterised as a conifer dominant mixed forest with the canopy comprised of balsam fir, Jack pine, and white and black spruce, with occasional trembling aspen, white birch, and mountain ash
- Topography: The site is flat.
- Ecological Features:
  - Potential significant wildlife habitat for bats (maternity colonies) and woodland raptors.
  - Habitat potentially suitable for Species at Risk (SAR) bats.
- Invasive Species:
  - No invasive species identified on or near the site.
- Nearby Wetlands/Water: No wetlands on, or near, the site. Magpie River ~330 m northwest.
- Constraints:
  - Candidate SAR habitat.

Alternative 6 – Esso Gas Station

- Habitat Type: A gravel parking lot and structure bordered by a line of trees primarily made up of Jack pine, but with occasional white and black spruce.
- Ground Conditions: Groundcover is primarily gravel.
- Topography: The site is flat.
- Ecological Features:
  - Habitat potentially suitable for Species at Risk (SAR) bats.
- Invasive Species:
  - Sow Thistle (*Sonchus oleraceus*) identified along the southwest side of the site.
- Nearby Wetlands/Water: No wetlands on, or near, the site. Magpie River ~330 m northwest.
- Constraints:
  - Candidate SAR habitat.

Additional details can be found in the *Terrestrial Existing Conditions Report*, prepared by Egis dated February 14, 2025 (**Appendix C**).

5.3 Noise

A Preliminary Screening for Noise Sensitive Areas adjacent to the Short List Alternatives locations was conducted in accordance with MTO Noise Guidelines:

Alternative 2 – Vacant Crown Land

No noise sensitive receptors are within 600 m of the site.

Alternative 5 – 120 Pinewood Drive

One (1) noise sensitive receptor – a residential home – is located approximately 200m northwest of the site.

Alternative 6 – Esso Gas Station

One (1) noise sensitive receptor – Highway 17 Motel – is located approximately 60m from the edge of the site.

Additional details can be found in the *Memorandum: MTO Rest Centres Class Environmental Assessment (MTO 5023-E-0006), Opasatika/Kapuskasing – White River – Wawa, Preliminary Design – Environmental Noise*, prepared by RWDI dated March 7, 2025 (**Appendix D**).

5.4 Air Quality

A Preliminary Air Quality Assessment was conducted for the Short List Alternatives locations in accordance with applicable air quality criteria and MTO guidelines:

Alternative 2 – Vacant Crown Land

No receptors are within 500 m of the site.

Alternative 5 – 120 Pinewood Drive

One (1) receptor – a residential home – is located approximately 200m northwest of the site.

Alternative 6 – Esso Gas Station

One (1) receptor – Highway 17 Motel – is located approximately 60m from the edge of the site.

Additional details can be found in the *Memorandum: MTO Rest Centres Class Environmental Assessment (MTO 5023-E-0006), Opasatika/Kapuskasing – White River – Wawa, Preliminary Design – Air Quality*, prepared by RWDI dated March 7, 2025 (**Appendix E**).

5.5 Existing Land Use

Existing land use is illustrated in **Figure 10**.

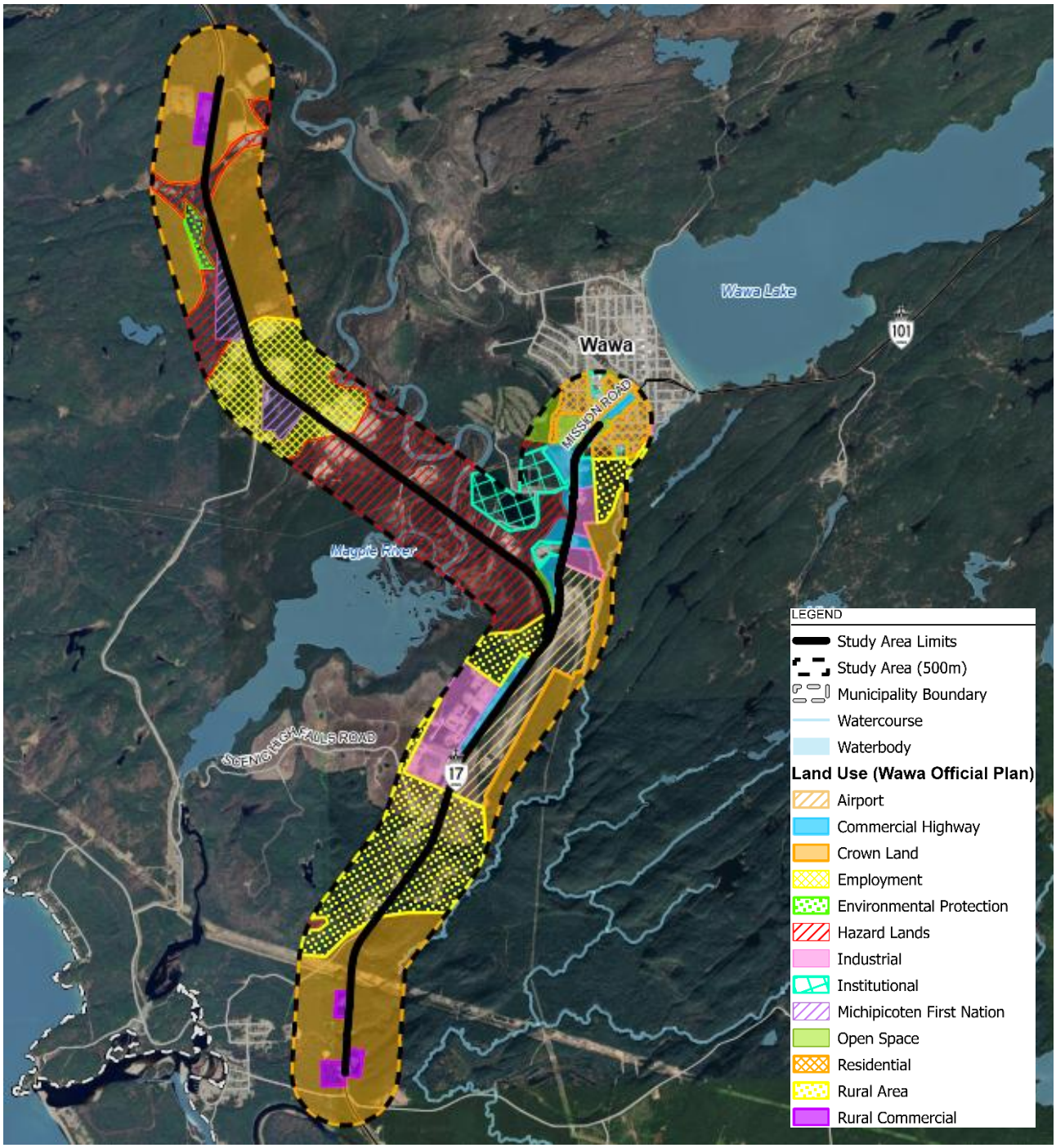

Figure 10: Land Use Mapping

Alternative 2 – Vacant Crown Land

The Wawa Official Plan (OP) identifies the Alternative 2 site as Crown land. The OP identifies the areas immediately surrounding the site to the north, east, and south as Crown land, with hazard lands present approximately 250 m north of the site and employment lands present approximately 200 m south of the site. Michipicoten First Nation lands and hazard lands are

identified opposite the site to the west, across Highway 17. Environmental Protection lands are also identified opposite the site to the west, across Highway 17, which are protected for the natural heritage features and functions present. Field investigations indicate the site is a natural, largely undisturbed, forested location.

