

Appendix A
Indigenous Communities Correspondence

Malden Road Improvements
Todd Lane to Laurier Parkway
Municipal Class Environmental Assessment

Contact Information	Date/Method of Communication	Comment/Concern	Response/Commitment to Carry Forward
Chippewas of the Thames Chief Jacqueline French 320 Chippewa Road, RR1 Muncey, ON NOL 1Y0 519-289-5241 jfrench@cottfn.com	Notice of Commencement Letter sent September 9, 2019	Response Letter Received September 24, 2019, Acknowledgement of the NOC. Project located within treaty territory, but minimal concerns.	Continue to update as the study progresses
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		
Oneida Nation of the Thames Chief Jessica Hill 2212 Elm Avenue RR #2 Southwold, ON NOL 2G0 519-318-4585 Jessica.hill@oneida.on.ca	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		
Munsee-Delaware Nation Chief Roger Thomas 289 Jubilee Road Muncey, ON NOL 1Y0 519-289-5396 ext 226 Chief.thomas@munsee-delaware.org	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		
Delaware Nation Chief Denise Stonefish 14760 School House Line RR #3 Thamesville, ON N0P 2K0 519-692-3936 Denise.stonefish@delawarenation.org	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		
Bkejwanong Territory (Walpole Island) Chief Dan Miskokomon 117 Tahgahoning Road RR #3 Wallaceburg, ON N8A 4K9 519-627-1481 drskoke@wifn.org	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		
Caldwell First Nation Chief Mary Duckworth 14 Orange Street (P.O. Box 388) Leamington, ON N8H 3W3 519-322-1765 chief@caldwellfirstnation.ca	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		

Malden Road Improvements
 Todd Lane to Laurier Parkway
 Municipal Class Environmental Assessment

Contact Information	Date/Method of Communication	Comment/Concern	Response/Commitment to Carry Forward
Chippewas of Kettle and Stony Point First Nation Chief Jason Henry 6247 Indian Lane RR #2 Forest, ON N0n 1J0 519-786-2125 jason.henry@kettlepoint.org	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		
Aamjiwnaang First Nation Chief Chris Plain 978 Tashmoo Avenue Sarnia, ON N7T 7H5 519-336-8410 chief@aamjiwnaang.ca	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		
Metis Nation of Ontario Margaret Froh, President 311-75 Sherbourne Street Toronto, ON M5A 2P9 margaretF@metisnation.org	Notice of Commencement Letter sent September 9, 2019	No comments received	
	Notice of PIC#1 Emailed December 14, 2020	No comments received	
	Notice of Completion		



CHIPPEWAS OF THE THAMES FIRST NATION

September 24, 2019

Peter Marra
Director of Public Works
Town of LaSalle

**RE: Malden Road Transportation, Public Safety & Urban Design Improvements
Class Environmental Assessment Addendum**

Dear Mr. Marra,

We have received notification concerning the above-mentioned project, dated September 13, 2019. The proposed project is located within the Mckee Treaty Area (1790) to which Chippewas of the Thames First Nation (COTTFN) is a signatory. It is also located within Big Bear Creek Additions to Reserve (ATR) land selection area, as well as COTTFN's Traditional Territory.

We presently have minimal concerns with the information provided. We ask that if there are any changes to your project that are of a substantive nature that you keep us informed. Otherwise, we no longer require updates of your project.

We look forward to continuing this open line of communication. To implement meaningful consultation, COTTFN has developed its own protocol — a document and a process that will guide positive working relationships. We would be happy to review COTTFN's Consultation Protocol with you.

Please do not hesitate to contact me if you need further clarification of this letter.

Sincerely,

Fallon Burch
Consultation Coordinator
Chippewas of the Thames First Nation
(519) 289-5555 Ext. 251
consultation@cottfn.com

enclose.

c: Stephanie L. Bergman, MA, ENV SP, Planner, Stantec Consulting Ltd.

Appendix A
Agency/Public Correspondence

Malden Road PCC – Comment Table

Contact	Date	Comment	Draft Response/Response
Agency			
<p>Karina Černiavskaja District Planner Ministry of Natural Resources and Forestry MNRF.Ayl.Planners@ontario.ca</p>	<p>January 15, 2021 Email</p>	<p>Subject: Malden Road Improvements - Notice of Public Consultation Centre The Ministry of Natural Resources and Forestry (MNRF) received the attached notice for the proposed Malden Road Improvements project. Thank you for circulating this information to our office, however, please note that we have not completed a screening of natural heritage or other resource values for the project at this time. Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.</p> <p>This response provides information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, and engaging with the MNRF for advice as needed.</p> <p>Natural Heritage & Endangered Species Act In order to provide the most efficient service possible, the attached Natural Heritage Information Request Guide has been developed to assist you with accessing natural heritage data and values from convenient online sources.</p> <p>It remains the proponent’s responsibility to complete a preliminary screening for each project, to obtain available information from multiple sources, to conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. We wish to emphasize the need for the proponents of development activities to complete screenings prior to contacting the Ministry or other agencies for more detailed technical information and advice.</p> <p>The Ministry continues to work on updating data housed by Land Information Ontario and the Natural Heritage Information Centre, and ensuring this information is accessible through online resources. Species at risk data is regularly being updated. To ensure access to reliable and</p>	<p>Comments filed and noted.</p>

		<p>up to date information, please contact the Ministry of the Environment, Conservation and Parks at SAROntario@ontario.ca.</p> <p>Petroleum Wells & Oil, Gas and Salt Resource Act There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best known data on any wells recorded by MNR. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the Oil, Gas and Salt Resource Act, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.</p> <p>Public Lands Act & Lakes and Rivers Improvement Act Some projects may be subject to the provisions of the Public Lands Act or the Lakes and Rivers Improvement Act. Please review the information on MNR's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the Lakes and Rivers Improvement Act are administered by the local Conservation Authority.</p> <ul style="list-style-type: none"> • For more information about the Public Lands Act: https://www.ontario.ca/page/crownland-work-permits • For more information about the Lakes and Rivers Improvement Act: https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrativeguide <p>If you have any questions or concerns, please feel free to contact me.</p>	
Lori Newton Executive Director Bike Windsor Essex 628 Monmouth Road Windsor, ON	January 17, 2021 Email	I'm writing this on behalf of Bike Windsor Essex, the region's non-profit cycling advocacy organization. Thank you for the opportunity.	Email Response Sent January 21, 2021: Thank you for your interest in this study and taking the time to submit your comments. I am writing to let you know that your comments were received and

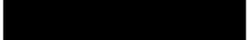
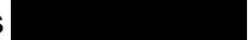
<p>226.216.5200 info@bikewindsorsex.com</p>		<p>The plan proposes some upgrades to Malden Road that will improve safety for cyclists BUT we are concerned that these changes only seem to apply from Normandy Street to Meagan Drive.</p> <p>The recommendations tell us that <i>“No changes are being recommended for the section of Malden Road between Normandy and the city limits (the work associated with this part of the 2009 EA has already been constructed”</i></p> <p>In our opinion, the ‘downtown’ section of Malden Road from Todd Lane to Normandy Street is in dire need of an active transportation makeover. At a minimum, a reduction in the speed limit through this area and coloured paint on the road advising pedestrians, cyclists and drivers where they belong on the road. We understand that the updated Book 18 would require a maximum speed limit of 40km on this road. We also noted that there are no posted speed limit signs along this ‘downtown’ corridor.</p> <p>Thank you again for the opportunity to provide input, please see notes on the map below.</p> <p>Map included in Appendix A.</p>	<p>forwarded on to the project team for consideration and discussion.</p>
<p>Lily Nikolovski Lily.Nikolovski@choicereit.ca</p>	<p>June 17, 2021 Email</p>	<p>Could you please provide an update on the timeline of the Environment Assessment project?</p> <p>I have not received any updates since December 2020.</p>	<p>Email Response June 17, 2021: Thank you for reaching out for an update on the Malden Road study. We continued to work on finalizing the addendum to the Malden Road Environmental Assessment, and we are targeting our presentation to Council in August, with the Notice of Study Completion commencing the 30 day public review period following Council’s endorsement. Thank you,</p>
<p>Essex Region Conservation Authority Mike Nelson, Watershed Planner mnelson@erca.org</p>	<p>October 17, 2019 Email</p>	<p>Notice of Study commencement received. Response provided October 17, 2019. Requested to be kept on mailing distribution list. No other matters of concern.</p>	<p>Update ERCA on future study progression/updates, including the upcoming Public Information Centre.</p>
<p>Hydro One</p>	<p>October 8, 2019 Letter</p>	<p>Letter Received October 8, 2019. No existing hydro one transmission assets within subject area, based on preliminary assessment.</p>	<p>Provide update to Hydro One should/if study area expands and/or scope change. Future communications should be sent to: Secondarylanduse@hydroone.com</p>

<p>Barb Slattery EA/Planning Coordinator Ministry of Environment, Conservation and Parks (MECP) 365-366-8185 Barbara.slattery@ontario.ca</p>	<p>February 18, 2021 Email</p>	<p>Email Response Received February 18, 2021: The new REAC for SWR has started – his name is Mark Badali and I have copied him on this response so that you can forward the information to him. This is what I suggest: Please send any Notices to the designated EA mailbox for SWR: eanotification.swregion@ontario.ca and any other correspondence (i.e., information, requests for a video call etc.) should be sent directly to Mark’s email.</p> <p>Until I leave the ministry (March 31st) I am assisting with Mark’s transition into the position so if you could also copy me I will be able to assist Mark.</p> <p>I would welcome the opportunity to learn more about this project so if you have the time, perhaps we could chat?</p> <p>Email Response Received February 18, 2021: Hello Paula and Peter, we have found the original Part II Order letter that Mr. Puzzuoli wrote back in 2009. Would you please share with Kevin. I would specifically ask Kevin if he could assess the comments made by Mr. Puzzuoli that he feels is an argument against the alignment that was originally proposed. As you know, if the request hadn’t been withdrawn, we would have asked the Town to formally respond to the technical arguments to see if they had any merit. I think that it would be beneficial to assess what he has suggested (unless this has already been done).</p>	<p>Email Sent February 18, 2021: Good Morning Barb,</p> <p>Are you able to confirm who at MECP I should coordinate with for an EA Addendum in the Town of LaSalle? I am preparing a letter on behalf of the Town and need to confirm who best to direct it to. I have been pulled into an EA Addendum and it has a high potential for a Part II Order Request due to information recently submitted. Although Part II Order process has changed, I am quite certain there will be correspondence brought forward to MECP from a property owner.</p> <p>Email Sent February 18, 2021: I have attached some of the correspondence for background. The property owner did submit a letter to MECP on January 28, 2021. It can be found in the pdf labelled “let_PICcomments_puzzuoli_02042021” attached. The online PIC is still available here as well: Malden Road Environmental Assessment Update (lasalle.ca)</p> <p>Based on the assessment of the changes between 2009 and 2020, the team concluded that the recommended alternative solutions from the 2009 Environmental Study Report are still applicable today. The previous recommended design identified property impacts to accommodate the improvements, and these impacts were reviewed and refined increasing slightly in some areas. The intent of the 2009 EA remains the same and no significant modifications to the project or changes to the environmental setting in the study area have been documented. As a result, an Addendum to the Environmental Study Report is not required. The issue is the project team was not aware of the 2009 correspondence between the property owner and the previous consultant (Dillon) and how the realignment of Bouffard Road was removed from the 2009 EA plan.</p>
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	<p>February 25, 2021</p> <p>Email</p>	<p>The purpose of this email is to address issues that have arisen during the Town of LaSalle's (LaSalle) ongoing implementation of the undertaking known as Maldon Road Transportation Public Safety & Urban Design Improvements (Maldon Road Class EA) that proceeded pursuant to the Municipal Class EA. The ministry received an email from LaSalle's consultant, Stantec on February 18, 2021 and had a subsequent discussion that same day. The ministry also received a letter from Mr. Puzzuoli concerning the addendum that is being undertaken by the Town.</p> <p>According to the July 13, 2009 letter to Mr. Puzzuoli from the consultant for LaSalle, the Town of LaSalle and County of Essex (in response to the Part II order request submitted by Mr. Puzzuoli to the Minister) agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections as they were. As a result, Bouffard Road would not be realigned through the Palmer Avenue right-of-way but would continue to connect through to Malden Road in its existing alignment. As a result of this commitment, Mr. Puzzuoli withdrew his Part II order request from consideration by the Minister on July 16, 2009. On July 28, 2009, the ministry wrote to Mr. Puzzuoli, copying LaSalle and its consultant, acknowledging the withdrawal of the request and indicating that LaSalle was required to include the commitments in its ESR.</p> <p>Based on the information before the ministry, it appears that the Addendum has been prepared using the original undertaking that was subject to the Part II order request and not the revised undertaking that reflected the commitments made by the Town and County, as noted in the preceding paragraph. If LaSalle now seeks to realign Bouffard Road, the starting point for any analysis is the status quo. LaSalle needs to consider whether or not this can be done through the addendum process or whether this is a new undertaking. Reference should be had to the addendum provision in section A.4.3 of the Class EA when making this decision. A.4.3 of the Class EA addresses situations where, due to unforeseen circumstances, it may not be feasible to implement the undertaking in the manner set out in the Environmental Screening Report (ESR). Any significant modifications to the project or change in the</p>	
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		<p>environmental setting for the project which occurs after the filing of the ESR must be reviewed by the proponent and an addendum to the ESR prepared and filed. As a result, if an addendum is determined to be the appropriate process, the analysis in the addendum must be based on the undertaking that was to proceed pursuant to the Class EA, inclusive of the commitments made to Mr. Puzzuoli. The new addendum would then be filed and a new notice issued and public review period started.</p> <p>Should you have questions, please contact me and I will provide clarification.</p>	
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Public

