

# Appendix B - Ministry of PAHI Response to Longlist Alternatives Evaluation



**Environmental Statement**

**East-West Arterial Extension:**

Section 2 (Woodland Drive – Lookout Road)

Section 3 (Lookout Road – Frank Sound Road)



## DIRECTIVE MEMORANDUM

**Date:** September 5, 2023

**To:** Edward Howard, NRA Managing Director  
Denis Thibeault, NRA Project Manager

**From:** Lindsey Ulizio, PE

**Subject:** Ministry of PAHI Response to Longlist  
Alternatives Evaluation

**CC:** Gina Ebanks-Petrie, DoE Director (EAB);  
Scott Thompson-Graves, PE, PTOE

**Contract Number:** PPC-2022-NRA-007-RFP

**WRA Work Order Number:** 35184.003

**Project:** Phase 2 for the East-West Arterial Extension  
Environmental Impact Assessment

As part of the East-West Arterial (EWA) Extension Environmental Impact Assessment (EIA), a Longlist Alternatives Evaluation was conducted using geospatial data, aerial photography, and professional analysis. Each alternative was assessed qualitatively based on conceptual level design. The goal of this study was to comprehensively evaluate a range of Build alternatives along with a No-Build condition and to pare down and carry forward up to three (3) Build alternatives for further study as part of a more detailed Shortlist Evaluation. The study evaluated Critical Success Factors along with potential impacts to environmental and socioeconomic features and engineering considerations.

The EWA EIA Steering Committee met on August 23<sup>rd</sup> and 24<sup>th</sup> of 2023 to discuss the Longlist Alternatives Evaluation and based on the study results chose the following alternatives to be carried forward to the Shortlist Evaluation.

### **Steering Committee's Decision on Shortlist of Alternatives:**

- Planned Future Roadway Infrastructure (No-Build) Alternative
- Alternative B2
- Alternative B3
- Alternative B4

Descriptions of the Steering Committee discussion including the justification for carrying forward these alternatives can be found in the Longlist Alternatives Evaluation document, which will be included as an appendix to the Environmental Statement being prepared for the EWA.

Representation from the Ministry of Planning, Agriculture, Housing, and Infrastructure (PAHI) was present at both Steering Committee meetings. The information from the meetings was shared with the Ministry, which brought forth the following directive on August 25<sup>th</sup> of 2023:

"As we all know the purpose of the EIA is to outline potential impacts of building the EWA, and identify mitigation solutions. As such the road as gazetted (option B1) must to be included in the shortlist options. Excluding B1 denies decision makers critical data on the proposed route as they will not receive a detailed analysis on the road as currently proposed. Without this critical baseline the impact of any potential reroute or diversion cannot be fully understood. For this reason, the Ministry's stance is that B1 is equally important to the "No Build Scenario", and therefore the EIA cannot be completed without it."

This memorandum is to document the Ministry's directive to carry forward Alternative B1 as one of the shortlisted alternatives for the EWA EIA.

PAHI Ministry Chief Officer Eric Bush