Alternative 5 – 120 Pinewood Drive

The Wawa OP identifies the Alternative 5 site as commercial highway land. Field investigations indicate the site is commercial space, which appears to have been abandoned after a fire. The OP identifies the areas immediately surrounding the site to the north and west as employment lands, with highway commercial lands to the immediate east and south. Airport lands are identified approximately 50 m east of the site, across Highway 17. Industrial lands are identified approximately 70 m southwest of the site.

Alternative 6 – Esso Gas Station

The Wawa OP identifies the Alternative 6 site as industrial land, which was confirmed by field investigations that indicate the site if presently used industrially as an unofficial truck parking area. The OP identifies the areas immediately surrounding the site as industrial lands to the north, southwest, and west, with commercial highway lands to the east and southeast. Airport lands are identified approximately 100 m east of the site, across Highway 17.

Additional details can be found in the *Land Use Report,* prepared by Egis dated January 20, 2025 (**Appendix F**).

5.6 Contamination and Waste

Egis undertook a Contaminated Property Identification and Waste Management Assessment to provide a preliminary background review. The results of Environmental Risk Information Services Ltd. (ERIS) identified possible sources of contamination. **Table 1** summarizes the possible sources of contamination at each short-listed alternative:

Table 1: Possible Sources of Contamination

Alternative	Possible Sources of Contamination
2	Potential fill of unknown quality related to construction of highway infrastructure present west-adjacent to the Site and assumed present along western Site boundary. Salt use during winter conditions along highway infrastructure located upgradient from the Site.
5	Retail fuel outlet (RFO) with associated underground storage tanks (USTs) located at 78 Pinewood Drive, immediately southwest and inferred upgradient of the site.

Table 1: Possible Sources of Contamination	
Alternative	**Possible Sources of Contamination**
	Potential fill of unknown quality related to construction of highway infrastructure present east-adjacent to the Site and assumed present along southeastern Site boundary. Salt use during winter conditions along highway infrastructure located west, adjacent and down to cross gradient from the Site
6	Potential fill of unknown quality present at surrounding properties and roadways. Salt use during winter conditions along and adjacent roadways. RFO with three associated fuel pump island and USTs located immediately southeast and inferred upgradient of the site. RFO with three associated 90,000 L gasoline/diesel USTs located immediately northeast of the site.

Additional details can be found in the *Contaminated Property Identification & Waste Management Assessment Report,* prepared by Egis dated March 26, 2025 (**Appendix G**).

5.7 Cultural Heritage

A Cultural Heritage Resource Assessment was undertaken to identify known or potential built heritage resources and cultural heritage landscapes within and adjacent to the study area. The results of the preliminary impact assessment for each alternative concluded that no cultural heritage resources were identified for Alternatives 2 and 6. For Alternative 5, the structural remains of the former motel were observed to be in an advanced state of deterioration, with extensive damage and a poor state of repair, which substantially limits the value of the structures as a built heritage resource.

Additional details can be found in the *Cultural Heritage Resource Assessment Report,* prepared by Northwest Archaeological Assessments Ltd. dated November 2024 (**Appendix H**).

5.8 Archaeology

A Preliminary Screening for Archaeological Potential was conducted by a licensed archaeologist (Past Recovery Archaeology) for each of the Short List Alternatives locations, as shown on **Figure 11**. An Archaeological Screening Memo was prepared and included in **Appendix I**. A Project Information Form (PIF) Number (P1074-0183-2024) has been issued for a Stage 1 Archaeological Assessment for this project. In accordance with the terms and conditions of archaeological licences, the information contained in the screening memo will be incorporated into a Stage 1 Archaeological Assessment report and submitted to the Ministry of Citizenship and Multiculturalism (MCM) for review.

Alternative 2 – Vacant Crown Land

The preliminary screening for archaeological potential indicates that this site has previously been assessed as retaining high archaeological potential in a large corridor study by Scarlett Janusas Archeology Inc. in 2014. The potential is derived from glacial shoreline predictive modelling in the south end of the property. Parts of the property are also within environmental archaeological potential buffers from a small stream or wetland and two large outcrops with exposed bedrock on the front of the property, next to the highway. A Stage 2 Archaeological Assessment would be required for development of this alternative.

Alternative 5 – 120 Pinewood Drive

The property has deep disturbances, with the property consisting of a burned-out motel and surrounding parking lot, a hydro corridor on the west side, and a small woodlot in the southwestern portion of the property; this disturbance limits the archaeological potential of the site. The northern section of the site was also assessed as having low archaeological potential in a large regional transmission corridor study by Golder Associates Ltd. In 2016. The site lies beyond the buffers from topographic features indicating archaeological potential.

Alternative 6 – Esso Gas Station

The property has deep disturbances, with the property having been completely graded, with extensive levelling fill added, former surface material pushed into berms around the periphery, and the site being used as an unofficial truck parking area; this disturbance limits the archaeological potential of the site. No previous archaeological assessments have been undertaken within 50 m of the site. The site lies beyond the buffers from topographic features indicating archaeological potential.

Additional details can be found in the *Archaeological Screening Memo, prepared by Past Recovery Archaeology,* dated 2024 (**Appendix I**).