<p>Anthony Abraham </p>	<p>December 31, 2020 Email</p>	<p>Hi Paula, my name is Anthony Abraham... My partner and I (Joe Abraham) own a few parcels of land and one of them being . which also has  that are part of the whole package please see attached showing .</p> <p>We received a registered letter from the town of Lasalle notifying us that our parcels of land could and may be affected for the project that will be taking place. I was wondering if we can discuss further with you and also if you can share additional information with us. I look forward to hearing back from you and I can be reached at  </p>	<p>Email Response Sent January 4, 2021: Hello Mr. Abraham, Thank-you for the discussion earlier today.</p> <p>As discussed, the realignment of Bouffard is part of the current 2009 Malden Road EA and continues to be an important part of this 2020/21 update. As such, the realignment affects property that you own.</p> <p>I have taken the available sketches from the website and tried to superimpose the approx. location of the property that you own that will be effected. That this stage, it is only the property identified at 1820 Palmer that will be effected. The other property on Palmer, is not effected nor are the two properties on Theodore.</p> <p>Once this is report is finalized, the Town would only need the proper Bouffard Road right-of-way on that portion of the property identified as  to see this realignment come to fruition.</p> <p>Please understand that the location of the property that I have shown is approx. in nature and is a good representation of its location relative to the proposed works.</p>
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			After you and your partners have a chance to review the enclosed sketch, please feel free to reach out for further discussion and/or comments.
Diana Kempe [REDACTED]	September 22, 2019 Email	Need traffic light controlled safe cyclist/pedestrian crosswalks for: 1. Morton and Malden, and 2. 2. Reaume and Malden Will create safer crosswalks for pedestrians/cyclists	Email forwarded from City to Stantec to consider suggestion as part of the Transportation Master Plan for Malden
Hannah Martens [REDACTED]	December 21, 2020 Email	Suggested putting all-way stops and pedestrian crossings along Malden.	Town staff (Peter Marra) responded December 22. Proposed plan is to introduce road buffered lane and sidewalks on both sides of Malden Road. Plans to add two signalized intersections and one additional dedicated pedestrian crossing signal.
Bahy Hammoud [REDACTED]	December 17, 2020 Phone Call	Please send notice of PCC and add to contact list.	Email Response Sent December 17, 2020: As discussed please find enclosed the Notice of Public Consultation Centre for the Malden Road Improvements. Information should be available for viewing commencing Dec 21 st 2020 on the website on the enclosed notice. Paula, could you please add Bahy Hammoud to the contact list? Email Response Sent December 17, 2020: Hi Bahy, I can confirm that you were added to the project contact list.
Dave Brusseau [REDACTED]	December 29, 2020 Email	I am sending this email to voice my concern with the Malden Road Improvements upcoming as I am a resident on Malden Rd at the Laurier Corridor, [REDACTED]. I have learned that the town has recently purchased my neighbours house as well, which adds another level of concern. I have been in no way informed of the recent plans moving forward and have great concern regarding the property that I will lose to accommodate the project and what this will do to my property value due to the loss of land, as well as the traffic volume increasing due to the new plan.	Email Response sent January 4, 2021: Thank-you for reaching out to us on the matter of the current Malden Road EA review. You are correct, the Town did in fact purchase the property at [REDACTED], south of your property. The Town noticed that the property was actively for sale and given the fact that the proposed intersection improvements, would effect that property significantly on front and the corner, the Town elected to pursue purchasing that property.

		<p>The property that I possess now is very small and to lose this property to the project makes this almost inhabitable due to the road being so close to the front of my house. I would also have a problem parking cars in my driveway with this loss, and would also have people walking on a side walk that is almost at my front door, My family would not feel safe in that manner. I have children and grandchildren that enjoy this property however that will not be possible moving forward.</p> <p>I have joined the placespeak website to get the updates and voice my opinion, however I thought this would be a more direct way to get in touch with someone that can give me the information regarding the property and the values that will be taken from me because of this project.</p> <p>I would really appreciate a response as to what will be expropriated, How much exactly, and if there will be any property given to the south of me to compensate what is being lost, as I am sure the taxes will not be decreased, Please respond to me as soon as possible.</p>	<p>The required property in front of your house, that would be required in the range from approximately 5m to 6m. These are approximate at this stage and will be better refined during detail design prior to initiating property purchase discussions with you or any of your neighbours. These dimensions, may increase or decrease subject to detail design, utilities, etc. At this stage, they are preliminary in nature. For your ease, I have enclosed a copy of the plan from the website to this email for your reference.</p> <p>With respect to how the process works, once the report is finalized, and the Town moves into and finalizes detail design, to better refine property requirements, is when discussion will begin to occur with all effected land owners. Of course, this is subject to Council approval to continue to move this project forward.</p> <p>Property purchase discussion begin through negotiation at first but then may move into expropriation. Again, this needs Council approval and budget to do so.</p> <p>With respect to any remnant piece of property to the south of you, at this stage, the Town has not decided on how and if we will dispose of any excess property. However, if during negotiations, of the front piece of property crossing your land, this is of interest to you, you should let it be known at that time.</p> <p>You have been informed of the proposed improvements somehow by the essence of you reaching out to us through your email. This is the notification/information portion of the proposed improvements and process. It should be known that the proposed improvements on Malden Road have been around since 2009. Just not sure if you owned this property at that time, but their was a formal public process back then as well.</p>
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			<p>The traffic demand on Malden exists today, regardless of these improvements, and through growth, the demand will only continue to increase. Malden Road is classified as an arterial road and has been for many decades. It is intended to receive significant amounts of traffic and move that traffic efficiently in a north/south direction.</p> <p>Please feel free to give me a call or send further emails, if you wish to provide any further comments or have any additional questions.</p>
	<p>January 12, 2021</p> <p>Email</p>	<p>Thank you for getting back to me and also thank you for the attachment that shows what the improvement will be at this time in the project.</p> <p>I guess my next questions are 1) What is the timeline of this project moving forward at this point? 2) When does the construction commence? The video says something about 2022? 3) What phase of the project will commence 1st?</p> <p>Also, With the sizeable piece of land I will be losing, I would definitely be interested in any Remnant land that would be available to the South, However I am not sure that this will be the answer to the issue I will have with the parking situation that will be created due to the land removal. its already tough to get cars in and out of the driveway, let alone park for a holiday gathering.</p> <p>Just an FYI, I bought this house in the summer of 2009, I was here when the sewer project was going on which has worked quite well for my down driveway situation. I am also in agreement with the project as the traffic can get quite heavy especially at the 4:00-6:00pm hours.</p> <p>Thank you, Please get back to me at your earliest convenience,</p>	<p>Email Response Sent January 12, 2021: Mr Brusseau, your question on timing is very difficult to answer.</p> <p>This is a large project, at this point in time, administration has approval and budget to complete this study and move from this study into detail design. After that we have no other approvals or budget from Council to proceed any further, that means not moving to construction. So the best guess is that maybe in 2022, if Council approves, we may start construction. Where will construction start, is not answered as well at this time. This project is so large, it will most likely be done in phases over a number of years. At the detail design stage we will start to look a construction staging/phasing and breaking this project into manageable sections to be done in a construction season.</p> <p>I know this is not a firm/definite answer, but this project is large, complex and has to be approved by Council along the way, that includes proceeding with property purchases, budget to purchase property, proceeding to construction, budget for construction, etc.</p> <p>At this very preliminary stage of the project, all indications are pointing that construction may begin around Normandy and proceed southerly from there. Thus putting the section in front of your house into future years.</p>

			I hope this helps for now. Anything further, please let us know.
Terry Burns [REDACTED]	January 12, 2021 Email	Here are my concerns: 1. All streets that enter on to Malden should have turning lanes in both directions as well as through lanes or roundabouts where possible. 2. Sidewalks on both sides from Normandy to Martin Street and beyond if the budget can in able that to happen. 3. Improved lighting (both sides) Normandy to Martin 4. Improved drainage by in filling the ditches. Thank you for allowing my comments to be added.	Email Response Sent January 12, 2021: Thank you for your comments, we will pass these on to Stantec. The extents of the current project on Malden Road is from Meghan northerly. That corresponds to the Town's urban boundary. Any improvements south of Meghan would be subject to future studies and/or implementation of sidewalk into the rural area, etc.
Mike Romanick [REDACTED]	January 4, 2021 Phone Call	I live on Malden Road. Received paper in the mail. Wondering what all this means, I have a slight Idea. [REDACTED] if you could get a hold of me.	Email Response Sent January 4, 2021: Thank you for having a phone call with me earlier today. Enclosed is a sketch showing your approximate property location (highlighted in red) relative to the proposed Malden/Laurier intersection improvements. You can see that the reconstructed intersection significantly impacts your current property. The intention of sending you this notice, was to bring this to your attention. I understand you were not the owner of the property back in 2009 when the original EA was completed and that you purchased the property about 5 years ago. If you wish to chat further once you had a chance to review this sketch, please give me a call. My information is noted below in my email signature.
Rosa & Frank DiPietro [REDACTED]	February 5, 2021 Phone Call		Email Response Sent February 5, 2021: Thank you for taking with me today. As discussed, please find enclosed a sketch of the proposed improvement to Malden Road which also entails some improvements on Laurier to accommodate a new intersection design. As part of the proposed improvements, [REDACTED] [REDACTED] The Town will eventually

			<p>need a strip of property across [REDACTED] to accommodate the proposed improvements.</p> <p>On the enclosed sketch, I have highlighted the two properties you own, and this project [REDACTED]. On this plan you will see an orange line which represents the limits of the property required. The sketch is at a preliminary design level and this strip of land varies from approximately 5m wide at your west lot line to about 2m wide at your east lot line. Again, these measurements are preliminary in nature and will be further refined and confirmed as we progress to detail design in the future. They may increase or decrease in the future.</p> <p>I hope this helps for now, please let us know if you have any further concerns or questions.</p>
<p>Kristen A. Machina [REDACTED]</p>	<p>December 31, 2020 Email</p>	<p>I recently became aware of the study for the improvements to Malden Road. I have perused the documents available on the Town's website and the PlaceSpeak website, but the August 2020 traffic study referred to in the presentation slides does not appear to be publicly available on either of these platforms.</p> <p>Can you provide me with this report, or a link where I can access it?</p> <p>Email Response Sent January 4, 2021: Thanks for checking. I was a resident of LaSalle between [REDACTED]. My firm is not representing them, however I do have a personal interest in the study.</p>	<p>Email Response Sent January 4, 2021: The August 2020 traffic study is not currently available for public viewing, this report typically makes it into the final report.</p> <p>Let us review your request and see what we can do.</p> <p>On a closing note, I see your email is from a consulting firm out of Toronto. Are you or your firm representing a LaSalle resident?</p>
<p>Mary Moss [REDACTED]</p>	<p>February 2, 2021 Email</p>	<p>We live at [REDACTED] (same side as township). How much property from current sidewalk will be affected? Will our trees be affected in any way? Thanks. Please contact us by phone if possible.</p>	<p>Email Response Sent February 4, 2021 Ms. Moss, Thank-you for chatting with me today. As a follow-up I am providing you a plan showing the preliminary design on Malden Road adjacent to your home at [REDACTED]. Said plan is attached to this email. On this plan, I have bordered your property with a red dashed line. You will</p>

			<p>see an orange line along Malden and that is the proposed property required to realize the proposed road improvements.</p> <p>The road improvements have an effect on your property and there will be property required by the Town to carry out the road improvements. The property required is approximately 13' to 16'. This measurement is based on the preliminary design and as mentioned, as we progress through the detail design, the property requirements are further refined and may increase or decrease.</p> <p>We also chatted about the existing trees along Malden in your yard. At this stage, it appears that those existing trees will be on the property the Town needs and will most likely need to be removed. Again, this will be further reviewed and refined through the detail design stages.</p> <p>When the Town is ready to proceed with these improvements and there is a need for property from you, we will be in contact with you then. It is hard for us to provide a timeline on when it will be required, because the magnitude of the project is large and will require significant money to proceed to the next steps.</p> <p>I hope this helps for now.</p> <p>If you have any further questions, please let me know.</p>
<p>Joe Savone [REDACTED]</p> <p>Ornella Bertoni Liburdi [REDACTED]</p>	<p>January 26, 2021</p> <p>Email</p>	<p>I was hoping for some insight into the plans for Bouffard re-alignment..in specific how it affects Palmer. I have seen the images posted, but am having a hard time determining property lines. My parents (Salvatore and Loredana Savone) own property on Palmer (the last house on the street with the barn, and land beyond the house) Your plans show Bouffard crossing right through their property, but what we cant determine is if their house on Palmer will remain or not. Is it possible to have better clarity on this?</p>	<p>Email Response Sent January 29, 2021: Thank-you for reaching out to us.</p> <p>Please find enclosed the latest sketch for the proposed work on the Bouffard realignment as part of the Malden Road EA addendum. On this sketch, I have tried to highlight the approximate location of the Savone property. You will see what the preliminary effects are on the property owned by your parents.</p> <p>The plan you enclosed in your original email was part of the 2009 Malden Study. The realignment at</p>

		<p>My parents have been renting the house, and have just made renovations as the tenants have left. They are considering their options...Sell, or Rent again. Future plans will play a huge part in their decision. I appreciate any support or help/ guidance you can give.</p> <p>I've attached an image with approx. boundary of their property.</p>	<p>Bouffard is currently planned to be modified slightly as per the new enclosed sketch, that is also available on the PlaceSpeak platform. The plan enclosed to this email shows your specific property.</p> <p>Hopefully this provides some additional clarity. If you require anything further, please let us know.</p>
Tom & Sue Omstead [REDACTED]	August 20, 2019 Email	<p>Noting that it is very difficult for pedestrians and cyclists to cross Malden Road at Reaume Road. Also noted concerns with unpaved shoulders north of the Todd Ln roundabout and County Road 8.</p>	<p>County/Staff responded August 21. Cyclist/pedestrian connections will be reviewed as part of the study.</p>
	January 11, 2021 Email	<p>We enjoyed the online presentation. Thank you for the opportunity to comment on this proposal. Once this proposed project is completed, properly informed users will be able to benefit from a 10.6k signature route through LaSalle of exceptional enjoyment and comfort that's both regionally connected and useful to local utilitarian cyclists.</p> <p>Below, please find our detailed comments. If you have any questions or concerns, please do not hesitate to contact us.</p> <p>As we have included attachments, can you please confirm you received this message?</p> <p>Detailed Comments – STR-EC We are in full support of the improvements being proposed along Malden Road. They elevate the safety and comfort level of that section of road significantly.</p> <p>Previously, this section of road was inadequate for southbound cyclists because: there wasn't a cycling facility on the west side; and, the heightened danger of biking contrary to the expected direction of traffic on the facilities on the east side. This proposal eliminates both of those concerns and, because motorists leaving their driveways will perceive the bike lane to be part of the road, this design also mitigates the concern of crossing so many intersections in an effective way.</p> <p>Using our comfort level assessment method, the proposed facility would raise its score, along this very important multi-</p>	<p>Email Response Sent January 12, 2021 Thank-you for your input to this project. This is to confirm we have received your information and it will be reviewed along with all the other submitted comments when we finalize the report.</p>

