

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 9:37 AM >>>  
This form was sent at: 18-Mar-2016 9:37 AM

NAME: O.E.Ramakko

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: It makes no sense to me to consider an expansion of the existing road network (Maley Dr.) when existing roads are all in need of restoration. Instead, the funds the City has set aside for Maley should be directed to resurfacing existing roads.

The benefits for Maley suggested by staff and the Mayor are suspect.

The analysis doesn't look at the alternatives, such as restoring existing roads. What "time travel savings" would result if we didn't have to crawl along existing pothole-strewn roads? What's the impact on the existing road network when we have to spend more each year to maintain Maley? In 5 years or so, Maley will need to be resurfaced, putting even more pressure on existing roads that need repairs now.

Can you tell taxpayers how many existing roads you could improve with the funds you intend to spend on Maley? If you have the courage to put that comparison on the Table, your decision would be very easy.

It just doesn't make sense to build Maley.

Please vote NO!

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/14/2016 8:20 PM >>>  
This form was sent at: 14-Mar-2016 8:20 PM

NAME: Carrie Regenstreif

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I am very much against the Maley Drive Extension because the cost is much too high for the minimal benefits that will result. This project may have made when it was conceived, but it would be irresponsible to proceed with such an expensive project when Sudbury's population is no longer growing. I would much rather see my tax dollars spent on improving public transportation than on a project and/or on repairs/improvements to roads that are already in place. Just because we might "lose" provincial and federal money available for this project is no reason to go spending my tax dollars on what the next generation will surely be cursing as a White Elephant. Not only will it be ridiculously expensive to build, but it will be be ridiculously expensive to maintain, in a city that already has trouble maintaining existing roads. IT MAKES NO SENSE (unless you are a real estate developer hoping to build homes near it).

## Maley Drive

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**From:** "Rico Rinaldi - [REDACTED]"  
**To:** "Mayor" <Mayor@greatersudbury.ca>  
**Date:** 3/18/2016 9:21 AM  
**Subject:** RE: Maley Drive

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Hi Anne,

Yes that is not a problem.

Thank you for the reply.

Rico

Rico Rinaldi  
[REDACTED]

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**From:** Mayor [Mayor@greatersudbury.ca]  
**Sent:** Friday, March 18, 2016 8:40 AM  
**To:** Rico Rinaldi - Mid City Mazda  
**Subject:** Re: Maley Drive

Hello Mr. Rinaldi:

Thank you for your support. With your permission we would like to send your support letter to our clerks department.

Please advise

Anne Size  
Office of the Mayor

>>> "Rico Rinaldi - Mid City Mazda" <[REDACTED]> 3/17/2016 6:06 PM >>>  
Mayor Bigger,

Just a short note to thank you for the leadership position you have taken in regards to Maley Drive. While I have a vested interest both professionally and personally in the project albeit somewhat indirect I certainly believe that proceeding is the right direction for today but more importantly for tomorrow and the future of our community. I have noticed how some media outlets have repetitively misrepresented opinion as a news piece and have expressed my thoughts on the validity of such reporting.

As a third generation lifelong resident of Greater Sudbury and a local business person it is greatly appreciated that your vision includes growth and development so that the next generation has an opportunity to call our fair City home as well.

Thank you and if there is anything I can do to assist now or in the future do not hesitate to contact me.

Sincerely,

Rico

Rico Rinaldi



**Date:** 3/15/2016 8:48 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/14/2016 5:36 PM >>>  
This form was sent at: 14-Mar-2016 5:36 PM

NAME: Dr. David Robinson  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: I am an economist. I would like to point out that several of the economic justifications for proceeding with the Maley Drive Extension given in the Mayors motion are false:

- 1) The construction will not create more jobs than any other proposed project of the same size, and therefor job creation is not a virtue of this particular project. It will not create any permanent jobs but it will increase taxes.
- 2) the traffic reduction claimed is over-stated
- 3) the costs are seriously understated
- 4) the cost-benefit analysis submitted to council is not of professional standard and is erroneous. It does not demonstrate that the project provides a sufficiently large benefit to drivers through reduced travel times resulting in a positive economic benefit;
- 5) The federal government would be willing to support any project put forward, not simply Maley Drive.
- 6) many other projects would improve mobility and safety more for less money.