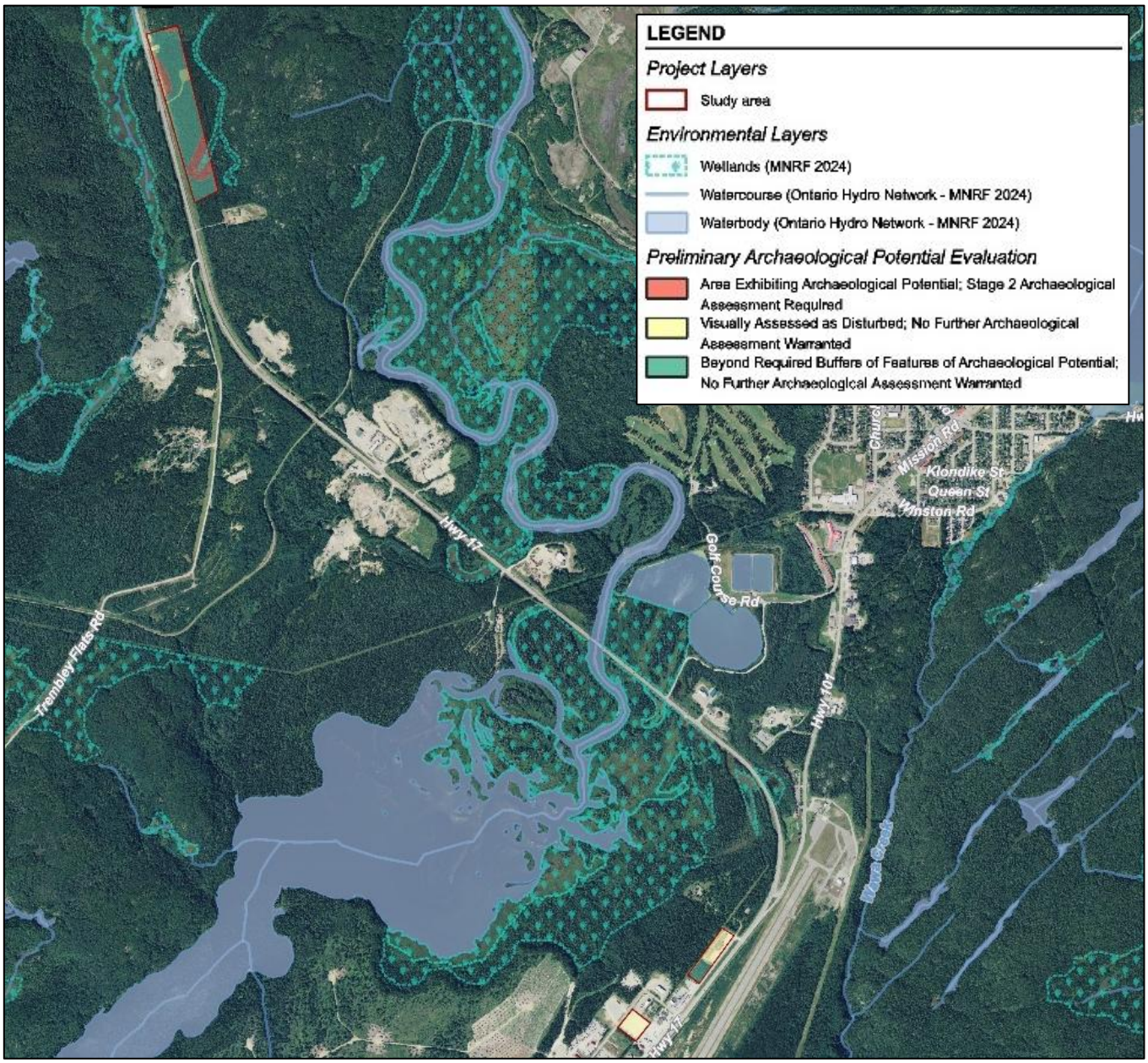

Figure 11: Archaeological Potential Mapping

5.9 Transportation

Within the project limits, Highway 17 is a two-lane undivided highway with a design speed of 110 km/h and a posted speed of 90 km/h. Highway 17 is designated as part of the Trans-Canada Highway. The mainline is two lanes approximately 3.75 m wide, one per direction traveling primarily north and south. Throughout the corridor there is multiple left and right turning lanes and offset passing lanes in both directions

Highway 101 is a two-lane undivided highway with a design speed of 100 km/h and a posted speed of 80 km/h. The posted speed is reduced in the Town of Wawa to 50 km/h on Highway 101. The mainline is two lanes approximately 3.5 m wide, one per direction traveling primarily north and south. Throughout the corridor there are multiple left and right turning lanes and a merge lane at the junction of Highway 17 and 101.

The Municipality of Wawa currently has a transit system that offers curb-to-curb transit to everyone in Wawa and Michipicoten River Village, which may make use of Highway 17 and Highway 101.

5.10 Traffic

The traffic study area extended 500 m in both directions from the proposed rest area locations. Traffic data was obtained from the MTO in the form of Projected Volume Data Memorandums, seasonal 7-day Automated Traffic Recorder counts, Turning Movement Counts and collision data reports. All options illustrate a collision rate exceeding the provincial average of 0.7 for Kings Highways; however, due to the low volume of collisions within proximity to each site, the review of collision statistics is not expected to be able to assist in the identification of safety concerns.

Egis performed a desktop review of the available sightlines for the proposed site accesses. The Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDG), June 2017, was used to determine the required sight distance. All locations are within the acceptable limits for sightlines.

5.11 Utilities

Municipal Services including Sanitary and Water are available in the Town of Wawa. These services are limited to the urban area and do not extend north of Highway 17 from the Highway 17/101 junction. No gas mains exist in Wawa and propane is typically used for heating.

Alternative 2 – Vacant Crown Land

The following utilities are located in the vicinity of Alternative 2:

- Overhead hydro lines.

There are no utilities or power lines installed on the site.

Alternative 5 – 120 Pinewood Drive and Alternative 6 – Esso Gas Station

The following utilities are located in the vicinity of Alternatives 5 and 6:

- Bell Canada: aerial and possible buried fibre optic;
- Algoma Power: hydro aerial;
- Ministry of Transportation Ontario: electrical, and,

- Township of Wawa: sewer and water.

Hydro and telecommunications are available through an easement running parallel to Pinewood Drive.

5.12 Highway Drainage

The existing highway drainage along Highways 17 is generally rural in nature and the surrounding areas are typically comprised of open grass lined ditches conveying runoff to major drainage outlets and crossing culverts. There are concentrated urbanized sections within the project limits that utilize catch basins and relatively small storm sewer networks to facilitate drainage.

6.0 CONSULTATION SUMMARY

Consultation is a fundamental component of the Class EA process. Consultation was ongoing throughout the planning of the project in conjunction with the transportation, engineering and environmental protection principles. It is essential for the success of Class EA studies that the consultation program be fully transparent, open and inclusive; all public / stakeholder communication must be clear, timely and accessible to all.

The Consultation Program was developed in collaboration with the MTO and meets or exceeds the mandatory requirement of the MTO Class EA for a Group 'B' project. The primary objective of the consultation program was to keep stakeholders informed throughout the study and encourage comments using effective consultation methods. Opportunities were provided throughout the study for interested agencies, stakeholder groups, Indigenous Communities, and individuals to provide input and obtain information about the study.

The consultation program for this study included the following:

- Development and maintenance of an external agency/stakeholder contact list and property owner/interested public contact list;
- Development and maintenance of a project website;
- Preparation and publication of Ontario Government Notices (OGNs), including:
    - Notice of Study Commencement;
    - Notice of Online Public Information Centre, and
    - Notice of Completion.
- Preparation and distribution of notification letters to external agency/stakeholders and property owner/interested public contacts;
- Ongoing communication, negotiation, and consultation with municipalities, agencies, stakeholders, property owners and local businesses, as required;
- Consultation with Indigenous Communities;
- Online Public Information Centre;
- Stakeholder meetings, and
- Summary of the consultation process in the environmental project documentation.

As the study area is located within a French Language Services Area, consultation materials were made available in both English and French.

Consultation Materials can be found in **Appendix J**.

6.1 Project Contact List

An external Contact List of potentially interested stakeholders and Indigenous Communities developed and maintained throughout this study; updated for completeness and accuracy as required. This list includes federal and provincial government agencies and ministries, municipal staff and elected officials, local Member of Provincial Parliament, local Member of Parliament, Indigenous Communities, emergency services, utility companies, public interest groups, businesses, and property owners/tenants who may be directly or indirectly affected by the project. The agency and Indigenous Community contact list used for this project can be found in **Appendix J**; private stakeholder information is protected under the *Freedom of Information and Protection of Privacy Act*.

6.2 Project Website

A dedicated project website (www.northernhighwayrestareas.com) was developed and updated regularly with information regarding the project throughout the study. The purpose of this website is to keep members of the public informed, share publicly available reports and other materials, and allow for public comments. This website will be continually updated to give information of project milestones, opportunities for public engagement, and other relevant information.

The website was updated as the study progressed and included links to project-specific documents (i.e., study notifications, PIC material). The website will continue to be updated as the study progresses through detail design.

The website was built in compliance with the requirements of the *Accessibility for Ontarians with Disabilities Act* (AODA) and delivered in English and French.

6.3 Notice of Study Commencement

The Notice of Study Commencement announced the formal start of the MTO Class EA (2024) process and provided information about what is being proposed and how to get involved in the process. The purpose of the Notice of Study Commencement is to inform the public and external agencies about the study and to seek input from agencies and property owners. In addition, it also directs proponents to the project website for more up to date information.

A Notice of Study Commencement Ontario Government Notice (OGN) advertisement was published on the www.wawa-news.com online website and distributed to the project contact list on October 3, 2024.

A total of two (2) comments were received following the Notice of Study Commencement. Comments included general interest letters from the Ministry of Citizenship and Multiculturalism

(MCM) and the Ministry of Environment Conservation and Parks (MECP). All comments were recorded and addressed as part of the consultation requirements.