		<p>modal section of Malden Road, to +80%. (Presently roughly 50%).</p> <p>For the first time, it will now be possible for cyclists to bike 10.6k through LaSalle to go between the Greenway's Centennial Hub Trailhead and Windsor on a bike route which meets the comfort level expectations of most cyclists.</p> <p>But having facilities and knowing how to make the most of them requires either local knowledge about the bike network or reliable bike route signage. An effective network should be easy for cyclists to follow on the move and from the saddle.</p> <p>We advise cyclists to be wary about the bike routes they choose to follow. Not only in Windsor & Essex, but everywhere they bike. Not all 'bike routes' are designed to meet the comfort level expectations of most cyclists. For example, at the present time, our region's portion of the Waterfront Trail scores only three stars (out of five) by us because 39% of it falls into the low or lowest comfort category. CWATS 2021 proposals, to pave the shoulders on County Road 20 and 50 (between Amherstburg and Holiday Beach), will eliminate some of the Waterfront Trail's sketchy parts and improve its rating. But much of the Waterfront Trail through LaSalle and elsewhere is still too low in comfort for most cyclists. For most cyclists, at the present time the Waterfront Trail is still a vision for the future.</p> <p>What cyclists need is reliable information about how to make the most out of what's there NOW. Not someday. Seeing their need, we are filling this void by creating reliable bike routes designed to meet the comfort level expectations to a higher percentage than any other bike route out there.</p> <p>The EC WAY LaSalle route we now envision (due to this proposal) provides cyclists with the most Enjoyable & Comfortable bike route - based on what's there today. Only 4% of the EC WAY LaSalle is rated as low comfort. Contrast this to the 7.9k Waterfront Trail portion through LaSalle, which is 63% low comfort and many years away</p>	
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		<p>from reaching the point it would meet the comfort level expectations of most cyclists.</p> <p>Mapping and wayfare-signing the EC WAY LaSalle would ensure more cyclists experience LaSalle in 2022 (once the proposed work is completed) in the best way possible. And if the low comfort 400m section of Malden Rd between Oxford St and the limits of Windsor could be raised (with paved shoulders north of the Todd Lane roundabout and traffic calming features to its south), then LaSalle would have a truly exceptionally comfortable signature bike route stretching 10.6k through it between Windsor and the Greenway Centennial Hub.</p>	
<p>Katherine Sims [REDACTED]</p>	<p>December 24, 2020</p> <p>Email</p>	<p>Hello, my name is Katherine Sims. Owner [REDACTED] We received the letter by courier in regards to changes that will affect our road in front of our property. We also watch the presentation. I did see that there will be a road added to connect Bouffard Road but I am not clear on the changes that will affect us or our area if you can make this a little bit more clear for me.</p>	<p>Email Response January 4, 2021: I have enclosed a modified sketch from what is provided on the website. On this sketch, I have highlighted the approx. location of your property relative to the proposed works.</p> <p>With the realignment occurring at Bouffard, the piece of road fronting your property will no longer directly connect to Malden, it will become a cul-de-sac and will mostly likely get a new street name.</p> <p>I hope this helps, if you have any further questions, please let me know.</p>
	<p>January 4, 2021</p> <p>Email</p>	<p>Thank you for the response. I would also like to know will there be side walk added and will the gutters be closed off?</p>	<p>Email Response January 4, 2021: In most instances, as work progresses, the road in front of your house will eventually become urbanized. That means curbs, sidewalks (on both sides), storm sewers, street lights, watermain, fire hydrants, no ditches, etc.</p> <p>It might not occur immediately, when the road is initially reconfigured, but will transition towards this as time goes on and into future years and be driven by development of the surrounding vacant lands.</p>
<p>Thomas Lovell [REDACTED]</p>	<p>December 25, 2020</p> <p>Email</p>	<p>Having read "laSalle and Lakeshore Launch Surveys...." . Alternative routes from the south of the county into and out of Windsor is necessary to alleviate the congestion on Malden and Sprucewood. This congestion extends to Sprucewood and Matchette. Now having a three lane road way and safe shouldering of that road would allow the traffic</p>	<p>Comments noted.</p>

		into the area between Laurier and Toad Lane but as the three laner turns into a two laner with a light at Laurier, Bouffard, Reaume and then a light a Sprucewood, another a hundred meters down the road in front of the National Bank and then the Turn-Around on Toad and Malden would create a traffic jam twice as bad now and for twice as long. This is not a solution. Better leave the way it is or to work Broderick or Disputed into the solution. Do it right the first time. No trial and error.	
Gary Williams [REDACTED]	December 22, 2020 Email	I have reviewed the entire presentation in detail and am very pleased with the effort of Stantec and the town. However, I see one gross flaw in the proposed bike/pedestrian crossing at the Cahill Drain/Malden Rd. in that at that very point the roadway will condense from 2 + 2 to 1+ 1 + 1 (turn lane). Therefore, southbound traffic will be trying to merge at the same point that pedestrians and cyclists will be trying to cross. There will be a vision constraint there as vehicles will be watching side and rear-view mirrors as well as straight ahead and likely paying little attention to anyone crossing. This is an accident waiting to happen! It would be better to maintain the 4 lane approach until south of Morton and then blend/divide there. Additionally, this pedestrian/bike crossing should be protected by a strobe style user activated crossing light as used in Leamington for a N-S pedestrian trail crossing of Seacliffe Rd. between the LCBO and Service Ontario. This would not constantly interfere with road traffic as in the case of a timed light which is not necessary unless crossers are present or if timed then only available for activation when the lights up or down road are on red status. Please give due consideration and respond.	Email Response December 23, 2020: Thank-you for your email, I have passed this onto the project to review as part of finalizing the documents. Thank-you again for your input and comments, they are much appreciated.
David Phillips [REDACTED]	January 15, 2021 Email	Based on the recent 'flyer' mailed out on the Malden Road Project I have signed up with 'placespeak' and reviewed the LaSalle website for additional information. There is an indication that more detailed plans are available at LaSalle.ca but I was unable to locate them. As [REDACTED] potentially affected by the widening of Malden Road I would appreciate a more detailed description (detailed plans etc.) on how this project will impact our property.	Email Response January 15, 2021: Thank-you for reaching out to us. You can find the plans on PlaceSpeak under the resources section, in the photo folder. For your convenience, I have enclosed a PDF version of the plan for Malden Road in front of your property to this email for yours and your neighbours reference. Again, this plan and the rest of the Malden Road plans are available in .jpeg format on PlaceSpeak.

		<p>Could you please direct me to the location of any detailed plans?</p> <p>[REDACTED]</p>	<p>I also see you provided a comment relative to this on PlaceSpeak. Since I have provided a detailed response through this email, I will provide a simplified response in PlaceSpeak.</p>
<p>Frank Mazza</p> <p>[REDACTED]</p>	<p>March 16, 2021</p> <p>Email</p>	<p>1. Email Received March 16, 2021 I looked at the plans for Malden road, I think it's a great plan. My concern is ease of getting into and out of my driveway as well as parking for my family as well as company. Right now we use half of my grass / the should to have people park.</p> <p>With this plan it looks like there will be little to no space for people to park when visiting. Can you clarify if we will be able to do as before, use my lot / the shoulder to park vehicles?</p> <p>3. Email March 16, 2021: My address is [REDACTED]</p> <p>5. Email March 16, 2021: This doesn't help, we need at least space for 4 vehicles parked in the driveway including my sons therapist. If you aren't taking any of my property, how am I going from space for 4 vehicles to 2, this limits my properties resale ability as well, why was I not informed about this or asked my opinion in the matter during the plans?</p>	<p>2. Email Response sent March 16, 2021: Mr Mazza, could you share with your address? I would like to review your concern relative to the proposed plans looking at your property.</p> <p>4. Email March 16, 2021: Mr. Mazza, please find enclosed the proposed preliminary plans for the future Malden Road improvements. On this plan I have shown the location of your property, relative to the proposed improvements. When your lot was developed, the Town took property from the developer at that time for the upgrades to Malden Road. What that means, is that to accommodate the proposed Malden Road improvements, we do not require any property from you and all the proposed work in front of your house will be confined on Town owned property, on your side of the road.</p> <p>With respect to parking, It looks like you will still be able to park two vehicles directly in front of your garage, plus whatever vehicles you have in your garage. The proposed work will eliminate the shoulders, create a more urbanized road with curb and gutters, and will have sidewalks on both sides of the road along with on road bike lanes and three lanes for traffic. Because of the new sidewalk on your side of the road, being pushed closer towards the houses, you may loss about 3.5 to 4.5m of your driveway when measured from the back edge of the existing asphalt trail, that is on Town property. Therefore, you will not be able to park a vehicle in your driveway blocking the sidewalk.</p> <p>6. Email March 16, 2021: Mr. Mazza, the plans for Malden Road have been in place since 2009. In 2009 the Town prepared an</p>

			<p>environmental assessment (EA) and that EA was a public process. The proposed plans, are being revisited at this time to reflect the changes that occurred in 2009, for example, the new official plan, transit, active transportation requirements, past and future development growth, etc. Therefore, we are going through this update/addendum now. I'm not sure if you owned the house in 2009 when the original plan was developed and if you got involved at that time.</p> <p>Through this email exchange we are communicating and something promoted you to reach out to us. Therefore, I will try and assist where I can. This process was posted all through social media and we had two large electronic message boards on Malden Road in late December 2020 into early January 2021 for about 6 weeks directing people to check this project out on our website. The EA update process is still ongoing and the final report has not been prepared yet.</p> <p>The driveway you are losing is on Town property and as such you are not losing anything on your property. The road improvements are needed to accommodate today's traffic and future traffic expected to occur on Malden Road. Malden Road is a major arterial road in LaSalle, meant to carry significant amounts of traffic and your property is located on this major arterial road and has been that way since your house was built.</p> <p>Malden Road has always been a no parking road and posted that way. The new improvements will not change that requirement.</p>
<p>Mark Reaume </p>	<p>September 13, 2021 Email</p>	<p>as a longtime resident on Bouffard rd I ask you to stop the realignment of Bouffard rd. it will affect me as this will increase traffic down my street</p>	<p>Response sent September 14, 2021: The proposed Malden Road/East leg of Bouffard realignment is part of what the Town's proposal is to improve traffic flow on Malden Road. By improving the traffic flow on Malden Road, it will promote traffic to use Malden Road. Thus resulting in Malden having a more efficient flow of traffic and get vehicles off the local roads. This is required for todays traffic volumes</p>

			<p>and for the projected future growth traffic volumes, once vacant lands are developed.</p> <p>Along with the proposed widening of Malden Road there are also a number of other recommendations for some other road extensions to occur in the future as the farm land develops. This is all to get traffic off of the local roads and put in on the arterial roads and the collector roads. Bouffard Road is considered a local road and will always be considered a local road. All proposed improvements are being proposed with engineering analysis supporting and the prime objective to keep traffic on the higher level roads such as collectors and arterial (Malden) and reduce traffic on local roads (Bouffard).</p> <p>You can check out the Townwide Transportation Master Plan on what is proposed to be built as growth and development occurs in LaSalle.</p> <p>Currently Bouffard creates a set of offset intersections with Malden Road. This intersection configuration has the third highest number of collisions (2014-2019) on Malden Road between Todd Lane and Sandwich Secondary. By creating one intersection with a signal, it will give the existing traffic a safe means of access/egress to Malden Road. Most of the existing traffic volumes currently travels to Malden, because Malden Road provides a direct link to the destinations such as the commercial/institutional establishments. The Town has a desire/need to provide for a safe set of intersections at Bouffard/Malden for todays traffic and future needs and that can not be achieved with the current offset intersections.</p> <p>The Malden Road Environmental Assessment (EA) Addendum has been underway since 2019 and we have carried out public consultation. This addendum is an update to the existing Malden Road EA that was done in 2009. The current final EA Addendum report and recommendations will be presented to Council at the Sept 28, 2021 Council meeting. If Council</p>
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			<p>supports the current proposed recommendations it will go on public record for a mandatory 30 day review period. This project has followed the EA Act process.</p> <p>The pamphlet you received, although shows, what is proposed for the newly realigned Malden/Bouffard intersection correctly. It is not accurate and misleading in that more through traffic will use Bouffard and Bouffard will become an arterial road, this is just not the facts. This is supported through our previous transportation master plan and the current Malden Road EA Addendum.</p> <p>I hope this helps for now, but you can also gain more info from our website, where you can find the final Transportation Master Plan and gain access to what has been done for the current Malden Road EA Addendum.</p> <p>Let me know if you require anything further.</p>
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<p>Pete Chevalier [REDACTED]</p>	<p>September 30, 2021</p> <p>Email</p>	<p>Larry Silani had directed me to you as I am trying to help out my son who has recently purchased a property on Malden Road at Palmer Avenue. He is looking to get a fence put up but recently discovered the plans to push Bouffard through. I don't want him to have to spend any money on the fence and then have it forced to be moved for any expropriation by the Town so I was wondering what if any effect this expansion of Bouffard may have on his property.</p> <p>He resides at [REDACTED] at the southeast corner of Malden/Palmer. He is currently trying to get information for a survey and permit application for his fence.</p> <p>Any assistance you can provide would be greatly appreciated.</p>	<p>Email Response October 6, 2021: Nice to hear from you, hope this email finds you well.</p> <p>Sorry for my delayed response, I was away from the office the last few days.</p> <p>Here is a quick snapshot of what is proposed at the location of [REDACTED]. The proposed main change for this property, would be eventually, the driveway to this property will be realigned off of Malden/Palmer and onto a secondary access road. This may change pending what occurs during the 30 day review period which is scheduled to commence sometime later this month.</p> <p>Also, the Town will require property along the Malden Road frontage from this property. That is the orange dashed line shown on the sketch. The exact amount of property will need to be confirmed during the final detail design but we expect it to be in the range of 3m to 4m. Once this is finalized and Council wants to proceed with the work in this location in the future, is when the Town will make contact with the effected land owners.</p> <p>Also enclosed to this email as an attachment are the proposed Malden Rd improvements in their entirety.</p> <p>I hope this help for now, if you have any further questions, please let me know or if you wish to chat further on this let me know as well.</p>
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<p>Joe Wenzler [REDACTED]</p>	<p>October 5, 2021 Email</p>	<p>Good morning , I live at [REDACTED] . (since 1982) I like the closing on the ditch and bike lanes , but I was wondering how much property of mine will be involved? Thank you and have a great day.</p>	<p>Email Response October 6, 2021:</p> <p>We will require approx. 3m to 4m of property from you along the Malden Road frontage to recognize the proposed improvements. This property requirement is consistent with the original/approved 2009 Malden Road EA in your particular area. The following sketch provides you with a visual of this requirement particular to your property. The property required is represented by the orange dashed line. The exact amount of property will be further refined during the detail design stage. In the future, when Council wishes to proceed with improvements in your area, is when the Town will make contact with the effected land owners. This is the current proposed improvements identified at this time and will be subject to a further 30 day review period. This review period, we expect to commence sometime later this month and notices will be provided.</p>
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PlaceSpeak (all comments noted as part of on-line commenting process but no formal responses sent)

