

## MALEY DRIVE INPUT

### WRITTEN SUBMISSIONS AS OF MARCH 18, 2016

| NO. | NAME and/or ORGANIZATION |
|-----|--------------------------|
| 1   | Ackland, Barbara         |
| 2   | Akkanen, Bob             |
| 3   | Alberte                  |
| 4   | Alemany, Robert          |
| 5   | Armiento, Roberto        |
| 6   | Arthur, Devin            |
| 7   | Barbeau, Laura Lea       |
| 8   | Barrett, Tara            |
| 9   | Baulch, Samantha         |
| 10  | Beaudry, Aaron           |
| 11  | Berthiaume, Claude       |
| 12  | Binoto, Jordan           |
| 13  | Bleach, Matthew          |
| 14  | Boisvert, Georgette      |
| 15  | Bowering, Andrew         |
| 16  | Bray, Bonnie             |
| 17  | Brock                    |
| 18  | Brown, Reg               |
| 19  | Brown, Reg               |
| 20  | Brydges, Evelyn          |
| 21  | Bye, Carol               |

|    |                     |
|----|---------------------|
| 22 | Caron, Francois     |
| 23 | Caruso, John        |
| 24 | Caruso, John        |
| 25 | Cecchini, Barb      |
| 26 | Chartrand, Guy      |
| 27 | Cheaney, Burton, R. |
| 28 | Cheaney, Burton R.  |
| 29 | Closs, John         |
| 30 | Clouthier, Rachelle |
| 31 | Coffey, Terry       |
| 32 | Cole, E.            |
| 33 | Croteau, Phil       |
| 34 | Cummings, Ed        |
| 35 | De Chevigny, Joel   |
| 36 | Demers, Jennifer    |
| 37 | Deni, Nancy         |
| 38 | Doriane             |
| 39 | Doucet, Norm        |
| 40 | Dumais, Andre       |
| 41 | Duval, Larry        |
| 42 | Eles, Rick          |
| 43 | Endleman, Marian    |
| 44 | Fahey, Tom          |
| 45 | Falconi, Carol-Anne |

|    |                       |
|----|-----------------------|
| 46 | Gasparini, Janet      |
| 47 | Gaul, John            |
| 48 | Gavan, Lenn           |
| 49 | Gilbert, Leo          |
| 50 | Gilbert, Marie-Alice  |
| 51 | Guillemette, Gaetanne |
| 52 | Guillet, Simon        |
| 53 | Guillot, Jean-Guy     |
| 54 | Hudyman, Peter        |
| 55 | Hunter, Linda         |
| 56 | Johannsen, Fred       |
| 57 | Klein, Dot            |
| 58 | Klein, Dot            |
| 59 | Lajambe, Ed           |
| 60 | Lalonde, C.           |
| 61 | Lalonde, Marc         |
| 62 | Langlois, Mary Ellen  |
| 63 | Levesque, Roger       |
| 64 | Lindsay, John         |
| 65 | Lockhart, Al          |
| 66 | Long, Glen            |
| 67 | Lou, Annie            |
| 68 | McGregor, Michael     |
| 69 | Mackie, Andrew        |

|    |  |
|----|--|
| 70 | Mainville, Daniel                                  |
| 71 | Makela, Linda                                      |
| 72 | Manitoulin Transport (Petition with 21 signatures) |
| 73 | Marcoux, Jaques & Nicole                           |
| 74 | Marion, C.   |
| 75 | Marion, Len  |
| 76 | Marsh, Brian                                       |
| 77 | Martin, Dr. A.W.                                   |
| 78 | Martin, Denis                                      |
| 79 | Martin, Ericka                                     |
| 80 | Martin, Tony                                       |
| 81 | Martin, Tony                                       |
| 82 | Martin, Dr. Tony Sr.                               |
| 83 | Martin, Dr. Tony Sr.                               |
| 84 | Maurice, Christine                                 |
| 85 | May, Steve   |
| 86 | Montgomery, Priscille                              |
| 87 | Montgomery, R.W.                                   |
| 88 | Montgomery, Robert                                 |
| 89 | Morgan, Travis                                     |
| 90 | Nadon, Claude                                      |
| 91 | Nathalie   |
| 92 | Nicholson, Debbi (Chamber of Commerce)             |
| 93 | Niemela, Rachelle                                  |

|     |                       |
|-----|-----------------------|
| 94  | Patterson, Frank      |
| 95  | Pearson, John         |
| 96  | Popichak, Steve       |
| 97  | Potvin, Ray           |
| 98  | Price, Thomas         |
| 99  | Ramakko, O.E.         |
| 100 | Regenstreif, Carrie   |
| 101 | Rinaldi, Rico         |
| 102 | Robinson, Dr. David   |
| 103 | Romanko, Lawrence     |
| 104 | Sarlo, Zachary        |
| 105 | Satchwill, David      |
| 106 | Sauve, Gerard         |
| 107 | Savoie, Suzanne       |
| 108 | Scott, J.             |
| 109 | Size, Mark            |
| 110 | Spadafore, Daniel     |
| 111 | Spencer               |
| 112 | Stevenson, John       |
| 113 | Stewart, John         |
| 114 | Suski, Diane          |
| 115 | Suski, Diane & Jack   |
| 116 | Sylvain               |
| 117 | Tagliabracchi, Dennis |

|     |   |
|-----|---|
| 118 | Thompson, Jim                                       |
| 119 | Tossell, Charles                                    |
| 120 | Twilley, Fred                                       |
| 121 | Walter  |
| 122 | Woods, Sarah (Junction Creek Stewardship Committee) |
| 123 | Wunsch, Garth                                       |
| 124 | Wylie, Dave   |
| 125 | Unknown   |
| 126 | Unknown   |
| 127 | Unknown   |
| 128 | Unknown   |
| 129 | Unknown   |

**Maley Drive**

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**Date:** 3/18/2016 2:27 PM  
**Subject:** Fwd: Supporting Maley Drive

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>>> Mayor 3/18/2016 2:18 PM >>>  
Hello:

Barbara Ackland is 100% support of Maley Drive

[REDACTED]

She is a [REDACTED] who is [REDACTED] years old

Thank you

Office of the Mayor

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**Date:** 3/18/2016 8:58 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 6:43 PM >>>  
This form was sent at: 17-Mar-2016 6:43 PM

NAME: Bob Akkanen

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: Why do you not fix the roads we have before spending money on new roads



**Date:** 3/17/2016 1:17 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 12:35 PM >>>  
This form was sent at: 17-Mar-2016 12:35 PM

NAME: alberte  
ORGANIZATION:  
PHONE:  
EMAIL:  
COMMENTS1: do not agree with this Maley Drive Ext.

**Date:** 3/17/2016 10:18 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 8:43 AM >>>  
This form was sent at: 17-Mar-2016 8:43 AM

NAME: Robert Alemany

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I believe that the Maley Drive extension could provide a valuable alternative route to Lasalle blvd. however I think that to ensure the best return we would need to keep the heavy trucks off of Lasalle, other urban mining centers struggle with the same issues of haul truck passing through town (Timmins Algonquin Blvd is far worse than Sudbury's situation). Without a restriction on Lasalle the expansion would not be heavily used and not have a wide benefit. taking the commonly overloaded haul trucks off a highly commercial, and residential artery would make Lasalle safer, more efficient and make the Maley Dr costs have value.

**Date:** 3/18/2016 10:41 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 10:15 AM >>>  
This form was sent at: 18-Mar-2016 10:15 AM

NAME: roberto armiento  
ORGANIZATION: none  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: To all the elected members of council VOTE FOR THE MALEY EXTENSION. It is the right decision for our city. The time to build it is NOW! And also complete the 4-four lane to Chelmsford before some tragedy occurs.

**Date:** 3/4/2016 1:03 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 9:44 AM >>>  
This form was sent at: 4-Mar-2016 9:44 AM

NAME: Devin Arthur

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I support the Maley Drive extension 100%. This is a road that should have been built/financed years earlier, but now is the time to get this going.

**Date:** 3/7/2016 9:57 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 9:32 PM >>>  
This form was sent at: 4-Mar-2016 9:32 PM

NAME: Laura Lea Barbeau  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: Stop wasting taxpayers money and fix the essentials in this city



# Maley Drive Extension Feedback Form

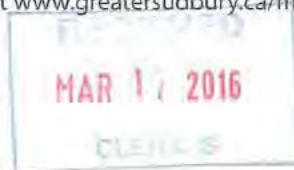


The Maley Drive Extension is a construction project which is expected to provide short-, medium-, and long-term benefits to residents, businesses, and industry. The project is eligible for a three-way cost sharing partnership with senior levels of government.

Phase One of the project will extend LaSalle Boulevard West (near Collège Boréal) to Barry Downe Road. The cost for Phase One is \$80.1 million. The City has more than \$12.2 million

in a designated account to permit an immediate start to construction. The Province of Ontario has already committed its one-third share, contingent on a federal announcement.

An overview of the project, including a profile and construction maps, is available at [www.greatersudbury.ca/maleydrive](http://www.greatersudbury.ca/maleydrive).



Name: Tara Barnett  
Organization (if applicable): \_\_\_\_\_  
Daytime telephone: \_\_\_\_\_  
Email: n/a

Comments/Suggestions: I am strongly opposed to the Maley Drive Project. The amount of money that will be spent on this project could be used to upgrade existing roads infrastructure. The cost to maintain this road will be an added financial burden to taxpayers and mostly benefits the moving companies, not the taxpayers or residents who live in the area. The bush will be destroyed. It is a beautiful green space and home to wildlife and birds including whippoorwill and blue herons. I bought my home because of its location - having bush in my backyard. I don't want my peace and tranquility destroyed by a four lane highway, and the noise created by construction & additional traffic (including large truck traffic). This project will run along a large residential area, yet the EA report states no sound barrier is required. Instead of destroying green space and wildlife, we should be trying to preserve it.

\*if additional space is required, please use the back of the print form or attach additional materials to this form and submit.

### \*Extended\*

**Deadline for written submissions:  
Friday, March 18, 2016 at 4:30 p.m.**

I hereby consent to providing the information in this form, its attachments, and any further information to Council, City staff, and members of the public; I further consent to the disclosure of this information in its entirety and the information's discussion at public meetings or posting on the Internet.

The City of Greater Sudbury collects this information for the public input process of the Maley Drive Extension Project in accordance with the Municipal Act, 2001, S.O. 2001, c. 25. By submitting this form, other letters, faxes, e-mails, presentations or other communications to the City, your name and the fact that you communicated with the City will become part of the public record and may appear on the City's website. This communication and any personal information in it - such as postal address, telephone number or e-mail address - may be made available to the public.

Any questions on the collection, use or disclosure of the information provided in this form may be addressed to the Deputy City Clerk at Tom Davies Square, 200 Brady Street, 2nd Floor, P3A 5P3 or by telephoning 705-674-4455 ext. 4206.

Tara Barnett  
Signature

**Note: Failure to sign may result in information or portions thereof not being considered by City Council.**

Complete and mail/deliver to: City Clerk, Tom Davies Square,  
200 Brady Street, 2nd Floor,  
P.O. Box 5000, Stn A,  
Sudbury, ON P3A 5P3  
Fax: 705-671-8118

**Date:** 3/16/2016 11:13 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 9:44 PM >>>  
This form was sent at: 15-Mar-2016 9:43 PM

NAME: Samantha Baulch  
ORGANIZATION:  
PHONE:  
EMAIL: [REDACTED]

COMMENTS1: Dear City of Greater Sudbury Councillors and Staff,

I would prefer to see our City invest in our infrastructure deficit. For example the \$75 million needed to maintain our current road infrastructure (according to the 2012 KPMG report) or the needed investment in our wastewater infrastructure. We are also sadly lacking in pedestrian infrastructure such as sidewalks.

I do not support Maley Drive, a road that we cannot afford nor need.

**Maley Drive Comments Form**

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**Date:** 3/4/2016 12:57 PM  
**Subject:** Fwd: Maley Drive Comments Form

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>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 12:25 PM >>>  
This form was sent at: 3-Mar-2016 12:25 PM

NAME: Aaron Beaudry

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: As the Maley extension seems inevitable because of the perceived political will of a majority of elected officials I ask. Could the consideration when approving the Maley Extension Phase 1 be given that a by-law be passed to prohibit the use of slurry trucks on Lasalle Blvd and furthermore that the extension be designated a toll road so the taxpayers are not on the hook for 100% of the cost of construction.