6.4 Notice of Online Public Information Centre (PIC)

A Notice of Online Public Information Centre (PIC) OGN was advertised on the www.wawa-news.com online website on December 6, 2024. The Notice of PIC OGN was also distributed to the project contact list, as well as any stakeholder who expressed interest in the project through the project website by email on December 6, 2024. Due to the Canada Post strike, the general mail-out to residents and businesses in Wawa was delayed and sent on December 23, 2024.

The Notice of Online Public Information Centre (PIC) provided information regarding the preliminary design phase, outlined key project details, and included the website address to access the online PIC materials.

The Project Team received a number of comments/questions from public and private stakeholders in response to the Online PIC. Consultation responses have been summarized in **Table 2** below:

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
Truckers for Safer Highways	Our organization has carefully reviewed the proposed locations for a rest area site in the Wawa, Ontario area. Based on our assessment, we strongly prefer Alternative 2 as the optimal choice, followed by Alternative 5. We believe that pursuing Alternative 6 would be a significant misstep. Many truck rest areas across Ontario and Canada suffer from insufficient parking. Adding a building to the existing parking area behind the Esso would not address this critical issue. It would not increase parking capacity and, therefore, would not meet the urgent need for more parking spaces in the region. In contrast, Alternative 2 and Alternative 5 would provide substantial benefits by introducing entirely new rest areas with significantly more parking spaces than proposed in Alternative 6. Given the severe shortage of truck parking across Ontario, prioritizing options that expand parking capacity should be the primary objective. We urge you to consider the long-term implications of your decision and select an alternative that effectively addresses the pressing need for additional parking in the Wawa area.	Thank you for your response to the Notice of Public Information Centre for the preliminary design and Class Environmental Assessment Study for the Development of a New Truck Rest Centre in Wawa, Ontario (GWP 5135-22-00). We apologize for the delay in responding. Your comments on behalf of the Truckers for Safer Highway are well received. Does your organization have any data or studies that may suggest a sufficient number of parking spaces to service the area?
	Thank you for reaching out and for the opportunity to provide our input on this important matter. While we do not currently have specific data or studies to suggest an optimal number of parking spaces required to service the area, we recognize the value such information would provide. As a small organization, we have not yet conducted formal surveys or studies on this topic, though it is an issue we are deeply passionate about. Based on our frequent travel through the area and feedback from our members, we have observed that the service roads and the Esso rest area are often at full capacity by early evening, leaving little room for additional vehicles. In light of this, we see no justifiable reason to limit parking in the area. While Alternative 6 may	Thank you for taking the time to provide us with the additional details related to the truck parking concerns in Wawa. The project team is considering the information you provided and will be reevaluating the alternatives for the truck rest centre.

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
	result in a more aesthetically pleasing rest area, we believe the priority should be on functionality and meeting the needs of drivers. We are pleased with the designs of the other alternatives, particularly Alternatives 2 and 5, which include pull-through parking for trucks and accessible washrooms. These options are well thought out and address critical needs. Additionally, we strongly support the expansion of parking spaces, as proposed in Alternatives 2 and 5, to ensure better availability for drivers—especially during highway closures due to winter weather, which occur regularly in the region. It is essential that parking capacity is expanded in this area and across Northern Ontario, rather than further limited. We believe this approach will better serve the needs of drivers and improve safety and convenience. Thank you again for taking the time to consider our comments. We appreciate the effort being made to make the right choice for this important investment. Please do not hesitate to reach out if you require further input or clarification.	
Private Stakeholder	It seems they are all on one area of a long highway. There are places with services to park in Wawa and White River. The rest areas need to be where there is nothing nearby.	Thank you for your comments related to the Ontario Ministry of Transportation's study for five new rest centres on Highways 17, 11 and 101. This study is a part of Ontario's commitment to provide support to travellers and truck drivers with more places to safely stop along key areas of our provincial transportation network. We appreciate you taking the time to send your comments - they will be taken into consideration as we move forward.
Private Stakeholder	As a frequent traveler on both Hwy 11 and 17 I have had the displeasure of using the existing rest stops and can tell you that this project is welcome by all travelers. however, having stopped numerous times at the new rest area just west of Hearst Ont. I hope a little more planning goes into the new ones. Almost every time there	Thank you for your response to the Notice of Public Information Centre for the preliminary design and Class Environmental Assessment Study for the Development of a New Truck Rest Centre in Wawa, Ontario (GWP 5135-22-00).

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
	is someone in the washroom, basically have a shower in the sink, leaving a mess on the floor. I have spoken with many others who will not use this rest area for that reason; perhaps more frequent monitoring of the facility would help in this regard; it's a very nice rest area but is unfortunately more of a truck facility than a public one. Also, I noticed that the Wawa facility is listed as a truck rest area and White River is just listed as a rest area could you please explain the difference please? I appreciate everyone's efforts in this very important matter. Thank you.	This study is a part of Ontario's commitment to provide support to travellers and truck drivers with more places to safely stop along key areas of our provincial transportation network. The proposed rest stop in Wawa is focused on truck parking, with some parking spots available for passenger vehicles. The nearby Wawa Goose tourist attraction has spaces to accommodate passenger vehicle parking and indoor washroom facilities. We appreciate you taking the time to send your comments they will be considered as the project moves forward.
Kristy Hansen BA, HBSW, JD Economic Development Officer Municipality of Wawa	I am writing to you in my capacity as the Economic Development Officer for the Municipality of Wawa regarding the. While I understand from the information provided that there are no plans to include commercial amenities (i.e. gas & food) at the proposed new truck centre, we are interested to know if there are plans to include any Electric Vehicle Charging Stations and, if so, whether Level 2 chargers are being included.	Thank you for taking the time to reach out to us about this. The plan for the rest area is to be “EV ready” meaning that as part of the construction we will install the underground conduits required for EV charging. This would enable us to install EV charging stations more easily in future should funding become available and upon completion of required site assessment and due diligence activities. We have a dedicated EV team at the ministry and remain closely connected with them. Their focus of EV charger deployment has included both Level 2 and Level 3 chargers, depending on the location of the site and other factors such as available electrical servicing.
Melanie Pilon Mayor Municipality of Wawa	On behalf of the Municipality of Wawa, I am writing to express our full support for Alternative 2 of the Short-List of Alternative Sites being 4.5 km north of the Highway 17/101 junction as the preferred location for the Northern Highway Rest Area. The three properties which were included in the Short-List of Alternative Sites were: - Alternative 2 – 4.5 km north of Highway 17/101 junction - Alternative 5 – Former Pinewood Inn, off Pinewood Drive - Alternative 6 – Parking lot for the Esso, off Pinewood Drive.	Thank you for your response to the Notice of Public Information Centre for the preliminary design and Class Environmental Assessment Study for the Development of a New Truck Rest Centre in Wawa, Ontario (GWP 5135-22-00) on behalf of the Council for the Municipality of Wawa. Your comments are well received. The Project Team will take your comments into consideration and will get back to you with additional information and to set up a meeting if required.

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
Melanie Pilon Mayor Municipality of Wawa cont.	Our concerns with Alternatives 5 and 6 are as follows: Both alternatives 5 and 6 require entry and exit from a municipal road allowance rather than a provincial roadway. Municipal roads cannot sustain the heavy loads of the transport vehicles which would be accessing the rest area. This would result in an increased annual maintenance cost to the municipal roadways, a reduced life expectancy of the road asset resulting in earlier replacement with these costs falling on the municipal taxpayers. Alternative 5 would increase congestion at the junction of highways 101 and 17, this is a section of Highway 17 with a passing lane, an off ramp into Wawa and an exit from Wawa. This proposed site would have an entry and exit point almost immediately following a curve in Highway 17 increasing the risk of accidents. Lake Superior has a significant effect on Wawa weather with a large amount of winter snow and squalls and the remaining seasons experiencing an increased volume of fog reducing visibility and further increasing the risk of accident at this location. Primary access to Michipicoten River Village, which houses a significant portion of Wawa's population as well as Michipicoten First Nations is through the Highway 101/17 junction. The increased congestion has the potential to extend the amount of time emergency vehicles and personnel will need to reach these destinations as well as responding to emergencies on Highway 17. Alternative 6 would increase congestion on Mills Drive, the municipal roadway is not designed to support constant transport vehicles. Mills drive is a municipal secondary roadway, this is a gravel road and would require drastic upgrade to the level of a primary roadway. The site is not designed to support entry and exit through and will negatively impact surrounding business. It is for the reasons noted above that Council strongly encourages the Ministry of Transportation to move forward with alternative 2, located 4.5km north of Highway 17/101 junction.	