<p>Clark Colautti</p>	<p>January 28, 2021 Comment</p>	<p>a walkway is needed at this area. due too bus stops on both sides. at this moment its difficult to cross. especially for individuals with disabilities. ounce this road is expanded it will be harder. a walkway will also enable pedestrians and cyclists to cross from subdivision at Argus st area to Edgemore which has a walkway. Also school buses stop at the corner of edgemore and malden disembarking students going to both sides of malden.</p>
<p>Stephanie Kenny-Hric</p>	<p>January 26, 2021 Comment</p>	<p>Proper bike/pedestrian pathways should continue to Golfview Dr. This is where the current path ends. A crossover with illuminated overhead lights/warning signs and pedestrian push buttons should also be added. Please see comment in discussion section.</p> <p>Left turning lane should extend to Manor Street (service road accessing Judy Recker Cr) if the gate at Manor St and Judy Recker Cr is to remain open and if it is to be used as an alternative entrance to the Vollmer Complex. Also, speed limit of 70 km/h should be reduced to 50 km/h; many drivers already speeding once passed Laurier Dr. Manor St should also have bike/pedestrian pathways and speed bumps. Please see comment in discussion section.</p>
	<p>January 26, 2021 Discussion</p>	<p>Thank you for the opportunity to comment. My suggestion is to extend the left turning lane slightly passed Meagan Street to Manor Street (not identified on the map provided) which is a service road accessing Judy Recker Cr and the Vollmer Complex. This would allow traffic to continue flowing while drivers are waiting to turn left especially during heavy traffic times (ex. During games, tournaments, festivals, etc). If the gate on this road is to remain open to the Complex then it would also be prudent to decrease the speed limit of 70 km/h to 50 km/h going southward which starts at this road. Many drivers are already zooming at 70 km/h once passed Laurier Dr. I have twice had</p>

		<p>eager drivers pass me on the left while I was attempting to turn left onto this road almost causing accidents. Manor St should also be considered for immediate improvements if the gate is to be kept open. Bike and pedestrian pathways on both sides of the street as well as speed bumps on the road would make it safer for the many bikers, pedestrians and young children playing in the area. If there is no immediate opportunity to make this section of Malden safer by extending the left turning lane to Manor St or decreasing the speed limit, then I suggest keeping Manor St as a service road and keeping the gate closed as per the agreement made with the seller of the land Irene Quenneville. A proper bike and pedestrian pathway on Malden Rd are necessary as the current path has certain sections which are made up of half pavement and half crushed stone. The stones end up all over the pavement making it inconvenient to bike or roller blade. The path should also extend to N Townline Rd/County Rd 8 or at the very least to Golfview Dr. This is where the current path ends. Bikers and pedestrians can then access the LaSalle Trails multiuse paths along Golfview Dr and Matchette Rd. It would seem odd to construct a new and efficient pathway that would abruptly end at Meagan Street. A pedestrian crossover with illuminated overhead lights/warning signs and pedestrian push buttons at the intersection of Malden Rd and Golfview Dr should also be considered. As others have stated, turning left on Malden Rd at any point from Normandy St to Meagan Dr is very difficult during heavy traffic. A traffic light and/or safe pedestrian crossing such as a crossover with overhead lights/warning signs and pedestrian push buttons is necessary at Reaume Rd. I question whether having traffic lights at Reaume Rd and Bouffard Rd is the best solution. If the lights are not properly synced with the ones at Laurier Dr, it could cause more congestion as is experienced at all traffic lights from Elmdale Ave to Normandy St during peak traffic times. Perhaps a roundabout at Bouffard and at some of the other intersections others have mentioned (ex: Stuart, Morton) would be a better choice? However, I am not well informed on the statistics of a roundabout as compared to traffic lights.</p>
Natalie Packer	January 16, 2021 Comment	I believe we need a light or stop or roundabout at this intersection. It can take up to 10-15 minutes to pull out safely and then left. It's terrifying for pedestrians, especially when we have children that need to go to school along this path.
Gabriel Ciavaglia	January 3, 2021 Comment	<p>Adding some sort of bus shelters would be helpful for any bus users who need to wait for the bus for an extended period of time, since currently the LaSalle route has a very long headway (45+ mins weekdays, 90 mins on weekends). It would increase the viability for residents to take transit as opposed to driving</p> <p>Agreeing with other commenters here that a full traffic light could possibly be added here, but at the very least a signalized pedestrian crossing is much needed here</p> <p>As other commenters have mentioned, a sidewalk or multiuse trail to allow for high school students to safely walk to school. In addition, the proposed bike lanes should be buffered with some sort of bollards to increase cyclist safety (students and otherwise)</p>
Lisa Lortie	January 2, 2021 Comment	<p>Something more needs to be done at this intersection for pedestrians. The current cross walk is ignored. If data supports a full traffic light for vehicles ok but if not less lights on Malden preferred. If data does not support for vehicles a better crossing (like Matchette and Turkey creek) is warranted.</p> <p>An additional light here and at Reaume seems like too much with the one already at Laurier</p>
Joel St Pierre	December 31, 2020 Comment	I believe widening the road to three lanes would be a mistake. There is barely enough room for two lanes and a sidewalk as is.

Forest Heggie	December 24, 2020	Extend trail system to Laurier
	Comment	seperated multiuse lane to Laurier paths and intersection in order to get to the high school safely. Lights are needed here to enable crossing safely for pedestrians and to join the trails. Roundabout are great except when you expect traffic to yield to pedestrians, as this is a link of the trail system either lights or a separated multiuse bike/walking path is needed up the west side of Malden south and north from Laurier to Normandy where you can safely cross.
	December 22, 2020	The intersection at Reaume and Malden is horrible I fully support a major redesign of Malden . The intersection of Malden and Reaume needs lights - this is the intersection of the trail and the continuation of the path is on the other side. I have stood there in bright clothing full daylight and no one stops. It has been the location of multiple accidents. There needs to be separated bike paths on both sides of Malden up to Laurier. This is one of the main walking paths for high school students. Biking up the side of Malden to get to the paths at Laurier is unsafe on a good day. One sided separated by a paint line for both directions of walkers and bikers. Please do this.
Erin Farbar	December 22, 2020	A roundabout here would be even better than lights.
	Comment	Any chance of extending trails up here to the Prairie? That would be a real benefit to residents.
	December 22, 2020	Agree with the above comment about improving let turns off Morton, Stuart, etc. Is there room for a roundabout at Stuart? Hearty agreement with crosswalk at Turkey Creek. So many people dash across the road there. Adding street trees on either side of road will help slow traffic. Can we add garbage cans at the bus stops to prevent littering?
	December 22, 2020	Discussion
Jason Sammut	December 22, 2020	Putting light bends in the road instead of just a straight one will slow traffic to safe levels as well, just not enough to block vision of what is ahead. also right turning lanes to keep traffic moving. and, if there is room, instead of more traffic lights, use roundabouts. as for malden and the turkey creek bridge/drain, a crosswalk is needed of some kind, i dont know what the budget is, but anything from putting a full bridge in so you can pass a sidewalk under it, or lights and a full traffic stopping crosswalk/intersection at morton. making a left off morton is a nightmare at times. a ls there is a pole there that blocks vision to the right, it should be moved at first opportunity. P.S. i'm a 24 year UPS driver, i know my stuff.
	December 22, 2020	Discussion
Darcy Kapput	December 22, 2020	I support roundabouts, not traffic lights!
	December 22, 2020	Discussion
Andrew Zuccato	December 22, 2020	Nice work. These improvements are long overdue.
	December 22, 2020	Discussion
Debbie Meloche	December 22, 2020	LaSalle does not end at Mega. Come all the way down with your sidewalks. We at the edge of LaSalle would like to have sidewalks too. I'd love to have sidewalks all the way down Malden to Hwy 18. We pay big taxes out here. It would be nice to have people off the crushstone shoulders onto a paved walkway. We just got street lights... keep up the momentum.
	December 22, 2020	Discussion

Hugh MacIsaac	December 22, 2020 Discussion	Wonderful timing for this project – LaSalle needs to update this infrastructure. All of the ideas presented are excellent, except perhaps adding more traffic lights. I agree with others that roundabouts are a better way to go. Ideally the buffered bike lanes will be well separated from vehicular traffic like the excellent ones on Todd. (I wish the part of Malden just north of this could be redone to put in proper bike lanes up to Todd.) Good luck with this important project. Smart growth!
Tom Fleming	December 22, 2020 Discussion	Agree with three lanes from Cahill Drain to Meagen. Intersection at Reaume should recognize future traffic from east extension. Ideally, this would be a great roundabout if not for commercial properties at intersection. Bouffard realignment will increase efficiencies, but not warrant a roundabout. Pedestrian crosswalk at Cahill Drain long overdue. Please install crosswalk with lights as traffic is accelerating from Normandy. On-road buffered lanes sufficient if properly buffered as to allow eight year old to be safe riding beside traffic. I'm looking forward to the construction. Get 'er done!
Kevin Crabbe	December 23, 2020 Discussion	Traffic lights at Reaume and Bouffard is ridiculous. Then you have a traffic signal at Laurier. That's 3 traffic signals in less than 2 km.
Reginald Fazekas	December 23, 2020 Discussion	Malden Road should be maintained as a Residential Road. Maximum of 3 lanes which includes a centre turning lane for regular traffic, with Paths, Walkways, and Landscaping. Close off the short section of Bouffard Rd. Rename if you wish, you don't need more short cuts creating more traffic hold ups. There is Laurier Parkway to connect to the remaining Bouffard. A traffic light is needed at Reaume Rd. But! Make it a part time traffic light only for the busy times, the remainder of the times it can be used as Pedestrian controlled crosswalk. This is a residential road, not a highway.
Tim Zoldak	December 24, 2020 Discussion	I think the intersection at Reaume and Malden is quite similar to the one at Todd and Malden and a roundabout here was extremely effective. Why not implement a roundabout here as well? I would also ask you to consider one for the Bouffard realignment as well.
Kamen Laptev	December 22, 2020 Discussion	Why don't we do roundabouts instead of traffic lights? Multiple studies show roundabouts are a lot more efficient and environmentally friendly than traffic lights. There is less idling, less pollution, no electricity is used. They help traffic slow down. They regulate the flow of traffic very efficiently. At night when there is no traffic, you don't have to wait at a light for no one. They are used everywhere in Europe.
Trina Burleigh	December 26, 2020 Discussion	I would love to see either a light or roundabout at Reaume and Malden Road.
Fong Tran	December 27, 2020 Discussion	I agree with the amended recommendation on not changing the crosswalks at Malden and North of Normandy and keeping it the same standardized traffic crosswalk. Thank you for considering the input and concerns from many residents.
Renato Chiodo	December 28, 2020 Discussion	I think the upgrades as long overdue and are necessary. I would like to see a roundabout at Reaume and Bouffard, or at the minimum at Reaume. A pedestrian walkway is important to incorporate into the design as well, as many people cross there at those intersections. The roundabout at the intersection at Todd Lane and Malden Road works well.
Amir Kalajdzic	December 29, 2020 Discussion	Most of these changes are necessary, especially with the amount of traffic between Bouffard and Todd Lane. I'm not sure if this is in the plans, but LaSalle needs a revamp of the waterfront. Ours is a disgrace compared to Amherstburg, and would even help bring in some local tourism.

Donald Petrozzi	December 30, 2020 Discussion	Improvements to Malden Rd. long overdue. Traffic continually increasing. Would prefer roundabouts to more traffic lights. LaSalle continues to grow and roads have to be improved especially Malden Rd. The need for bikes and people being able to safely walk very important.
Jean Fletcher	December 30, 2020 Discussion	Every time I wait at Reaume and Malden I comment that we need a light at this intersection. This is the most important upgrade in this project. A roundabout at this intersection is another good suggestion but whichever is most cost effective to the implementation of this project. I think careful considerations should be taken to this project to meet the community needs but not incur extra costs in the project that will ultimately increase our taxes. LaSalle is the best community to live and raise a family and I am very proud to say I live in LaSalle.
Adam Pinkerton	December 30, 2020 Discussion	As someone that lives very close to the reaume and Malden intersection, I not only use it multiple times a day but also see the traffic backup in front of my house on a regular basis. A light is long overdue. This intersection differs from Todd and Malden for multiple reasons. One is the businesses on either side of Reaume are busy with a constant flow of traffic as well there is a significant amount of pedestrian traffic as well. Once the proposed continuation for Reaume Rd goes in on the east side of Malden there will be even more traffic. Please consider a traffic light with sensors as well as pedestrian push buttons.
Dave Dunn	December 31, 2020 Discussion	No more \$\$ on bike paths etc., since most ride on the road anyway. Malden needs competent light sequencing thru the Todd Lane - Normandy corridor. This during peak times is awful and shouldn't be. Malden needs a center turn lane from Normandy to Bouffard with a round-a-bout at Reaume. Matchette needs all 4 way stops removed except for the Laurier intersection, the rest can be replaced with east-west caution lights. The N-S traffic is far greater than E-W. Matchette/Sprucewood could use a round-a-bout as well.
Marilyn Penny	December 31, 2020 Discussion	Thank you for the opportunity to provide feedback on the proposal. As a long time resident of LaSalle I strongly agree with a need for a traffic solution at the Malden and Reaume intersection. This would improve the traffic flow and provide safer solutions for cross the intersection.
Jordan Goulin	December 31, 2020 Discussion	Definitely a light is needed at Reaume, but not at Bouffard.
Bruce Clarke	January 5, 2021 Discussion	As a resident on Bouffard that can never make a left turn onto Malden, we need something. My family are residents on Bouffard between Malden and Matchette. I would love to see a light at Malden/Bouffard. We can never make a left turn anymore due to volume on Malden. When school is in and Volmer is active it's impossible. I have no issues with roundabouts. Not sure if there is room to put one in here though. The more bike lanes and sidewalks the better. As a cyclist, I don't want to be on the road. I was brushed by a truck mirror on Malden this summer between Bouffard and Laurier and the driver was giving me hell.
Devon Shepley	December 31, 2020 Discussion	I agree. The proposal is sound. Reaume should have a light or round a bout. The only concern being of traffic is backed up from Reaume road, due to traffic lights, that any vehicle attempting a left from Bouffard on to Malden road would have a longer or equal wait. 2 options that should be studied, is will a round a bout keep traffic flowing enough so that is not a concern. Or the timing of lights at Reaume and Laurier to work so they efficiently let traffic flow at Bouffard as well. On a side note. It would be nice if they trails were actually roller blade friendly. The cement path has been terribly neglected on Malden and parts of Reaume
Bassem Bakheet	January 1, 2021 Discussion	I think Malden Road from the Roundabout at Todd lane till the intersection at Laurier Parkway definitely needs to be wider. There are several new condominium projects around Zehrs and Rexall. A pavement for our senior would be a great accomplishment too as this sector is a major shopping area.