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**Date:** 3/18/2016 8:58 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 8:26 PM >>>  
This form was sent at: 17-Mar-2016 8:26 PM

NAME: Claude berthiaume  
ORGANIZATION:  
PHONE:  
EMAIL: [REDACTED]

COMMENTS1: While on council, i never heard from these people who were against the project. They could have done so. Why now? This is not a decision made lightly as for the past 5 years the city has been putting 2.3 million dollars a year for that purpose. I supported then and I still the project especially since there already is committed money from the province and will be taking away from us as it was done for the kingsway when we turned down 5million dollars from them. We were not allowed to apply to other project. Reason for the delay was we had to wait for the federal govt. i believe the time is right now as the feds are looking at providing infrastructure funding now. Do not blow this opportunity!

**Date:** 3/7/2016 9:56 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 3:08 PM >>>  
This form was sent at: 4-Mar-2016 3:08 PM

NAME: Jordan Binoto

ORGANIZATION: [REDACTED]

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I am a STRONG supporter of this project. It is long overdue, and MUCH needed!

Myself and family included encourage the City to move forward with this new corridor !

**Date:** 3/15/2016 8:47 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/14/2016 8:27 PM >>>  
This form was sent at: 14-Mar-2016 8:27 PM

NAME: Matthew Bleach

ORGANIZATION: N/A

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I do not believe that this project should go ahead. It is a waste of tax payers money. With the city being over \$700 million behind in current road repairs and maintenance and running a \$35 million dollar deficit on road repair/Maintenance. There are more important projects to spend this kind of money on. Also the city is blindly following this idea when it is apparent that the citizens do NOT want this. Start spending our money wisely and not foolishly..

**Date:** 3/16/2016 11:13 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 8:34 PM >>>  
This form was sent at: 15-Mar-2016 8:34 PM

NAME: Georgette Boisvert  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: I am 100% in support of the Maley Drive extension. We have waited way too long for this to happen and this will do nothing but great things for our beloved city. I support Mayor Bigger 100%

**Date:** 3/4/2016 12:58 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 1:53 PM >>>  
This form was sent at: 3-Mar-2016 1:53 PM

NAME: Andrew Bowering  
ORGANIZATION: Resident  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: Please do not allow this project to be killed by a minority of naysayers like Mr. Lindsey. what is good for one group or what one individual says is good for his group is not good for everyone.

I have lived in Sudbury since 1999 and it is my home. I attended grade school through high school and into the workforce, marriage and children in Sudbury and love this city. My family originates from Windsor, Ontario and if there is one thing I have learned from the south it is that growth inspires more growth and without progressive and practical projects like Malay drive we become stagnant. Good on the city for recognizing the need to prepare and utilize this undeveloped area and provide the transportation routes this city desperately needs to go forward into the future.

**Date:** 3/18/2016 12:06 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 11:45 AM >>>  
This form was sent at: 18-Mar-2016 11:45 AM

NAME: Bonnie Bray

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I have lived in Sudbury most of my 70 yrs & can't remember a time when Maley was not under discussion. Enough is enough this needs to be done. Don't listen to the John Lindsays. We say what he did to the much needed Second Ave project. How often does he or those dissenters in the south & west ends of the city travel Lasalle or the Kingsway at rush hour ? Too many of the con are having their say & not enough of the pro

**Date:** 3/16/2016 11:12 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/16/2016 8:01 AM >>>  
This form was sent at: 16-Mar-2016 8:01 AM

NAME: Brock  
ORGANIZATION: May  
PHONE:  
EMAIL:

COMMENTS1: If you love Sudbury and care about the future of Sudbury than we need to go ahead with the Maley Drive extension. One of the best things that our Mayor can do at the next council meeting

**Date:** 3/7/2016 10:00 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 6:23 PM >>>  
This form was sent at: 5-Mar-2016 6:23 PM

NAME: REG BROWN

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: SEE NO LARGE BENIFIT FOR MALEY DR. PROJECT -- ONLY A FEW TRUCKS MIGHT -- WE CAN NOT AFFORD IT -- THIS CITY HAS DECREASED IN POPULATION OVER MY 75 YEARS LIVING HERE -- EVERY PROJECT ALWAYS TRIPPLE IN COST AFTER STARTING AND TAX PAYERS ARE ON THE HOOK FOR IT --LETS FIX WHAT WE ALREADY GOT -- I LIVE IN NEW SUDBURY AND SEE NO USE FOR IT -- WILL NOT VOTE FOR ANY ONE WHO IS FOR IT AT NEXT ELECTION -- MAYBE THIS SHOULD BE A QUESTION ON BALLET AT NEXT ELECTION



**Date:** 3/18/2016 4:02 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 4:00 PM >>>  
This form was sent at: 18-Mar-2016 4:00 PM

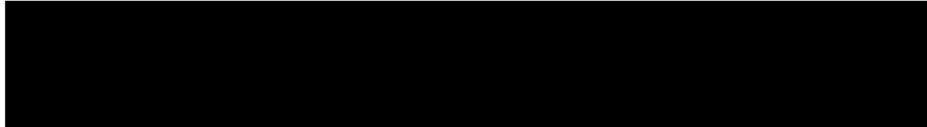
NAME: REG BROWN  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: WE CANNOT AFFORD THIS PROJECT -- ALL WE HEAR IS PHASE ONE COSTS AND THERE HAS TO BE MORE -- THE FEDS HAVE NOT COMMITED TO GIVE THE MONEY AND SUDBURY STILL HAS NOT ENOUGH FOR THEIR SHARE --SUDBURY CAN EXPECT VERY LITTLE GROWTH IN THE FUTURE --JUST LOOK A THE LOWER POPULATION THAT HAS HAPPENED OVER THE LAST FEW YEARS-- ANYONE WHO VOTES FOR THIS PROJECT HAS JUST LOST MINE IN THE NEXT ELECTION

**Date:** 3/18/2016 2:13 PM  
**Subject:** Fwd: Maley Drive Support

>>> Mayor 3/18/2016 2:07 PM >>>  
Hello:

I received a phone call from Ms. Evelyn Brydges and she wanted to advise our office that she is 100% in support of the Maley Drive extension and she wanted me to inform you of this.



Thank you

Office of the Mayor

**Date:** 3/7/2016 9:56 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 3:30 PM >>>  
This form was sent at: 4-Mar-2016 3:30 PM

NAME: Carol Bye

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I am opposed to the Maley extension and totally agree with Tom Price's presentation and his reasons. This road does not benefit the majority of Sudburians and only adds to poor road conditions.

I find it very misleading that councilors like Mr. Kirwin are telling Valley residents that the Maley Dr extension is necessary before we can have the Barrydowne extension, which would benefit the Valley. This simply isn't true. This confusion for Valley residents should be made clear as many think the Maley Drive extension is the same as the Barrydowne extension. I feel their opinion of this project would greatly change if this were made clear to everyone.

I hope Sudbury puts our tax dollars from any level of government to better use rather than create a future burden for next to no gain.

**Date:** 3/15/2016 8:46 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 7:18 AM >>>  
This form was sent at: 15-Mar-2016 7:18 AM

NAME: Francois Caron

ORGANIZATION: N/A

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: Great idea, I support this project.

This is a well-conceived project which comes in a timely fashion. It will help manage heavy traffic through the downtown core, and alleviate traffic problems in other areas. It will also contribute in having less road upkeep in other areas. I wish this project had wide shoulders to provide alternate safe cycling routes.

**Date:** 3/17/2016 11:45 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 11:20 AM >>>  
This form was sent at: 17-Mar-2016 11:20 AM

NAME: John Caruso  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: I understand that this is not a black and white question. The big picture plan to create a ring road around the city is a good one, and the Maley Drive extension is a key part of that plan. I also understand that the major beneficiary of this project will be the area mining companies and other local hauling companies. It is certainly desirable to move this traffic off of our arterial roads, roads that were not built nor designed to handle this kind of traffic. However, this begs a bigger questions, that being;

Are the taxpayers of this city responsible for supplying 100% of the infrastructure required by the private sector, at no cost to them?

It has been well documented that the contribution to the municipal tax base by the mining companies has been reduced from 25% to less than 7%. They have achieved this by reducing their surface foot print. The city cannot tax below ground operations, nor do we share in the mining royalties paid to the Provincial government. So the tax burden falls on home owners and area SME's.

The other issues related to this question include the highway from Azilda to Chelmsford. At the time of amalgamation Rayside Belfour was promised that the revenues earned from hosting the Slots would be put into a reserve fund and used to fix this road. Let us not forget that the City of Sudbury would not allow the Slots to locate within its boundary, it was Rayside that welcomed the facility and it was Rayside that received the hosting revenue. Before any new road is built I believe that this wrong needs to be put right.

The last issue for me is how the Maley project impacts other potential development projects in the city. Where are the "Big Idea" projects at? Where do they fit into this picture? If a major road construction proceeds, how will other initiatives be affected?

I need these issues dealt with before I can consider an opinion on this particular project.

I know that our current road infrastructure is a mess, it has been for a long time, and there is not a simple answer to the fix. We are not the only community dealing with this challenge, we do not have the market cornered on pot holes. What we do have is the largest network of roads for a city of 160K than any other city in Canada. If we do not move forward with making this a better place to live, work and invest, until all of the existing roads are fixed, we will all be dead and the pothole issue will still be here.

**Date:** 3/17/2016 1:18 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 1:00 PM >>>  
This form was sent at: 17-Mar-2016 1:00 PM

NAME: John Caruso

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Every member of Council should be required to read the editorial in today's Globe and Mail

**Date:** 3/18/2016 12:06 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 11:41 AM >>>  
This form was sent at: 18-Mar-2016 11:41 AM

NAME: Barb Cecchini  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: This project has been talked about for so many years that going forward is definitely not a hasty decision. The congestion on our 2 main roads The Kingsway and Lasalle is almost embarrassing for a city our size. It is clear that neither of those roads can be widened so the only solution would be a new road. I know that the Maley Drive Extension would be a valuable investment for the City of Sudbury

**Date:** 3/17/2016 11:45 AM  
**Subject:** Fwd: RE: Maley Drive Comments Form  
**Attachments:** MaleyRoundAboutIssue.pdf

>>> [REDACTED] 3/17/2016 11:25 AM >>>

Since the form for comments on the City's website won't accept illustrations (the web form info box accepts text only), please find attached my comments in PDF format.

Kind regards,  
Guy Chartrand

**From:** clerks [mailto:clerks@greatersudbury.ca]  
**Sent:** March 4, 2016 12:51 PM  
**To:** [REDACTED]  
**Subject:** Re: Maley Drive Comments Form

Please be advised that a pdf was not attached to the email sent.

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/2/2016 4:32 PM >>>

This form was sent at: 2-Mar-2016 4:32 PM

NAME: Guy Chartrand  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]  
COMMENTS1: See attached PDF



# Maley Drive Project

## Barrydowne Road Intersection Traffic Issue

How Many T-Bones?

Once specific intersection designed for the Maley Drive extension project will lead to serious traffic issues.

Here is the situation. Going West from Falconbridge Road along the new Phase One Maley Drive, the posted speed limits will be as follows: Falconbridge to CN railway crossing: 60 km, from there to the creek overpass (next to the old Adam & Eve's Garden Ctr entrance) 70 km, and from there West to the Notre-Dame interchange: 80 km.

A Roundabout intersection will control traffic at Lansing Avenue, and at Barrydowne Road, where the two-lane Maley Drive from Falconbridge Road will become a four-lane boulevard from Barrydowne Road to the Notre-Dame interchange.

It's the Maley / Barrydowne Roundabout that will show a serious design flaw. Imagine a typical Tuesday morning during rush hour in October. Considerable traffic will flow from the Garson area heading to Cambrian College and to the New Sudbury Centre area via Maley then Barrydowne. As well, considerable traffic will flow in the other direction from the Valley East and Rayside-Balfour areas heading to Cambrian College and to the New Sudbury Centre area via the Maley Extension then Barrydowne.



The Roundabout at Barrydowne is designed to allow about 3 cars from the Garson West-bound lane to "be on hold" waiting their turn to cross the the East-bound lanes in the Roundabout to exit the Roundabout and travel South-bound on Barrydowne Road. Problem is, a steady stream of East-bound traffic in the curb lane, coming from Notre-Dame, is simultaneously using the Roundabout to access

Barrydowne, in addition to traffic in the left East-bound lane approaching this Roundabout at 80 km per hour wanting to continue through the Roundabout on their way towards Falconbridge Road.

During the morning rush hour, plenty of cars wanting to turn left onto Barrydowne from Maley, in addition to the 3 cars "on hold" in the Roundabout, will be backed up on the single West-bound lane of Maley approaching the Barrydowne intersection. This will completely clog West-bound traffic through the Barrydowne Roundabout, while the first car "on hold" in the Roundabout waits for their chance to exit the Roundabout trying to time their exit between the speeding East-bound left lane traffic going through and the bumper-to-bumper traffic in the East-bound curb lane turning South onto Barrydowne. Meanwhile, traffic from Garson is backing up behind the cars "on hold" adding to the pressure on these drivers "on hold" to exit as quickly as possible, while trying to avoid getting t-boned in the process.