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
Private Stakeholder	Thanks for the Notice and opportunity to comment on the proposed New Truck Rest Area in the Wawa area. I agree for the need of rest Areas along our Provincial Highways and support a new rest area for the Wawa area. It's the location of the rest area that I am concerned about. It should be located along the Hwy.17 corridor and not a site from the Junction of Hwy.17/Hwy. 101.into Wawa. This is a busy section of Highway that supports the Municipal Airport, Tourism Information center, Tim Hortons and several other businesses. The increase of heavy truck traffic would have an adverse affect on the existing businesses and a major safety issue for the local and Tourism traffic.	Thank you for your response to the Notice of Public Information Centre for the preliminary design and Class Environmental Assessment Study for the Development of a New Rest Centre in Wawa, Ontario (GWP 5135-22-00). We appreciate you taking the time to send your comments - they will be taken into account during the study.
Private Stakeholder	I am pleased with the research and visual readability and presentation of the public package. I am in agreement with the top 3 alternatives chosen. However, I prefer alternative location #5 over 6. The layout and design of #5 is much more fluid and "feng shui"-ish. The picnic area in #6 would not have much appeal against an industrial backdrop on all sides. #5 picnic area for public appreciation has much more appeal and potential for local interpretive signage for visitor information on travel and the amenities in the Wawa area. I noted that #6 does not include a potential for a future MTO truck inspection site. Option #5 would make a good future location for an MTO truck inspection site. My only concern with Option #5 is that the NE access to Pinewood Drive might need to be adjusted as this entrance is close to the corner and hill heading below the Hwy 101 intersection, slow trucks at this entrance might be a hazard for southbound traffic not prepared for vehicles pulling in and out of this access to Pinewood. Thank you for the opportunity to provide input...however residents only JUST received the notification in the mail the week of Jan 13-17. Not a lot of time for us to provide input.	Thank you for your response to the Notice of Public Information Centre for the preliminary design and Class Environmental Assessment Study for the Development of a New Rest Centre in Wawa, Ontario (GWP 5135-22-00). We appreciate you taking the time to send your comments - they will be taken into account during the study.

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
Michipicoten Rod and Gun Club	The Michipicoten Rod and Gun Club Inc. has recently become aware of a proposed highway rest area immediately adjacent to our shooting range off Highway 17, west of Wawa, Ontario. We have a number of concerns regarding this proposed project, including the lack of consultation and failure to identify this as an incompatible land use by Ministry of Transportation staff. In the Preliminary Design and Class Environmental Assessment GWP 5135-22-00 slide deck posted online, for Alternative #2, there is no identification on the Existing Land Use illustration that the property immediately adjacent to the proposed rest area is a firearms and archery range used for recreational shooting and law enforcement training. It is inconceivable that this could be overlooked, as our club has occupied the site since the late 1950's under a land use permit with the Ministry of Natural Resources. In this diagram, it identifies a licensed aggregate permit to the east of our property but does not identify that the land in between is a permitted (and approved by the Chief Firearms Office) shooting range. There has been no contact with our club regarding this proposal until an email from MTO staff Peter Skuro on August 21st 2025, requesting contact information for the MRGC executives. On August 21, 2025, MRGC president Rocky Alajoki received a call to inform that surveying would be done over the next month with a request that the range be shut down during that time. However; security camera footage clearly shows two (2) surveyors trespassing across active shooting ranges at 6:18PM on August 19, 2025. All our boundaries are clearly marked "Shooting Range – No Entry". This is obviously inconsistent with the conversation held by your staff and Mr. Alajoki which was held only 3 days after the surveyors were on our property. A *Trespass to Property Act* complaint has been filed with the Ont. Provincial Police. While the permit applies to our property, it appears that the land in between is being considered for development without acknowledgment of our long-standing use.	Thank you for your letter dated October 14, 2025, regarding the proposed rest area adjacent to the Michipicoten Rod and Gun Club site. We appreciate your taking the time to share your concerns and acknowledge the longstanding presence of your club under a land use permit. We understand the importance of ensuring public safety and compatibility of land uses in all infrastructure projects. While your club was not initially identified during the early stages of the property review, it was brought to our attention during the property request phase, and we have since taken steps to assess and mitigate any potential impacts. We would like to clarify the following points: • No Impact to Club Property: The proposed rest area does not encroach on the Rod and Gun Club's permitted land. The site is fully fenced, and a treed buffer will remain between the rest area and your property to maintain separation and privacy. • Safety Measures: In addition to the treed buffer, signage will be posted along the treeline in the proposed rest area to discourage public access beyond that point due to the presence of the shooting range. In addition, we plan to post notices inside the building alerting of the presence of your facility. • Direction of Fire: Our team has reviewed the orientation of the shooting range and confirmed that the direction of fire is away from the proposed rest area site. Based on this, we do not believe there is a safety concern for rest area users. • Precedent in Ontario: It is not unprecedented for firearm ranges to be located near other public facilities in Ontario. With

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
Michipicoten Rod and Gun Club cont.	Minister, having a rest stop adjacent to an active firearms range is an obvious incompatible land use. How review staff could fail to identify the land use activity proximate to the proposed rest area clearly demonstrates a failure in land use planning. On behalf of the Michipioten Rod and Gun Club Inc., we are asking that all activities on Site Alternative #2 be halted until our clubs' concerns are addressed or a more suitable location for a rest stop be chosen. Thank you for your consideration of this matter. Thank you for your response of December 16, 2025 regarding the proposed MTO rest area adjacent to the Michipicoten Rod and Gun Club's facilities. Our next general meeting is January 5, 2026 at 7:30 PM in the Michipicoten Township Community Centre's meeting room. We would like you to attend this meeting in person to present to the attending members and executive the rest area development plans and mitigation measures to ensure our ranges are not impacted. We are unable to do this via Microsoft Teams. We have been asked by Tulloch Engineering to do an onsite meeting with their staff and Ministry of Natural Resources staff which we plan to schedule on January 6, 2026. It would be beneficial for all parties to attend the January 5, 2026 meeting.	appropriate safety measures and clear boundaries, such arrangements have proven to be manageable. We regret any confusion caused by the timing of communications and the incident involving surveyors. We are reviewing this matter internally to ensure proper protocols are followed in future engagements. We remain committed to working collaboratively with all stakeholders and will ensure your concerns are considered as the project progresses. Thank you again for your engagement. *A virtual was held with representatives of the Michipicoten Rod and Gun Club, MTO, and Egis to discuss the proposed project and potential interactions with the existing range operations. The Rod and Gun Club provided background on the history of the facility, including regulatory changes implemented in 2008 that required the construction of safety berms. It was noted that berms were previously constructed on adjacent lands to the east as part of nearby development approvals, and that the Club does not have sufficient space or financial capacity to construct additional berms on the west side of the property. MTO and Egis confirmed that the project intent is to avoid impacts to the Rod and Gun Club's operations. An overview of the preliminary site layout was provided, including separation distances between the proposed rest area and the Rod and Gun Club property. Based on available aerial information, the proposed rest area would be located well west of the Club's property boundary, with substantial separation from cleared areas within the range. The Rod and Gun Club identified an existing archery area within the wooded portion of their property and noted the absence of physical