Eugene Santini	December 29, 2020 Discussion	Studies have shown roundabouts are safer than traffic lights. Drivers need to slow down and think at roundabouts as opposed to trying to beat a red light. Overall, roundabouts have shown to achieve a 37 % reduction in collisions as opposed to traffic lights. ... In these instances, traffic lights are a better option. Aug 22, 2016 Traffic lights are old technology and while they do control traffic to the max roundabouts may cost more but are a better efficient and environmentally friendly solutions. Reaume and Laurier may be served better with roundabouts as traffic can keep moving. A great local example of a very busy and safely used roundabout is a hwy 3 and Howard Ave and the 401. It was used for almost 3 years during the construction of the parkway to move local and international traffic which included many trucks and cars. Roundabouts are a green solution to idling vehicular traffic of all kinds and should be a major consideration. A consideration of possibly closing down a few side streets between Cahil Drain and Reaume. Stuart and Monty could be left open and traffic routed there. This could work smoothly with roundabouts but not street lights. This was done along Cabana road in south Windsor years ago. It's great that the development of pathways are being done and more needs to be done. Could there be a consideration to budget more dollars to complete a pathway from Golfview to County Road 20. To be continued on the East and south sides of Malden as many people use this route to ride there bikes, walk and walk there dogs? Thx!!
Sandra McLeod	December 28, 2020 Discussion	I agree with most of the improvements. I ask that you seriously consider NOT putting a round about at Reaume, but instead use a light. a round about will be more expensive as more construction and land is required. The businesses in the area will be jeopardized and inconvenienced. A light, properly timed will be more efficient. While the round about at Todd Lane works well most times, there are many times when people simply drive through without slowing down or stopping to allow right of way - causing a dangerous situation. Also a light/ round about at Bouffard is NOT necessary if there is a light at Reaume - it is too close to Laurier and will only add to traffic back up. I agree with all the changes being suggested. I avoid riding my bike on Malden because the 'path' is insufficient to protect bicycles. So lets the bike lanes similar to Todd Lane on both sides. Also a light at Malden is needed for cars turning; bicycles crossing and people crossing on foot. I don't necessarily think a light is needed at Bouffard as there is already one at Laurier. Unless all three are completely synced all the time the traffic will be worse. A light at Reaume and one at Laurier – again synced to allow traffic flow should be sufficient. The bikes lanes should be extended to at least Martin Lane. Many people ride their bikes further and need to be protected
Gerry Jenner	December 30, 2020 Discussion	I agree that a roundabout at Reaume and Malden (or at less cost, a traffic signal) is now necessary. I do not believe another signal at Bouffard is necessary. The Reaume improvement will create a gap for traffic entering Malden between Reaume and Laurier. Otherwise I agree on balance with the proposals...btw: it is clear the 'reader' of the report is not a local person, and her pronunciation somewhat jars...local input matters.
MaryJo DeMarco	January 2, 2021 Discussion	Definitely needs widening, but try not to interfere with green spaces or bike lanes.
Nathan Soulliere	January 2, 2021 Discussion	Do round abouts instead of lights on Malden already, and there's no reason to hold up traffic even more.
Pierre Tessier	January 2, 2021 Discussion	I'm concerned adding signals at Reaume and Bouffard in addition to the signals already at Laurier will have negative impacts on traffic flow and more idling cars next to people on bicycles and walking. By re-aligning Bouffard we can remove some of the dangers associated with that intersection without the need of a traffic signal.

Kasia Touralias	January 2, 2021 Discussion	Malden Road is a major connection road in a town that is drastically expanding. Malden road is no longer a residential road like people living directly on it would prefer. Just like Front Road, just like Todd lane, just like Cabana and Dougall in Windsor, it needs to be expanded to accommodate for the heavy traffic. I live off of Morton road and every morning I need to turn left onto Malden to go north. It is impossible!!!! I have adjusted time when I leave home for work, just to beat traffic, and that doesn't even help any more. I sit in the parking lot at work for an extra half hour! Same scenario repeats at 4:30 pm. I refuse to go to the grocery store because it will take me 10 min to just make my left turn! My daughter, who is a new driver, is scared to take Morton to connect to Malden because of that left hand turn. Not to mention all the people speeding and all the accidents around Reaume!!! My opinion: if the town accepts all the new businesses along Malden and new developments around town, than the town needs to provide infrastructure to accommodate for all this extra heavy traffic. We do pay enough taxes for this town to finally fix the traffic problem.
Franco Enea	January 2, 2021 Discussion	With all these new residential condos going up, I believe we need to widen Malden now before more are built. A red light is also needed on Reaume intersection. It's almost impossible to cross on certain hours.
Jason Fabbro	January 3, 2021 Discussion	I would like for the following to be considered: 1. Minimum three-lane road with a middle turning lane 2. Finished curbs (no ditches) 3. Bi-directional walking paths from end to end 4. Bi-directional biking paths from end to end 5. Light or roundabout at Reaume 6. No light or roundabout at Bouffard 7. Although it is out of the boundary of scope, I feel that a cross-walk at Golfview and Malden should be considered. Kids are not able to safely cross Malden at this spot to get to Vollmer/Sandwich Secondary/New Prince Andrew school. Thanks for your consideration.
Gaurav Ahuja	January 3, 2021 Discussion	I think the road needs widening with added bike/multi lanes which go right up to river canard.
James Lachance	January 4, 2021 Discussion	Ive been reading others comments on here and I think we all have the same HOPES for Malden. I have resided in the Malden area for some time now. This Road is a main road leading in/ out of the LaSalle area. This road becomes quite busy once everyone is heading home after a long work day in addition to the recreational activities that take place as you approach the River Canard area. So with that being said, I hope to see: - Side walks ALL the way down Malden are needed. It not just the trails in LaSalle that matter, but the River Canard area too. There is a park and recreational store where many like to canoe and watersport. Many VEHICLES (transports and Cars) drive by speeding as YOUNG kids walk this road to the park/ store. I have witnessed many questionable, licensed, vehicle owners put at risk the locals walking this dangerous 'path'. This is the truth, not sarcasm. - Widening of the road and traffic improvements (2 main roads in and out of LaSalle... terrible for traffic management). Lets not confuse this request. Making this road a Highway is a very bad idea. Its bad enough 18 wheelers take highway 8 into Malden and sacrifice the safety of the locals. Roundabouts, sidewalks and extra lanes need. Traffic Lights are a bad idea along this road. keep this traffic moving. Thanks
Maureen Johnson	February 4, 2021 Discussion	I agree. I would also like to comment on the fact that there has been nothing to connect the walking/biking path at Malden and Golfview to the rest of Malden Rd. That path was put in years ago. Having lived in LaSalle for over 30 years, the rest of Malden to Front Road always seems to be overlooked when talking of safe biking and walking paths because there isn't the population of the newer parts of LaSalle. I always had to drive my kids safely to a path so they could ride safely into LaSalle. Now I have to drive and park to get safely to a walking/biking path. I think this needs to be addressed. The residents that live on Malden towards Front Road have been overlooked because we are a smaller population. It's well overdue. Thank you

		I agree with everything that Peter Nelson has mentioned. I would also like to comment on the fact that there has been nothing to connect the walking/biking path at Malden and Golfview to the rest of Malden Rd. Having lived in LaSalle for over 30 years, the rest of Malden to Front Road always seems to be overlooked when talking of safe biking and walking paths because there isn't the population of the newer parts of LaSalle. I always had to drive my kids safely to a path so they could ride safely into LaSalle. Now I have to drive and park to get safely to a walking path. I think this needs to be addressed, as we the population living on Malden, gets older. It's time. Thank you
Gillian Matthewman	January 4, 2021 Discussion	As a pedestrian on both Malden Road and the Trail system, as well as a resident in the subdivision accessed from Malden Road via Morton: 1. I am very concerned that the stretch of Morton from Malden to McNabb is shared by vehicles, bicycles and pedestrians all day long. People entering or exiting the trail system have no choice but to walk on the road because of the ditches on both sides of the road. One day last week when I was walking with my dog I encountered 4 bikes, a skateboarder, 1 pedestrian with a baby stroller, 1 jogger, 2 cars and a delivery truck all on that stretch of road at the same time. I wish I had brought my phone with me to video the mayhem! 2. One additional solution besides adding sidewalks to Morton would be to connect the trail system that runs along the creek with a pedestrian overpass at Shoppers Drug Mart over Malden Road and continue of the north side of the creek to pick up the trail again where it stops on Naples Crescent. 3. I do believe that roundabouts are logistically better than signal lights and one at Stuart should be considered. 4. As far as mixed use development down the corridor is concerned - it is the price we pay for living in a growing community. 5. I believe the Town of LaSalle does a wonderful job of keeping our roads, parks and green spaces in good condition. I appreciate the opportunity to contribute to this discussion.
David Rauti	December 31, 2020 Discussion	For the most part I agree with the proposal and the suggestions. That said, the one thing that needs reconsideration is the need for a roundabout at Reaume & Malden, not a light. Not only is a roundabout the only way to keep things moving most consistently, but it's lower maintenance. Provided a future Mayor doesn't decide it needs to be complete redone within 2 years I suppose. What happened at Todd and Malden was just ridiculous – but I digress. I'm sure the Town already considered a roundabout, so if it's not preferred I for one would like to know why. That said, I wouldn't fight the light, it's better than nothing, and something is sorely needed & long overdue. Roundabouts are more functional and naturally more attractive, since the center is easily landscaped.
William Gazo	January 5, 2021 Discussion	Something must be done about the volume of heavy truck and transport traffic on Malden road. Living near Laurier and the High school it is Highly unsafe for my kids to walk to the school or their bus. The speeding traffic is a tragedy waiting to happen. In addition the noise level and vibration level from the trucks is getting impossible to tolerate and causing structural damage to the homes along this roadway. Something must be done and done now to stop this traffic problem. Additionally the traffic light at Laurier does not function as 4 ways and only has pedestrian signals where there are sidewalks. Again this is dangerous for pedestrians living on the West side where there are no functioning signals to aid the students in crossing to the school. How this could be missed by the town is difficult to understand.
Diane Girty	January 9, 2021 Discussion	I live on Stuart Blvd. It is impossible to turn left onto Malden without feeling like I'm taking my life into great risk. Stuart also seems to be used for all emergency vehicles. I don't think having a light at Laurier, Bouffard and Reaume will help the Stuart Blvd and Morton Road problem much. That leaves a huge gap between Normandy and Reaume, without relief of traffic being stopped, but then stopping traffic at the next three intersections. We need a light at Morton or Stuart instead of Bouffard. It makes more sense to me to space them out, perhaps at Morton and Reaume, instead of Reaume and Bouffard.

David Phillips	January 15, 2021 Discussion	I live on Malden Road south of Mike Raymond Drive. How can I access more detailed plans on the project that impact this location? My search of the LaSalle website was unsuccessful.	Response January 15, 2021: Proposed plans for Malden Road can be found on PlaceSpeak, under the “Resources” section in the “Photo” folder.
	Malden Road – South Limit – Discussion	I request the plan include tangible measures for traffic speed control such as traffic circles instead of stop lights at intersections. The 50km speed limits in the section of Malden Road south of Laurier Parkway is rarely adhered to, even though it is a school zone. Vehicle traffic from the Laurier Parkway stop light, traffic exiting the Vollmer Complex and Traffic exiting Sandwich Secondary School in a southerly direction often reminds me of the start of a Formula 1 race. For some vehicles it is imperative to accelerate to 100km prior to reaching the 70km limit south of Meagan Drive. Please consider some form of 'traffic smoothing' along the complete project section of Malden Road.	
Suzanne Garrick	January 15, 2021 Discussion	i think having too many lights on malden road would be dangerous. i could see the one at laurier; however, to put one at bouffard and also one at reaume would make people speed up before the light turned again. also, in the winter, when the roads are bad, it is more difficult to stop. i can see a light at reaume without a problem but approaching malden road on Bouffard would also increase traffic speed just to make the light. houses on bouffard are closer to the road. i would like to see the lights timed correctly for a better traffic flow rather than stopping, starting and stopping at the next light. should allow more traffic to flow w/o the light changing too quickly.	
Joe Savone	January 15, 2021 Discussion	My family owns property on Palmer. Is it possible to get a clear idea on what is being proposed? We’ve seen where Palmer gets extended along our property, but we’ve also seen an image where it cuts right through. Is it too much to ask for clarity for people that are directly impacted?	Response January 15, 2021: The proposed works on Palmer are depicted on the images contained within the “Resources” section on PlaceSpeak, in the “Photos” folder. If you are looking for more clarity, please email the LaSalle Director of Public Works, Peter Marra, his email address is available on the Town website www.lasalle.ca .
Kara Boyes Browning	January 16, 2021 Discussion	I am very glad to see that we are proposing a resolution to the traffic issues on Malden Rd and the intersecting roads. I do believe something needs to be done with widening and increasing lanes , as well as safe pedestrian walkways. I feel putting traffic lights at both Reaume and Bouffard might be a hindrance and back traffic up more. Maybe round-a-bouts could be a viable solution. Thank you for allowing us to voice our concern!	
Susan Allison	December 23, 2020 Discussion	I fully support the stop lights at Reaume and Bouffard and the bike path initiative. They are necessary for the safety of all using Malden Rd automobiles, bicycles and pedestrians. Please proceed ASAP for the community.	
Brian Popp	January 17, 2021 Discussion	The corner of Malden and Morton needs to be looked at. This corner is a prime access point for the trails for both pedestrians and bicyclists. It is very difficult to make a left hand turn from Morton onto Malden at peak times and especially so when pedestrians and bikers converge on this corner. If a roundabout will not fit into this intersection, consider banning left hand turns from Morton onto Malden. I agree with other comments about installing roundabouts at both Stuart and Reaume. Traffic also needs to be slowed down from the Cahill Drain to Reaume as many inconsiderate drivers seem to accelerate whenever they see someone trying to make a left onto Malden. Perhaps speed bumps similar to the roads around the Vollmer Centre could be installed.	
Wesley Robinson	January 21, 2021 Discussion	I am against any improvement of traffic flow unless it is a safety issue. A safe means of entering the traffic from Bouffard and Reaume is a great improvement but I can see no benefit to adding lanes. The road should be kept as is in order to discourage traffic. Urban planners have known for a long time that traffic efficiency improvements encourages more traffic and there is no need to create another Front road disaster. Most of our traffic is flow through from Amherstburg and want nothing more than to speed through our town disregarding the speed limits.	

