

**PUBLIC INPUT & INFORMATION SESSION
MALEY DRIVE
TUESDAY MARCH 1, 2016**

WRITTEN SUBMISSIONS AS OF FEBRUARY 17, 2016

NO.	NAME and/or ORGANIZATION
1	Antonioni, John
2	Brian (Sliede)
3	Cedric
4	Dreger, Karl
5	Hugli, Wayne
6	Lindsay, John (Friendly to Seniors)
7	Maurice, Christine and Richard
8	Tessier, Ron

WRITTEN SUBMISSIONS AS OF FEBRUARY 22, 2016

9	Archibald, Mike (stopmaleydrive.ca)
10	Barrett, Daniel (Rainbow Routes Association)
11	Bray, Bonnie
12	Desmeules, D.
13	Heiti, Stephen
14	Kesek, Angele
15	Marsh, Brian
16	May, Steve
17	O'Neill, Allen
18	Tossell, Charles

Maley Drive Comments Form

From: clerks

Date: 2/10/2016 9:31 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/9/2016 8:51 PM >>>

This form was sent at: 9-Feb-2016 8:51 PM

NAME: John Antonioni

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: An assessment of primary users of this route must be undertaken and primary Industrial users of this route should be responsible for paying a significant percentage of build cost. We all know that this project is really for diversion of mine ore trucks away from central arterial roadways. This, at a time when mining operations are relocating significant portions of their operations sub-surface in order to dodge municipal taxation.

Maley Drive Comments Form

From: clerks

Date: 2/16/2016 3:45 PM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/16/2016 11:56 AM >>>

This form was sent at: 16-Feb-2016 11:56 AM

NAME: Brian

ORGANIZATION: Sliede

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: Why are we spending money on a new road, that is clearly optional, when we cannot maintain the roads that we have. I do not see this road benefitting very many people. I go to Garson regularly and do not see a situation when I would use this road. I understand that the project will be funded partially by the province, but they are in debt and running deficits.

Maley Drive Comments Form

From: clerks

Date: 2/11/2016 11:10 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/10/2016 5:26 PM >>>

This form was sent at: 10-Feb-2016 5:26 PM

NAME: Cedric

ORGANIZATION:

PHONE:

EMAIL:

COMMENTS1: Please make this happen! It is important to the future of Sudbury.

Fwd: Maley Drive Comments Form

From: clerks

Date: 2/10/2016 9:30 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/9/2016 5:46 PM >>>

This form was sent at: 9-Feb-2016 5:46 PM

NAME: Karl Dreger

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: Do it for god's sake. Every minute of delay and consultation increases the cost of the extension exponentially. Just do it!

Fwd: Maley Drive Comments Form

From: clerks

Date: 2/10/2016 9:30 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/9/2016 7:50 PM >>>

This form was sent at: 9-Feb-2016 7:50 PM

NAME: Wayne Hugli

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: As a retired person in Garson who currently uses Maley Drive to travel to New Sudbury on a regular basis, I look forward to the planned upgrade to that road. I also look forward to being able to avoid travelling on Lasalle Blvd. when driving to Val Caron and Hanmer, or to Chelmsford and Azilda once the extension to Notre Dame Avenue is completed. This roadwork has been needed for many years. The ability to access provincial and federal funding at this time should make it easy to decide to go ahead with the project.

Re: Maley Drive Comments Form

To: clerks
Date: 2/17/2016 8:58 AM
Subject: Re: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/11/2016 11:33 AM >>>

Click to add a signature

This form was sent at: 11-Feb-2016 11:33 AM

NAME: John Lindsay
ORGANIZATION: Friendly to Seniors - Sudbury
PHONE: [REDACTED]
EMAIL: [REDACTED]
PRESENTATION: on
COMMENTS1: The submission below is reference material to accompany my oral presentation.

Maley Myths: Popular Misconceptions – Fact Sheet:

What exactly is the Maley Drive "Extension" Project? While a city roads priority for decades many citizens have little knowledge as to what the proposal actually involves. Is the road now actually needed? What will be the real costs for the project and what other worthwhile endeavors might be sacrificed such as repair and maintenance of present infrastructure or other capital projects of greater value to the community and its residents without significant borrowing and/or increasing taxes? Like an ancient story there are many myths that will be examined in detail for a better understanding of all the factors that deserve to be revealed for full disclosure.

Myth One: Maley Drive is a road north to the "valley" area – specifically Hanmer from Barrydowne Road.

Fact: The Maley Drive extension runs east and west and not north – an extension north would be another entirely different project. Maley Drive provides little benefit to those in the north and virtually no benefit whatsoever to those in the southern portions of the city. The mining industry will benefit to some extent, but will not contribute to the cost of the road, only taxpayers will pay for the roads construction and ongoing maintenance and eventual replacement. Note: The provincial government does not allow municipalities to charge tolls for road usage.

Myth Two: Maley Drive is to be a perimeter "ring road" similar to the southern bypass.

Fact: There are no current plans to make Maley Drive a northern perimeter bypass "ring road" which would link Highway 17 East and Elm Street to the West and to Highway 144. That would require a new roadway from the Maley Drive, Falconbridge Road intersection to the highway 17th southwest bypass intersection

near Coniston which is not part of the current plan and due to the distance and topography would be expensive. The total present estimated cost to create a northern "ring road" as part of the Maley Drive extension could likely be in excess of \$200 million of which the city might well have to pay most of the cost.

Myth Three: The Maley Extension will be a four lane highway with roundabouts large enough to accommodate mining vehicles.

Fact: Only a portion identified as phase one will be four lanes, unlike what was originally planned and shown on city videos and maps. This first part of the project at a projected cost of over \$80 million, shared with the province and possibly the federal government, will be four lanes from the present Barrydowne Road, Maley Drive intersection westward to around College Borel on Lasalle Blvd. The present Maley Drive would remain two lanes, perhaps resurfaced, but not upgraded to four lanes as part of "phase two" until some future date at an estimated cost of \$70 million dollars which is at present unfunded by any level of govt. Any cost overruns are most likely to be the responsibility of the municipality as will upkeep and replacement

Myth Five: Money is available now in the city budget for the city portion of the first phase.

Fact: Less than half of the city's contribution of almost \$27 million required to match promised provincial and yet to be announced federal contribution. With a budget allocation of just over two million dollars a year it will be around another six years before the city portion is available unless the city borrows in some manner, takes money from reserves, or raises taxes. While there can be a case made to borrow money it should be only for projects of real need and long term benefit otherwise it is waste of taxpayer dollars present and future.

MYTH Six: Maley Drive is or will take most of the area mine haulage traffic:

Fact: Mine haul material from the south rim, north rim or west end will never see Maley Drive, The ore from these mining areas will either be shipped to Clarabelle Mill (Copper Cliff), Strathcona Mill (Levack) or a mill in Timmins. For all three cases using the proposed Maley Drive would add a significant cost burden to mining operations. Mine haul material from the east rim is currently being shipped to Strathcona Mill (Levack) and the most efficient route for that is through the Valley. Money to be spent on Maley might better be allocated to other area mine haulage roads if it is the city intent to provide better road conditions for the mining sector.

Myth Four: Maley Drive will open up needed land for development

Fact: According to the planning dept the city already has enough building lots for decades into the future throughout the city and intensification will likely reduce the need for these properties even further

Myth Eight: This project will "boost" our economy, providing jobs and related benefits.

Fact: Road building is long term negative contributor to the community only employing limited skills during the construction period and adding little value going forward as compared to construction of social meaningful developments such as sporting, arts or convention facilities or providing social housing for low income earners.

Myth Nine: The city can do Maley Drive and other city projects within budget and has done a thorough cost/benefit study. .