How many collisions at this intersection will it take before City Councillors see the Maley Drive intersection design flaw at Barrydowne Road?

A potential design solution: install traffic control lights for East-bound traffic only at the entrance to the Barrydowne Roundabout. These traffic lights would be active only during rush hours and stop both lanes of East-bound traffic at regular intervals, thus allowing left-turning traffic from the West-bound lane free and clear opportunities at regular and traffic-light-controlled intervals to access Barrydowne Road during the morning rush, and allow left-turning traffic from Barrydowne to safely access West-bound Maley Drive during the late afternoon rush.

**Date:** 3/17/2016 8:33 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/16/2016 9:03 PM >>>  
This form was sent at: 16-Mar-2016 9:03 PM

NAME: Burton R. Cheaney

ORGANIZATION: Nil

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: The Mar. 1 meeting was a farce.. The one man with a few brains was only aloud 10 min. and the other had to leave. 30 years ago Maley was a good idea. To-day it as waste of 80 million.. It will not help the valley and sure won't get the trucks of 15 or radar road.. We need the Barry Down extension which would help.

**Date:** 3/18/2016 8:56 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 4:58 PM >>>  
This form was sent at: 17-Mar-2016 4:58 PM

NAME: Burton R. Cheaney

ORGANIZATION: nil

PHONE: [REDACTED]

EMAIL [REDACTED]

COMMENTS1: Falconbridge Road and Barry Downe intersections with the Kingsway are a jackpot now and Maley won't solve that problem..

What Sudbury needs is another road around east end of Ramsay to get traffic to south end. That should have been done 60 years ago .. No common sense on Sudbury. councils over the years and still none today

**Date:** 3/18/2016 9:51 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 9:34 AM >>>  
This form was sent at: 18-Mar-2016 9:34 AM

NAME: John Closs

ORGANIZATION:

PHONE: [REDACTED]

EMAIL [REDACTED]

COMMENTS1: Please do not build this road to nowhere.

This project is not what our city needs. Sudbury already has too many kilometers of roads to maintain. Instead of looking forward to a more sustainable transportation system this project is all about looking backwards at solutions to problems that will seem inconsequential by the time it is finished.

**Date:** 3/8/2016 3:57 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 3:27 PM >>>  
This form was sent at: 8-Mar-2016 3:27 PM

NAME: Rachelle Clouthier  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: I truly hope that the City moves forward with the Maley Drive Extension Project. Anyone who has driven on Lasalle Boulevard during either the morning or the afternoon rush hour is taking their life in their hands. Slurry Trucks, commercial traffic and congestion are simply far too dangerous. The growth and the development of the City also needs an northern east-west by-pass.

**Date:** 3/15/2016 8:46 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 1:41 AM >>>  
This form was sent at: 15-Mar-2016 1:41 AM

NAME: Terry Coffey  
ORGANIZATION: n/a  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: I do not support, in any way, the Maley Drive project. Cancel it ASAP. Terry

**Date:** 3/18/2016 10:41 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 10:18 AM >>>  
This form was sent at: 18-Mar-2016 10:18 AM

NAME: E. Cole  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: Enough already! Enough consultation; enough studies! It is time for action! Get it done! Anyone who drives on LaSalle or the Kingsway should realize that we need to get those big trucks off! They are destroying our roads. Way too much of our tax money has been spent studying an issue that should be common sense. I thought this was decided by Marianne's council - why is this council dragging its feet? Let's get it done already! I am counting on my councilman, Al Sizer, to support this project.



**Date:** 3/18/2016 8:57 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 5:58 PM >>>  
This form was sent at: 17-Mar-2016 5:58 PM

NAME: Phil Croteau

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: The let the loudest minority bury the silent majority. It has been long enough waiting for the right time. The time is now. Let's do it!

**Date:** 3/7/2016 9:56 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 3:18 PM >>>  
This form was sent at: 4-Mar-2016 3:18 PM

NAME: Ed Cummings

ORGANIZATION:

PHONE

EMAIL:

COMMENTS1: This project has been debated, discussed, and beaten to death with the exact same results. It's needed, necessary and now thanks to the province and feds seems possible. Don't let special interest groups derail this project. Get it built!!!

Thanks

**Maley Drive Comments Form**

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**Date:** 3/4/2016 12:57 PM

**Subject:** Fwd: Maley Drive Comments Form

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>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 12:23 PM >>>

This form was sent at: 3-Mar-2016 12:22 PM

NAME: Joel

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Good afternoon,

As a citizen of Sudbury, I do not think that the Maley extension is of benefit to the city as our aging infrastructure is in need of major repairs such as the roads. The roads in this city are horrible and are only getting worse. The oversight on what material used in the asphalt was poorly managed and is now costing the taxpayer more money. The \$12 million set aside for the extension should be used to repair our roads. I travel Lasalle everyday in both traffic hour and the traffic is not bad. The addition of new lanes at the intersection of Notre dame and Lasalle has relieve most of this congestion and therefore has substantially reduce the need for the extension.

On a final note, If we can't even maintain our current roads, then why build new ones? Is it just because the government is giving money towards this? Why not submit for funding for infrastructure repairs rather than new roads? Please use this money in fixing our roads and not building a new road that will cost us more in the long term. I do not see ANY economic benefit for this extension. It is just a waste of money when it could be used to fix our HORRIBLE roads.

Thank you,

Joel de Chevigny

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## Mayor - Maley

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**From:** "Jen" <[REDACTED]>  
**To:** <mayor@greatersudbury.ca>  
**Date:** 3/16/2016 9:26 AM  
**Subject:** Maley

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Good morning,

Just wanted to voice or family's opinion on Maley...NO TO MALEY

Please spend on existing infrastructure

Thank you

*Jennifer Demers*  
Estimator, Contract Administrator,  
Health & Safety Representative



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

**Date:** 3/15/2016 10:22 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/2/2016 6:05 PM >>>  
This form was sent at: 2-Mar-2016 6:05 PM

NAME: Nancy Deni  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: I am extremely concerned with this project. I can't help feeling like there is some misleading information about the supposed benefits of this project. We have spent over 20 years on these plans when we could have been looking at other projects that would be of greater benefit to the citizens of Sudbury. Every community that our family visits in Ontario offers their citizens so much better facilities. From Sault Ste. Marie to North Bay to Windsor, London, Oakville, Milton and all of the communities in the GTA. Now someone could say, "well, move there then". But our family and friends are here and it's not easy to move school aged children. For the taxes we pay here, we deserve better facilities.

I understand that this is a shovel ready project and if we don't take advantage of provincial and federal funds right now, we lose access to them. Why didn't we have a better shovel ready project in place?

My other concern with the Maley project is environmental. This project will seriously harm, if not destroy, the natural wetlands in the area of Barrydowne and Maley. In communities where development led to the destruction of wetlands (ie. London and Hamilton), they had to build manmade wetlands because of the importance wetlands play in the water system.

Another concern/question I have is this >> has anyone considered what will happen to the increased traffic flows on Barrydowne Road? My parents have been living on Barrydowne for over 30 years and we have seen traffic levels and speed increase drastically. It's going to get worse and I'd like to know what the plans are for this residential area of Barrydowne. There are enough residents there that this should be a concern. Has anyone considered the near-future costs of the consequence of increased traffic here?

Please reconsider the costs of this project. Short term glory for long term costs/consequences are not worth it.

Thank you for giving citizens more time to contribute our thoughts and concerns.

**Date:** 3/17/2016 1:17 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 12:34 PM >>>  
This form was sent at: 17-Mar-2016 12:34 PM

NAME: doriane  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]  
COMMENTS1: I do not agree with the maley drive extension

**Date:** 3/7/2016 9:57 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 8:28 AM >>>  
This form was sent at: 5-Mar-2016 8:28 AM

NAME: Norm Doucet

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I am in favor of this project. I am voicing it as I am afraid that the squeaky whilst against will be viewed as a majority opinion. In my view the 1st phase at the corner of Lasalle and Notre Dame is proof of the value as a whole project by how the flow has improved 500%. The city rush hour clears itself much quicker in that area. I remember far enough when small thinking had us building the West/East Scotia road to connect Notre Dame and Barrydowne. Although today it would be handy, Maley allows for a bigger picture West/East artery. Some day, Main St, Dominion Drive and Kenneth/69 will be additional East/West required. I appreciate that less travelled residential roads and other infrastructure need work but major projects should not be delayed to benefit the few. Better transportation will bring more investment and more people resulting in more funds to fix the secondary. While on that subject, many have enjoyed the benefit of sidewalks, water and sewers for many years, maybe we should also consider upgrading those areas before repairing the old. That would bring in more tax revenues. Now is the time for the future building. It will never cost less but it will certainly cost more to delay!!!!

## Maley Drive Support

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**From:** "Dumais, Andre" [REDACTED] >  
**To:** "deb.mcintosh@greatersudbury.ca" <deb.mcintosh@greatersudbury.ca>, "mayo...  
**Date:** 3/17/2016 9:05 AM  
**Subject:** Maley Drive Support

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Ms McIntosh and Mr Mayor.

As my ward councillor and mayor, I am writing to you in support of Maley drive. I know that you are getting more communication in opposition of this project than in support. But please know that the majority are indeed in support. However, as is so common in situations like this, it is always those in opposition who are the most vocal. But rest assured that the vast majority of people are either indifferent or in support of Maley drive.

This council has already shown that it has the courage to make tough decisions. Within weeks, you repealed the store hours bylaw, and since then life have moved on rather swimmingly. None of the doom and gloom scenarios have surfaced.

Maley drive is yet another opportunity for your council to do what 30 years of councils have not been able to achieve. For decades, this project has been on the books, but this is the first time where all three levels of government are in sync. This is an investment in the city's future. Once this project is complete, you can focus your council's attention on some of the great projects that coming up. The time is now. It has been nearly 10 years since we had MPs and MPPs on the government side. The iron is hot, now is the time to strike.

Being involved in government, you also know that the argument of using the money to fund another project holds no water. If we do not proceed with Maley drive, the tens of millions of dollars promised by the province and the feds will simply go back into the pot. This is not an allowance that we get to spend as we wish. This is something that is not understood by the vast majority of opponents.

I could ramble on, but I know that you are getting hundreds of these messages. Please know that your courage is appreciated. I know that there will be hundreds of people in the audience next week. They will be booing you and shouting obscenities, but they are not the majority. I thank you for considering my message and look forward to watching council meeting next week.

Regards,

Andre Dumais

**Andre Dumais, B.Sc.**  
**Business Development Manager**

[REDACTED]



## Maley Drive Comments Form

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**Date:** 3/4/2016 12:57 PM

**Subject:** Fwd: Maley Drive Comments Form

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>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 12:13 PM >>>

This form was sent at: 3-Mar-2016 12:13 PM

NAME: Larry Duval

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: Please move ahead and approve construction on the Maley Drive extension. Council was voted in with a mandate to take action and I am hopeful that we'll see construction on this needed artery sometime this spring.

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**Date:** 3/15/2016 10:04 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 9:40 AM >>>  
This form was sent at: 15-Mar-2016 9:40 AM

NAME: Rick Eles  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]  
COMMENTS1: Cannot maintain current roads adequately!

**Date:** 3/7/2016 9:58 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 11:27 AM >>>  
This form was sent at: 5-Mar-2016 11:27 AM

NAME: Marian Endleman  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: Maley Drive has been in the planning stages since the late 1970's as an alternate East-West route across town. We currently have only 2 high volume routes across town, Lasalle, and the Kingsway, and one of them is often under construction. The high volume of trucks, especially on Lasalle is breaking down the infrastructure on Lasalle at an accelerated rate. As a resident of the New Sudbury area, I drive Lasalle every day. The high volume of trucks is a safety risk for both drivers and pedestrians in this area. Most cities of any size route their truck traffic away from residential and retail areas. This Maley Drive extension is more than 35 years overdue. We need to get it done, and quit discussing it to death.

**Date:** 3/4/2016 12:58 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 1:13 PM >>>  
This form was sent at: 3-Mar-2016 1:13 PM

NAME: Tom Fahey

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Can Maley drive be extended to the bypass at highway 17 if so, it would create a part of a ring road around Sudbury. It would help to save time when traveling out of the city as well as emergency access to different parts of the city. .

**Date:** 3/18/2016 12:05 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 11:46 AM >>>  
This form was sent at: 18-Mar-2016 11:46 AM

NAME: Carol-Anne Falconi  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: Dear Mayor and Councillors,

In my view our city is moving in the wrong direction if we proceed with the Maley Project.