This project will eventually cost each man, woman and child in Sudbury approximately \$1000. It is not possible that the benefits justify the expenditure and the benefits are not fairly shared across the community. This is not an economically sound project.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Date:** 3/18/2016 2:12 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 1:59 PM >>>  
This form was sent at: 18-Mar-2016 1:59 PM

NAME: Lawrence Romanko

ORGANIZATION:

PHONE: [REDACTED]

EMAIL [REDACTED]

COMMENTS1: Greetings Mayor Bigger and Members of Greater Sudbury City Council,

As I see it, our most urgent need for major infrastructure investment is the strategic replacement of our deteriorated water and sewer system and major rebuilding of our existing roads. Reportedly, our water system is so precarious that 30% of the potable water we produce is lost through leakage and broken pipes. That means that for every \$100 we taxpayers pay for our water, \$30 is literally and figuratively poured down the drain! This is unconscionable wastage of a precious resource and our money. In addition, this water in the soil has the potential to undermine the road bed above and to magnify the damage done in our annual freeze/thaw cycle. Has Council calculated the cost to the taxpayers of this neglect over the years? And more significantly, what will be the cost if this neglect continues?

An integrated program of replacing our aged water and sewer lines followed the re-building of the roads should provide as many, if not more jobs than the Maley Extension project and significantly reduce the costly wastage of water.

Another benefit of this program is that when the infrastructure funds from the Federal, provincial and our funds are spent, we have the option of halting the project and continuing when more funds are available. The Maley project requires us to assume the cost overruns which will put us deeper into debt.

I consider Phase 1 of the Maley project an expensive redundancy that will siphon funds from more essential projects as I have outlined above. It seems that the main traffic flow will be from the Garson-Falconbridge corridor, traffic which is presently absorbed by the LaSalle and Kingsway routes. Now I use both LaSalle and the Kingsway at different times of the day and I find that even at peak traffic times, the traffic moves reasonably well. The only time, barring accidents, that there is gridlock is when some portion of the road is blocked by construction such as repairing broken water lines.

In closing, I have read the expected benefits of this project for we, the citizens and I find that is all they are, "great expectations". They are speculations and should be treated as such. One estimation that I find missing is the estimated added cost of the Maley Extension to our budget for road repair and snow removal. Please take that into consideration in your deliberations. Thank you for your consideration,

Respectfully,  
Lawrence Romanko

**Date:** 3/9/2016 2:20 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 5:01 PM >>>  
This form was sent at: 8-Mar-2016 5:01 PM

NAME: Zachary Sarlo

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: The Maley Drive is very much needed, and an over due upgrade to the city of Sudbury!



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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 6:41 PM >>>  
This form was sent at: 4-Mar-2016 6:41 PM

NAME: David Satchwill  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: That this much overdue project is even being questioned is insane. This project is an absolute necessity for the sustainable future of this city. We are in desperate need of an additional east west corridor through the city. Enough discussion. Build the road!!

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 6:41 PM >>>  
This form was sent at: 17-Mar-2016 6:41 PM

NAME: Gerard Sauve

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I am for the Maley project. It is desperately needed. my house is on Falconbridge Road and it shakes and rattles every time a mining truck goes by.

**Maley Drive Comments Form**

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**Date:** 3/18/2016 8:58 AM

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

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>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 11:43 PM >>>

This form was sent at: 17-Mar-2016 11:43 PM

NAME: Suzanne savoie

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: This has been discussed for several years and I endorse this project fully. We live close to Marley Drive and it is to be noted it is in great need of repair. Our main arteries seem moe more congested and it would also benefit many who could use the route decongesting the other arteries. It would help many from Garson and even for those going to Cambrian. Yes a lot money but if we wait it will just be more in the long end.

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/3/2016 9:13 PM >>>  
This form was sent at: 3-Mar-2016 9:13 PM

NAME: J. Scott  
ORGANIZATION:  
PHONE:  
EMAIL: [REDACTED]

COMMENTS1: Maley Drive Extension is an absolute no brainer - get this done!