Fact: Unless borrowing, raising taxes or taking from reserves this cannot be done. A study was done by a consulting firm (AECOM) paid for by the city using data supporting the project, supplied by the city and not independently verified, and which "makes no guarantees with respect to the report, the information or any part thereof". There is nothing in the report which would indicate the return on investment for other projects the city could undertake which a fully independent cost/benefit study would show.

Myth Ten: Maley Drive will provide an overall long term benefit to the city:

Fact: Any benefits if any will be short term and only for those in road construction and possibly mining, land speculation and development. Initial cost and cost overruns and on going maintenance and replacement will have a detrimental effect on local taxpayers and preclude other possible projects of greater value without borrowing and/or increasing taxes as our present assessment base is not growing and revenues from all sources decreasing.

Recommendation: As the project has changed in nature and scope from what originally conceived it is incumbent on the present council to conduct a full review in the most transparent and accountable manner with input from all quarters including those with specific relevant knowledge and the general public. This is essential to determine the validity of proceeding with this endeavor that could have far reaching economic and social consequences for our community.

This fact sheet prepared by Friendly to Seniors – Sudbury. More information on the web at www.friendlytoseniors.ca.

Fwd: Maley Drive Comments Form

From: clerks

Date: 2/10/2016 9:40 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/10/2016 9:38 AM >>>

This form was sent at: 10-Feb-2016 9:38 AM

NAME: Christine and Richard Maurice

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: We have lived in Val Caron/Hanmer since 1970. The Valley has become a very popular residential and business area, and continues to grow. The growing numbers of people needing access to many parts of the Greater City make it essential that changes are made to our roads system. The Maley Drive project is essential to improving access and we very much approve of it. Thank you.

Fwd: Maley Road Extension

From: clerks

Date: 2/16/2016 3:45 PM

Subject: Fwd: Maley Road Extension

>>> Ron Tessier [REDACTED] 2/16/2016 1:37 PM >>>

Re;

Maley Road Extension,

Please be notified that the proposed Maley Road Extension project is projected to extend over land located at the corner of Barrydown road and Maley drive registered as PCL 3782 .

As such the road will extend over property on which we own the mineral rights.

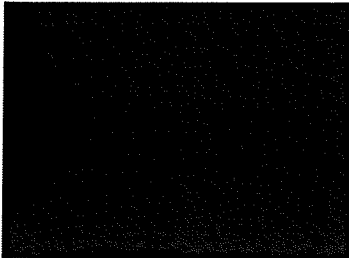
The property was obtained under threat of expropriation due to potential flooding by the Maley Dam Project on or about 1965. The settlement price was in due consideration that we would maintain the mineral rights to this property and access would be unencumbered due to the nature of the expropriation issue which was to simply prevent permanent structures that could be flooded in a one in a thousand year event based on the Mason hydrological report.

It should be noted that the construction of a permanent road on this parcel gives credence to our argument that the hydrological report was flawed and also the construction of this road will further impede access to our mineral rights and reduce its value in excess of what would have been assumed during the 1965 settlement.

Please note that this parcel is located in a very favourable area between the Frood and Garson mine along the Nickel Belt periphery which hosts the majority of the Sudbury mines.

Respectfully,

Ron Tessier



Maley Drive Comments Form

From: clerks

Date: 2/22/2016 9:06 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/21/2016 12:52 PM >>>
This form was sent at: 21-Feb-2016 12:52 PM

NAME: Mike Archibald

ORGANIZATION: stopmaleydrive.ca

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: Almost everything about this proposal has already been said. The fact that the city hasn't even done traffic counts in over a decade in support of this project says it all about 'due diligence'.

So my comment actually concerns another province. I am from New Brunswick. The one thing people always comment about New Brunswick is the lovely highway system. You may remember the granddaddy of all highway construction jobs-the fixed link from New Brunswick to Prince Edward Island. The day after its completion, hundreds of men were once again out of work, and today its construction is a dim memory.

The reason I mention this is because although its seldom heard in Ontario, New Brunswick is now the fastest shrinking province-not in land size, but in population. Just last quarter saw the province's largest exodus in four decades. The government has announced it will probably be forced to fire hundreds of civil service workers in order to come even close to balancing its budget.

It is an important lesson because many parallels have been made calling northern ontario the 'maritimes' of Ontario. If you want to see the future of Sudbury, you may want to look at what is happening in the maritimes.

In case that point is not obvious, capital infrastructure projects should serve as many purposes as possible. Not only should they be to provide 'a few jobs' for a temporary period, but they should also look both at what kinds of jobs these are, what kind of experience they offer workers, but even more importantly it needs to be looked at what they are building for the future, and how that feature benefits the local population.

While I don't agree that the city needs a large main library in its downtown, that at least is a large library downtown which services all the people who want to use it. Libraries in other cities are starting to do more in their community, that could be the case here as well.

There is a list of about a dozen other projects which community groups have mentioned to the city, recently we heard about moving the rail yards out of downtown. We also heard about naturalizing the parking lot next to the old hospital. And anybody can probably add to that list. These are all concrete tangible projects which people can 'use' in the future. A road serves no other function than a road.

If its true this is a 'done deal', and that the people of Sudbury have no say in it, I'd have to say that

Sudbury is ALREADY pretty much the maritimes. So again I suggest that those who want to see the future, may want to take a look at what is going on in the maritimes with its declining population, terminally high unemployment, ever reducing services, declining prospects from ill regulated natural resources, and its dependance on virtually any project, no matter how short term, which offers a few jobs. Its not a pretty future.



**City of Greater Sudbury
Maley Drive Public Input**

**February 22, 2016
Rainbow Routes Association**

The Rainbow Routes Association (RRA) is a long standing not-for-profit community organization that is dedicated to Greater Sudbury's urban transformation towards a healthier and more vibrant community. We are committed to trails and non-motorized routes to provide residents and visitors with active, healthy and affordable recreation and transportation opportunities. Our vision is a convenient, safe and well-used trail system connecting the City of Greater Sudbury. We are passionate and convinced on the potential of active transportation in addressing societal problems, inclusive of economic equality and prosperity.

We understand the magnitude and complexity of reviewing the Maley Drive project and what this project can bring as both opportunities and constraints for generations to come. The intent of this letter is to provide a high level review of the Maley Drive project in respect to the RRA vision and mission. It is by no means an inclusive review of the project, but one in respect to active transportation (travel by walking, cycling and transit).

There is a global movement and shift towards rethinking and improving our built environment to be inclusive of livability and quality of place, with a direct connection to creating a more appealing and sustainable transportation network. The RRA is part of this movement and offers the following thoughts:

- Improving non-motorized trips is often one of the most effective ways of improving motorized transportation. A *Property and Environment Research Center Study*¹ reviewed the concept of building new roads to relieve congestion and found that *"two University of Toronto professors² have added to the body of evidence showing that highway and road expansion increases traffic by increasing demand. On the flip side, they show that transit expansion doesn't help cure congestion either. (...) Simply put: Roads cause traffic. (...) Given that new capacity just increases driving, they find that "a new lane kilometer of roadway diverts little traffic from other roads."* This was found to be the case with the Red Hill Valley Parkway in Hamilton Ontario³. With increasing data supporting this argument, has the City explored or implemented alternatives that may achieve alleviating congestion objectives in a more fiscally prudent and sustainable fashion?
- A transportation model split is the percentage of travelers using a particular type of transportation or number of *trips* using a said type. Additional investments in car-focused projects will increase the number of vehicle trips and thus impact our cities model split. If the City wishes increased active transportation trips and reduced car-based trips, then investments must reflect wanted results.
- Sudbury's "From the Ground Up" vision is *"a community that attracts people, services, enterprises and investments to generate 10,000 net new jobs by 2025, to achieve an unmatched quality of place, lifestyle and economic prosperity"*. The following is extracted from "The

¹ <http://www.perc.org/articles/study-building-roads-cure-congestion-exercise-futility>

² Gilles Duranton/Matthew Turner. The Fundamental Law of Road Congestion: Evidence from US cities. American Economic Review, 2011.