I feel the most important task is to focus on the expanding of Highway 17 both east and west of our city. I am baffled why the Provincial and possibly the Federal Government will allocate millions of dollars to Maley but not to the four laning of Hwy. 17 instead.

Although the Maley extension has some benefits for Sudbury, it pales in comparison to what four laning our larger infrastructure leading both to and from our city would do. It simply makes more sense for Sudbury and other communities to work together to advocate for this more important project. The Hwy. 17 west bypass built in the eighties, to my knowledge has not had a single kilometre added to it. I believe the next step is a 5km. addition to end at Fen Rd. But when is the start date? The bypass should be much closer to Espanola by now. I think the Ministry's longterm plans are for 20 to 30 years in the future. Traffic on this stretch is overloaded and proven too much for a mere two lane highway to handle. The auxiliary lanes are insufficient and the many accidents occurring are evidence of this. Driving east to North Bay is no better. Our city leaders including the Chamber should be fighting hard to get this vital project begun. If we receive millions of dollars from the Provincial government for Maley, then most likely our chances for beginning any work on Hwy. 17 plans will be nil. I think we need to be careful.

Maley will relieve mostly mining and construction truck traffic from our core. Walmart, Superstore, Canadian Tire need their deliveries. All the gas stations need their large tanker trucks for fuel. Timmies and grocery trucks will still be travelling our main arteries and stressing our roads. Personally my experiences with truck drivers is that they are courteous and the first to let you in at a stop or during a lane change. They have a difficult job and Maley would no doubt make some of their commute easier but, how can we justify the cost verses spending our millions on other important and perhaps more needed city projects?

If we are going to build new roads and spend significant taxpayer dollars we need to ensure they function to serve the "Majority" of our residents and get the "Most" usage. I live in New Sudbury and I can't think of a single reason why I would use this proposed road. It will most likely be torn up rather quickly by fast moving heavy slurry trucks and secondly, why would I want to be alongside these enormous trucks throwing debris at my windshield? Is our police service able to manage adding another major road to monitor or are they stretched enough as it is?

Another consideration is the planned roundabouts. They can be quite intimidating for any driver. There is a learning curve involved here and I was nervous and hesitant last year when I navigated one in North Bay for the first time. How will our unfamiliar drivers and not just our seniors react to these major changes? I assure you the last place I want to be is on a roundabout with a tractor trailer, no thank you.

There are significant improvements we can make to our present infrastructure. I have often wondered why an east-west road to connect a central point of Barry Downe Rd. with the middle of Notre Dame wasn't built. Or why a north-south road from the middle of Lasalle straight through to the Kingsway. I

know that second option will involve blasting rock but that hasn't stopped us before. Presently we have to navigate a large circumference all around to get from one main artery to another. Is this not feasible or the idea dismissed in previous plans? These potential roads could easily be curved around the conservation area (keeping that green space intact) and the railway tracks in either direction. It's hard to argue against this need. One example alone is the heavy traffic on Attlee Ave. from commuters looking for shortcuts. I'm confident one or both of these two routes would be popular and well travelled by Sudburians.

Why is there a plan to direct commuters to the outskirts of our city or to keep them from coming to the core? I don't think our businesses will appreciate this nor benefit from it. Our goal should be to attract people into our city not away from it.

I believe the Lasalle Extension and Maley are a priority for upgrading only. Lorne Street which is a major and popular entrance to our city is very unwelcoming for visitors and our residents returning home. That whole stretch leading up to Elm Str. is in rough shape. I have no words for the commute to our airport at night. It's poorly lit with not enough signage. Maley will not help the roads I travelled on to get there. I hope I never have to do it again. It's the perfect setting for an episode of "The Twilight Zone"!

The numerous benefits such as increased tourism, safety, reduced travel time, increased business opportunities are much more possible with enhancing the infrastructure leading to all corridors of our city. I know we have made efforts with our senior governments but we must keep going. What an achievement Hwy. 69 will be once completed but we need commuting between all our neighbouring communities to be easier, faster and safer!

I ask Mayor Bigger and our Chamber whom are proponents for this project; which do you think our future generations will be most proud of us for; initiating the four-laning of Hwy 17 both east and west of our city or the building of a road to the north of our city dominated by slurry trucks and tractor trailers? I also respectfully ask the Mayor and Councillors to project how often they will personally commute on the Maley extension.

Finally, MP Marc Serre should be directed to focus our Federal government on the Trans-Canada Highway expansion instead and to partner with the MTO to fund it. This is the key to Sudbury's future prosperity not Maley. Let's look at the bigger picture!

I think many Sudburians are on the same page with me regarding some of the issues I have discussed and we can create plenty of jobs by addressing those concerns.

Maley seems to me like a runaway train with a few small tree branches on the track causing it to slow down but little chance of stopping it.

Sincerely,  
Carol- Anne Falconi  
Resident of Greater Sudbury

Sent from my iPad

**Date:** 3/8/2016 11:40 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 9:57 AM >>>  
This form was sent at: 8-Mar-2016 9:57 AM

NAME: Janet Gasparini

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: The Maley Drive extension was a 30 year old idea to a 30 year old problem. Much has changed in the intervening years. A progressive city in 2016 should be looking at ways to get cars off the roads - not making it easier for them to drive more. There are so many interesting and progressive ways that this money could be spent - light rail, improved public transportation, easier access to cycling ... It really is an opportunity to think outside the box. Please invest this money in the future - not the past.

**Date:** 3/7/2016 9:57 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 5:57 PM >>>  
This form was sent at: 4-Mar-2016 5:57 PM

NAME: John Gaul

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: The Maley Drive Extension if undertaken will be Sudbury's biggest white elephant.

It is not the most important priority in Greater Sudbury. I consider the Ramsey Lake Reservoir to be more important. It serves 60 000 people in terms of drinking water while at the same time its watershed is overdeveloped and yet council continues to allow development in this key watershed. There should be a moratorium on all development in the watershed until a comprehensive water study is done. If it proves that Ramsey Lake is no longer suitable as a drinking water reservoir it will cost millions of dollars to supply the former users of this reservoir with an alternative water supply.

Our sewage treatment plants need to be upgraded in order to prevent pollution of down stream lakes and rivers. Upgrades will cost millions of dollars. Water quality trumps a questionable transportation project like the Maley Drive extension.

Sudbury has done a poor job of drainage control of existing development and upgrades and better drainage standards for future development projects will cost millions of dollars. Our lakes are polluted by phosphorus and road salt in runoff into our lakes and rivers. We need to pay the millions of dollars to correct the errors of the past and the millions more it will take to provide adequate drainage mitigations for future projects.

So problems with water supply and drainage can be argued to be more deserving of investment than the Maley Drive Extension.

Looking at the transportation infrastructure in Greater Sudbury it is obvious that we cannot repair what we have in a timely manner. Also it seems that road projects seem to need to be repaired within two years. Clearly we cannot seem to maintain the road infrastructure we have so why would we needlessly expand it?

We have a growth rate that does not support further road infrastructure expansion. We may very well have a smaller population 5 years than now. Our population is aging and we need to deal with the fact that fewer people will be driving. It seems that we could use traffic management systems and increased public transit to make better use of the roads that we already have. In fact we may find that we have to allow some of our roads in outlying areas of Greater Sudbury to be returned to gravel roads or chip and tar. We are likely to have an inadequate tax base to pay for what we already have in terms of road infrastructure.

In Sudbury we do not have an adequate art gallery, entertainment centre and other entertainment venues. Rather than a road that is not needed we may be better served by investing in quality of life enhancements. Sudbury needs to invest in quality of life if it hopes to attract more people from other parts of Ontario.

Finally the cruel reality is that over the past couple of decades it takes significantly fewer workers to produce the same amount of nickel and other metals than in the past. Primary industries like mining are very easy to automate. When good times return to the mining industry it is likely that they will not employ



as many Sudburians as they did in the past. Sudbury needs to invest in innovation beyond mining if it is ever going to slow the rate of population loss that it is undergoing right now.

We do not need to waste millions of dollars on the Maley Drive white elephant. We have many more important projects to undertake. Maley Drive will create more problems than it will solve.

**Date:** 3/4/2016 1:02 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 10:12 PM >>>  
This form was sent at: 3-Mar-2016 10:12 PM

NAME: Lenn Gavan  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL:

COMMENTS1: As a small business owner for over 30 yrs on Maley, we are long overdue for this promise to come through. Not only is it preventing new business and growth but the current terrible state of the road is actually deterring our regular customers from coming in!. Please get started asap.

**Date:** 3/18/2016 8:57 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 5:05 PM >>>  
This form was sent at: 17-Mar-2016 5:05 PM

NAME: Leo Gilbert  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: This Maley Drive project is a necessity to remove big trucks from Lasalle Bld . Go ahead and do it I can't understand people who stop progress .

2

**Date:** 3/18/2016 8:57 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 5:43 PM >>>  
This form was sent at: 17-Mar-2016 5:43 PM

NAME: Marie-Alice Gilbert  
ORGANIZATION: nil  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: It must be started soon . The sooner the better .

**Date:** 3/16/2016 11:13 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 8:42 PM >>>  
This form was sent at: 15-Mar-2016 8:42 PM

NAME: Gaetanne Guillemette

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I am supporting the Maley Drive extension 100%. I feel the city needs to move ahead with this as this project is long over due

**Letter to the Editor**

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**From:** "Simon R. Guillet" <[REDACTED]>  
**To:** Mayor <Mayor@greatersudbury.ca>  
**Date:** 3/17/2016 2:01 PM  
**Subject:** Re: Letter to the Editor

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Yes, you certainly have my permission.  
Simon.

On Thu, Mar 17, 2016 at 1:47 PM, Mayor <Mayor@greatersudbury.ca> wrote:

Hello Mr. Guillet:  
Thank you for your support. Do we have your permission to release your letter to the clerks.  
Anne Size  
Office of the Mayor

>>> "Simon R. Guillet" [REDACTED] 3/17/2016 1:33 PM >>>

I suspect that most of us have grown weary of the vociferous group of anti-development naysayers and "friendly seniors", mostly from the other end of the city, who have been holding us hostage over the approved and ready-to-go extension of Maley Drive.

This crucial part of our transportation network has been on the drawing board for over 25 years, has been approved, and the more we delay, the more it's going to cost.

Let's face it, we live in a mining centre, and therefore slurry, ore and mining material needs to be transported from one site to another. At present, Lasalle and the Kingsway are at or over capacity. Let's get this done so the heavy traffic can be better distributed and the the federal & provincial two-thirds financial share is still available.

I agree completely with Mayor Brian Bigger and Nickel Belt MPP Marc Serré, let's get it done now. Twenty-five years of consultation is long enough. I'm sure that the anti-development group will find another major project to rail against.

Simon Guillet  
[REDACTED]

**Date:** 3/7/2016 10:00 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 5:55 PM >>>  
This form was sent at: 5-Mar-2016 5:54 PM

NAME: Jean-guy guillot

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: A new study should completed that would create a municipal rail system operated by a public agency, Partners would be CP CN Vale Glencore, Greater Sudbury and Day. Move all mining material by rail, its a environmental solution that would allow for a new rail system shared within greater Sudbury.

**Date:** 3/4/2016 1:01 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 5:42 PM >>>  
This form was sent at: 3-Mar-2016 5:42 PM

NAME: Peter Hudyman  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: Greetings. My thoughts on the Maley Drive extension will be brief. The Mining companies should pay a significant portion of the construction and maintenance - at least 40-50 initial cost. No local government money needs to be applied beyond partial maintenance costs. Second the existing portion of Maley east of Barrydowne needs major repairs as well - it is a sad road indeed to drive on.

Respectfully Submitted,

Peter Hudyman



**Date:** 3/17/2016 10:19 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 9:48 AM >>>  
This form was sent at: 17-Mar-2016 9:48 AM

NAME: Linda Hunter

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: To much talk not enough action. Prove this council has the vision to  
Just DO IT!!!

## Mayor - Maley Drive Project

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**From:** "Johannsen Appraisal Services" [REDACTED]  
**To:** <mayor@greatersudbury.ca>, <mark.signoretta@greatersudbury.ca>, <michael...>  
**Date:** 3/16/2016 11:03 AM  
**Subject:** Maley Drive Project

---

To all concerned,

I represent a large group who are in support of the Maley Drive Project

*Thank you for choosing Johannsen Appraisals  
It is a pleasure doing business.*

Regards,

**Fred Johannsen AACI**

[REDACTED]

"This e-mail is confidential and privileged and intended only for the stated addressee(s). Any distribution, use or copying of this e-mail or the information it contains by other than the intended recipient is unauthorized. If you are not the named addressee, you are not to disseminate, distribute or copy this e-mail. Please inform us immediately and delete this e-mail and all copies from your system. This e-mail and any attachments are believed to be free of any virus or defect, but it is the responsibility of the recipient to ensure this. E-mail transmissions cannot be guaranteed to be secure or error free, as such transmission could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender does not accept liability for loss or damage arising in any way from its receipt or use or for any errors or omissions in its contents whether such may arise as a result of its transmission or otherwise."