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 8:02 PM >>>  
This form was sent at: 15-Mar-2016 8:02 PM

NAME: Mark Size

ORGANIZATION: [REDACTED]

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I have been a truck driver in this area for over 35 years and I have seen good times and bad, I have traveled these roads lots. There always seems to be a problem with getting here and there. I am for the Maley Drive extension, the big trucks do not want to travel the two routes kingsway and Lasalle but right now we have no other way. Keep it going so it meets up with the 17 bypass and have Day Transport make there new driveway come out at the Froad light and close the 144 access so know else gets killed. A big yes to Maley Dr. Let this be the Mayor and council who look to the future and start Sudbury on the road to Prosperity.

**Maley Drive Comments Form**

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**Date:** 3/11/2016 1:57 PM

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

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>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/11/2016 12:12 PM >>>

This form was sent at: 11-Mar-2016 12:12 PM

NAME: Daniel Spadafore

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Dear city staff and council, as a homeowner/taxpayer of this great city I believe that we are in no position to be building new roads such as Maley drive extension. I understand the benefit of building it but I don't believe we have the tax base to maintain another long stretch of road. I don't believe it's necessary, I think using the 12.2 million to maintain our existing roads and infrastructure is a much wiser idea. We simply cannot afford this stretch of road which will benefit a fraction of the population and businesses in the city. I already cringe when I see how much I pay in property taxes and the steady increases which are associated with them. Please focus your attention on controlling costs and keeping taxes low for our citizens instead of foolishly spending it on things we don't need or can't afford to maintain.

Thank you,

Daniel Spadafore

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 12:15 PM >>>  
This form was sent at: 4-Mar-2016 12:14 PM

NAME: Spencer  
ORGANIZATION: confidential  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: I say scrap the Maley Drive Project, and we need to invest in more money for our infrastructure since it's getting older, and there's more water pipe breaks, not only that the condition of our current existing roads like Notre Dame Avenue from Burger King down to the taxation centre should be grinded down and resurfaced and not just do patch work. The other thing is to invest in more money in snow plowing side roads a lot quicker during snow storms. The response time is horrible and I live in new Sudbury, sometimes there's 20 cm's of snow on the side street before it's plowed and there's suppose to be at least 8 cm before plowing. This isn't great for ambulances if there's ever an emergency, and for people who have to go to work, not only that at the end of our street they don't plow the entire end of the street, they lift there blade up to early, and my next door neighbor can't get out of his driveway. Furthermore, snow removal of the snowbanks on sidewalks, they are so high this year and it's hard for cars pulling out to see other cars passing buy. I say scrap the project since there's other pressing concerns that we need to focus on before investing into the Maley Drive project. Not only that our province is in a huge debt right now so it wouldn't be good for the province as well, and this way the money could be spent on improving the cost of providing electricity and upgrading the equipment since it's needed. Take that 12.1 million and invest in our city in the above areas. Thanks for your time and consideration. Have a great day. Oh yes we need to stop and try to avoid increasing taxes, not only that we need to find more better ways to reduce energy costs in government buildings by means of controlling lighting and heating expenses, and the number of staff members needed in certain areas in order to place a hold on increasing taxes or increasing them very little.



# 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: JOHN STEWART  
 Organization (if applicable): \_\_\_\_\_  
 Daytime telephone: \_\_\_\_\_  
 Email: \_\_\_\_\_

Comments/Suggestions: *The Maley extension is a bad idea. The city is unable to look after what we have. I refer to the load of snow reports & the conditions of the existing roads & other things that are neglected. This is just an ego trip for the Mayor of Council. I am sure more problems will be built making service in the outlying areas even worse, also the destruction of a wide area very important to the environment. Please come up with something better & less obstructive.*

*\*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.**

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

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.

*John Stewart*  
 \_\_\_\_\_  
 Signature

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



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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/15/2016 12:27 AM >>>  
This form was sent at: 15-Mar-2016 12:27 AM

NAME: Diane Suski

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Please do not proceed with Maley Drive, current infrastructure needs are more important.

**Date:** 3/18/2016 2:12 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 2:03 PM >>>  
This form was sent at: 18-Mar-2016 2:03 PM

NAME: Diane and Jack Suski

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Please defer or vote against the Bigger motion in favour or waiting for both the federal and provincial budget.