Kelly Grant	January 31, 2021 Discussion	Love and appreciate the feedback request but this platform is not very user friendly. Having sidewalks on both sides of Malden pleeeeee , right to the school. (Then maybe you won't need to cross the street so much). Turning left on Malden from Reaume and Bouffard an issue.	Response February 1, 2021: Hi Kelly, thank you for your comments. They will be shared with the project team. Is there something that you were not able to find on PlaceSpeak that is making it not user friendly? Maybe we can help you find some information.
Gary Williams	February 3, 2021 Discussion	I had direct emailed the contacts that are suggested from the town and Stantec but will repeat for this forum. I believe the improvements as shown are definitely needed to keep pace with the town core's expansion. As a trail walker and biker I do see a grave mistake with the plan for the Cahill drain trail where it is proposed to cross Malden. I like the plan to connect with an extension of the west side of Malden's Cahill drain north side trail as this avoids the current practice of having to go south on the east side of Malden and cross at Morton then travel up the trail-less portion of Morton to catch the trail again near the woods on the way to Vince Marcotte Park. What is wrong with the new crossing near Shoppers? Well, the road north to south will merge exactly at that point from 2 to 1 lane and drivers will be paying most of their attention to trying to cut in/blend in rather than looking for pedestrians and cyclists crossing at that spot. Also, with this merging scenario a stop light or cross walk light will only force traffic congestion as then the vehicles will be stopped and then have to start again with more effort and courtesy and discourtesy to try to get into the single lane headed south. I think this is a plan for both vehicular and hiker/bicycle accidents. Instead, I would suggest that the two lanes, each side, continue south just past Morton and then blend into the one plus one plus a turn lane plan at that point. The pedestrian crosswalk at the Cahill drain trail can then be alerted to stop traffic this one block ahead of the further south merge area as with the same light system recently installed at Reaume and Malden. This north/south traffic lane modification would likely necessitate widening of the Cahill drain bridge but this might be necessary in the future anyway! Someone has suggested a pedestrian bridge over Malden at this trail crossing but, if with stairs, this would preclude handicapped people, those pushing strollers, and cyclists and a ramped bridge would take up too much ramp length from the existing trail on both sides of Malden to get an easily traversed slope. The proposed crossing at a merge point is absurd as can be seen anywhere else in Windsor, or anyplace – where has anyone put a pedestrian crosswalk right where the road traffic lanes end and blend back together?	
Kristen Machina	February 5, 2021 Discussion	I am pleased to see dedicated bike lanes and sidewalks on both sides being explored, this is a big upgrade from the multi-use path (i.e. glorified sidewalk) on one side only. I would love to see off-street cycle tracks in lieu of on-street buffered bike lanes to provide additional physical separation between motorists and cyclists. The thru lane widths also seem excessive for an increasingly urbanized environment. Wide lanes give motorists the impression that they can drive faster than they should be driving, and in order to both encourage people to drive at a safe speed, and provide additional space for pedestrians and cyclists, I'd like to see more appropriately sized vehicle lanes. I would also be interested in seeing the impacts of roundabouts in lieu of traffic signals at Bouffard and Reaume if intersection-related widenings are being proposed anyways. While the right-of-way space is limited, and road improvements were recently implemented, I am disheartened to see that no improvements are proposed between Todd Lane and Cahill Drain, given that the majority of collisions along the corridor occurred in this stretch, and cyclists must share a lane with vehicles in this area.	
Jonathan Choquette	February 5, 2021 Discussion	Thank you for providing the opportunity to comment on the Malden Road Transportation, Public Safety and Urban Design Improvements. As a Lead Biologist with Wildlife Preservation Canada, my comments are focused on the potential impacts of the proposed project on Species at Risk (SAR) reptiles and their habitats, as well as opportunities to provide benefits to SAR:	

		<p>1) If the project requires replacement of the Cahill Drain concrete culvert, this would provide a potential opportunity to upgrade the structure with one that includes shoreline on both sides of the watercourse (i.e., an “extended stream crossing”), allowing dry passage of terrestrial animals along its banks. Cahill Drain provides regulated habitat for at least 3 SAR reptiles and upgrading the culvert could increase habitat connectivity for these and other species of wildlife. Based on a publication by Lesbarrères and Fahrig (2012) one wildlife crossing design “that works for most species is the ‘extended stream crossing’, an elongated, open-span structure over a natural stream, including wide banks on both sides” (Access article here: https://www.sciencedirect.com/science/article/abs/pii/S0169534712000341). This type of project might also be considered as compensation for SAR reptile habitat damaged or removed elsewhere along the Malden Road corridor (e.g., due to the Bouffard Rd. realignment). 2) Given the potential negative impacts of road expansion into the area north of Bouffard Rd. and East of Malden Rd. on SAR reptiles and their habitat (in the form of road mortality and habitat fragmentation), at this time I do not support upgrading the Reaume-Malden intersection for the eastbound extension of Reaume Road. If these concerns relating to SAR have already been addressed in a previous plan than it ought to be presented alongside the proposed Malden Road improvements. Sincerely, -- Jonathan D. Choquette, BSc, MLA Lead Biologist - Ojibway Prairie Reptile Recovery, Wildlife Preservation Canada email: jchoquette@wildlifepreservation.ca mail: PO Box 221 Stn A., Windsor, ON, N9A 6K1 web: www.wildlifepreservation.ca/ojibway-prairie-reptile-recovery/ site-web (français): www.wildlifepreservation.ca/fr/retablissement-des-reptiles-de-la-prairie-ojibway/</p>
Peter Neilson	Executive Summary - Discussion	<p>What has changed since 2009 is the advent, and rapid expansion, in the use of e-Bikes. In my opinion, talking with my friends and acquaintances (I am 71, and retired), and observing all around town on my daily walks, these have, in a very short time, really taken hold, and I know they are huge all over North America. My brother-in-law who lives in Toronto, and who is nearing 80, plans to buy one this year. Our neighbours' children got new ones this past summer. Bike sharing in San Francisco, where our son lives, is now mostly e-bikes. This extends bicycle transportation to those who are maybe not in top shape, and to those who don't wish to arrive at work all sweaty, but still wish to use healthy, and relatively cheap transportation. I plan to investigate buying one this coming spring, and to use it regularly once purchased. I expect this trend to grow rapidly, and with global warming creeping into our community, and our warming winters becoming the norm, I think these will rapidly be seen, for many, as a common means of daily local transportation. I hope that the bicycle infrastructure you have envisioned in these preliminary drawings is sufficiently robust to deal with the volumes of bicycle traffic that is almost certainly about to appear on a scale we have never experienced in LaSalle. My kids who live in Ottawa, which is a very bicycle-friendly city, have bicycle paths that rival streets for traffic flow. That includes lanes for each direction, traffic lanes marked, with use and rules specified. Page 3 of the presentation does not show what I believe is required to handle this expected bicycle traffic, and will lead to angry complaints if that is what is built. Page 6 is much more in tune with what is needed, in my opinion. Anything less is likely to be obsolete before construction is completed. I agree with everything else. I am disappointed that proper bicycle infrastructure was not included in phase one from Todd Lane to Cahill Drain. One must either move onto the sidewalks illegally, or risk having elbows removed by cars right next to you, or cars annoyed by being slowed by bicycles. "Lane sharing" is not a viable bicycle alternative in my opinion. If the town is serious about being Healthy, Vibrant and Caring, we need to walk the walk - not simply offer symbolic paint on the road.</p>

Malden Road at Hollinger Avenue – Discussion	<p>The 2008 Official Town Plan references the Bouffard Planning District, and that part of the plan outlines the streets to be developed to both grow and enhance planned neighbourhoods, as well as to enhance traffic flow throughout the planned town (Schedule B-4). Part of that plan is the extension of Ellis Street from Todd Lane in the north, running parallel to Malden Road, and to the east of Malden, until it is to connect to Laurier Parkway to the west of the Vollmer Centre. This was designed to take traffic off the Malden corridor, and to access the planned developments envisioned in the Bouffard Planning Area. Is this the proper time to look at implementing this part of the plan? Taking traffic off of the Malden Corridor would certainly seem to lessen some of the pressures it currently faces, as well as opening up the Bouffard Planning Area for development. It would also provide opportunities for state-of-the-art bicycle infrastructure that may not be possible in the Malden Corridor due to the limitations imposed by current properties. I am not sure if this document is still current, but I remember at the time it was being developed, how smart I thought this plan was. Maybe now is the time to discuss it.</p>
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From: [MNRF Ayl Planners \(MNRF\)](#)
To: [Hohner, Paula](#); [Peter Marra](#)
Cc: [Wrathell, Melissa](#); [Welker, Kevin](#)
Subject: RE: Malden Road Improvements - Notice of Public Consultation Centre
Date: Friday, January 15, 2021 11:20:12 AM
Attachments: [image001.wmz](#)
[image002.png](#)
[image003.png](#)
[ad_Malden_PCC_Notice.pdf](#)
[NHGuide_MNRF_2019-04-01.pdf](#)

**Ministry of Natural
Resources and Forestry**

**Ministère des Richesses
naturelles et des Forêts**

January 15, 2021

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Senior Environmental Planner, Stantec Consulting Ltd.
Direct: 519-675-6666
Email: paula.hohner@stantec.com

Subject: Malden Road Improvements - Notice of Public Consultation Centre

The Ministry of Natural Resources and Forestry (MNRF) received the attached notice for the proposed Malden Road Improvements project. Thank you for circulating this information to our office, however, please note that we have not completed a screening of natural heritage or other resource values for the project at this time. Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

This response provides information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, and engaging with the MNRF for advice as needed.

Natural Heritage & Endangered Species Act

-
In order to provide the most efficient service possible, the attached Natural Heritage Information Request Guide has been developed to assist you with accessing natural heritage data and values from convenient online sources.

It remains the proponent's responsibility to complete a preliminary screening for each project, to obtain available information from multiple sources, to conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. We wish to emphasize the need for the proponents of development activities

to complete screenings prior to contacting the Ministry or other agencies for more detailed technical information and advice.

The Ministry continues to work on updating data housed by Land Information Ontario and the Natural Heritage Information Centre, and ensuring this information is accessible through online resources. Species at risk data is regularly being updated. To ensure access to reliable and up to date information, please contact the Ministry of the Environment, Conservation and Parks at SAROntario@ontario.ca.

Petroleum Wells & Oil, Gas and Salt Resource Act

There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best known data on any wells recorded by MNR. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.

Public Lands Act & Lakes and Rivers Improvement Act

Some projects may be subject to the provisions of the *Public Lands Act* or the *Lakes and Rivers Improvement Act*. Please review the information on MNR's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: <https://www.ontario.ca/page/crown-land-work-permits>
- For more information about the *Lakes and Rivers Improvement Act*: <https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide>

If you have any questions or concerns, please feel free to contact me.

Sincerely,
Karina

Karina Černiavskaja, District Planner
Ministry of Natural Resources and Forestry
Email: MNRF.Ayl.Planners@ontario.ca



As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Wrathell, Melissa <Melissa.Wrathell@stantec.com>

Sent: December-14-20 4:37 PM

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Peter Marra <pmarra@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>

Subject: Malden Road Improvements - Notice of Public Consultation Centre

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

Please see attached the Notice of Public Consultation Centre for the Municipal Class Environmental Assessment Addendum for Malden Road/County Road 3 Transportation, Public Safety and Urban Design Improvements, in the Town of LaSalle.

If you have any questions or concerns, please contact Peter Marra at pmarra@lasalle.ca or Paula Hohner at paula.hohner@stantec.com.

Thank you,

Melissa Wrathell B.A.
Project Support Coordinator

Direct: 519-675-6677
melissa.wrathell@stantec.com

Stantec
600-171 Queens Avenue
London ON N6A 5J7



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From: [MNRF Ayl Planners \(MNRF\)](#)
To: [Hohner, Paula](#); [Peter Marra](#)
Cc: [Wrathell, Melissa](#); [Welker, Kevin](#)
Subject: RE: Malden Road Improvements - Notice of Public Consultation Centre
Date: Friday, January 15, 2021 11:20:23 AM
Attachments: [image001.wmz](#)
[image002.png](#)
[image003.png](#)
[ad_Malden_PCC_Notice.pdf](#)
[NHGuide_MNRF_2019-04-01.pdf](#)

**Ministry of Natural
Resources and Forestry**

**Ministère des Richesses
naturelles et des Forêts**

January 15, 2021

Peter Marra, P.Eng.
Director of Public Works, Town of LaSalle
Phone: 519-969-7770 ext. 1475
Email: pmarra@lasalle.ca

Paula Hohner, M.Sc.PI, MCIP, RPP
Senior Environmental Planner, Stantec Consulting Ltd.
Direct: 519-675-6666
Email: paula.hohner@stantec.com

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If you have any questions or concerns, please feel free to contact me.

Sincerely,
Karina

Karina Černiavskaja, District Planner
Ministry of Natural Resources and Forestry
Email: MNRF.Ayl.Planners@ontario.ca



As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Wrathell, Melissa <Melissa.Wrathell@stantec.com>

Sent: December-14-20 4:37 PM

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Peter Marra <pmarra@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>

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If you have any questions or concerns, please contact Peter Marra at pmarra@lasalle.ca or Paula Hohner at paula.hohner@stantec.com.

Thank you,

Melissa Wrathell B.A.
Project Support Coordinator

Direct: 519-675-6677
melissa.wrathell@stantec.com

Stantec
600-171 Queens Avenue
London ON N6A 5J7



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From: [Welker, Kevin](#)
To: [Lang, Sarah](#); [Wrathell, Melissa](#)
Cc: [Hohner, Paula](#)
Subject: FW: Malden Road Suggestion! :)
Date: Tuesday, December 22, 2020 8:31:37 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image001.png](#)

Kevin Welker P.Eng.
Principal, Practice Leader - Transportation

Direct: 519-675-6652
Mobile: 226-919-5979
kevin.welker@stantec.com

Stantec
600-171 Queens Avenue
London ON N6A 5J7



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From: Peter Marra <pmarra@lasalle.ca>
Sent: Tuesday, December 22, 2020 8:21 AM
To: Hannah Martens <[REDACTED]>
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Welker, Kevin <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>
Subject: RE: Malden Road Suggestion! :)

Hannah,

Thank-you for your email.

I will pass this onto the project team as part of the Malden Road EA study/review currently underway. I would encourage you to visit the information on Malden Rd at www.lasalle.ca/malden2019ea.

With respect to pedestrian safety on Malden Road, the proposed plan is to introduce on road buffered bike lane and sidewalks on both sides of the Malden Road. Also, there are plans to add two signalized intersection and one additional dedicated pedestrian crossing signal.

There is certainly a balance between the needs of all the various users of the corridor, such as vehicles, pedestrians, transit, cyclist. While we can work on reducing traffic wait times, there is extreme difficulty in eliminating traffic wait time altogether. What is proposed, will improve the current situation.

Thank-you again for your comments.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4

Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

Email: pmarra@lasalle.ca

www.lasalle.ca

Visit Us On Social Media:

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From: Hannah Martens [REDACTED]

Sent: December 21, 2020 8:28 PM

To: Peter Marra <pmarra@lasalle.ca>

Subject: Malden Road Suggestion! :)

Hi there! I hope this email finds you well.