³ 2016 Article: <http://www.cbc.ca/news/canada/hamilton/news/the-red-hill-valley-parkway-hasn-t-made-traffic-better-1.3410968>

Economic Impacts of Active Transportation”⁴ in support of what active transportation can contribute towards our local vision:

- *Impacts on Businesses: Retail businesses benefit greatly from increased pedestrian and bicycle traffic. (...) efforts to develop pedestrian-friendly shopping districts help shop owners.*
- *Impacts on Personal Finances: The annual costs of bike ownership are dramatically lower than costs associated with individual car ownership (estimated at \$0.58/km to operate a car compared to \$0.06/km to cycle).*
- *Impacts on Public Finances: The costs for governments to develop and maintain infrastructure for walking and cycling are significantly lower than the costs associated with the infrastructure needed to support motorized traffic.*
- *Health and Productivity: There are tremendous economic losses caused by lost time and productivity as a result of road congestion. There are also very significant public health costs related to inactivity. These negative costs can be limited through active transportation.*

With respect to the abundance of literature that exists on the above, the RRA believes that additional investments in active transportation can play a significant role in reaching Greater Sudbury’s From the Ground Up objectives in a more sustainable and attractive fashion.

In short, transportation infrastructure is expensive and must be used efficiently. The RRA wishes to see more people adopt healthy and sustainable transportation methods in creating a healthier and more vibrant place. A walkable city is safer, more interesting, healthier, environmentally sustainable, supports retail, which in turn creates more economic development as a result. Most places have the objective of getting people out of their cars and walking between galleries, bars, restaurants, shops and other attractions to spur economic growth and quality of place. In addition, investing in affordable basic transportation options can help achieve social equity and economic opportunity objectives.

As it stands, we find that the Maley Drive project will not provide value for money towards our active transportation objectives. Should further review indicate favorable results for Greater Sudbury’s best interest, the RRA urges a detailed review of active transportation infrastructure for the project and impacted routes. For example, the Junction Creek trail intersects with Maley; infrastructure that eliminates pedestrian/vehicle interaction is necessary for this project to encourage safe active transportation opportunities. We also strongly recommend an active transportation plan be completed and concurrently implemented to measure and support the long term objective of “*stimulating a redevelopment of LaSalle Boulevard and the Kingsway from auto-oriented, low-density commercial uses to pedestrian-oriented, mixed-use buildings*”⁵.

We welcome the opportunity of collaborating with you on this project and can provide you with additional information on any subject brought forward above upon request.

Thank you and best wishes in your deliberations.

Sincerely,



for

Board of Directors & Staff
Rainbow Routes Association

⁴ <http://www.tcat.ca/wp-content/uploads/2014/10/Economic-Impacts-of-Active-Transportation-Backgrounder.pdf>

⁵ Report to Council, Building Today for a Better Tomorrow – City of Greater Sudbury, Nov 3, 2015

Maley Drive Comments Form

From: clerks

Date: 2/22/2016 9:06 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/21/2016 1:27 PM >>>

This form was sent at: 21-Feb-2016 1:27 PM

NAME: Bonnie Bray

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: This project has been up for discussion most of my life & each time it becomes more expensive. Maley is in a terrible state of disrepair especially where it meets Barrydowne. It submit that the voices opposing this project ie: John Lindsay & those living in the south end never use Maley & therefore know not of which they speak. For all those using Lasalle & the Kingsway on a regular basis we know that it is needed.

Maley Drive Comments Form

From: clerks

Date: 2/22/2016 9:05 AM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/20/2016 12:57 PM >>>

This form was sent at: 20-Feb-2016 12:57 PM

NAME: D. Desmeules

ORGANIZATION:

PHONE:

EMAIL: [REDACTED]

COMMENTS1: Dear Members of Council,

RE: MALEY EXTENSION

I'm writing to you as we need your support to ensure that our New Sudbury neighborhoods will not become collateral damage to those who would wish only to commute through our streets.

We believe that as the City Council reviewed project proposals for funding, it was not provided with all the facts regarding the negative impacts of the Maley Extension. Many factors were not considered or discussed.

The following points are provided for your consideration.

\$ New Sudbury is a planned community. The residential area surrounds commercial and retail space allowing residents easy access to shopping and services (walk or very short drive). It promotes a sense of community and promotes a healthy lifestyle. The neighborhood design is a classic example of how to correctly blend residential and commercial to create a sense of neighborhood. Essentially, the shopping centre is the downtown of New Sudbury. This is the type of neighborhood that planners and community builders want to emulate or copy. It is this type of neighborhood that municipalities around the world are protecting and striving to recreate.

Unfortunately, there are commuters who wish to destroy our neighborhood by introducing a freeway through a residential area. By building a Maley Extension which connects to the residential streets north of LaSalle (Montrose and Barrydowne), the City through its funding is turning its back on those residents who have called New Sudbury home for over 50 years.

\$ Supporters of the Maley Extension are saying that the road has been a City priority since the 80s. We disagree. If Maley was flagged as a major arterial road in the 80s, why was Oasis Co-op, a property housing mid to low income families, allowed to be built so close to road? Further, why has there never been any studies and/or consultations with the New Sudbury neighborhoods which would be most affected by such an Extension? The New Sudbury neighborhoods were established long before any thoughts of a Maley Extension were created.

\$ We believe the push for a Maley freeway is a more recent phenomena. This is demonstrated by the City's response to more recent housing developments along Maley. The City acknowledges the damage that high traffic has on neighborhoods. With this in mind, the new housing development being constructed (Richelieu subdivision) on Maley was not allowed to proceed without the protection of a huge berm. The purpose of the berm is to protect those residents from the noise and air pollution created by the anticipated high volume of traffic. Interesting that the \$550,000+ homes being constructed get traffic protection but the Co-op families are left to fend for themselves.

\$ The call for Maley to play a larger role in the city's traffic flow is coming from commuters. What is so disturbing is that although New Sudbury residents will be made to bear the brunt of such a road, they have been given no say in the road's design. It would appear that only those outside the impacted neighborhoods are allowed to dictate the road's path.

\$ We've asked the roads engineers why Maley should connect to the residential streets of New Sudbury north (Montrose, Barrydowne etc)? Why can't Maley just be built simply as an east-west corridor for those seeking to just make their way from one side of the city to the other? Why must these commuters have access to the residential streets of New Sudbury North? Although the roads engineers won't admit it, the only reason to connect Maley to the residential streets is to pump more traffic thru the neighborhoods.

\$ We are encouraged to see that prior to Maley Extension being constructed that important environmental studies were completed along the road's intended path. If some species of animal or plant will be damaged or have their habitat destroyed, the road would be rerouted or not proceed at all. We must ask however, why no such studies have been commissioned for the New Sudbury neighborhoods which will be most impacted by a Maley Extension? The extra air pollution, noise pollution, road vibrations, salt pollution from winter road clearing are all real negative impacts which will be felt in particular by Barrydowne Road families and seniors. Those homes and the quality of life for those residents is not even being considered. Are the effects of Maley on these residents less important than the effect of the road on animals and plants? Are New Sudbury residents expected to bear the costs of the pollution and loss of their habitat?

\$ The New Sudbury neighborhoods are home to many seniors. Many of these have lived in the area since it was originally developed. Although all New Sudbury residents will be affected by Maley, seniors who live on Barrydowne and adjoining streets will be negatively affected the most by the increased traffic flow, environmental damage, health hazards and the decrease in their quality of life. Who speaks for these seniors?