**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 12:34 PM

NAME: sylvain  
ORGANIZATION:  
PHONE:  
EMAIL:  
COMMENTS1: Do not agree with Maley Drive extension

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 9:26 AM >>>  
This form was sent at: 17-Mar-2016 9:26 AM

NAME: Dennis Tagliabracci  
ORGANIZATION:  
PHONE: [REDACTED]  
EMAIL: [REDACTED]

COMMENTS1: I'm against the Maley extension. I'm for extending Barrydowne north to Notre Dame. I'd like council to list the property owners along the proposed route and their relationship to the city and council. I'd like the stated purpose of this massive project to be reiterated publicly. I'd like to see an independent, thorough review of the project done highlighting its impact upon traffic flow and expansion. Thank you.

**Maley Drive Comments Form**

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**Date:** 3/18/2016 3:54 PM

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

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>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/18/2016 3:00 PM >>>

This form was sent at: 18-Mar-2016 2:59 PM

NAME: Jim Thompon

ORGANIZATION: Retired

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: As a former Chair of the Greater Sudbury Chamber of Commerce and a former member of the Board of the Greater Sudbury Development Corporation, I am well aware of the decades of discussion regarding this project. Over the years, its pros and cons have been debated thoroughly and, in the opinion of most, it is a worthwhile project which will assist with the future growth of this community. Now that funding for this massive project is finally possible, let's get on with it for goodness sake!

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**Mailey Drive**

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**Date:** 3/2/2016 9:21 AM  
**Subject:** Fwd: Re: Mailey Drive

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>>> Charles Tossell <[REDACTED]>/1/2016 9:21 PM >>>  
Here's my input:

At the end of the day I'm going to be happy and satisfied at what occurs.

Financially, a lot of people appears to be against it.

What could 27 million dollars on our municipal part do.

It could of meant improving Sunday bus schedule into Saturday bus schedule for 27 years at approx 1 million dollars a year.

It could of meant installing a guaranteed proper bus shelter at every single bus stops, all 1450 of them.

It could of meant Offering more supportive housing units for those with low IQ levels who may need support workers.

It could of meant build more regular housing units for housing the homeless and really make downtown more fun.

That said, I'm also in full favour of it.

I'm quite frankly fed up with the dirty filthy mining trucks driving along LaSalle, there's been numerous times where I've been splashed on by spring melt off puddles that wouldn't go down the drain. At one point I had dirty filthy puddle end up into my mouth last spring 2015.

Transit riders on LaSalle are not too keen of these annoying trucks.

These mining trucks are a nuisance and an eye sore to new sudbury.

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Date: 3/8/2016 11:44 AM  
Subject: Fwd: Maley Drive extension

>>> Fred Twilley [REDACTED] 3/7/2016 1:57 PM >>>  
To Whom It May Concern:

This is in response to the invitation to submit written responses regarding the Maley extension. This is a copy of my letter to Tony Cecutti.

Dear Tony Cecutti;

Many managers in business insist on at least two alternatives in order to evaluate a project. In looking for one I was directed to a power point presentation on the rail yard relocation. The service road for the suggested rail yard relocation would run from the near the end of O'Neil Dr. to HWY144 close to the first exit to Azilda. This is different than the alternate route you showed in your presentation. The terrain for this route is good for road construction. A man with Imagine Sudbury actually walked this route. It is longer than the Maley extension but it would not require the widening of Lasalle between College Boreal and HWY144.

This road way would be a far shorter route for trucks and cars travelling between the northern east and west parts of the city. Since Barry Downe is to be extended, this will be a preferred route for access to Cambrian College and the shopping complexes at Lassale and the Kingsway. Vehicles coming from west of the city would likely use the north-west bypass then HWY144 then this alternative to access the same areas. In total I believe that this route would divert more traffic from Lasalle than the Maley extension. This route does not require rail yard relocation to be superior to present plans.

The Maley extension will divert traffic away from Lassale and the Kingsway but it recombines that traffic, including heavy trucks, to a two lane road that already is heavily used. Six lanes will be merged into two until that part of phase two is complete which could take many years and still merges six lanes into four. This extension stops due north of city hall and thus does not completely divert traffic past the city. Why buy a 20 foot ladder if you need a 24 foot ladder regardless of cost savings.

The Maley Drive extension will go through important wetlands critical to flood avoidance along junction creek. A four lane road along the proposed route will destroy a large proportion of them. Catchment basins or ponds to compensate would have to have least 50% as much area as the roadway including banks and even then they would not function as well or replace the habitat for the species at risk. When the development south of Felix-Ricard Public School was proposed the plan was for a pond of a volume to compensate for part of the volume of lost wetlands. Because the area was a lot smaller more depth was required to make up the volume. However, a lot of that pond would full of water prior to a heavy melt or rain even and hence of little value in preventing floods. When the Princess Auto building was constructed I predicted it would flood. I could not understand why city experts did not insist that the floor be raised 20-40cm. I did not express my concerns to the right people then. This time I am.