My name is Hannah. I am a Part-time supply teacher and RECE, and we are hoping to adopt children into our family soon. I grew up on Stuart Blvd., and just bought a house here this summer - in the house my grandparents raised my father in, right next door to the house I grew up in, where my parents still live! Walking the trails I used to as a teen has been lovely - and of course, the peace and prosperity of LaSalle is something every parent Hope's to surround their children with. I'm glad to be back :)

Because I grew up on Stuart, and had a disabled sister, I was always aware of safety. One issue that always concerned my family was the way that cars would drive up on the shoulder instead of

waiting, when someone wanted to turn down a side street. Cars would drive right up onto the sidewalk, where people were walking and riding bikes. My sister, in her wheelchair, would never have been fast enough to outmaneuver a car coming down the sidewalk at her unexpectedly - so unfortunate. There is an elderly gentleman who uses a motorized scooter, who lives on Stuart now too - and he would also be in trouble if something were to go wrong, with cars coming up on the shoulder. But thankfully, the problem was solved! The signs along the sidewalk/shoulder, that go down Malden, are placed so well! No more cars cutting you off from the right illegally, or driving around you as you turn onto one of the side street. To whoever was in charge of that, thank you so much :)

One suggestion I have, however, in the interest of safety and convenience, might be to consider putting some all-way stops and pedestrian crossings along Malden, at the corner of some side streets (like Stuart, Reaume and Laurier, for example, where traffic is busier, since people cut through LaSalle using these streets.) The lights on Malden are timed weird or something, because if you don't get to the corner at just the right moment, you're waiting several minutes in the car to be able to even turn onto Malden. Traffic comes at a constant from both directions - and there have been several occasions in my family alone where we were late for medical appointments due to not being able to break into the never ending traffic on Malden road. [REDACTED]

[REDACTED] In addition, [REDACTED] so when we needed to go to the doctor/hospital, we NEEDED TO GO. The extra 2 minutes of waiting for traffic were not just inconvenient - they were critical. And that is only the example of how our house has lived - I know we are not the only ones who need to GO when it's time.

I realize that adding more breaks to the traffic on Malden, even just in the form of an all-way stop, might add a few seconds to everyone's commute, if Malden is part of their main route. However, if everyone sacrificed a few seconds, there would be no back-ups, no delays on side streets, and pedestrians would be given the chance to use the road freely, when they cross to the sidewalk on the shoulder of Malden. There are several elderly/disabled people/young families in LaSalle, now - even just on our street! - that could benefit from defined traffic stops, which would allow for them to cross the street safely instead of holding their breath and making a mad dash.

My grandfather (in the house I now live in) used to go for 3 walks a day, down to the Tim Hortons for a coffee. Unfortunately, his eyesight grew worse with age, and he had to stop going for the walks - the oncoming cars at Malden were a danger to him, since there was no break in traffic for him to be able to safely judge when to cross. Now that I've bought the home he raised my father in, he and my grandmother still live here with us - but as age continued to take its toll, all he can enjoy is TV. His body has begun to curl down on itself. His legs are weak, his head is always bowed. We all wish he would have been able to continue walking - maybe he would have held onto his health for a little longer. I'm not saying the traffic is at fault, of course - time and age take their toll on everyone. But I am saying, with regard to his current quality of life, and knowing how much he thrived when he used to walk to Tim's, perhaps if the traffic would have been more predictable, he would have been able to cross safely and enjoyed more walks before the ability left him.

I hope I've worded myself well - thank you for taking the time to read my email! Even if my

suggestion isn't acted upon I'm so glad to live here, again, in a place where I know I can make suggestions at all. :)

All the best!
Hannah Martens

CAUTION: This email originated from outside of the organization. Please verify that the sender's name matches the e-mail address in the From: field. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: Larry Silani
To: [Katherine Wilson](#)
Cc: [Krystal Kalbol](#); [REDACTED]; [Peter Marra](#); [Bergman, Stephanie](#)
Subject: RE: Teenage Cyclist Hit in Lasalle - Aug 19/19
Date: Wednesday, August 21, 2019 9:34:05 AM
Attachments: [image002.png](#)
[image003.png](#)

There is an EA update underway for the section of Malden Road (County Road 3) where this accident occurred --- the notice of study commencement should be issued shortly.

We will forward the comments from Tom and Sue to the consultants working on this EA.

From: Katherine Wilson <KWilson@countyofessex.ca>
Sent: Wednesday, August 21, 2019 9:12 AM
To: Larry Silani <lsilani@lasalle.ca>
Cc: Krystal Kalbol <KKalbol@countyofessex.ca>; Tom/Sue Omstead
[REDACTED]
Subject: FW: Teenage Cyclist Hit in Lasalle - Aug 19/19

Hi Larry

Input from Tom and Sue Omstead on LaSalle priority CWATS segments. CWATS segment IDs are Las-17 & Las-11.

Thanks
Katherine



Katherine Wilson
Active Transportation Coordinator
County of Essex
360 Fairview Ave. W. Suite 315 | Essex, ON | N8M 1Y6
P: 519-776-6441 ext. 1309
F: 519-776-4455
TTY: 1-877-624-4832

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From: Tom/Sue Omstead [[mailto:](#) [REDACTED]]
Sent: Tuesday, August 20, 2019 7:40 PM
To: Katherine Wilson <KWilson@countyofessex.ca>
Subject: Teenage Cyclist Hit in Lasalle - Aug 19/19

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Katherine,

When we rode through Lasalle last Spring we'd pointed out how difficult it was for cyclists and pedestrians to cross Malden Road at the intersection of Reaume Road.

<https://www.mapmyride.com/routes/view/2475267952>

Sadly this is close to where a teenage cyclist was hit yesterday.

<https://windsorstar.com/news/local-news/teen-cyclist-struck-by-vehicle-in-lasalle>

In our ride through Lasalle, we also identified concerns about the unpaved shoulders of Malden Road (north of the roundabout to Windsor's city limits) and sections of Cr8. These are all places we consider to be exceptionally precarious hot spots for cyclists, and deserving of attention and improvement, in what is otherwise mostly a very bike-friendly community.

The sooner key gaps such as these get highlighted and improved as a priority the better.

Tom & Sue Omstead
Share the Road - Essex County

From: Larry Silani
To: [REDACTED]
Cc: [Bergman, Stephanie](#); [Orr, Brandon](#); [Peter Marra](#); [Jonathan Osborne](#); [Allen Burgess](#)
Subject: RE: Crosswalk Suggestion
Date: Tuesday, September 10, 2019 2:57:20 PM

Diana:

Thank you for send the email below.

The Town has retained Stantec Consulting to prepare an update to the existing Transportation Master Plan for Malden Road.

By copy of this reply, I am forwarding your email to Stephanie and Brandon at Stantec, so that they can consider your suggestions as part of the work that they are currently undertaking.

It should be noted that there will be a number of public information centres/meetings held as part of their work --- and notices will be posted on our website once those dates have been established.

Larry

-----Original Message-----

From: Diana Kempe [REDACTED]
Sent: Monday, September 09, 2019 12:41 AM
To: Larry Silani <lsilani@lasalle.ca>
Subject: Crosswalk Suggestion

Good Morning Larry,

As a town resident since 2010, I would like to make a strong suggestion for an addition to our beautiful town of two added traffic light controlled safe cyclist/pedestrian crosswalks for:

1. Morton and Malden, and
2. Reaume and Malden.

Please advise if the town will consider such additions for creating safer crosswalks for pedestrians/cyclists.

Thank you kindly.

Sincerely,
Diana Kempe

October 8, 2019

EMAIL ONLY

Stephanie L. Bergman, Planner
Stantec Consulting Ltd.
600- 171 Queens Avenue
London, ON N6A 5J7
Stephanie.bergman@stantec.com

MTCS File : **0011479**
Proponent : **Town of LaSalle and County of Essex**
Subject : **Notice of Study Commencement**
Project : **2009 Malden Road Schedule C Class EA Study**
Location : **Malden Road (Todd Lane to Meagan Drive), Town of LaSalle,
County of Essex**

Dear Ms Bergman:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Study Commencement for the above-referenced project. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MTCS.

Project Summary

The Town of LaSalle and the County of Essex are preparing an Addendum to the 2009 Malden Road Schedule 'C' Class EA study to revisit the corridor and review the changes that have occurred since 2009.

Archaeological Resources

Please provide the Project Information Form Number if an archaeological assessment was carried out during the 2009 EA study. If no archaeological assessment was undertaken or it was determined that an archaeological assessment was not required, please include the results of the MTCS [*Criteria for Evaluating Archaeological Potential*](#) checklist as part of the Addendum and ensure that an archaeological assessment conducted by a licensed archaeologist is undertaken if required.

Built Heritage and Cultural Heritage Landscapes

Please indicate if any potential or known cultural heritage resources were identified during the 2009 EA study and provide MTCS a copy of any reports undertaken such as a Cultural Heritage Evaluation Report or Heritage Impact Assessment for review. It is also recommended that the

MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) checklist is included as part of the Addendum and that appropriate cultural heritage resource studies are undertaken if required.

Environmental Assessment Reporting

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any updated technical cultural heritage studies will be completed for this EA project, and provide them to MTCS before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, do not hesitate to contact me.

Sincerely,



Kimberly Livingstone
Heritage Planner (A)
Heritage Planning Unit
kimberly.livingstone@ontario.ca

Copied to: Peter Marra, Director of Public Works, Town of LaSalle, pmarra@lasalle.ca
Krystal Kalbol, Manager of Transportation, County of Essex, kkalbol@countyofessex.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police or coroner as well as the Registrar, Burials of the Ministry of Government and Consumer Services (<https://www.ontario.ca/feedback/contact-us?id=26922&nid=72703>) must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.



Hydro One Networks Inc
483 Bay St
Toronto, ON

October 08, 2019

Re: Malden Road Transportation, Public Safety & Urban Design Improvements

Attention:
Stephanie L. Bergman, MA, ENV SP
Planner
Stantec Consulting Ltd.

Following our preliminary assessment, we confirm there are no existing Hydro One Transmission assets in the subject area. Please be advised that this is only a preliminary assessment based on current information. we confirm there are no existing Hydro One Transmission assets in the subject area. to the current information.

However, if plans for the undertaking change or the study area expands beyond that shown, please contact Hydro One to assess impacts of existing or future planned electricity infrastructure.

Any future communications are sent to Secondarylanduse@hydroone.com.

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***



planning@erca.org

P.519.776.5209

F.519.776.8688

360 Fairview Avenue West
Suite 311, Essex, ON N8M 1Y6

October 17, 2019

Town of LaSalle
5950 Mlden Road
LaSalle, Ontario
N9H 1S4

Dear Mr. Marra:

RE: Malden Road Class EA Addendum Municipal Class EA Notice of Study Commencement

This letter is in response to our receipt and review of the following Notice of Study Commencement for the Malden Road Class EA Addendum. It is our understanding that this process is following the Municipal Class EA in accordance with the planning and design process for "Schedule C" projects as outlined in the Municipal Class Environmental Assessment (June 2000, as amended in 2007, 2011 and 2015) under the Ontario Environmental Assessment Act.

ERCA recognizes that the purpose of the addendum is to revisit the corridor and reflect a number of changes that have occurred since the Malden Road Class EA was finalized in 2009. The subject area of the EA traverses a number of regulated watercourses and intersects with a number of natural heritage features.

ERCA appreciates the opportunity to provide additional comments on this addendum at a later date and will request to be kept on the mailing distribution list for future updates to the study including the upcoming Public Information Centre.

Sincerely,

Michael Nelson, BSc, MSc (Planning)
Watershed Planner
/mn

C: Stephanie Bergman, Stantec Consulting Limited
Krystal Kalbol, County of Essex

From: [Peter Marra](#)
To: 
 [Jeff Renaud](#)
Subject: RE: Realignment of Bouffard rd
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Mr. Reaume,

The proposed Malden Road/East leg of Bouffard realignment is part of what the Town's proposal is to improve traffic flow on Malden Road. By improving the traffic flow on Malden Road, it will promote traffic to use Malden Road. Thus resulting in Malden having a more efficient flow of traffic and get vehicles off the local roads. This is required for today's traffic volumes and for the projected future growth traffic volumes, once vacant lands are developed.

Along with the proposed widening of Malden Road there are also a number of other recommendations for some other road extensions to occur in the future as the farm land develops. This is all to get traffic off of the local roads and put in on the arterial roads and the collector roads. Bouffard Road is considered a local road and will always be considered a local road. All proposed improvements are being proposed with engineering analysis supporting and the prime objective to keep traffic on the higher level roads such as collectors and arterial (Malden) and reduce traffic on local roads (Bouffard).

You can check out the Townwide Transportation Master Plan on what is proposed to be built as growth and development occurs in LaSalle.

Currently Bouffard creates a set of offset intersections with Malden Road. This intersection configuration has the third highest number of collisions (2014-2019) on Malden Road between Todd Lane and Sandwich Secondary. By creating one intersection with a signal, it will give the existing traffic a safe means of access/egress to Malden Road. Most of the existing traffic volumes currently travels to Malden, because Malden Road provides a direct link to the destinations such as the commercial/institutional establishments. The Town has a desire/need to provide for a safe set of intersections at Bouffard/Malden for today's traffic and future needs and that can not be achieved with the current offset intersections.

The Malden Road Environmental Assessment (EA) Addendum has been underway since 2019 and we have carried out public consultation. This addendum is an update to the existing Malden Road EA that was done in 2009. The current final EA Addendum report and recommendations will be presented to Council at the Sept 28, 2021 Council meeting. If Council supports the current proposed recommendations it will go on public record for a mandatory 30 day review period. This project has followed the EA Act process.

The pamphlet you received, although shows, what is proposed for the newly realigned Malden/Bouffard intersection correctly. It is not accurate and misleading in that more through traffic will use Bouffard and Bouffard will become an arterial road, this is just not the facts. This is

supported through our previous transportation master plan and the current Malden Road EA Addendum.

I hope this helps for now, but you can also gain more info from our website, where you can find the final Transportation Master Plan and gain access to what has been done for the current Malden Road EA Addendum.

Let me know if you require anything further.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
www.lasalle.ca

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From: Jeff Renaud <jrenaud@lasalle.ca>

Sent: September 13, 2021 1:55 PM

To: [REDACTED] <[REDACTED]> Peter Marra <pmarra@lasalle.ca>

Subject: RE: Realignment of Bouffard rd

Thanks for the clarification Mark. When this was originally presented, there was no mention of EW traffic implications, just safety concerns. I am forwarding to our engineer, Mr. Marra for a response.