\$ The supporters of the Maley Extension will tell you that the City does not "legally" have to address issues affecting the New Sudbury neighborhoods. Maley is too far from the homes. How convenient for them. We believe that the City and the Province has a moral obligation to complete the studies and take all necessary steps to mitigate and/or eliminate the damage which would be caused by a Maley Extension.

\$ When the Province was bringing forward a new Highway 17 by-pass in Walden. Council praised the Ministry of Transportation for not only their willingness to consult with the actual area residents to create the best solution, but the Ministry's willingness to incorporate the input of local residents into the road design. All this was done before the road construction started. Why are New Sudbury residents not being given the same courtesy?

\$ The impact of the increased traffic resulting from the Maley Extension, especially on the Barrydowne and adjoining neighborhoods is not being accounted for in the Maley design. The traffic study used to

support the road and identify impacts is outdated. The City was not required to submit a more up to date realistic study. Sound community planning principles indicate that it doesn't make sense to take the residential portion of Barrydowne with all its driveways and side streets and turn into a high traffic commuter highway. The City is just inviting accidents to occur. Just a few months a commuter car heading north on Barrydowne crashed into a home. It was a miracle that no one was killed. How can putting people at greater risk be a solution?

\$ There doesn't seem to be a long term plan with respect to Barrydowne Road. When planners plan for a high volume road, the type of development allowed along that road is complementary to the road use. That is not the case for roads impacted by the Maley Extension. The City has no plan, other than just watch the neighborhoods die.

\$ When rezoning is to occur, the Planning Act requires that those most affected be consulted and their concerns addressed. When a municipality re-designates a road from residential to freeway, there doesn't appear to be any similar process. Homes are lost because traffic engineers are not neighborhood builders. For Barrydowne for example, the section north of LaSalle was not engineered/designed as a commuter road as the rest of Barrydowne was. However, the road engineers have over the years, just been allowed to relabel the road, therefore increasing the traffic volume permitted. Designing the Maley Extension without really accounting for and costing out the true community costs is not in the best interest of anyone.

\$ The City road engineers' attitude is, "let's wait and see" what the impact may be. When it is fully quantified, then they will begin to lobby for more money to fix the problems they created when creating Maley. This is a foolish approach. There are plenty of empirical studies which clearly show what happens when you run a freeway through a residential neighborhood. You are welcome to consult that body of work but for convenience, we have summarized some of this for you.

When the freeway is established in a residential neighborhood, the permanent families are forced out of their homes & their neighborhood due to the decreased quality of life. The property values drop as does building and property maintenance. It is documented that non-permanent households are not as prepared to invest in a home where they don't expect to remain for a long time. The neighborhood gets run down. This means more calls to City By-law offices as people complain about the state of the neighborhood. The City suffers a loss of assessment due to lower property values and extra cost in enforcing standards. The residents see their home equity further eroded thru no fault of their own.

With the loss of the permanent residents comes the criminal element. Homes on Barrydowne North are ideally suited as drug/crack houses and for other criminal activity. These homes are within walking distance of a college residence, a high school and two elementary schools. This is a ready market for those interested in illegal commerce. The freelance pharmaceutical salesmen won't even have to leave their houses as the students and children can readily walk to their supply. With the houses being on a high traffic street, no one will notice the extra commerce taking place except perhaps the families of the children caught up in the neighborhood's downturn.

Further, with the loss of permanent residents comes increased crime such as break and enters in the surrounding neighborhoods. This occurs as the drug purchasers seek extra funds to help pay for their readily available supply. The broader neighborhood residents will be made to pay for the loss of their neighbors.

At this time, the number of permanent residents on Barrydowne North outnumbers the non-permanent. However, one such home occupied by non permanent residents has already had a visit from the Police tactical squad. Add to this that police have been called to this same residence on a number of other

occasions and you get a sense of what is yet to come if the neighborhood is to be destroyed. This additional police activity is a drain on community resources. This can be avoided if Council protects the neighborhood and encourages permanent residents to remain.

\$ Being long time residents of New Sudbury/Barrydowne, we know the neighborhood. We've watched and suffered the damage caused by the increased traffic. The road base for Barrydowne Road is not designed to handle today's traffic. Add the new level caused by the Maley Extension, and you have created a long term problem.

\$ In our view, the City is moving the bottleneck at LaSalle and Notre Dame to the corner of Barrydowne and LaSalle. We do not believe that the Barrydowne in its current state can handle the increased traffic volume. One only has to look at what happens at Christmas time where extra police have to be allocated to control traffic. Expanding access to Barrydowne will only make this problem an everyday issue. Turning Barrydowne into the Kingsway will not solve the City's traffic woes. It will however lead to the destruction of our standard of living, our environment, our quality of life, our homes.

\$ The New Sudbury homes represent affordable housing. Replacing these homes would be an expensive proposition. The City has made no allowance for this in their planning or approvals. Yet, the homeowners on Barrydowne are left to fend for themselves as their property becomes worthless. Where and how will they be able to find affordable homes? Is the City prepared to fund the homeowners with full replacement costs?

\$ Residents of the area have paid their property taxes for a very long time. It is difficult to watch these tax dollars now being used to destroy our neighborhoods.

We are asking that you commit to review the decision on funding until all the factors identified above have been properly addressed. With affordable housing becoming a pressing problem for the City, we would like to think that Council understands the need for affordable housing and how expensive it is to create it. Doesn't it therefore make better sense to preserve it whenever we can?

We are asking for your consideration and support to save the New Sudbury neighborhoods.

We would be happy to meet with you at earliest convenience to discuss these important issues. We ask you to visit the neighborhood and see what is at stake.

Sincerely,

The Desmeules Family

Maley Drive Comments Form

From: clerks

Date: 2/22/2016 3:59 PM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/22/2016 3:57 PM >>>

This form was sent at: 22-Feb-2016 3:57 PM

NAME: Stephen Heiti

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: There is no authority for this meeting. A public input meeting is called under Article 32 of the City's procedure by-law. This can be done only on the direction of Council or a Committee. No such direction has been given.

The Clerk apparently has advised that the Mayor has called this meeting as a special meeting of Council under Article 7.09. This would be in disregard of Article 32. But if this is the case, then only 3 community delegations can be heard and they must represent a recognized community group or organization. If this is a meeting under Article 7.09, the invitation to individual residents to provide input is void.

Maley Drive Comments Form

From: clerks

Date: 2/22/2016 4:12 PM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/22/2016 4:09 PM >>>

This form was sent at: 22-Feb-2016 4:09 PM

NAME: Angele Kesek

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: The proposed "Maley Drive Extension" would make more sense if it started at the Frood Road lights. The lights at College Boreal are already quite busy and it would be putting more traffic volume for the students coming and going. This way, the slurry and dump trucks could avoid Lasalle Blvd. altogether, lightening the traffic load on this already quite busy road.

Maley Drive Comments Form

From: clerks

Date: 2/22/2016 3:33 PM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/22/2016 2:58 PM >>>

This form was sent at: 22-Feb-2016 2:58 PM

NAME: Brian Marsh

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: The public are being "consulted" on a project where the City have not provided all available facts to make an informed opinion. Specifically the information which was to have presented on Jan 18th Operations Committee from staff was not completed. Staff were to have provided additional information including a "business case analysis" of the project. That information will be presented March 1st at the Community "Consultation Meeting"

The deadline for written submissions is February 22nd.

Furthermore in October 2016 Council decided another round of "consultation" was required on the Transportation Master Plan. It is my understanding that roundabouts /links will be provided at Barrydowne Road and Montrose.