**Date:** 3/7/2016 10:04 AM  
**Subject:** Fwd: Response to Public Input March 1/16

>>> dot Klein [REDACTED] > 3/6/2016 5:27 PM >>>  
>

Response to Public Input Meeting March 1/16 **RE Maley Drive Extension Project** (as per the motion by Councillor Altman-Landry inviting public response to the Public Input meeting of March 1/16)

March 6/16

Dear City Clerk CGS, Mayor Brian Bigger, CGS Council, CGS staff, The Sudbury Star:

By Dot Klein - resident and home owner Ward 11 City of Greater Sudbury; senior, Registered Nurse, attendee at March 1/16 public input meeting City Hall Chambers.

In 2014 I rejoiced when the "New Council" was voted into office. I believed in the City of Greater Sudbury Council Charter that was being circulated as a major election promise. This Charter was endorsed as one of the first actions of the "New Council" when they took office..

On March 1 2016 I sat in the Council Chambers and listened to Mr Tony Ceccutti present the "case" for the need and benefits for the Maley Drive Extension and Lasalle Widening Project (Stage 1 and Stage 2) Then I listened to the questions sent (in absentee) by Councillor Vagnini and read by Mayor Brian Bigger. I felt betrayed. The questions were directed at Tom Price The questions were very sarcastic and demeaning. It was public bullying.. The City of Greater Sudbury has a policy concerning bullying. It is **no tolerance**. Yet we sat in the CGS Council Chamber listening to our Mayor read out questions that had a clear tone to humiliate and question the credibility of Tom Price and any other tax payer/resident bold enough to ask questions the "higher archy" of CGS. 12 persons from the public were scheduled to speak. At least 4 left before their turn. I strongly suggest that they were not prepared to be publically humiliated or bullied. Councillor Vagnini successfully silenced 1/3 of the scheduled public presentations. He did it in absentee. He did not even have to do it in person. WOW !!! And he had the Mayor read his questions in the tone requested. WOW !!! Councillor Vagnini was able to get the Mayor of the CGS to sanction bully techniques and show residents, tax payers and the general public that the Council Charter endorsed by this "New Council" is nul and void.

I immediately decided to change my planned presentation. I did not want to be humiliated as was happening to those who presented before me. To my credit - I also chose to stay and to provide support to the need to have more openness and transparency into the presentation of this multimillion dollar project. Like those who presented before me, I knew that this project could have a very negative effect on the lives of many CGS seniors. I walked to the podium knowing that the policy "no tolerance to bullying" and the grandiose words enshrined in the Council Charter were mere words. The words are hollow. The commitment is not there. I felt tremendous grief and sadness for my city and for the great promise we all felt in the "New Council" and Mayor Brian Bigger.

I am going to quote the CGS Council Charter that has "Brian Bigger for Mayor" with his email and facebook address and telephone number stapled to it. This sits on my desk. It is no longer relevant to the city.

Quote:

"As Members of Council, we hereby acknowledge the privilege, to be elected to the City of Greater Sudbury Council for the 2014-2018 term of office. During this time, we pledge to always represent the citizens and to work together always in the interest of the City of Greater Sudbury.

Accordingly, we commit to:

Act with openness, respect, accountability, dedication to our citizens, consistent with the City's core values and our role as defined in the Municipal Act 2001 and the Procedures Bylaws.

Follow the Code of Ethical Conduct for Members of Council and all City policies that apply to members of Council.

Act today in the interest of tomorrow, by being responsible stewards of the City, including its finances, assets, services, public places, and the natural environment.

Manage the resources in our trust efficiently, responsibly and to the best of our ability.

To build a climate of trust, openness and transparency that sets a standard for all the City's goals and objectives.

To always act with respect for all Council and for all persons who come before us.

That citizen engagement is encouraged and promoted.

Advocate for economic development, encourage innovation, productivity and job creation.

Inspire cultural growth by promoting sports, film, the arts, music, theatre and architectural excellence.

Promote unity through diversity as a characteristic of Greater Sudbury citizenship

Respect our history and heritage by protecting and preserving important landmarks

Become leaders by encouraging the sharing of ideas, knowledge and experience.

Work towards achieving the best possible quality of life and standard of living for Greater Sudbury residents.

By signing this Charter, we the elected Members of Council pledge to keep this commitment, and to serve the City of Greater Sudbury in a manner that will instill civic pride"

Sincerely  
Dot Klein

**Date:** 3/18/2016 12:05 PM  
**Subject:** Fwd: Maley Drive Extension

>>> dot Klein [REDACTED] 3/18/2016 11:49 AM >>>  
>

March 18 2016

The Honourable Glen Murray, Ontario Minister of the Environment and Climate Change

The Honourable Bill Mauro, Ontario Minister of Natural Resources and Forestry

**RE: Maley Drive Extension Class Environmental Assessment (prepared by Marshall Macklin Monaghan for the Region of Sudbury October 1995) and the Maley Drive Extension/Lasalle Blvd Widening Municipal Class EA Addendum prepared by Earth Tech (Canadian Inc) for the City of Greater Sudbury (May 2008) and the CGS recent application to the Ministry of Natural Resources and Forestry for Overall Benefit Permits related to species at risk located in or within close proximity to the proposed Maley Drive extension corridor.**

Dear Sirs:

I am writing to both the Ontario Ministry of the Environment and Climate Change and the Ontario Ministry of Natural Resources and Forestry to express my concern about the lack of consultation and engagement of the community in the multimillion dollar project plan mentioned above. This project has undergone several plan revisions over the past 20 years. The project continues to be shelved because the plans are faulty or incomplete or lack proper approval. There are a significant number in the community that believe that "shoddy planning" continues and that this has to be rectified before the project is approved and before any construction work begins.

I am a senior citizen. I have lived in Sudbury most of my life. I am a tax payer, a property owner and I practice my voting rights. I participate and contribute to the life of my community. I have been a registered nurse in my community for over 50 years. I am concerned about the health and safety of all human, animal and plant life. I am concerned about the health of my environment and of future global health. I believe that we must be respectful to every one and every thing that we come in contact with regardless of our personal "likes" or "dislikes".

I read the 1995 Maley Drive Extension project plans and the 2008 Addendum. City Council asked for community input to be submitted prior to a public meeting with the mayor, city council and city staff on March 1/16. I provided the city clerk with a written submission and also gave a verbal submission at the public meeting March 1. At the March 1st meeting we learned that a "species at risk" that did not inhabit the Maley Drive Extension Corridor when the environmental assessment was done 20 years ago nor was the species found in 2008 (but now exists in the corridor) will be put at risk if the project begins now. This endangered species is a result of conservation practices supported by children and adults living in Sudbury over the past 20 years. We have spent the last 50 plus years revitalizing the hills and waterways in our city. We are proud of our accomplishments in good environmental practices..

I am offended that city officials have applied for Overall Benefit Permits from the Ministry of Natural Resources and Forestry without making any effort to divert the roadway to a less fragile route. I am offended that city officials did not make any effort to engage the citizens in this community in a respectful and meaningful way to solve the traffic problems.

This is not community building. This is not conducive to creating harmony and peace. Adding stress in a community increases health problems. Last evening I learned that a senior citizen who has asked specific questions about the Maley Drive Extension project received a threatening telephone call. This type of dysfunctional behaviour is a result of poor communication and broken relationships. This is serious and should not be ignored.

I am asking the Ministry of Natural Resources and Forestry to delay issuing the Overall Benefit Permits applied for by the City of Greater Sudbury. I am asking the Ministry of the Environment and Climate Change to request a new environmental assessment of the proposed Maley Drive Extension Project.

Sudbury needs "time out" to regroup in a more respectful way and to build healthy relationships. Healthy people and environmental relationships must take precedent over concrete and asphalt.

Sincerely

Dorothy (Dot) C. Klein



**Date:** 3/17/2016 11:46 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 10:52 AM >>>  
This form was sent at: 17-Mar-2016 10:52 AM

NAME: Ed Lajambe  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]  
COMMENTS1: Maley Drive: A Project for a Different Time

The construction of the Maley Drive Extension, at a time when some estimates suggest that Greater Sudbury currently has an infrastructure deficit somewhere in the neighbourhood of 700 million dollars, is financially irresponsible. The money committed to this project would be better spent investing in our current infrastructure.

All levels of government are boasting job creation as a result of the construction of the Maley Drive Extension. The fact is that the supposed economic benefits created in the way of short term jobs could be equally achieved spending this money fixing our current infrastructure and not increase the city's maintenance burden. This project, once completed, will ultimately be a Municipal Road for which the city gets little (if any) ongoing support to maintain. Add to this the fact that the city will ultimately be responsible for any overages as a result of the project and you have the making of a municipal financial nightmare.

There are several very costly elements of this project that nobody is talking about; perhaps not considered: There is a railroad track that lies at the east end of Maley Drive and Hydro transmission station approximately 250m from those tracks with high voltage transmission lines offering very limited clearance; there have been only vague mentions of working with Hydro to address this but I propose that the costs are astronomical and without eliminating the chance of being caught at the rail crossing few will use this route, especially the truck traffic which appears to be the principal goal. Other issues include the recent discovery of protected species within the wetlands near Maley Drive that the city has requested an exemption for (not acceptable in the first place) but what are the additional costs in terms of barricades, culverts, etc to facilitate these recent developments?

Our mayor is on the record as saying that this project represents 11 million dollars in time saving to our residents; I think that's a load of nonsense and if you're going to use that as a basis for construction you had better have an independent traffic study completed to back this claim. I would hypothesize the majority of the vehicle traffic creating the congestions (whether or not the congestion is even significant with the expansion of Lasalle and Notre Dame is another topic completely) is originating from the Barrydowne/Lasalle area and any travel savings is negated by the time it takes to access the new route. Further to this, more and more people are shopping online and having their items shipped directly to them creating less traffic to these major destinations in coming years; not more. Maley Drive also does nothing to address the supposed traffic issues between Sudbury and the Valley (that I would also argue no longer exist) and it does nothing revitalize the downtown core as some have suggested. It will in fact assist to completely bypass the downtown, further reducing shopping during people's daily commute between home and work.

Truck traffic? We are in a period where Vale just announced it's worst ever quarterly loss of 5.8 billion dollars and is considering selling assets. Glencore has had it's credit rating downgraded by lender and their stock currently sit slightly above what's considered 'junk bond' status; we don't even know that either of our biggest mining producers will still be around once the project is completed. And the idea that building Maley Drive Extension (or the Barrydowne Project) is opens up new areas for development is

ridiculous! These bypass/extension type roads are by design not supposed to have development built up along them in order to facilitate traffic flow. Take a look at every other bypass or extension with the city; the only roads that connect to them are those that were there previous their construction. In addition, there needs to be an updated traffic study completed with regards to the truck traffic actually on the roads, I don't believe that the same type of truck traffic exists that used to, we just aren't producing the same volume of ore that we did in the 90s and large portion of the public, including my, feel that these figures are made up or outdated for the purposes of pushing this project through.

Maley Drive simply doesn't address or resolve any of the elements it's supposed to. It is a project for different time that was developed prior to the upgrading of Lasalle itself, prior to the upgrades at the intersection of Lasalle and Notre Dame and when there was significantly more truck traffic on Lasalle because of the location of the mines themselves. It is just fiscally irresponsible and the job creation elements would be achieved in spending the money addressing out current infrastructure deficit; the project needs put back on the shelf and let there permanently.



**Date:** 3/7/2016 10:03 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/6/2016 2:14 PM >>>  
This form was sent at: 6-Mar-2016 2:14 PM

NAME: C. Lalonde  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: I truly believe that this road is not necessary. I take the Lasalle/Cambrian bus at 5:00 p.m. on weekdays and there is rarely any congestion on my way home. I always arrive home on time. Ever since the Lasalle and Notre Dame intersection has been rehabilitated, the congestion no longer exists. Also, I take the 7:30 a.m. bus to work and there is no congestion at that time either. Taxpayers' money would be better spent updating our existing roads. The money in reserve would go a long way to do this. The Maley Drive extension will only become a burden for future generations. It will be another road that the city will not be able to maintain.