It surprises me why we need a four lane road. The south-west, north-west, and south-east bypasses are still mostly two lanes.

With our changing climate we can only expect worse flooding events. One tornado in 1970

changed building codes in Sudbury. How many floods will it take to bring about change? Many lives have already been disrupted in communities like Nickeldale and the Mountain St. area.

Fred Twilley





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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/17/2016 6:26 PM >>>  
This form was sent at: 17-Mar-2016 6:26 PM

NAME: Walter  
ORGANIZATION:  
PHONE:  
EMAIL: [REDACTED]

COMMENTS1: NO NO NO NO

Wake up get those brain cells working, you cannot maintain the roads we have now. Why build another road you cannot maintain.

Secondly if you want to build this road let the mines and Day construction pay for it because they are the ones that will use it and destroy it.



Junction Creek Stewardship Committee Inc.  
30 Ste. Anne Road, #B4  
Sudbury, Ontario, P3C 5E1  
T: 705-525-8736 F: 705-674-7939  
E: info@junctioncreek.com  
W: www.junctioncreek.com

Comité d'intendance du ruisseau Junction  
30 Rue Ste. Anne, #B4  
Sudbury, Ontario, P3C 5E1  
T: 705-525-8736 F: 705-674-7939  
E: info@junctioncreek.com  
W: www.junctioncreek.com

March 18, 2016

Tony Cecutti, General Manager of Infrastructure  
City of Greater Sudbury  
200 Brady St.  
Sudbury, ON P3A 5P3

Submitted via clerks@greatersudbury.ca

Dear Mr. Cecutti,

**RE: Maley Drive Extension Project – Comments submitted as part of the public consultation process**

We thank you for the opportunity to provide comments regarding the Maley Drive Extension Project proposed by the City of Greater Sudbury. Phase 1 of this project will cross 3 of the 5 main tributaries of Junction Creek (Garson, Maley, Flood) and will impact wetlands within the Junction Creek watershed. Given the relatively large impact of this project on the Junction Creek watershed we would like to submit the following comments for consideration in project design and implementation.

1. We propose that the discovery of Species at Risk habitat, including that of whip-poor-will and Blanding's turtles, within the footprint of the road (identified in section 10.2 of the Maley Drive Extension – Phase 1 Business Case Report, February 2016), as well as the relatively new legislation protecting the habitat of Blanding's turtles specifically (under the ESA, effective 2013), should be strongly considered in weighing the costs of this project, and should in fact trigger an amendment or revision to the Municipal Class EA.
2. Habitat loss is a significant cause of turtle population declines in Ontario. The habitat description provided under section 10.2 of the business plan suggests little use of this area by Species at Risk and is misleading. The proposed roadway will impact a significant amount of wetlands, potential Blanding's turtle habitat, particularly at the intersection of Maley Drive and Barrydowne Road, but also wetlands west of this intersection. We suggest that the round-about be removed from the plans and replaced with a traffic light to minimize the road footprint in the sensitive marsh wetland.
3. Road collisions are another significant cause of turtle mortality. Mitigation measures such as properly designed culverts and properly designed wildlife fencing must be installed to increase the connectivity of remaining wetlands and decrease the risk of road mortalities. Road ecologists and herpetologists must be involved in the design, installation and monitoring of these mitigation measures to ensure their effectiveness.