It is my understanding the Transportation Master Plan will contain information relevant to Maley Drive; as Maley is a significant part of the Master Plan.

I am specifically looking for information as to whether the current roads infrastructure is sufficient to keep up with the failure of our roads, water, sewer. If not enough is being dedicated to current existing infrastructure replacement to keep pace what significance will that have on our taxes when we roll in the money needing to be borrowed for Maley Drive.

Also I believe Staff have seriously underestimated the annual maintenance costs to our new Maley Drive. I believe staff suggested maintenance on a 30 year road is essentially snow removal.

An engineer with the University of Waterloo specializing in asphalt once stated that a 25-30 year road requires ongoing maintenance - repairs of cracks promptly as they appear, once cracks become too severe a shave and pave would be required to maintain the base. I believe staff have overlooked basic maintenance in their estimates. God knows we have seen enough road failures because our municipality did not keep up with essential basic maintenance.

To finish I believe Council and Staff have manipulated the information we are being consulted on. It is impossible to expect an informed public opinion when the information needed is being withheld.

Maley Drive Comments Form

From: clerks

Date: 2/22/2016 2:06 PM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/22/2016 12:53 PM >>>

This form was sent at: 22-Feb-2016 12:53 PM

NAME: Steve May

ORGANIZATION: N.A.

PHONE: N.A.

EMAIL: [REDACTED]

COMMENTS1: The following comments on the Maley Drive Phase 1 project are taken from a recent blogpost of mine (available here: <http://sudburysteve.blogspot.ca/2016/01/no-social-license-for-maley-drive-phase.html> - this blogpost includes hyperlinks to sourced materials; the City of Greater Sudbury's online comment form does not permit hyperlinks).

Unfortunately, as the deadline for submission of comments through this process occurs prior to the presentation of Staff on March 1st, 2016, or the public availability of materials to be presented, these comments may need to be updated based on new information.

No Social License for Maley Drive Phase 1 Project

The \$80.1 million Maley Drive Extension Project, Phase 1, lacks the social license necessary for it to proceed at this time. While the price tag for Maley has ballooned, the project's scale and scope has shrunk to a shadow of itself, with the latest proposal being only for half the road that was proposed more than 20 years ago – back when the first technical evaluations were conducted for the project. Although Sudburians have heard how Maley will lead to further investment and economic development in our communities, there has never been a business case made public which supports these suppositions. A recent Cost Benefit analysis was prepared in support of the project, but it determined that there would be very little benefit to the municipality and all of its taxpayers. Data used to support that analysis was over a decade out of date.

The original environmental assessment, conducted over 20 years ago, was based on underlying socio-economic assumptions and a degraded physical environment from a past era. The more recent 2008 environmental update reaffirmed these assumptions without taking a critical look at them. Since then, the presence of threatened species has been positively identified in the watershed that Maley will traverse, and yet there have been no plans to update the 21 year old Environmental Assessment with this new information.

And almost unbelievably, the project that is now being considered for funding by senior levels of government has never been endorsed by any municipal Council. Council has, in the past, endorsed a road project which would have extended from MR 35 (Elm Street) in the west all the way over to Falconbridge Road in the east – but that's no longer the project that is moving forward for federal funding at this time.

Residents, businesses and taxpayers have not had the opportunity to provide meaningful public input into the Maley Drive Extension project at any time since the project was conceived. The Maley Drive Extension Project, Phase 1, will be one of the most expensive pieces of public infrastructure which municipal taxpayers have ever been asked to invest in. And yet we are being asked to do so by taking a leap of faith – faith that old growth models from the latter part of the last century will remain valid over the 30 year lifetime of the project. We are to take it on faith that assessments of the physical and socio-economic environment from before the Great Recession will remain relevant over the next 30 years. We are to believe that the project will bring a net benefit to our communities, despite the costs, and in absence of any critical evidence – and in the face of contrary evidence from similar roads projects.

The price is too high to proceed without a social license from area residents. If we are to go down the path of massive public spending, we must do so with our eyes open and with a good understanding of what we are going to get for our money – and what the consequences are of spending that money on Maley, rather than on other city-building projects.

Maley Project - Scope & Scale

When originally conceived, the Maley Drive project was intended to upgrade some existing roads in the City, and to build a connection between them across the northerly boundary of what was then the City of Sudbury. Upgrades would be made to the 2-lane Lasalle Extension from MR 35 to Frood Road, with the Lasalle Extension being 4-laned between Frood Road and Notre Dame. At a point close to where College Boreal has since been constructed, a new two-lane road was intended to veer northeast toward MR 80, where it would intersect with a cloverleaf interchange. That new road would head west to Barrydowne, where it would connect with an upgraded, but still 2-lane Maley Drive all the way to Old Falconbridge Road. 4-laning was contemplated between Old Falconbridge Road and Falconbridge Road.

The original 1995 Environmental Assessment was prepared in support of the project I've described above. The 2008 Environmental Assessment addendum, prepared to update the original EA, was based on a modified version of the original project – all of Maley would now be 4-laned from Frood Road in the west to Falconbridge Road in the east.

After the completion of the 2008 Environmental Assessment Addendum, the City went out looking for funding from the province, only to be rebuffed in its efforts. When the Building Canada federal funding initiative came along after the 2008 recession, Council directed staff to apply to the government of Canada to get Maley moving. In 2014 or 2015, it seems that the City submitted something to federal Department of Infrastructure – but that proposal was not the one contemplated in the Environmental Assessment.

"Phases" 1 and 2

What the City has applied for under Building Canada is something called "Phase 1" of the Maley Drive Extension project. Phase 1 is estimated to cost \$80.1 million. It will consist of building a new 4-lane road between the Lasalle Extension at College Boreal in the west, with a cloverleaf interchange across MR 80, to link up with Barrydowne Road in the east. Between Barrydowne Road and Falconbridge Road, Maley Drive will be refurbished, but will remain a 2-laned road with a level rail crossing.

The sections of Lasalle between MR 35 and College Boreal, and the upgrades previously contemplated to the existing part of Maley Road (which include grade separation at the CPR crossing, and a roundabout at Barrydowne and Lansing Avenue) are not included in Phase 1, but rather consist of what is now being referred to as "Phase 2". The City has at this time not sought any funding from senior levels of government for Phase 2, nor has it been setting aside annual funding for Phase 2 in the same way that it has for Phase 1. Phase 2 is currently estimated to cost about \$50 million dollars, but the City's own Roads Director

believes that real costs will be higher (see: "Maley project feasible: report," the Sudbury Star, November 5, 2015. Note that the City has updated its website since the November 5 publication, and now is using the figure of \$70 million for Phase 2). The City of Greater Sudbury will be on the hook to figure out a way to fund Phase 2 all on its own.

According to the Sudbury Star, when asked about Phase 2 in November, 2015, Greater Sudbury's Mayor indicated that he was "not aware" of it. Mayor Bigger did acknowledge that "there may be completion to a different length of road construction that would add up to more dollars" – but did not seem to realize that this "different length" consisted of elements which City Council and residents have all along thought would be included in the Maley Drive Extension Project, but which were removed from funding requests to senior levels of government.

Clearly, Mayor Bigger isn't the only one who has been unaware of what the Maley Drive Extension project is intended to be. Local media continues to misrepresent the project as a "ring road" along the northeastern part of the City (see: "Decision on Maley expected within months: Bigger," the Northern Life, January 16, 2016, which erroneously indicates that "Maley Drive "would complete a ring road around the city"). While it is true that some in our community have talked about eventually linking Maley to the Southeast by-pass which currently terminates at Highway 17 and the Kingsway just west of Coniston, there really aren't any serious plans to do so, and no technical assessments have ever been prepared in support of this linkage. Further, a "ring road" is usually thought of as something which goes completely around an urban area. There is currently no northwest by-pass – and none has ever been seriously talked about at all. And yet the term "ring road" is often used to describe the Maley project.