**Date:** 3/18/2016 8:57 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 6:10 PM >>>  
This form was sent at: 17-Mar-2016 6:10 PM

NAME: Marc Lalonde

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Get her built already! This has been talked, debated, studied to no end. This was talked about when I first moved to Sudbury in 1990! Enough with the rethoric on the environnemental impact of this project. It's been studied enough...

Build it!

**Mayor - Fw: maley extension**

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**From:** [REDACTED]  
**To:** <mayor@greatersudbury.ca>, <clerk@greatersudbury.ca>  
**Date:** 3/17/2016 9:19 AM  
**Subject:** Fw: maley extension

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**From:** [REDACTED]  
**Sent:** Thursday, March 17, 2016 8:43 AM  
**To:** [al.sizer@greatersudbury.ca](mailto:al.sizer@greatersudbury.ca)  
**Subject:** maley extension

Hi Al

Marc and I would like to give our support for the Maley Drive extension project. I think that Sudburians who don't live on this end of the city, don't realize how much Maley Drive is used and needed. We use this route whenever we can to avoid the busy Lasalle Blvd.

Thanks Al

Mary Ellen Langlois  
[REDACTED]

**Date:** 3/4/2016 1:03 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 12:31 PM >>>  
This form was sent at: 4-Mar-2016 12:31 PM

NAME: ROGER LEVESQUE

ORGANIZATION:

PHONE: [REDACTED]

EMAIL [REDACTED]

COMMENTS1: THE MALEY DRIVE EXTENSION IS WHAT WE NEED FOR SUDBURY

**March 18<sup>th</sup> 2016:** This submission is being made solely as a citizen of the City of Greater Sudbury and includes this document in the form of a suggested motion as an alternative to a motion recommending approval of the Maley Drive Extension Project, and also two attachments including letter to the provincial ministers of Environment and Climate Change and Natural Resources and Forestry concerning environmental issues related to of species at risk and valuable wetland areas. John Lindsay – [REDACTED]

**Maley Drive Extension Project Deferral Motion: City Council - March 22<sup>nd</sup> 2016.**

**Moved by Councillor \_\_\_\_\_ and seconded by Councillor \_\_\_\_\_**

**Whereas:** it has been determined that the present plans for the Maley Drive Extension differ from those originally developed and based on assumptions and situational evidence that could be considered not relevant to the current realities, fiscal and otherwise, including no reasoned need for new road construction for several decades and previous Lasalle congestion now largely abated by improvements to the Paris/Lasalle intersection.

**And Whereas,** it has not been definitively determined what process was followed with respect to applications to undertake, and funding requests, related to the present nature of the project and if amendments were provided with rational and fulsome cost benefit analysis from **objective sources** not involved with the project;

**And Whereas,** the amount of mine haulage traffic has decreased since the original proposal and is not expected to increase in the future and this traffic now accounts for only a small fraction of all traffic on LaSalle Blvd, most of which takes place at off peak traffic hours and there is no **fully independently sourced** rational for other stated benefits.

**And Whereas,** the currently proposed phase one of the extension project will not provide the relief and benefit outcomes suggested until phase two is completed, a serious overlooked consideration;

**And Whereas,** less than half of the municipal one third share for phase one is available and no money has been made available for phase two estimated at \$70 million dollars or for the eventual ring road extension to highway 17 at a further undisclosed amount;

**And Whereas,** there has been no indication that any potential cost overrun, maintenance or replacement costs for phase one will be supported by the two senior levels of government and no indication of any support for phase two or the ring road component;

**And Whereas,** the municipality is considering obtaining special **environmental relief orders to destroy** threatened species habitat in the junction creek watershed through which the project will be constructed;

**And Whereas,** any construction employment involved in road work for the Maley Drive Extension project will not involve a variety of particularly skilled labour, unlike that would be employed in other infrastructure projects such as affordable housing or a sports, arts, or convention centre project providing more long term economic and social benefit and it is likely that not all economic benefit will be accrued within the community;

**Therefore, Be It Resolved** that Council defer at this time the Maley Drive Extension Project as there is recognized concern, besides environmental, as to the overall benefit to the community and that the resulting short and long term costs could place additional financial burden on a municipality currently experiencing low growth and reduced assessment and revenue with no indication of future improvement, and if following abandonment of this endeavor the provincial and federal governments be petitioned to allocate committed or other funds, upon city application, to projects of identified better value for community improvement.

## Maley Drive Extension: Too Good to be True

The expression "too good to be true" is generally applied to dubious investment schemes and this appears to be the case with respect to the Maley Drive Extension Project and particularly with regards to the projected returns the community will see in the future according to the claims of the Mayor and other supporters of the project. When looking at any investment a number of factors need to be taken into consideration and satisfactory answers supplied before any money committed.

We are told that this investment will bring good returns in the future. The fact is the future is here now and it does not look all that promising. Regardless of provincial and federal money for the project our contribution is significant and the question needs to be asked will there be a real return on our investment or will we be more likely to lose money as is more often the case with these "too good to be true" schemes..

The assertion that money will be spent with no impact on other projects and no increase in taxes needs to be verified. As the city former Auditor General we would expect that the Mayor can support these claims with real figures and not just assurances that all is well- trust us and be happy. Due diligence needs to be exercised by our council and satisfactory answers to questions like those below before any of our citizens money is committed, now and in the future, to this project. Like with many investments it is best not to act in haste and regret later.

John Lindsay:

The city's one third share of the project is approx \$27 million - about \$17 will be needed to make up our current shortfall, as we only have about \$10.5 million saved, according to media reports. Where will this come from - reserves or be borrowed or come from money set aside for other projects?

Supplementary: Hemson Consulting Ltd. says the city share will likely be in excess of \$41 million. Where will the extra \$24 plus million come from reserves, borrowed or come from money that could be used for other projects?

Will the Federal and Provincial Governments fund any cost overruns?

Many if not most of the benefits for the project include the second phase priced at \$70 million plus - who will pay for this work and when and where will the money come from?

Why need for a four lane road way with only about 15,000 (generous estimated volume directed from other arteries) vehicles per day on the new road - why not just two lanes (with roundabouts) and for the whole route for less money?

With more mines closing than coming on line why the projected need for any new roadways to serve the mining industry?

Some people want other projects such as a new arena, or library etc. - will Maley preclude these or where will the city get money for these projects, reserves or borrow?

With city assessment in decline, lower provincial transfer payments higher unemployment etc. how much will taxes increase to pay for the new road, present infrastructure repair and new "heritage" projects etc?

Will Mayor withdraw his March 22nd motion for Maley approval until a full evaluation of the submitted material (deadline March 18th)

Will all the submitted material be available for viewing (on the internet) with response by staff?

March 17, 2016

To:

**The Honorable Glen Murray, Ontario Minister of the Environment and Climate Change**

And

**The Honorable Bill Mauro, Ontario Minister of Natural Resources and Forestry**

Re: **The Maley Drive Extension and Widening Project in the City of Greater Sudbury and Consideration of the Presence of Species at Risk**

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This letter is with regards to the "Maley Drive Extension Class Environmental Assessment" prepared by Marshall Macklin Monaghan for the Region of Sudbury, dated October, 1995, and the "Maley Drive Extension / Lasalle Boulevard Widening Municipal Class EA Addendum" prepared by Earth Tech (Canada) Inc. for the City of Greater Sudbury, dated May 15, 2008, and the City's recent application to the Ministry of Natural Resources and Forestry for Overall Benefit Permits related to species at risk habitat located in or in close proximity to the proposed Maley Drive Extension corridor.

The 1995 Class EA and the 2008 Addendum both assessed the presence of species at risk habitat within areas which might be impacted by the construction and/or presence of the proposed Maley Drive Extension in the City of Greater Sudbury. Both the 1995 EA and the 2008 Addendum did not identify any potential impacts on the habitat of species at risk.

Prior to a recent public input meeting with regards to the proposed Maley Drive Extension, the City of Greater Sudbury revealed that it has been aware of the presence of species at risk habitat either within or in close proximity to the proposed Maley Drive corridor, and specifically in a location several hundred metres to the west of the existing intersection of Maley Drive and Barrydowne Road. To quote from section 10.2 of the city March 1st 2016 Maley Drive Extension and Widening Project Report "Assessments were done in 2013 and 2014 and it was determined that the section of the Maley Drive Extension from 400 metres east of Notre Dame Avenue to Barry Downe Road is habitat for both Whip-poorwills and Blanding's turtles. This area is undisturbed and naturally wooded with areas of wetlands.

The City also indicated in this same document that it is currently working with the Ministry of Natural Resources and Forestry to obtain an Overall Benefit Permit or permits to address the presence of species at risk habitat.

#### **Species At Risk Habitat Impacted by the Maley Drive Extension and Widening Project**

The absence of information pertaining to species at risk habitat from both the 1995 Class EA was critical at that time in determining the ultimate, preferred route of what became the Maley Drive Extension. Had the 1995 EA determined the presence of species at risk along the proposed corridor, it may have recommended a different route or transportation alternative to what has now become the Maley Drive Extension. Certainly, all alternatives would have been evaluated with consideration of the presence of species at risk. Unfortunately, due to the findings of the 1995 EA, concerns

related to species at risk did not form a part of the then Region of Sudbury's decision to move forward with the preferred route for Maley Drive.

The absence of information pertaining to species at risk in the 2008 Class EA Addendum led to the City of Greater Sudbury not to identify concerns with regards to species at risk habitat in the proposed Maley Drive corridor at that time. Had the 2008 Class EA Addendum identified the presence of species at risk habitat in the corridor, it is conceivable that the Class EA Addendum may have recommended a new municipal class environmental assessment which included an analysis of transportation alternatives and routes.

At this time, impacts on species at risk habitat within or in close proximity to the proposed Maley Drive Extension and Widening project has not been assessed by the City of Greater Sudbury through any environmental assessment process.

### **Ministry of Environment and Climate Change's "Code of Practice" and Changed Environmental Conditions**

The Ministry of Environment and Climate Change's "Code of Practice" for "Preparing, Reviewing and Using Class Environmental Assessments in Ontario" indicates in Section 6.2.10, "Changing a Project After the Planning Process is Complete", in the "Lapse of Time" subsection that,

*"There may be instances where a proponent may not implement a project for some time (for example, **five years**) after the project planning process is complete. The end of the project planning process in this context is defined as either the end of the review period after the Notice of Completion is issued (no Part II Order requests), or the Minister or delegate denies a Part II Order request. The proponent should provide in the class environmental assessment a **procedure** for proponents to follow in these cases. When a lapse of time has occurred (exact time should be defined in the class environmental assessment), the proponent **must** review the project to ensure that no changes are required. Changes could be required to the project because, for example, **the environmental conditions have changed**, and the impact management measures are no longer valued. There could also **be new government policies or standards** or new engineering technologies. The results of the review of the project should be documented."* (pages 84 & 85, "Code of Practice: Class Environmental Assessments")

Neither the 1995 Class EA or the 2008 Addendum set out a time period for lapsing. The 2008 Addendum does, however, refer to a 5 year period for the lapsing of the 1995 Class EA (page 10). Despite the City of Greater Sudbury having acknowledged that the 1995 Class EA had "lapsed" after 5 years, it nevertheless proceeded with a simple addendum to a lapsed document in 2008. By not returning and evaluating the Maley Drive Extension through a new municipal class environmental assessment process, the City continued to rely on the socio-economic assumptions and preferred route option identified in the 1995 Class EA.

The 2008 Addendum does not provide a procedure for proponents to changing a project after the planning process is complete, despite the Code of Practice's recommendation. It does, however, acknowledge that the 1995 Class EA indicated that, *"The Class EA states that any significant modification to the project **or change in the environmental setting for the project**, which occurs after the filing of the ESR [Environmental Study Report], shall be reviewed by the proponent and an addendum to the ESR written."*

With regards to the 2008 EA Addendum, the absence of a defined procedure for changing a project after a planning process is complete creates a significant degree of uncertainty with regards to what might trigger the need to change a class EA, and how those changes should be addressed through the class EA process. However, both the MOECC's Code of Practice and the 1995 municipal class EA are helpful in this circumstance, as both suggest that when the environmental conditions of a project have changed, the project should be reviewed and documented. Additionally, the MOECC's Code of Practice indicates that and where new government policy and standards have come into existence, changes should be addressed.



With the identification in 2013 of the presence of species at risk habitat in or within close proximity to the Maley Drive Extension corridor, the City of Greater Sudbury should have undertaken a review of the Maley Drive Extension and Widening project in accordance with the Ministry of Environment and Climate Change's Code of Practice, and in accordance with the former Region of Sudbury's 1995 Class EA, despite the lack of guidance to do so provided in the 2008 EA Addendum. This change in environmental conditions from the time of the completion of the 1995 and 2008 class EA documents should have been a trigger for the City to undertake a new municipal class environmental assessment (or at the very least to provide for an additional Addendum – however, a further Addendum to the 1995 Class EA may be problematic for the City further to the reasons that I cite below, related to species at risk, and the requirement for an assessment of alternatives).