Table 2: Online PIC Consultation Response Summary		
Stakeholder	**Comment Received**	**Project Team Response**
Michipicoten Rod and Gun Club cont.		barriers to the west. The potential feasibility of a berm or protective feature on the proposed MTO lands was discussed and will be reviewed further by MTO and Egis. Fencing requirements were also discussed; however, no commitment has been made to fence the entire site at this stage, and clearing limits would be restricted to the proposed development footprint. Additional discussion included concerns related to unauthorized access in the area, seasonal use of the range (with primary use occurring from spring through fall), and potential traffic effects. MTO and Egis advised that only minor roadway modifications, such as a left-turn lane, are anticipated, and no significant or long-term traffic impacts are expected. Concerns regarding previous consultation and surveying activities were raised. MTO and Egis confirmed that surveying issues are being addressed separately and that advance notice will be provided to the Rod and Gun Club for any future site visits. Ongoing communication and updates will be maintained as the project progresses.

6.5 Indigenous Communities Consultation

The Project Team consulted with Indigenous Communities listed below throughout the preliminary design study. All OGNs (Notice of Study Commencement, Notice of Online PIC, and Notice of Completion) were distributed to these Indigenous Communities through the MTO.

During detail design, the study team will continue to consult with Indigenous Communities at key milestones throughout the study, as well as engage Indigenous Communities during the Stage 2 Archaeological Assessment to invite participation.

- Michipicoten First Nation,
- Garden River First Nation,
- Batchewana First Nation, and
- Métis Nation of Ontario.

6.5.1 Indigenous Communities Meeting

The Project Team met with virtually Michipicoten First Nation on December 9, 2024. Project details, including environmental impact, consultation and commitments to future work requirements were discussed.

There were no further comments received from Indigenous Communities during the preliminary design. During detail design, the study team will continue to consult with Indigenous Communities at key milestones throughout the study

6.6 Notice of Study Completion

On January 15, 2026, Notice of Completion – 30-Day TESR Review Period notification was advertised in the www.wawa-news online newspaper and letters were distributed to the project mailing list, MPs/MPPs and Indigenous Communities. The letters contained information about the preliminary design and Class Environmental Assessment Study for the new rest centre and notified recipients of this TESR being available for a 30-day public comment period on the project website.

After the conclusion of the 30-day TESR comment period, changes or updates to the information in the TESR may be required to address any outstanding issues or concerns raised. If necessary, Egis will prepare an Errata to document any minor changes or updates to the information in the TESR as a result of comments provided during the 30-day TESR comment period, if required. The Errata will identify specific sections in the TESR that required changes/updates and will include the revised wording. The Errata will be kept on file and made available for viewing on the project website.

7.0 MITIGATION AND COMMITMENTS TO FUTURE WORK

Mitigation and commitments to future work have been developed for the Preferred Alternative, *Alternative 2 – Vacant Crown Land* and will be refined during detail design.

To mitigate the potential impacts to the biological and socio-economic environment, detail design will include the referenced Special Provisions (SP), Non-standard Special Provisions (NSSP), and Ontario Provincial Standard Specifications (OPSS) recommended for the Contract Package. In general, the Contractor is responsible for the protection of people, property, and the natural environment from the environmental impacts and damage that may result from proposed project works.

A Summary of Environmental Concerns and Commitments is provided in **Table 3**.

7.1 Fish and Fish Habitat

There is no fish habitat present within the limits of the Preferred Alternative, and therefore, no impacts to fish or fish habitat are anticipated as part of this project.

7.2 Terrestrial Ecosystems

Proposed work in the study area has the potential for impacts to existing natural heritage features including:

- Vegetation communities;
- Wetland habitat;
- Spread of invasive and noxious vegetation;
- Nesting habitat for a wide range of terrestrial and wetland nesting migratory birds;
- Potential habitat for several threatened and endangered SAR.

A Terrestrial Ecosystems Impact Assessment will be undertaken during detail design to determine potential impacts to terrestrial ecosystems within the study area of the preferred alternative. The constraints noted in this report will be used to help determine mitigation measures to minimize impacts on sensitive features.

Additional field investigations will be conducted during the detail design, which will confirm presence or potential habitat of noted SAR. Permits and/or approvals may be required from the MECP.

7.2.1 Vegetation Communities

No rare or regionally significant vegetation communities are present within the limits of the Preferred Alternative.

Construction activities associated with the rest centre development will result in localized loss and disturbance of vegetation within the study area. A comprehensive review of vegetation impacts within the study area will be undertaken during the detail design and mitigation measures will be developed to minimize impacts.

To mitigate the disturbance of vegetation on the site and beyond, it is recommended that the following be considered during detail design:

- *As per Ontario Provincial Standard Specification (OPSS) 802 – Construction Specification for Topsoil and OPSS 803 – Construction Specification for Vegetation Cover* – Reinstatement areas should be replanted with herbaceous plants using a native seed mix to promote valuable adjacent habitat to the study area.
- *As per OPSS 804 – Construction Specifications for Temporary Erosion Control* – Cover should be utilized as part of the contract for areas where seeding is required.
- Vegetation removals should be completed within an appropriate timing window to avoid impacts to Migratory Birds.

A Landscaping Plan will be prepared to identify areas where tree removals are required, as well as make recommendations for tree protection, management of invasive species, and reinstatement of vegetation where required.

7.2.2 Invasive and Noxious Species

Due to the presence of Knapweed at the telecommunications' tower site entrance, appropriate mitigation measures should be implemented to prevent its spread. To ensure that construction activities do not contribute to the proliferation of this and other invasive species, it is recommended that the contract drawings clearly indicate the locations of Knapweed.

7.2.3 Wildlife and Migratory Birds

Migratory birds were observed on site during the 2024 field investigation. Due to the scope of work it is not anticipated that the project will negatively impact migratory birds or the function of their habitat if the appropriate mitigation measures are adhered to. During detail design the migratory bird timing window will be confirmed, and it is recommended that the following be included in the Contract Documents during detail design:

- *Operational Constraint (Environmental) – Migratory Bird Protection – General*

7.2.4 Species at Risk

Potential SAR considerations include bat species associated with treed habitats, such as Little Brown Myotis and Northern Myotis. In addition, the Eastern Red Bat, Hoary Bat, and Silver-haired Bat are expected to be uplisted to Endangered in 2025 (not yet reflected in the Endangered Species Act, 2007), and their status will need to be reviewed during Detail Design to ensure regulatory requirements are met.

As the project progresses, MTO's standard environmental process will require completion of targeted field surveys (e.g., breeding bird surveys, SAR habitat assessments, and acoustic bat monitoring) to confirm species presence, refine impact assessments, and support the development of appropriate avoidance and mitigation measures. Findings from these surveys will also inform permitting and approvals that may be required under the ESA and the *Species at Risk Act.*

7.3 Erosion and Sediment Control

Disturbance of soils during vegetation removal and construction increases the potential for erosion and sedimentation in ditch lines without proper mitigation. During detail design erosion and sediment control measures shall be developed in accordance with MTO Approach 1: Best Management Practices to minimize migration of sediment off site and protect surface water.

7.4 Groundwater

There are no MECP well records located within 500 m of the site. Groundwater is not anticipated to be impacted by the Preferred Alternative.