Does Past Findings Still Hold True for Smaller Project?

Instead of even a quarter of a ring, what Greater Sudbury will be getting for \$80.1 million is something much smaller – essentially just a new road between College Boreal and Barrydowne Road. While this new 4-lane road will connect existing roads (the Lasalle extension and the existing portion of Maley Drive – both of which are just 2 lanes), it is unclear if the road will be able to accomplish the tasks for which some evidence exists and suggests could be accomplished – namely reducing congestion.

Past forecasts for how Maley Drive would reduce congestion on Lasalle Boulevard and the Kingsway were made with the assumption that what we are now calling Phase 1 and Phase 2 would be both be built – one right after the other (or in combination with one another, depending on which building plan is looked at). These past forecasts also did not take into account how improvements made to the Lasalle/Notre Dame intersection has eased the flow of traffic on Lasalle Boulevard. Largely, data from the 2005 Transportation Master Plan has been used – and even the 2015 Cost Benefit analysis was based on this old data.

Further, the 1995 Environmental Assessment and the 2008 Addendum to it were both based on the new Phase 1 and Phase 2 projects proceeding simultaneously. We now know that only Phase 1 is likely to be funded – and Phase 2 may never be built. Do the socio-economic assumptions made in these historic assessments still hold up when only part of the project is to be constructed?

Not 1 Project, But 2

What we are doing with the Maley project is like building half of a house. We may be pouring a very sturdy foundation and putting up some really great walls on the first floor. But the stairway leads up to nowhere and when it rains, there's very little shelter to take because we haven't added a roof. A house built like this isn't much of a house, no matter how good the planning was that when into its construction. The same is true of the Maley Drive project – we can't assume that Maley is going to work with only Phase 1 being constructed.

I understand that our City likes to develop roads projects in chunks – referring to them as "phases". But really, we should be looking at these individual chunks as stand-alone discrete projects, and not just as a phase of a larger project. We look at other types of development this way – subdivision approvals come to mind. Technical analyses are produced for the entirety of the project to determine its viability and sustainability, and phasing decisions are based on other considerations, such as how many units can be sold in a given timeframe, and what's the best time to extend sewer and water pipes.

Make no mistake – the Maley Drive Extension, Phase 1 project is a discrete road project, separate from Phase 2. The City's website makes this clear: Phase 1 has benefitted from a higher level technical analysis than has Phase 2 (see: "Maley Drive Extension: An Affordable Investment that will be Managed in a Fiscally Responsible Manner," the City of Greater Sudbury, undated. Compare the first two bullet points). The way in which each project is being funded also suggests that we are talking about two projects, and not just one.

The Realm of Uncertainty

That should worry our Council and Greater Sudbury residents. After all, our Council has never endorsed only a partial build of Maley. Certainly, there has never been any public consultation ever undertaken on constructing just Phase 1 – while leaving Phase 2 to be built at an unspecified future date without \$70 million (and counting) of funding that we don't have, and don't know how to get. We're not talking about a phased project here – we're clearly talking about two discrete projects, only one of which is intended to be funded right now.

Residents living along Barrydowne Road between Lasalle and Maley Drive in particular ought to be very concerned, as a new 4-lane highway will be dumping all sorts of new traffic at an intersection close to their homes. Barrydowne north of Lasalle is largely a residential area. If Maley Drive east of Barrydowne remains a 2-lane road, it is probable that much of that traffic from the new 4-laned westerly extension will exit south through Barrydowne, rather than risk traversing a 2-laned Maley with a level CPR crossing. And yet these residents have never been asked what their thoughts on this circumstance might be.

Of course, I might be wrong. I'm not a traffic expert. But I'd love to see the traffic modelling which has been produced by the City which shows anticipated traffic flows from a half-built Maley. Until then, my evidence-based assumptions remain fact free – just as fact free as the City's assumptions about traffic which have never taken into consideration the impacts of building Phase 1 but not Phase 2.

Cost Benefit Analysis and Business Case

The November, 2015 Cost Benefit report from AECOM consulting identifies just two benefits from what it calls the Maley Drive Phase 1 project over the 30-year lifetime of the road. These benefits include a reduction in travel time for motorized vehicles (both personal vehicles and truck traffic), and a reduction in greenhouse gas emissions. Upon a closer look, the analysis behind both of these "benefits" are considerably flawed, however it does stand to reason that at least initially, there may be a savings of travel time accrued to motorists and trucks.

The AECOM analysis is, however, not based on what the City is referring to as Phase 1 of the Maley Drive project. Indeed, it contains elements of the unfunded and unlikely to ever be built Phase 2. Specifically, the AECOM report looks at that section of Maley between Barrydowne Road which extends along the existing corridor to about 300 metres east of Lansing Avenue. Importantly, Phase 2 of the Maley Project contemplates a traffic roundabout being installed along a 4-laned section of Maley at Lansing. We know, however, that no such roundabout is a part of Phase 1 of the project, and that Maley will only consist of 2

lanes east of Barrydowne. This error alone is enough to cast some doubt on the findings of the AECOM report.

Traffic Assumptions

More importantly, however, is the report's findings that travel time will be saved by the public and the trucking industry. These findings were based on the use of data from the 2005 Transportation Master Plan – and brought forward under the assumption that traffic patterns in the City will not change for the next 30 years. Basing travel assumptions out to the year 2045 on data from 2005 seems absolutely ridiculous when travel trends are considered. While it is true that there is little recent data available about Greater Sudbury traffic trends (even the recent 2015 Draft Transportation Master Plan uses 2005 data – possibly one of the reasons that the Plan hasn't been adopted by Council yet; see Section 2.2.2: "Transportation Study Report (draft)," City of Greater Sudbury, April 2015), it is not difficult to extrapolate that some significant trends evident throughout North America will likely impact the way in which Greater Sudburians get around our City over the coming decades.

Already, the provincial Ministry of Environment and Climate Change has told the City of Greater Sudbury that it needs to consider traffic demand management strategies for new roads projects (see: "Letter to Mr. David Kalviainen, Roads Engineer, City of Greater Sudbury, re: Part II Order Requests – Second Avenue Road Infrastructure Improvements," Ministry of Environment and Climate Change, May 13, 2015 MOE letter). The MOECC's letter regarding Second Avenue would have been available to AECOM prior to the preparation of the Cost Benefit report, but it was ignored.

What the MOECC said about Second Avenue will not prove to be a one-off comment – indeed, throughout North America, cities are looking at ways of maximizing the use of their transportation networks at times of day in which they are under-utilized. Spreading out rush hour can – and does – have a huge impact on easing congestion at peak periods. It has more of a positive impact on reducing congestion, in fact, than building new roads.

Understanding What's Driving Congestion: Induced Demand

Studies have shown that building new roads does not ultimately reduce congestion. These studies explore a concept called "induced demand", which shows how when a new road is built, it often leads to more traffic on all of the roads in the transportation network, because it has initially made travelling by car a little easier. New roads often open up new areas to development, and where development occurs, congestion follows. The more roads we build, the more congestion we get. That's a hard lesson that we've learned from our experiment with 20th Century suburban design. But it is a lesson nonetheless – one based on facts and evidence.

And yet AECOM chose to ignore these facts and evidence, and tossed "induced demand" into the wastebasket. AECOM refused to explore how traffic demand management might actually reduces congestion – probably because the City of Greater Sudbury has refused to take a serious look at this tool, choosing instead to hang its congestion reduction hat on building new roads alone – even though the evidence does not support this strategy as one that is sustainable – or even based on evidence and experience.