Again, at this time, the City of Greater Sudbury has not considered the impacts of the Maley Drive Extension and Widening project on species at risk habitat within or in close proximity to the proposed Maley corridor through any environmental assessment process.

### **The Endangered Species Act and Overall Benefit Permits**

As you know, the Endangered Species Act was enacted by the Province in 2007. This legislation provides for the protection of biological diversity in the Province of Ontario as it applies to threatened and endangered species. It prohibits the harm and harassment of protected species, and the damage or destruction of their habitat. An overall benefit permit may be required to perform an activity not otherwise allowed under the Endangered Species Act (source: "Species at risk overall benefit permits," the Province of Ontario: <https://www.ontario.ca/page/species-risk-overall-benefit-permits>). One of the activities provided by way of an example on this webpage is "*building a highway through the habitat*" of a species at risk.

One of the requirements for receipt of an overall benefit permit is that, "*reasonable alternatives have been considered, including alternatives that would not adversely affect the species, and the best alternative has been chosen.*" The above-referenced webpage goes on to provide additional information the requirement for alternatives, and indicates:

*"Requirement: consider reasonable alternatives*

***You will need to show the Ministry of Natural Resources that you have considered reasonable alternatives to your activity.***

*Alternative approaches to your activity include:*

- ***changing the location of the activity***
- *using alternative methods, equipment or technical designs*
- *changing the timing of the activity to avoid times when the species is there or is most sensitive to disturbance*
- *changing the geographic scale, duration and/or frequency of the potential adverse effects*
- *adding or changing approaches and timing of site restoration or rehabilitation after the activity is done*

*When considering reasonable alternatives to your activity, you must:*

- ***consider at least one alternative that would completely avoid any adverse effects on species at risk***
- ***identify alternatives that you considered but did not think were reasonable because of biological, technical, social or economic limitations***

- *explain why the approach you have chosen is the best alternative*" (source: "Species at risk overall benefit permits," the Province of Ontario: <https://www.ontario.ca/page/species-risk-overall-benefit-permits>)

With respect to the City of Greater Sudbury's application to the Minister of Natural Resources for an overall benefit permit related to species at risk habitat in or within close proximity to the Maley Drive Extension corridor, there has been no evaluation of alternatives at this time with regards to changing the location of the activity. The last time that the location of the proposed Maley Drive Extension was evaluated with regards to alternatives was through the municipal class environmental assessment prepared by Marshall Macklin Monaghan in 1995, which the City indicates had lapsed 5 years after its creation. Since then, there has been no evaluation of alternatives to the location of the proposed corridor.

Without a new environmental assessment undertaken now to consider the change in environmental circumstances represented by the presence of species at risk habitat within or in close proximity to the Maley Drive Extension corridor, it is premature to conclude that the City of Greater Sudbury's application for an overall benefit permit is necessary or desirable.

### **Request to the Minister of Environment to Require of the City of Greater Sudbury an Environmental Assessment for the Maley Drive Extension Project**

I respectfully submit to the Minister of Environment and Climate Change that the presence of species at risk habitat within or in close proximity to the Maley Drive Extension corridor should require the City of Greater Sudbury to complete a new municipal class environmental assessment which examines alternative transportation options and, if necessary, alternative routes for the Extension. Such an undertaking should be prepared in accordance with up-to-date class environmental assessment processes and procedures, and be in keeping with the Ministry's Code of Practice.

Further, the assessment should be based on up-to-date socio-economic circumstances, including the use of alternative transportation infrastructure options and traffic demand management to achieve desired transportation results. I urge the Minister to make it known to the City of Greater Sudbury that due to the presence of species at risk habitat within or in close proximity to the proposed Maley Drive Extension corridor, that the City cannot rely on the findings of the 1995 municipal class environmental assessment and the 2008 EA addendum to proceed with the construction of the Maley Drive Extension and Widening project.

### **Request to the Minister of Natural Resources and Forestry to Defer Making a Decision on the City of Greater Sudbury's Application for an Overall Benefit Permit until the Completion of an Environmental Assessment for the Maley Drive Extension Project**

Until such a time that a new class environmental assessment, which examines and assesses alternatives, has been prepared in accordance with MOECC environmental assessment legislation, I submit to the Minister of Natural Resources and Forestry that it will be premature to determine the need for an overall benefit permit, and respectfully urge the Minister to defer the issuance of an overall benefit permit until a new class environmental assessment has been prepared.

### **Protecting Species at Risk**

The protection of the habitat of threatened and endangered species is a shared responsibility between municipal governments and the Province of Ontario. While I understand that processes exist to allow for the destruction or impairment of specific habitat in some circumstances through the issuance of overall benefit permits, the use of these permits should only be considered as a **last resort option after all reasonable alternatives have been considered by a project proponent**. The City of Greater Sudbury has not considered all reasonable alternatives to the current proposed

route of the Maley Drive Extension since 1995. In absence of this consideration, moving forward with the project at this time does not appear to be contemplated by either the Province's environmental assessment legislation or the overall benefit permit process under the Endangered Species Act.

Ministers, please intervene in the City of Greater Sudbury's environmental planning processes as I have submitted above, and require an environmental assessment of the City of Greater Sudbury's proposed Maley Drive Extension and Widening project, specifically but not limited to species at risk as the project would involve destruction of sensitive wetlands in the area and have serious negative implication on the health of junction creek which as the major waterway way through the city, and with considerable citizen involvement within the past several years, has experienced a significant degree of restoration.

I would appreciate a response to this letter after your careful consideration of my requests. Please copy me on any correspondence provided to the City of Greater Sudbury with respect to my requests.

Sincerely,

A handwritten signature in cursive script that reads "John R. Lindsay". The signature is written in dark ink and is positioned above the typed name.

John R. Lindsay

A large black rectangular redaction box covering several lines of text.

cc. Caroline Hallsworth, Clerk, the City of Greater Sudbury

**Date:** 3/18/2016 8:58 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 7:37 PM >>>  
This form was sent at: 17-Mar-2016 7:37 PM

NAME: Al Lockhart

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: After 25 + years of talking about this stupid project it's time to take the plans out behind the barn and shoot them. Yes scrap the entire idea. No city council has ever voted in favour of this, there must be a reason. As I drive around this city on our so called roads I can't imagine how any Councillor in their right mind could support spending 14 million (apparently in politician math that is 1/3 of 80 million Hmmmmm) on a new road when it is painfully obvious that this cities staff can't even begin to maintain the roads we have. In fairness to visitors to our city we should post signs at every entry to Sudbury advising travelers where they can get tire and suspension repairs. So here is what we should do Rebuild Lorne St which is currently just about un- driveable, rebuild Regent st from Algonquin to Paris and Paris to just past the Beer store, Notre Dame from Kathleen to Lasalle, Large sections of the Kingsway, RR80 from the Whitson River Bridge to Dominion drive and of course RR35 from Azilda to Chelmsford needs to be 4 lanes. I'm sure there are dozens of other projects that the 12 million could go along way to moving along and the city should work with the Provincial and federal Governments to help secure funding for these repairs. Now if we do start getting some work done for God's sake hire contractors who will start a job and keep at it until it's done. I was shocked to see how long it took to redo the intersection of RR80 And Main St. Val Caron, the contractor would work for a week vanish for 2 show up for a week vanish for 3 and so on, why do city staff tolerate this? I had high hopes for this council and the new mayor but so far it looks like just more of the same.

**Date:** 3/15/2016 8:47 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/14/2016 11:17 PM >>>  
This form was sent at: 14-Mar-2016 11:17 PM

NAME: Glen Long

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Please, do not waste money on Maley Drive. Let Xstrata pay for it if they need it. There are so many other projects that the money can be spent on. We have a crumbling infra structure that needs money. Let's fix our main arteries and keep the big slurry trucks off LaSalle Blvd. Let's fix Durham and Elm Street...they are a disgrace

**Date:** 3/7/2016 9:56 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 4:41 PM >>>  
This form was sent at: 4-Mar-2016 4:41 PM

NAME: Annie Lou

ORGANIZATION:

PHONE: [REDACTED]

EMAIL:

COMMENTS1: I believe that it is a great idea. How ever our city is known for construction on our main roads every year. We need to come up with a solution that does not affect the flow of traffic to much. What about night road construction instead of during the day. It would be so efficient for our city to have road work completed during the night. This way daily commutes will not be affected tremendously like they are now. Also I am not complete sure this will smooth out traffic on those roads. I also know we need work to be completed on so many of our Sudbury roads, many have not been touch in decades making them dangerous to drive on.

**Date:** 3/7/2016 10:03 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/6/2016 10:38 AM >>>  
This form was sent at: 6-Mar-2016 10:38 AM

NAME: Michael McGregor

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: We are totally in favour of the Maley Drive extension. Lasalle is too congested and dangerous for everyone. There is an accident on Lasalle just about every day. It is very unsafe. This is a must.

**Date:** 3/7/2016 9:56 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 2:46 PM >>>  
This form was sent at: 4-Mar-2016 2:46 PM

NAME: Andrew Mackie  
ORGANIZATION:  
PHONE [REDACTED]  
EMAIL [REDACTED]

COMMENTS1: I do see mention of any improvements at the intersection of Froad Road and Municipal Road 35. I travel this road daily and the widening of this road from 2 lanes to 4 during phase 2 does not seem to include the installation of a round about or ramp system. I think the round about indicated in phase 1 at the end of the Lasalle extension would be better positioned at the intersection of Froad and Municipal Road 35. A simple traffic light at the this intersection will not suffice with the proposed highway upgrades and would be a big missing in this project that would cause continued traffic issues in the future. Please consider upgrading this intersection along with either phase 1 or 2 of this project.

Regards,  
Andrew



**Date:** 3/7/2016 9:59 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 2:21 PM >>>  
This form was sent at: 5-Mar-2016 2:21 PM

NAME: Daniel Mainville  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: I think before we start building new roads in our greater city we should start a fixing the ones that we have maintaining from winter to spring  
At the moment our roads are falling apart they're not properly maintain , the outskirts of the greater city of Sudbury are paying the price

**Date:** 3/4/2016 12:59 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 2:09 PM >>>  
This form was sent at: 3-Mar-2016 2:09 PM

NAME: Linda Makela

ORGANIZATION:

PHONE: [REDACTED]

EMAIL [REDACTED]

COMMENTS1: I've been in favour of Maley all along because I want a faster way to get to New Sudbury Centre. HOWEVER If the Barrydowne extension would be prioritized and get done, I would be satisfied.

# MANITOULIN TRANSPORT

## Maley Drive Comments Form

The Maley Drive Extension is a construction project which is expected to provide short-, medium-, and long-term benefits to residents, businesses, and industry. The project is eligible for a three-way cost sharing partnership with senior levels of government.

Phase One of the project will extend LaSalle Boulevard West (near Collège Boréal) to Barry Downe Road. An existing section of Maley Drive, between Barry Downe Road and Falconbridge Highway, will be rehabilitated to complete the project. The cost for Phase One is \$80.1 million. The City has more than \$12.2 million in a designated account to permit an immediate start to construction. The Province of Ontario has already committed its one-third share, contingent on a federal announcement.

21

**If you are in support of the Maley Drive extension please sign your name below.**

| Name (Print) | Signature | Phone Number | Email |
|--------------|-----------|--------------|-------|
|              | / /       |              |       |

PETITION SIGNED BY 21 RESIDENTS

**Date:** 3/18/2016 8:57 AM  
**Subject:** Fwd: Our submission to the Maley Drive Public Input File  
**Attachments:** Marcoux Maley Submission.pdf

A

>>> Jacques & Nicole Marcoux <[REDACTED]> 3/17/2016 5:16 PM >>>  
March 17, 2016

Mrs. Caroline Hallsworth, City Clerk, City of Greater Sudbury

We, as citizens of the City of Greater Sudbury, wish to express our concerns regarding the Maley Drive Extension Project. The enclosed document is our submission to the Maley Drive Public Input file.

Thank you.

Jacques & Nicole Marcoux



March 17th

Mayor Bigger and Councillors,

We oppose the current Maley Drive Extension project as proposed by the City of Greater Sudbury. We strongly feel that the opinions and views of all the residents of Greater Sudbury matter and need to be taken into consideration instead of being ignored and discounted.

We have viewed the City of Greater Sudbury’s proposal and we did attend the March 1<sup>st</sup>, 2016 Public Input Session concerning the Maley Drive Extension. We were appalled at the way the meeting had been set up. Mr. Cecutti was granted at least one hour to present the City’s proposal and the rest of the speakers were only given 10 minutes for their presentations.