During detail design, water-taking requirements for the project area will be determined in accordance with the MECP regulations, including the need for an Environmental Activity and Sector Registry (EASR).

7.5 Contaminated Property and Waste Management

7.5.1 Designated Substances

The existing site is vacant and undeveloped hence it is unlikely any designated substances are present on-site. There is always risk of encountering materials which may pose a threat to the health and safety of construction workers. It is recommended that the following be considered for inclusion in the Contract Documents to notify the contractor of any designated substances present on-site in accordance with the Occupational Health and Safety Act:

- *SP 101F21 – Occupational Health and Safety Act Compliance.*

7.5.2 Management of Excess Soils

A review of the quantities of excess soils that will be created as a result of the project works will be undertaken during detail design to determine if excess soils can be managed on-site or will need to be removed off site. Any excess earth or disposable fill taken from the work area will be managed in a responsible and environmentally appropriate manner in accordance with *Ontario Regulation 406/19, Onsite and Excess Soil Management* to prevent impacts to the surface geology and groundwater within the study area.

7.6 Surface Water

The existing highway drainage along Highway 17 is rural, with open grass-lined ditches conveying runoff to major drainage outlets and culverts. A stormwater management plan will be required, which will detail treatment of surface water runoff from the new rest centre. Both quantity and quality of runoff will need to be managed to prevent downstream impacts.

7.7 Noise

The rest area is expected to introduce stationary noise sources, particularly from idling trucks. No noise sensitive receptors are within 600 m of the site.

7.8 Air Quality

Air quality impacts are assessed by comparing the future air contaminant levels with and without the proposed rest centre. The rest centre is anticipated to be associated with stationary sources of air quality contaminants, most notably truck idling. No air sensitive receptors are within 500 m of the site.

Construction activities involve heavy equipment that generates air pollutants and dust; however, these impacts are temporary in nature. The emissions are highly variable, difficult to predict, and depend on the specific activities that are taking place and the effectiveness of the mitigation measures. The best manner to deal with these emissions is through diligent implementation of operating procedures such as application of dust suppressants, reduced travel speeds for heavy vehicles, efficient staging of activities and minimization of haul distances, covering up stockpiles, etc. Contract documents will dictate air quality mitigation measures that the Contractor shall implement.

7.9 Designated Areas

The Michipicoten First Nation reserve (Gros Cap 49) is located in close proximity to the project area, situated approximately 70 m to the west, south, and southwest of the site. Highway 17 within the study area is designated as part of the Trans-Canada Highway.

7.10 Land Use Factors

The site is currently designated as Crown Land under Schedule A-1 of the Wawa Official Plan. As Crown Land is not subject to municipal zoning requirements, the property is suitable for development as a new rest centre (i.e., an industrial land use). No significant impacts or constraints are anticipated from the current or proposed land use on the property.

The Michipicoten Rod & Gun Club is located approximately 230 m southeast of the proposed rest centre. The Gun Club operates on Crown Land under an MNR Land Use Permit. The site is fully fenced, and a treed buffer will remain between the rest area and the Gun Club property to maintain separation and privacy. Notices will be posted inside the Rest Centre building alerting users of the presence of the facility.

7.11 Transportation

Work along Highway 17 will be required to facilitate the connection to the new rest centre. Impacts to emergency services or student transportation during construction are anticipated to be negligible. It is recommended that consultation and follow-up meetings with emergency services providers and student transportation providers (i.e. Algoma and Huron-Superior Transportation Services) occur during detail design and appropriate notification procedures included in contract documents.

7.12 Utilities

Impacts to existing utility infrastructure within the study area is anticipated to be minimal. These requirements will be confirmed during detail design. Currently, hydro lines running parallel on both sides of Highway 17 within the vicinity of the site have been identified. Consultation with impacted utility companies will continue during detail design.

7.13 Cultural Environment

7.13.1 Built Heritage and Cultural Heritage Landscape

There are no known or potential built heritage resources or cultural heritage landscapes located within the study area, and therefore, no impacts to heritage resources are anticipated.

7.13.2 Archaeology

This site was determined to retain high archaeological potential, derived from glacial shoreline predictive modelling in the south end of the property. Parts of the property are also within environmental archaeological potential buffers from a small stream or wetland and two large outcrops with exposed bedrock on the front of the property, next to the highway. A Stage 2 Archaeological Assessment will be completed during detail design.

8.0 SUMMARY OF ENVIRONMENTAL CONCERNS AND COMMITMENTS

Table 3 summarizes the environmental concerns and mitigation measures associated with the Preferred Alternative and commitments to future work to be undertaken and confirmed during detail design.

Table 3: Summary of Environmental Concerns and Commitments

ID #	Issues/Concerns/Potential Affects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
1.0	**Terrestrial Ecosystems and Species at Risk**			
1.1	Loss and disturbance of vegetation, which may impact wildlife and their habitat.	Ministry of Natural Resources (MNR) Ministry of the Environment, Conservation and Parks (MECP) Environment Canada (EC)	1.1.1	During detail design, a comprehensive review of vegetation impacts within the preferred alternative site will be conducted. A Landscaping Plan will be prepared to identify all areas requiring vegetation reinstatement and to outline measures for minimizing vegetation impacts.
			1.1.2	Minimization of vegetation removal and protection of existing trees during the construction phase through the delineation of areas off-limits to construction activities.
			1.1.3	Slopes and embankment areas that are disturbed shall be restored and stabilized with re-seeding.
1.2	The use of construction equipment may increase the spread of non-native and invasive specie (Knapweed).	MECP	1.2.1	Mitigation measures to control invasive and noxious plants during and after construction should be considered during detail design.
1.3	Disturbance of nesting migratory birds could harm the individuals.	MNR EC	1.3.1	During detail design, an impact assessment of migratory bird habitat impacts (both temporary and permanent) within the preferred alternative site will be undertaken. Mitigation will be finalized in detail design.
			1.3.2	Tree clearing and vegetation removals shall be completed outside the breeding bird timing window (to be confirmed during detail design).
			1.3.3	A screening of the study area for the presence of migratory birds OR their nests are to be undertaken prior to any disturbance if work will occur during the bird nesting window. The nests and eggs of many species are protected under federal and/or provincial legislation (i.e., MBCA, FWCA).
			1.3.4	If migratory birds or their nests are encountered at any time of the year, works should not continue in the location of the nest until: • After it has been determined by an avian specialist that the young have fledged and vacated the nest and work area; or • An avian specialist determines a suitable buffer distance at which work may continue to prevent disturbance of the bird(s); and • Where a buffer distance has been implemented, an avian specialist must undertake monitoring during construction to ensure migratory birds, their nests, and eggs are not disturbed, destroyed or taken.
1.4	The study area has potential for significant natural heritage features, including species at risk habitat, which may be impacted by proposed works.	MNR MECP	1.4.1	During detail design, the preferred alternative site will be assessed for the presence of wildlife and species at risk habitat. Targeted surveys will be conducted (if necessary), and appropriate mitigation measures will be developed for implementation during construction to minimize impacts on affected species.
2.0	**Erosion and Sediment Control**			
2.1	Disturbance of existing vegetation and general grading work in the project area has the potential for erosion and sedimentation concerns due to off-site sensitive receptors (watercourses and wetlands).	MNR MECP	2.1.1	The Erosion and Sediment Control Strategy (Approach 1) will be developed during detail design.
			2.1.2	Temporary erosion and sediment control measures shall be installed and removed according to the locations and timing constraints determined during detail design.
			2.1.3	All disturbed areas should be protected to limit the time that such areas are exposed prior to final application of topsoil and seed.
2.2	Stockpiled construction materials such as aggregate, concrete, and earth may potentially contaminate the study area	MNR MECP	2.2.1	Stockpiled materials shall be located no closer than 30 m from a watercourse. Materials shall be protected from erosion and sedimentation through the installation of erosion and sediment controls designed appropriate to the site.