AECOM's Emissions Greenwash

AECOM also decided to calculate the tonnage of greenhouse gas emissions saved through the reduction in travel time which it identified as a benefit. Again, since the reduction in travel time benefit is specious given what we know about induced demand, it's not at all clear that we can expect an actual reduction in

greenhouse gas emissions. Instead, because of induced demand, we should expect an overall increase in emissions. But even if Greater Sudbury manages to buck the induced demand trend with Maley Drive, AECOM's assessment of emissions makes zero sense.

AECOM believes that 2,459 metric tonnes of carbon per year can be saved thanks to an overall reduction in vehicular travel time, based on no changes in commuting habits between 2005 and 2045. Even assuming that this is the case, AECOM does not account for greenhouse gas emissions which would be expended during the construction of the Maley Drive project. Work undertaken by Sudbury Engineering Technologist Tom Price shows that the construction of Male Drive Phase 1 is likely to produce over 213,000 tonnes of CO₂ – making emissions saving a wash based on AECOM's own calculations.

Missing Benefits and Costs

How AECOM could have overlooked emissions from construction in their Cost Benefit report simply staggers the mind – and demonstrates that the entire report is completely flawed. Yes, the entire report – because AECOM only looked at congestion and emissions. What about all of those other benefits, such as short-term job creation we can expect from construction. The City estimates exactly 780 jobs will be created, with a total economic stimulus to our community of \$88.8 million (see: "Maley Drive Extension: An Affordable Investment that will be Managed in a Fiscally Responsible Manner," the City of Greater Sudbury, undated). Of course, the Greater Sudbury Chamber of Commerce believes the City's jobs numbers are understated. The Chamber claims that 1,400 jobs will be created, and \$156 million will be added to the region's GDP (see: "Maley Drive Task Force," Greater Sudbury Chamber of Commerce, June 4, 2015). Not sure who has the more believable numbers? Me neither, as the City and the Chamber both haven't cited any sources or provided any factual evidence on which their conclusions could be based.

Those are just some of the missing benefits that one might have expected to see in a Cost Benefit report for Maley Drive. One can imagine the sorts of costs that have been left unevaluated on the other side of the ledger. And some have wondered, including Laurentian University Professor of Economics, Dr. David Robinson, who took an in-depth look at the AECOM Report, and concluded that either it was not actually a Cost Benefit analysis, or it was a deeply flawed one (see: "Maley Drive: How Not to do a Cost Benefit Analysis," Economics for Northern Ontario, November 6, 2015).

Environmental Assessment - Assumptions

The 1995 Environmental Assessment, which is currently not available to the public, appears to have been based on a number of assumptions. Although I've never read this report, I am inferring what these assumptions might have been, based on what the 2008 Environmental Assessment addendum indicates. It appears that the 1995 EA indicated that a truck by-pass would be desirable to get mining trucks off of Lasalle Boulevard, and that the mining and smelter sector believed that there would be financial benefit from creating a new east-west corridor in this location. The former municipality of Sudbury also thought that it was a good idea to build a new east-west corridor north of Ramsey Lake – although why the former City believed this is not identified.

Largely, those assumptions have filtered down to us today as the primary reasons for investing in the Maley Drive project, although others have been added, including the need to facilitate economic development and to open up new areas of the City for development. Neither the 1995 or the 2008 Environmental Assessments took either of those latter considerations seriously, likely because they're not serious considerations (regarding how Maley won't open up new areas for development, I've previously written more extensively about this myth in, "Taking a Closer Look at Maley Drive, Part 3: Expectations for Growth," Sudbury Steve May, November 12, 2015).

But even the assumptions built into the 1995 Environmental Assessment should be challenged – especially after 20 years of further analysis. Let's take a closer look:

Truck Traffic

Getting the trucks off of Lasalle Boulevard appears to remain the most viable reason to build Maley Drive, in my mind. I don't think that many can argue that building Maley won't lead to this outcome. However, questions must be asked about the volume of truck traffic that is likely to relocate to a truncated version of Maley such as the one now being offered up as Phase 1. And further, are the number of trucks currently using Lasalle Boulevard the same in 2016 as they were in 1995?

To answer the first question, we just don't know – because no one has run the traffic models which look at a new 4-laned road between College Boreal and Barrydowne running into an existing 2-lane road between Barrydowne and Falconbridge – one which contains a level rail crossing.

To answer the second question, again Sudbury's Tom Price has taken a close look at truck traffic and has determined that the number of trucks which currently use Lasalle is actually less today than it was in 1995, thanks to changes in the mining and mineral sector that have happened in our communities over the past 20 years. Increasingly, trucks are taking an alternate route through Valley East and Valley West to get to their destinations – one which has caused problems for rural residents living along MR 15 north of Azilda and west of Blezzard Valley. While it may be that a new Maley, even in its truncated Phase 1 form, might be preferable to the present rural truck route through the Valley, the City has not done any studies which support that outcome. And indeed, neither the 1995 or the 2008 Environmental Assessments considered Maley in the context of the rural truck route (see Section 2.0 of the 2008 Addendum – and the direct reference to "Lasalle Boulevard" and the lack of reference to any other truck route).

Clearly, the traffic patterns on which these two assessments were prepared have changed. Mining trucks are already travelling less on Lasalle than they were in 1995 – and they're using rural routes to move between locations more than they were in the past (causing significant hardship for rural residents along this route). Even the City of Greater Sudbury is now justifying the project by indicating that Maley will get trucks off MR 15 & MR 80 (see: "Maley Drive: A Solid Investment in the Social Future of the City of Greater Sudbury," the City of Greater Sudbury, undated). However, without actually having studied what the impacts might be, I believe it's difficult to quantify to what degree the City will achieve success in this outcome.

Can you imagine spending \$80 million on a new road for trucks which isn't ultimately used by trucks? Now I admit that outcome seems unlikely even to me with regards to Maley Drive – but the fact of the matter is that there is little evidence to demonstrate what we are all taking on faith here about trucks and Maley, given the way in which truck traffic in our communities has evolved over the past 20 years.

And what can we realistically expect of truck traffic in the future? Will shipping mining products by truck still be profitable as we get deeper into the 21st Century? Our provincial government is talking about putting a price on carbon – one which will raise fuel prices for all users, including trucks. While the price the province has been kicking around isn't likely to act as much of a deterrent to truck traffic (likely to be around \$30 to \$40 per tonne, in keeping with carbon costs in B.C. and proposed for Alberta), if the price of carbon pollution eventually rises as high as the price used in the AECOM report (a staggering \$88.50 per tonne – a price which, by the way, is considered middling when it comes to incorporating the actual social costs of carbon, which may be as high as \$200 per tonne – see: "New economic model may radically boost the social costs of carbon," arstechnica, January 12, 2015), will trucking heavy expensive materials such as those currently shipped on our municipal roads remain a profitable exercise?

Junction Creek Watershed: Still "Degraded"?

With regards to the physical environment, both the 1995 and 2008 Environmental Assessments refer to the Junction Creek watershed through which the Maley Project is to extend as being "degraded". The 2008 Addendum reports on field surveys conducted in 2006 in which no threatened or endangered species were identified, and in which the findings were largely in keeping with those made back in 1995 (except in 2006, 3 new tributaries of the Junction Creek were discovered – with no explanation about how they might have been missed back in 1995 – which kind of makes one wonder what other features the 1995 Assessment might have missed).