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E: info@junctioncreek.com  
W: www.junctioncreek.com

4. The business case proposes an overall decrease in carbon emissions due to time savings to drivers and this is equated to 65,000 tree seedlings growing for 10 years. There is no mention of the number of trees that will be removed as part of this project, both broad leafed and narrow leafed trees and shrubs, and their estimated annual carbon sequestration. Given that the trees removed for road construction are larger trees, their carbon capture rates would be higher than those of seedlings. Furthermore, a significant amount of wetlands, which are recognized for their carbon storage capacity, will be filled for road construction.
5. The entire Maley Extension falls within the Junction Creek watershed and crosses three main tributaries or streams, and many associated wetlands. We are concerned about the latent negative impacts of this roadway that will decrease water quality and habitat quality in Junction Creek. These include:
  - a. Increased road salt
  - b. Sedimentation of wetlands
  - c. Increased sedimentation of streams
6. The loss of wetlands and, to a lesser extent, greenspace within the footprint of the road will impact landowners, infrastructure, and stream ecosystems downstream. By replacing these natural assets with a hard surface the water retention capacity of the impacted area will be lost. This will increase the frequency and intensity of flooding as well as drought events. Equivalent water retention capacity and wetland habitat should be constructed within the immediate area of the watershed to replace these functions.
7. Proposed re-surfacing of the eastern portion of Maley Drive during Phase 1 of this project, and road widening of this area during Phase 2, has the potential of impacting brook trout habitat, particularly in the Garson branch of Junction Creek. Contractors must be directed to employ appropriate mitigation measures to minimize impacts on the stream, and timing windows for cold water streams should be followed at all stream crossings. The City of Greater Sudbury must ensure that proper mitigation practices are in place and are being adhered to.
8. Habitat fragmentation is recognized as a significant stressor to stream ecosystems, in particular to fish populations. Culverts at stream crossings must be designed in such a way to convey water even during low water flows (installed deep enough), and must be large enough to allow the accumulation of substrate within the culvert to facilitate culvert crossing by fish species (oversize design).
9. The construction of the Maley Drive Extension increases the probability of future development along this new roadway. This development will increase the amount of impermeable surfaces, decrease water quality in Junction Creek, increase the propensity for flooding and drought events, etc. Furthermore, development will cause increases in driving time and other issues



Junction Creek Stewardship Committee Inc.  
30 Ste. Anne Road, #B4  
Sudbury, Ontario, P3C 5E1  
T: 705-525-8736 F: 705-674-7939  
E: [info@junctioncreek.com](mailto:info@junctioncreek.com)  
W: [www.junctioncreek.com](http://www.junctioncreek.com)

Comité d'intendance du ruisseau Junction  
30 Rue Ste. Anne, #B4  
Sudbury, Ontario, P3C 5E1  
T: 705-525-8736 F: 705-674-7939  
E: [info@junctioncreek.com](mailto:info@junctioncreek.com)  
W: [www.junctioncreek.com](http://www.junctioncreek.com)

already experienced on Lasalle Boulevard, which this project aims to mitigate. What measures will be put in place to prevent development or mitigate the impacts of development?

We request the opportunity to further discuss these comments and concerns, and contribute our expertise to project planning and implementation.

Sincerely,

Sarah Woods, Research Manager  
On behalf of the Junction Creek Stewardship Committee

cc. Allison Merla, JCSC Co-Chair  
Rachelle Niemela, JCSC Co-Chair  
Paula Worton, JCSC Co-Chair  
Shannon Dennie, JCSC Restoration Manager

**Date:** 3/11/2016 10:08 AM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/11/2016 10:00 AM >>>  
This form was sent at: 11-Mar-2016 10:00 AM

NAME: Garth Wunsch

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Attended a very interesting presentation by Mr. Tom Price and Dr. David Robinson yesterday. It appears pretty clear to me that there is little net benefit to proceeding with Maley Drive extension. Thirteen options were presented, and most any six of them could be completed for the cost of the Maley project. Maley may have been a logical undertaking at one time, but it seems no longer the best place to spend our limited resources.

I am very concerned that once we commit so much mooney to this new project that we wont't have enough capital to undertake the other much needed work.

Lorne street is a mess and RR 55 has been patched in fits and starts. The earliest repairs at the eat end arena in need of rebuild, and the west end , east of RR 24 has not been addressed. It is worse than a cow path.

Building new infrastructure for a shrinking population (and tax base) seems to be a lose-lose situation. We can't adequately fund what needs doing now, so please do not proceed with Maley.

Contrary to what Mr. Cecutti said at the March 1 meeting, federal and provincial funding will still be available for other projects. It may take a bit longer to obtain it all, but many projects in the city have been studied ad nauseum, so they must also be as "shovel ready" as Maley.

**Date:** 3/8/2016 3:53 PM  
**Subject:** Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/8/2016 2:25 PM >>>  
This form was sent at: 8-Mar-2016 2:25 PM

NAME: Dave Wylie

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: I watched the community input meeting for Maley Drive extension on March 1st and was not impressed with the city's presentation.