ID #	Issues/Concerns/Potential Affects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
	without proper containment and environmental protection measures.			
3.0	**Surface Water and Groundwater**			
3.1	Construction activities, such as refuelling, can increase the potential for accidental spillage and subsequent contamination of groundwater and surface water sources.	MNR MECP	3.1.1	A spill response plan shall be developed that is to be implemented immediately in the event of a sediment release or spill of a deleterious substance.
			3.1.2	During detail design, water-taking requirements for the project area will be determined in accordance with the MECP regulations, including the need for an Environmental Activity and Sector Registry (EASR).
4.0	**Contaminated Property and Waste Management**			
4.1	Designated substances may be present in on-site materials, which may pose a threat to the health and safety of the construction workers.	MECP	4.1.1	Special Provision No. 101F21, *Occupational Health and Safety Act Compliance* will be included to inform the Contractor of the potential to encounter designated substances.
4.2	The removal, storage and disposal of excess materials may transfer contaminants around the study area and possibly off-site.	MECP	4.2.2	A review of the quantities of excess soil that will be created as a result of the project works will be undertaken during detail design to determine if excess soils can be managed on-site or will need to be removed off site.
			4.2.2	Any excess earth or disposable fill taken from the work area is to be managed in a responsible and environmentally appropriate manner in accordance with Ontario Regulation 406/19, Onsite and Excess Soil Management to prevent impacts to the surface geology and groundwater within the study area.
5.0	**Air Quality**			
5.1	It is anticipated that dust and emissions from machinery will be generated during construction.	MECP Nearby Residents and Businesses	5.1.1	Detail design will include requirements for the Contractor to ensure that all equipment is properly maintained and that all pollution control devices on the equipment are operational and properly maintained.
6.0	**Traffic Operations**			
6.1	Project work will temporarily disturb normal traffic operations on Highway 17. Safety of construction workers, motorists and pedestrians is of primary concern.	MTO Motorists Local Municipality Nearby Commercial Businesses Nearby Indigenous Communities Emergency Services	6.1.1	During detail design, a Traffic Management Plan will be prepared to include provisions for any temporary lane closures and traffic mitigation measures.
			6.1.2	Motorist should be provided advance notice of construction start and notification of potential entrance impacts that may be required by the construction works
7.0	**Utilities**			
7.1	Impacts on existing utilities within the study area may occur.	Utility providers	7.1.1	Ensure advanced coordination with utility companies for utility relocations during detail design.
8.0	**Cultural Environment**			
8.1	Areas of the Preferred Alternative location exhibit archaeological potential, which require additional assessment.	Ministry of Citizenship and Multiculturalism	8.1.1	A Stage 2 Archaeological Assessment will be completed during detail design. A Stage 2 Archaeological Assessment (and any further stages of archaeological assessment, if recommended) will be carried out by a licensed archaeologist as early as possible during detail design and prior to any ground disturbing activities. MTO and its contractors should wait to receive MCM's written confirmation that the archaeological assessment has been entered into the Ontario Public Register of Archaeological Reports.
			8.1.2	If previously undocumented archaeological resources or human remains are discovered, all site activities must stop immediately. The requirements of the Ontario Heritage Act and the Funeral, Burial and Cremation Services Act should be followed.

LIST OF REFERENCE DOCUMENTS

Archaeological Screening Memo, prepared by Past Recovery Archaeology, dated November 2024.

Class Environmental Assessment for Provincial Transportation Infrastructure and Municipal Expressways, dated 2024.

Consultation Plan, Preliminary Design, Detail Design and Class Environmental Assessment for Development of a New Truck Rest Centre within the boundaries of Wawa, Ontario, GWP 5135-22-00, prepared by Egis, dated December 18, 2024.

Contaminated Property Identification & Waste Management Assessment Report Wawa, ON, New Rest Area in Wawa, ON – 3 Preferred Alternatives Preliminary Design, Total Project Management for Preliminary Design, Detail Design and Class Environmental Assessment for Five New Rest Centres, GWP 5135-22-00, prepared by Egis, dated March 26, 2025.

Cultural Heritage Resource Assessment Report draft summary, three proposed rest stop areas, Highway 17, Municipality of Wawa, Geographic Townships of Lendrum and McMurray, District of Algoma, Ontario (GWP 5135-22-00), prepared by Northwest Archaeological Assessments Ltd., dated November 2024.

Groundwater Existing Conditions Report Wawa, ON, Preliminary Design and Class Environmental Assessment for Development of a New Truck Rest Centre within the boundaries of the Municipality of Wawa, Ontario, GWP 5135-22-00, prepared by Egis, dated February 26, 2025.

Land Use Report, Preliminary Design for the Development of a New Rest Centre within the Municipality of Wawa, Ontario, prepared by Egis, dated January 20, 2025.

Long List Evaluation Report, Preliminary Design and Class Environmental Assessment for Development of a New Truck Rest Centre in the Vicinity of Wawa, Ontario, prepared by Egis, dated September 18, 2024.

MTO Rest Centres Class Environmental Assessment (MTO 5023-E-0006), Opasatika/Kapuskasing – White River – Wawa, Preliminary Design – Air Quality, prepared by RWDI, dated 2024a.

MTO Rest Centres Class Environmental Assessment (MTO 5023-E-0006), Opasatika/Kapuskasing – White River – Wawa, Preliminary Design – Environmental Noise, prepared by RWDI, dated 2024b.

Short List Evaluation Report, Preliminary Design and Class Environmental Assessment for Development of a New Truck Rest Centre in the Vicinity of Wawa, Ontario, prepared by Egis, dated August 19, 2025.

Terrestrial Existing Conditions Report, Class Environmental Assessment for New Rest Centre on Highway 17 in the Vicinity of Wawa, prepared by Egis, dated 2025.

The Northern Ontario Highway Rest Areas Design and Implementation Guidance, MTO, November 2018.

The Official Plan of the Municipality of Wawa (2010).

LIST OF REFERENCE ACTS

Accessibility for Ontarians with Disabilities Act (S.O. 2005, c. 11)

Canadian Environmental Assessment Act (S.C. 2012, c. 19, s. 52) Note: Repealed and replaced by the Impact Assessment Act in 2019.

Endangered Species Act (2007)

Environmental Assessment Act (R.S.O. 1990, c. E.18)

Fish and Wildlife Conservation Act (1997)

Impact Assessment Act (S.C. 2019, c. 28, s. 1)

Occupational Health and Safety Act (R.S.O. 1990, c. O.1)

Ontario Clean Water Act (2006)

Migratory Birds Convention Act (1994)

Species at Risk Act (SARA) (2002)

Weed Control Act (1990)

APPENDIX A – LONG LIST EVALUATION REPORT

APPENDIX B – SHORT LIST EVALUATION REPORT

APPENDIX C – TERRESTRIAL EXISTING CONDITIONS REPORT

APPENDIX D – PRELIMINARY NOISE ASSESSMENT REPORT

APPENDIX E – PRELIMINARY AIR QUALITY MEMORANDUM

APPENDIX F – LAND USE REPORT

APPENDIX G – CONTAMINATED PROPERTY IDENTIFICAITON & WASTE MANAGEMENT ASSESSMENT REPORT

APPENDIX H – CULTURAL HERITAGE RESOURCE ASSESSMENT REPORT

APPENDIX I – ARCHAEOLOGICAL SCREENING MEMO

APPENDIX J – CONSULTATION MATERIALS