10 years later, can we still make the same assumptions about this part of the Junction Creek watershed? There have been a number of initiatives undertaken by the Junction Creek Stewardship Committee in recent years to improve and enhance the quality of the creek and its tributaries (see: "Something fishy with the Junction Creek festival," the Northern Life, May 23, 2015). One of these initiatives in 2014 looked at the health and abundance of turtles in the aquatic ecosystem (see: "After 15 years, Junction Creek showing signs of life," the Northern Life, May 24, 2014). It turns out that Blanding's Turtles have been identified at locations in the watershed. Blanding's Turtles are a threatened species in Ontario, which means that the protection of their habitat needs to be given greater consideration. It's not known whether Blanding's Turtles may be living in the tributaries of Junction Creek across which Maley Drive is intended to traverse. The 2006 field surveys did not identify the presence of Blanding's Turtles.

The point, however, is that we know that there is now a threatened species living in the watershed. As a result, we can't simply rely on field surveys conducted over a decade ago. And yet, no new updates to the 2008 Addendum are being considered at this time, even with the knowledge that a threatened species has been located in the watershed. To allow Maley Drive to proceed in absence of a more fulsome assessment of the known presence of and potential habitat for a threatened species is extremely problematic and potentially illegal.

Up-to-Date Assessment Critical

The need for up-to-date Environmental Assessments is illustrated by this one example – but there may be others that we don't know about, and won't know about until appropriate studies are undertaken. The lifespan of Environmental Assessments is typically just 5 years (certainly, the 2008 Addendum indicates that the 1995 Environmental Assessment needed to be updated after 5 years – I admit that I do not know whether the same is true with the 2008 Addendum, but the Sudbury Star reports that the City of Greater Sudbury may be under the impression that the 2008 Addendum "lapses" later in 2016 – see: "Maley project feasible: Report," the Sudbury Star, November 5, 2015). Grazing the edge of an Environmental Assessment's best before date to justify a project moving forward where there is evidence of a changed circumstance to both the physical environment (Blanding's turtles) and the socio-economic environment (a smaller, truncated road being considered; truck traffic having migrated to the Valley) defies logic, and certainly is one of the primary reasons why the Maley Drive Extension project Phase lacks a social license.

Council Endorsement

But it's not the only reason. Who gets to make decisions in our community which impact on residents, the business community, and the fiscal health of our municipal government? Typically, we like to think that these decisions are made primarily by our municipal Council, but every now and then, senior levels of government might opt to by-pass Council and make a decision with their own interests in mind. Every now and then, voters are tasked with making a specific decision for themselves through a referendum. But usually, it's our Council that makes decisions on behalf of the disparate elements and interests which make up our communities.

In the case of the Maley Drive Extension, Phase 1 project, however, Council has never actually made a decision to pursue this project. While it is true that Council has, in the past, on several occasions, made clear its support for a more fulsome Maley Drive project (see Decisions based on Staff Reports dated April 3, 2009; January 6, 2011; and August 8, 2012 – the last of which contemplated a phased project, but one which would be completely funded and built-out in 4 years. Read my further analysis of this issue, "The Incredibly Shrinking Road: Staff Pulls a Fast One on Council with a Shorter Maley Drive," Sudbury Steve May, November 5, 2015), this discrete, stand-alone Phase 1 project has never had the benefit of a Council resolution in support – in fact, staff have never even gone to Council looking for that support.

Can it possibly be that our City has been making the case for funding to senior levels of government for a project which has never been endorsed by Council on behalf of the City's citizens? It certainly looks like that's the case. However, given the labyrinthine twists and turns taken by the Maley project over the past 2 plus decades, perhaps it's not completely unexpected.

Careful Consideration

But going forward at this time – without Council endorsement – would be unacceptable. Council must either make a decision on the Phase 1 road – or take it to the public and hold a referendum. This is important, after all. We're talking about the biggest and most expensive public infrastructure project in the history of our City. It's simply unconscionable that Council wouldn't make a decision on the project, in absence of any previous Council ever having reviewed this project – or deciding that it was appropriate for the community.

Our Council must take into consideration all of the available information on this specific project before making a careful decision. That should include a new Environmental Assessment, which looks just at how Phase 1 is intended to interact with the physical and socio-economic environment, and takes into consideration the potential impacts on the habitat of Blanding's turtles, a threatened species.

Careful consideration means reviewing an actual Business Case which assesses the need of the project – and not simply the wimpy business case required by Infrastructure Canada for funding under the Building Canada program. A real analysis of a complete range of costs and benefits should inform the business case analysis of need. That includes a look at how spending money on Maley might impact how money is spent on other, potentially more worthwhile projects which will have a greater impact on the social, environmental and economic health of our communities.

Public Consultation

And finally, Council's decision should be informed by a real public consultation process. Up until now, there has been no real opportunity for the public to provide input on any aspect of Maley Drive – and no opportunity whatsoever to provide input to Council on the scaled-back Phase 1 version which has headed for funding. Opportunities for limited public engagement would have been available prior to the completion of the 1995 Environmental Assessment. The 2008 Addendum process, however, focused only on involving those members of the public who participated in the assessment process pre-1995 – presuming they were still around the City more than a decade later.

But as far as public participation goes, that it's. And that's clearly not enough. Especially since the scope and scale of the project has changed over time, along with the assumptions upon which the project was based.

Even if the federal government announces the availability of funding for Maley Phase 1, that alone should not deter our Council from going through a fulsome review process to determine whether Phase 1 is going to meet the long-term needs of our communities. Anyone can throw money around, hoping to get results

– but real fiscal sustainability should be informed by the best available facts and evidence, so that public funds can be used responsibly.

No Social License

In absence of an updated Environmental Assessment, a business case which assesses need and based on a comprehensive analysis of costs and benefits, and a Council decision informed by public participation, it is clear that the Maley Drive Extension Project, Phase 1 road development has not attained the social license necessary for it to proceed at this time. All levels of government considering funding this project must acknowledge this reality – and back off.

That we find ourselves in this situation after more than two decades of work and expense is problematic, to say the least. However, new infrastructure projects are often subject to being pulled in multiple directions and evolve over time, based on changing circumstances. In that respect, Maley Drive is no different – and we ought not kick ourselves too hard for ending up where we have. But we must acknowledge that the project we are about to undertake has long-term economic and city-building consequences which have not yet been adequately explored by Council, Staff or residents. As a result, there is no social license to proceed with the project.

Maley Drive Comments Form

From: clerks

Date: 2/22/2016 4:00 PM

Subject: Fwd: Maley Drive Comments Form

>>> Maley Drive Comments Form <webmaster@greatersudbury.ca> 2/22/2016 3:08 PM >>>

This form was sent at: 22-Feb-2016 3:08 PM

NAME: Allen O'Neill

ORGANIZATION:

PHONE: [REDACTED]

EMAIL: [REDACTED]

COMMENTS1: For a long time I have strongly believed that the Maley extension was the right course of action; however, an opinion piece by Fred Twilley recently published online by the Sudbury Star article made mention of an alternative which I do believe would better suit the purported purpose of the Maley extension. A route linking up with O'Neal Drive in Garson and Highway 144 Southeast of Azilda would not only allow for an additional East-West route, but could also double as a service road for a future replacement for the downtown railyards. While I am not well-versed in the issue, I do believe that this is an alternative that must be looked into in depth before proceeding with Maley.

For reference: <http://www.thesudburystar.com/2016/02/19/sudbury-letter-an-alternative-to-maley-drive-extension>

Maley drive extension form input

From: clerks

Date: 2/22/2016 12:02 PM

Subject: Fwd: Re: Maley drive extension form input

>>> Charles Tossell [REDACTED] 2/22/2016 11:36 AM >>>

In any case I'm in full favour of the Maley drive extension from falconbridge to municipal road 80 for sure.

I'm fed up with the mining truck polluting LaSalle Blvd in different ways from using / tying up traffic to nickel dust pollution to puddles splashed all over the transit riders during spring melt down. The day construction trucks are a nuisance to almost everyone that lives or commutes near/along/on LaSalle.