It would have been fair if all the speakers had been given the time that they needed for their presentations as all of them were worth listening to. Other than Mr. Cecutti and one other person, the rest of the speakers all opposed the Maley Drive Extension and gave valid reasons as to why it was not a good idea for the City of Greater Sudbury to proceed with the Maley Drive Extension. What can be said about the Public Input Session?

The process we witnessed on March 1<sup>st</sup> was not a democratic process. At the end of the meeting, we left the Council Chamber disappointed, saddened and appalled at what we had witnessed. This is definitely not what we expected from our new Mayor and Councillors.

The proposed Maley northern bypass will be built in sections close to residential areas. The southern bypass was not built in such a manner. Why should residents in this area have to put up with a bypass in their backyards or their front yards (as there are some houses north of Maley Drive. We don’t need another four lane highway in this area.

For discussion sake, if the City was to go ahead with this project which we hope that it does not, the residents close to Maley Drive have already asked if a sound barrier would be put up to reduce the noise pollution and the residents were told that there would be no sound barrier. The residents close to Maley Drive will still have to put up with GHG emissions and so will the rest of the City.

We do not remember when, or if ever, the City actually did a count of the number of vehicles that travel on Maley Drive, on Lasalle Blvd, on the Kingsway or on any road within the City. We are frequent travellers and we have not seen any device in recent years to do an actual count of the current traffic volume. There is no major congestion on Lasalle Blvd and most of the time, the road has few vehicles travelling on it. There are less mining trucks than before.

The representative from the Chamber of Commerce stated that “The City of Greater Sudbury has invested significantly in maintaining Maley Drive in a construction ready state”. At present, Maley Drive is not in a construction ready state. Can we recommend that you check it out for yourself? Previous councillors always told the residents that there was no money to fix Maley

Drive or any other road within our City. Due to the lack of maintenance of the present Maley Drive road, the road now needs to be torn up and it needs to be rebuilt completely to stop the homes in the vicinity from shaking every time a truck travels along Maley Drive. We fully understand and support that the current Maley Drive road from Falconbridge road to Barrydowne road does need to be rebuilt completely but we oppose the extension of Maley Drive beyond the Barrydowne intersection.

The financing for the Maley project is to come from the 3 levels of governments: Municipal, Provincial and Federal. Well, no matter where the money comes from, we are talking about everyone's tax dollars. We, the taxpayers would be paying for a project with so little value to the residents of Greater Sudbury and one of the main reason why we oppose such a huge spending for a project of so little value, but ongoing expense. We believe that our resources could be much better spent in other projects of greater value so that all residents in Greater Sudbury would benefit and make use of. Let's look at all the citizens' concerns before proceeding. That would be the only fair course of action for our Mayor and Councillors and this is what we expect from them.

Our infrastructure is falling apart in the City of Greater Sudbury and our tax dollars should be spent on rebuilding, fixing the existing roads and fixing our water mains and sewage system as these too are falling apart. We are responsible residents and we would support the Mayor and Councillors if it was to decide to fix all of the existing roads before building another road that we won't be able to pay for its construction, maintain or fix it. There is no money to fix the our present roads councillors have told us.

We, the residents of Greater Sudbury feel that the City of Greater Sudbury has not made available to the public all of the material for a full complete, objective review and is not making all citizen observations available in a transparent manner and is planning to approve the project before considering all public input.

In the past, one Councillor told us that the City had no choice but to approve the Maley Drive Extension as the Mining giants wanted that road to be extended and since the Mining giants gave a lot of money to the City of Greater Sudbury, the City of Greater Sudbury is obliged to back them up and to get the Maley Drive Extension done. We say that if the Mining giants want a northern bypass, let them build one away from any residential area of Greater Sudbury.

We have had people tell us that our City should be renamed the *City of Greater Patchwork Designs* as most of our roads are in dire need of repairs.

There is a lot of wetlands in the proposed area where the City plans to build the northern bypass. There is little or no consideration for the natural flora and fauna in that part of our City! Conservation and preservation of natural habitats and of endangered species are important issues to us and we would think and hope that our Mayor and Councillors wish to preserve our natural and restored natural resources.

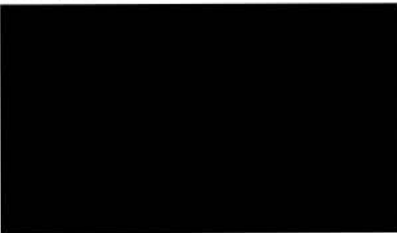
Recently, we viewed the presentation by Mr. Tom Price. This is an excellent presentation showing why the Maley Drive extension is not a good idea for the City of Greater Sudbury. We agree 100% with Mr. Tom Price's presentation.

There are many other alternatives that the residents of Greater Sudbury have suggested. We believe that in the future any new road work is to be considered extending Barrydowne northward and building the northern bypass further north and away from any residential area is a much better alternative and one that we would support fully.

Rather than be in such an apparent rush for approval why not take the time to fully examine all of the citizens' concerns. It is best not to act in haste and regret later.

Thank you.

Jacques & Nicole Marcoux



cc Caroline Hallsworth, City Clerk

**Date:** 3/4/2016 1:01 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 7:48 PM >>>  
This form was sent at: 3-Mar-2016 7:48 PM

NAME: C. Marion  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: I feel that the City should focus on the upkeep of the roads that we have in the City before building a new road. Also, the City should pressure the provincial government to recieve a larger portion of the mining taxes. Also, in order to stabilize revenue, the property taxes for the mines should be reevaluated. An aggregate tax should be considered, like quarries.



**Date:** 3/4/2016 1:10 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 1:09 PM >>>  
This form was sent at: 4-Mar-2016 1:09 PM

NAME: Len marion

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I am totally against this extension on Barrydown . It makes no sense to cause more road disruption and traffic on Lasalle. The entrance at Cambrian college and the medical clinic from Barrydown would be greatly affected. I would be in favour of the alternate proposed plan .

**Date:** 3/18/2016 12:03 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 11:56 AM >>>  
This form was sent at: 18-Mar-2016 11:56 AM

NAME: Brian Marsh  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: Our Council were elected in part to be the financial stewards of our City. On our Council we have Chartered Accountants and Financial Planners who should be completely comfortable with reading reports. I ask that our Council then respond to the KPMG Report which was delivered to Council in 2012 with dire warnings for the funding gaps in our Capital and Operational Infrastructure budgets. The previous Council chose to ignore the recommendations of the KPMG Report and it appears this Council is prepared to ignore them as well. The question is begged how can this Council reconcile the plan and costs to construct Maley Drive with the consequences of ignoring the shortfall in our Infrastructure funding?

I am including part of the executive summary of that KPMG Report.

<https://www.greatersudbury.ca/linkservid/58E514A6-EFD4-2DEE-5A5F8B943C6CA40A/showMeta/0/>

"With a total area of over 3,600 square kilometres, the City of Greater Sudbury (the "City") and its predecessor municipalities have invested heavily in the municipal road network and related infrastructure. Overall, the City maintains approximately 3,600 lane kilometres of roadways, the equivalent of a single lane highway connecting Greater Sudbury to the US-Mexican border at El Paso, Texas. Total spending on the City's road network during 2012 (operating and capital) is expected to amount to \$75 million, representing the largest single expense item for the City and accounting for 13% of the total municipal budget. The significance of the municipal road network is also demonstrated by the investment in the underlying infrastructure. With a historical cost of \$1.1 billion and estimated replacement cost of \$3.0 billion, the municipal road network represents the largest single asset class for the City for the City.

With the implementation of accounting for tangible capital assets, municipalities, including the City, have a better understanding of the cost and investment requirements associated with their infrastructure, allowing for enhanced planning for the funding and rehabilitation of key infrastructure components. The City has already introduced sustainable capital asset management for its water and wastewater services, increasing the amount of capital funding in response to impending needs. This financial plan outlines a similar strategy for the City's road network.

Prepared in conjunction with staff from the City's Infrastructure and Financial Services Divisions, the financial plan for roads is intended to address a growing infrastructure and operational deficit, one that

manifests itself through an increasing deterioration of the City's road network. In 2012, the City will spend approximately \$35 million on capital expenditures for roads, compared to the estimated \$75 million that it is required to invest in order to maintain the road network at the recommended standard. The gap between actual and required spending has resulted in an immediate roads infrastructure deficit of approximately \$700 million, with a further \$570 million to be required on existing infrastructure over the next ten years. In addition, new infrastructure requirements arising from growth amount to a further \$241 million.

The financial plan recognizes that the magnitude of the roads infrastructure deficit cannot be addressed in a short timeframe. Rather, the financial plan considers a ten year phase-in period during which the City will increase funding for capital purposes by \$7 million per year each year to deal with the infrastructure shortfall, with an additional \$4 million invested in summer roads maintenance over five years. The increase in financial resources contemplated under the financial plan will allow the City to reduce its maintenance cycle from the current 83 years to approximately 40 years, which is a much closer reflection of the useful life of the road network.

While the City intends to continue its efforts to secure support from senior levels of government for reinvestment in its roads network, the financial plan anticipates that, in the absence of senior government assistance, the City would be required to increase the municipal levy by 3.3% to 3.5% each year over the next ten years to fund its operating and capital requirements associated with the roads."

Some members of Council have provided facts that are completely at odds with the KPMG Report in 2012. Mayor Bigger has stated that \$80 million spent annually on OPERATING and CAPITAL Infrastructure is sufficient to maintain our infrastructure whereas the KPMG report observed in 2012 that \$75 million on operating and Capital infrastructure replacement was not.

The Mayor suggests \$180,000 annually to maintain the Maley extension is sufficient for the 25 years; when in fact the \$180,000 is the winter snow plow budget. Our Mayor proposes to provide little or no maintenance of this new road. I remind Council that we are currently underfunding the maintenance of our existing roads as per the KPMG recommendations. Our Mayor and some Councillors advocate benefits from Phase 1 that will never be fully available until ALL of Maley is complete - Phase 1 and Phase 2 (Greater Sudbury Cost Benefit Analysis)

We have not yet finalized our Transportation Master Plan. Maley Drive is a significant part of that plan. We have Councillors already wishing to modify Maley Drive. Council have not yet considered the cost and immediate impact Maley Drive will have on Barrydowne Road South to Lasalle. Nor have Council contemplated the immediate impact to Montrose or Lansing Avenue. We even have a Councillor suggesting that Maley Drive include Barrydowne north to the Valley. Yet Barrydowne extension is not even contemplated in the draft Transportation Master Plan. Why are some Councillors spreading confusion and mistruths.

The question is therefore begged why approve a project which is clearly part of the Transportation Master Plan.

I remind Council they are stewards of our infrastructure and our taxes. The 2016 Greater Sudbury Capital Infrastructure Budget is :

(2016) \$41,372,997

(2017) \$37,758,174

(2018) \$38,752,830

(2019) \$39,294,300

(2020) \$39,846,165

I repeat the KPMG recommendation "The gap between actual and required spending has resulted in an immediate roads infrastructure deficit of approximately \$700 million, with a further \$570 million to be required on existing infrastructure over the next ten years. In addition, new infrastructure requirements arising from growth amount to a further \$241 million." KPMG recommend the Capital budget be \$75 million.

I ask Council to defeat Mayor Biggers Motion to support Maley Drive. The Federal Government have leaked that the Federal Budget will provide substantial funding for Municipalities to deal with EXISTING infrastructure debt. Council should at the very least wait until we know the details of the Federal Budget.

Sincerely

Brian Marsh

**From:** Owner [REDACTED]  
**To:** <mayor@greatersudbury.ca>  
**Date:** 3/15/2016 8:16 AM  
**Subject:** maley

I support you 100% —funding like this will probably never come again- The economic benefits will be felt short term & long term

Dr. A.W. Martin  
DC, PhD, RNCP, DNM

Join my newsletter at [martinclinic.com](http://martinclinic.com)

**Date:** 3/4/2016 12:58 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 12:33 PM >>>  
This form was sent at: 3-Mar-2016 12:33 PM

NAME: Denis Martin

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Hello I am all for the maley drive extention. Thanks you Denis

**Date:** 3/8/2016 4:27 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 4:12 PM >>>  
This form was sent at: 8-Mar-2016 4:12 PM

NAME: Ericka martin

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I support the maley drive extension! Please follow through.

**Date:** 3/8/2016 4:26 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 4:12 PM >>>  
This form was sent at: 8-Mar-2016 4:12 PM

NAME: Tony martin

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Get it done. The current malley drive is a disaster. Traffic on lasalle is loaded with big transports. I support the new project.