It appears the city has a problem with giving Tom Price the information he needed for his presentation so he could update it his presentation and having an equal time to present after been told everyone would have the same time .

After reviewing the project file on the city web site I could find not anywhere where it told me how much my taxes would be going up, but I did find a lot of errors.

First the city has never had a project completed on time and budget. The web site said that 50 percent of the ore mined in Ontario goes across this road, (how and where did you get this information)? Has anyone ever seen 1 ore truck per minute on Lasalle ? ( that is equal to the 1,500 trucks using the extension).

How did you ever arrive at 780 jobs been created? (do you how big of a parking lot it would take just for them to park)? If you have a crew of 10 people doing the line painting and they work for 5 days do you count that as 10 jobs created or is it counted as 1 man year of work created? I would guess it depends on how want to spin the job creation, the correct number should be about 100 jobs for 4 or 5 years.

You put in the savings after the project is completed in time and fuel but forget to mention the delays and the cost during the construction just in the traffic delays for traffic from the Valley. ( Did we forget the nightmare with the Lasalle, Notre Dame intersection and the road work on MR80 at main street, which took 2 years for a small job and the traffic delays even when there was no work being done)?

It was pointed out at the input meeting that the GHG caused by this project would take about 80 years for the savings to be equal.

If this unrequired road goes ahead what is the cost of maintaining it? How much will Taxes go up to pay for this project?

It takes between 8 and 11 minutes to go from one end of Lasalle to the other end depending on the time of day and how you hit the traffic lights, the extension will save about how much time and at what cost? It is very seldom if ever that when a light changes you are not able to move ahead with the traffic.

I think we would like councillors to know the difference between A WANT AND NEED. This project is someone's want and is not required. What we need is the existing roads repaired,

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/2/2016 7:23 PM >>>  
This form was sent at: 2-Mar-2016 7:23 PM

NAME:  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: I don't understand how in one breath Council says that we do not have the funds to properly care for the roads that we have , then propose to create yet more roads . It's great that the province is offering to partially fund this expansion but financially , I don't think we can afford the upkeep.



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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/4/2016 7:30 PM >>>  
This form was sent at: 4-Mar-2016 7:30 PM

NAME:  
ORGANIZATION:  
PHONE:  
EMAIL:

COMMENTS1: I'm somewhat on the fence about this project.

I question if it will benefit Sudbury as a whole or just residents at the north end of our city along with the trucking industry.

I live in New Sudbury and I can't think of a single reason why I would use that road. It will no doubt be torn up to pieces from the heavy loads and why would I want to travel with ginormous trucks throwing stones at my car windshield while flying down the road. I question how often the police will be able to monitor it. Are they stretched enough already? I travel up and down Lasalle several times a day and most trucks pass me. I actually have never witnessed a truck pulled over on Lasalle by the police for speeding or running a red light. I don't think they have the manpower. Other drivers are guilty of this too, however, if a truck travelling at high speeds is involved in a collision it is often much worse. Can our city afford the costly snow plowing and regular maintenance of the large pot holes these trucks will make? We are struggling now to maintain the roads we presently have.

If I were planning new roads I would place an east-west road to connect the middle of Barrydowne with the middle of Notre-Dame. Secondly, a north-south road going from the middle of Lasalle straight through to the Kingsway. As our infrastructure stands now we have to circumference all around to get from one main artery to another. There is much room for improvement. I'm not sure if this is feasible or not but just an idea to be considered. I know I would use them often. It would also be a more central project benefitting more residents.

Let's look at the bigger picture here. The one most important thing we can do I feel is to continue pressing the Provincial government to begin plans to four lane highway 17. The 17 bypass was built in the eighties and not a single extra kilometre has been added to continue this stretch to Espanola. The east end of our city heading to Ottawa should be started as well at least to North Bay. This alone would boost our city with attracting new business and enhancing tourism and safety too. Our city should be joining with other northern cities and fighting hard to get this bigger infrastructure project started. As it stands now there are only longterm plans to begin many years away from now. I would rather invest our millions of dollars in partnering with the Provincial government on that project instead. There is just no comparison on the benefits of improving the network of highways to our city verses building another road at the north end of our city for mostly trucks to travel on.

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 10:44 AM >>>  
This form was sent at: 5-Mar-2016 10:44 AM

NAME:

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: After 40 yrs of hearing about Maley drive ... now finally getting some funding...only one thing can be said "SHIT OR GET OFF THE POT"

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 1:45 PM >>>  
This form was sent at: 5-Mar-2016 1:45 PM

NAME:

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: I question if this project will benefit Sudbury as a whole or just residents at the north end of our city along with the trucking industry.

I live in New Sudbury and I can't think of a single reason why I would use this proposed road. It will no doubt be torn up to pieces in no time from the heavily loaded trucks. Also, why would I want to travel alongside enormous trucks throwing stones and debris at my car windshield ?

Can our city afford the costly snow plowing and regular maintenance of the large pot holes these trucks will make ? Will there be extra police manpower to keep it safe, or is that department stretched enough as it is? Are we not struggling now to maintain the roads we presently have?

If I were planning new roads I would place an east -west road to connect some middle point of Barrydowne Rd. with the middle of Notre- Dame . Secondly, a north -south road going from the middle of Lasalle straight through to the Kingsway. As our infrastructure stands now we have to navigate a large circumference all around to get from one main artery to another. There is much room for improvement. I'm not sure if this is feasible or too late perhaps but just an idea to be considered. Has this been examined before? I'm confident these two routes would be used by many more Sudburians than the Maley Drive proposal.

I'm all for the plans on improving the Lasalle extension especially near College Boreal as it is a terrible driving experience. That whole stretch needs to be re-surfaced and widened past the College to beyond Froot Rd. Commuters on route to Chelmsford etc. or to highway 17 west should have a pleasant and safe drive . Lorne street which leads us in and out of our city needs upgrading too.

Looking at the bigger picture here ( I know a little off topic but since we are discussing roads ), I feel the most important task we can do is to continue pressing the Provincial government to begin plans to four lane highway 17. The 17 West bypass was built in the eighties and not a single extra kilometre has been added to continue this stretch to Espanola . Our city should be joining with other communities and fighting hard to get this bigger infrastructure project to four lane Highway 17 started. As it stands now there are only longterm plans far away in the future to begin this project. They are concentrating efforts on highway 69 but that is only one of the many entrances to our city. Sudbury will benefit most from improving this network of highway to the east and west of our city. In my opinion this should be our main focus along with enhancing the roads we have now .

In conclusion, if new roads are built ensure they serve the majority of Sudburians and get the most usage. Should our goal be to direct people away from the center hub and main roads in town and keep them on the outskirts? How does this help our businesses? We should be doing the opposite of that. I don't care for the trucks in the middle of town but I must say I find the truck drivers are the most courteous of all drivers in our city. They have a difficult job for sure and Maley would no doubt make their jobs easier but I feel it just is not enough reason to justify spending millions of dollars on. In addition the roundabouts that are in the plans can be quite intimidating not just for our senior drivers . There is a learning curve and I was confused at first when I tried navigating one in North Bay. We need to consider how drivers will react to these major changes . Watch out for an increase in accidents!

Finally, our community leaders should partner with other cities in our corridors to work with the government on highway 17 expanding to 4 lanes for reasons of safety, reduced travel time, tourism, increasing business opportunities and growth for our city.

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

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 3/5/2016 10:30 PM >>>  
This form was sent at: 5-Mar-2016 10:30 PM

NAME:  
ORGANIZATION:  
PHONE:  
EMAIL:  
COMMENTS1: SHUT IT DOWN!

There is no need for this road, traffic in the city is not busy, there is no need to have 2 roads when only 1 is needed. With the current volume of traffic even busy roads like Lasalle are never at a standstill during rush hours. We cannot maintain the roads we currently have so how will we maintain this new road. Money should be spent repairing and repaving current "main artery" routes and not spent creating a new road that is not needed. HOW WILL IT REDUCE TRUCK TRAFFIC? NO ONE IS ENFORCING TRUCKS TO TAKE THIS ROUTE. From a business perspective and mathematical point of view you are doubling costs by adding another road way, but you are not doubling revenue so how will it be paid for. Essentially the traffic on Lasalle will be split onto the two roads but most likely people will stick to Lasalle as Maley Drive is out of the way.

**DO NOT WASTE TAX PAYER MONEY!**