Jeff Renaud

Councillor
Town of LaSalle

<sent on mobile device>

----- Original message -----

From: [REDACTED]
Date: 2021-09-13 1:45 p.m. (GMT-05:00)
To: Jeff Renaud <jrenaud@lasalle.ca>
Subject: RE: Realignment of Bouffard rd

Jeff if this goes thru it will affect me as this will increase traffic down my street. I'm between [REDACTED]
[REDACTED]

Sent from my Galaxy

----- Original message -----

From: Jeff Renaud <jrenaud@lasalle.ca>
Date: 2021-09-13 1:38 p.m. (GMT-05:00)
To: [REDACTED] Peter Marra <pmarra@lasalle.ca>
Subject: RE: Realignment of Bouffard rd

Hey Marc

Could you send me a copy of the flyer you received. I have been told there is inaccurate information in it, as it does not affect your home.

Jeff Renaud

Councillor
Town of LaSalle

<sent on mobile device>

----- Original message -----

From: [REDACTED]
Date: 2021-09-13 1:35 p.m. (GMT-05:00)
To: Jeff Renaud <jrenaud@lasalle.ca>
Subject: Realignment of Bouffard rd

Jeff as a longtime resident on Bouffard rd I ask you to stop the realignment of Bouffard rd. Thanks
[REDACTED]

Sent from my Galaxy

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From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: EA - Malden Rd. Update
Date: Thursday, June 17, 2021 10:45:33 AM
Attachments: [image003.png](#)
[image002.png](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Lily Nikolovski <Lily.Nikolovski@choicereit.ca>
Sent: Thursday, June 17, 2021 10:41 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Jennifer Michi <Jennifer.Michi@choicereit.ca>; Peter Marra <pmarra@lasalle.ca>; Larry Silani <lsilani@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>
Subject: RE: EA - Malden Rd. Update

Thank you for the update, Paula.

Have a good day,

Lily Nikolovski

Development Summer Student, Planning & Development

From: Hohner, Paula <Paula.Hohner@stantec.com>
Sent: June 17, 2021 10:27 AM
To: Lily Nikolovski <Lily.Nikolovski@choicereit.ca>
Cc: Jennifer Michi <Jennifer.Michi@choicereit.ca>; Peter Marra <pmarra@lasalle.ca>; Larry Silani <lsilani@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>
Subject: RE: EA - Malden Rd. Update

CAUTION: External email. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Lily

Thank you for reaching out for an update on the Malden Road study. We continued to work on finalizing the addendum to the Malden Road Environmental Assessment, and we are targeting our presentation to Council in August, with the Notice of Study Completion commencing the 30 day public review period

following Council's endorsement.

Thank you,
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

<http://www.stantec.com/>" style='position:absolute;margin-left:0;margin-top:0;width:75pt;height:20.25pt;z-index:251659264;visibility:visible;mso-wrap-style:square;mso-width-percent:0;mso-height-percent:0;mso-wrap-distance-left:0;mso-wrap-distance-top:0;mso-wrap-distance-right:0;mso-wrap-distance-bottom:0;mso-position-horizontal:left;mso-position-horizontal-relative:text;mso-position-vertical:absolute;mso-position-vertical-relative:line;mso-width-percent:0;mso-height-percent:0;mso-width-relative:page;mso-height-relative:page' o:allowoverlap="f" o:button="t">

<http://www.stantec.com/content/dam/stantec/images/esignature/stantec.png> />

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From: Lily Nikolovski <Lily.Nikolovski@choicereit.ca>

Sent: Wednesday, June 16, 2021 5:02 PM

To: Hohner, Paula <Paula.Hohner@stantec.com>

Cc: Jennifer Michi <Jennifer.Michi@choicereit.ca>

Subject: EA - Malden Rd. Update

Hello Paula,

Could you please provide an update on the timeline of the Environment Assessment project?

I have not received any updates since December 2020.

Regards,

Lily Nikolovski

Development Summer Student, Planning & Development

E lily.nikolovski@choicereit.ca

Choice Properties REIT
The Weston Centre
700-22 St. Clair Avenue East,
Toronto, Ontario M4T 2S5

ChoiceREIT.ca

From: [Peter Marra](#)
To: [REDACTED]
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#)
Subject: 6890 Malden Road - Romanick property
Date: Monday, January 04, 2021 10:28:27 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image010.png](#)

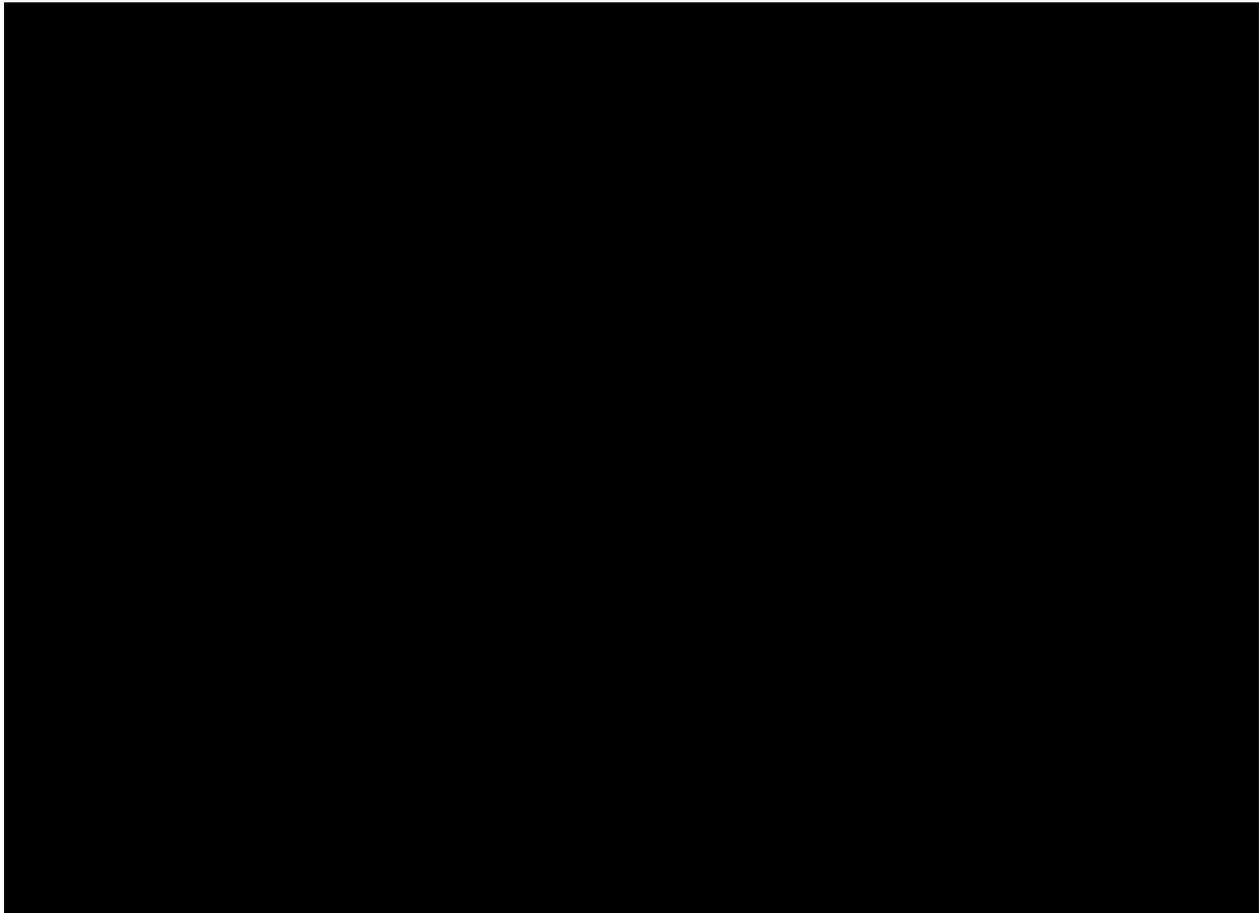
Mr. Romanick,

Thank-you for having a phone call with me earlier today.

Enclosed is a sketch showing your approximate property location (highlighted in red) relative to the proposed Malden/Laurier intersection improvements. You can see that the reconstructed intersection significantly impacts your current property.

The intention of sending you this notice, was to bring this to your attention. I understand you were not the owner of the property back in 2009 when the original EA was completed and that you purchased the property about 5 years ago.

If you wish to chat further once you had a chance to review this sketch, please give me a call. My information is noted below in my email signature.



Regards,

Peter Marra, P.Eng.
Director of Public Works
Town of LaSalle

From: [REDACTED]
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#)
Subject: Malden Road EA addendum - 6925 Malden
Date: Wednesday, March 10, 2021 10:53:51 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image004.png](#)
[proposed_malden_improvements_showing_6925_Malden.pdf](#)

Matt,

Thanks for the chat earlier today. Enclosed you will find the proposed preliminary plans showing the proposed Malden Road improvements. On this plan I have encircled your property at [REDACTED]. You will see what the proposed finish product will be in front of your house. These plans are preliminary in nature and will be further refined as we get into the detail design

On these plans, there is orange line that represents additional property the Town need across the frontage of your property. We will need anywhere from 3.5m to 5m form various properties along he way.

At this time, the Malden Rd project is an update of the plans that were established back in 2009. You can gather ore info by visiting the following website <https://www.placespeak.com/en/topic/6405-malden-road-transportation-public-safety-and-urban-design-improvements/#/overview> On this site, you can get more detailed info about the process, etc.

I hope this helps for now.

Regards,

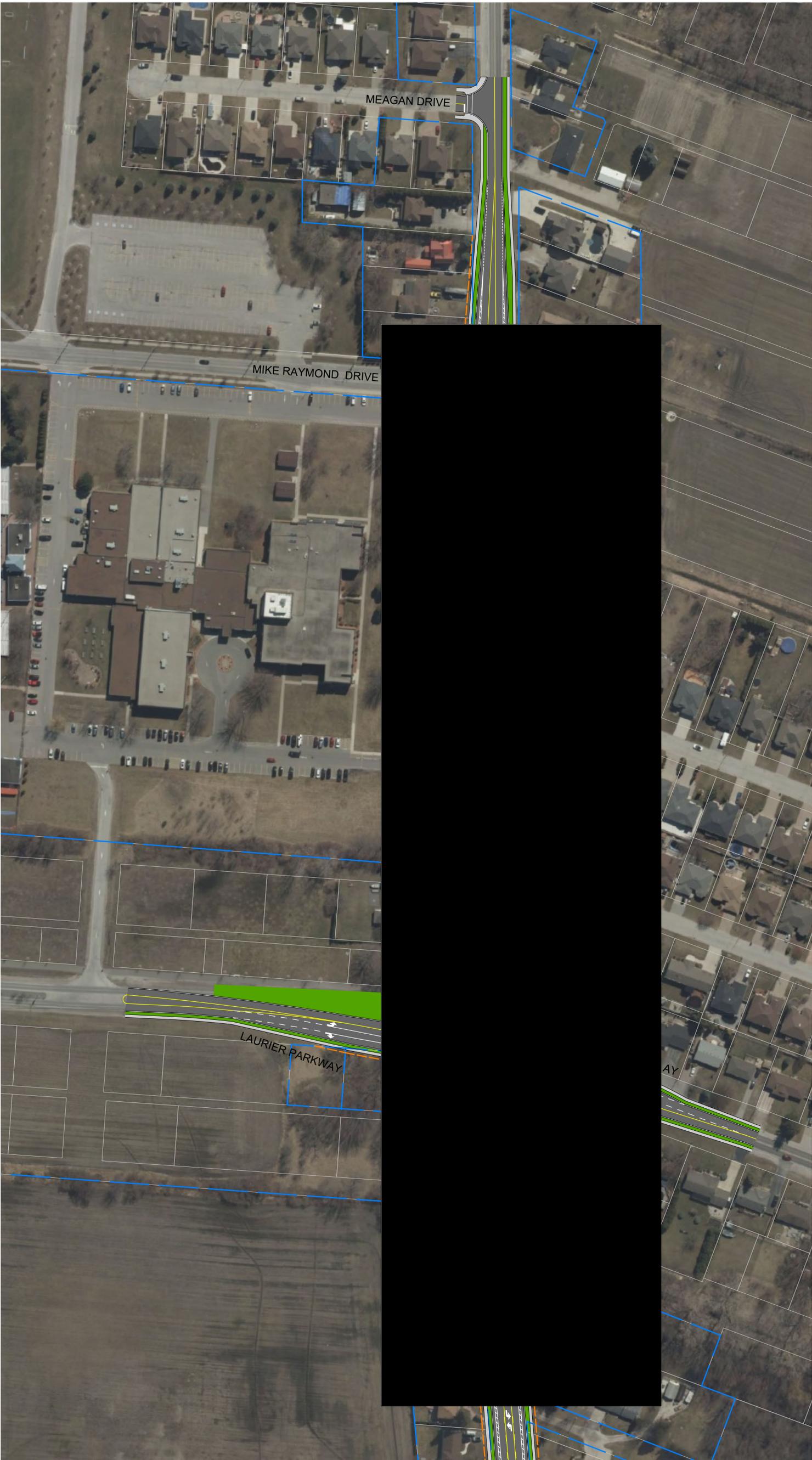
Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
www.lasalle.ca

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SUPPLEMENTAL LEGEND:

-  PROPOSED ROADWAY PLATFORM
-  PROPOSED SIDEWALK
-  PROPOSED BOULEVARD/GREEN SPACE
-  PROPOSED MALDEN ROW LIMIT
-  PROPOSED NEW ROW LIMIT (SIDE ROADS)
-  EXISTING PARCELS FORMING ROW LIMIT
-  EXISTING PARCELS FORMING ROW LIMIT

METRIC
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 AND/OR MILLIMETRES
 UNLESS OTHERWISE SHOWN



PROPOSED DESIGN
 MALDEN ROAD

SHEET
 1



SCALE
 5m
 10m
 Horizontal

From: [Peter Marra](#)
To: [REDACTED]
Cc: [Welker, Kevin](#); [Larry Silani](#); [Hohner, Paula](#)
Subject: RE: Malden road environmental assessment
Date: Monday, January 04, 2021 10:53:52 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image004.png](#)
[Malden2_Bouffard-Ext updated for \[REDACTED\]](#)

Mr. Abraham,

Thank-you for the discussion earlier today.

As discussed, the realignment of Bouffard is part of the current 2009 Malden Road EA and continues to be an important part of this 2020/21 update. As such, the realignment affects property that you own.

I have taken the available sketches from the website and tried to superimpose the approx. location of the property that you own that will be effected. That this stage, it is [REDACTED] that will be effected. The other property on [REDACTED] is not effected nor are the two properties on Theodore.

Once this is report is finalized, the Town would only need the proper Bouffard Road right-of-way on that portion of the property identified [REDACTED] to see this realignment come to fruition.

Please understand that the location of the property that I have shown is approx. in nature and is a good representation of its location relative to the proposed works.

After you and your partners have a chance to review the enclosed sketch, please feel free to reach out for further discussion and/or comments.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4

Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

Email: pmarra@lasalle.ca

www.lasalle.ca

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From: [REDACTED]
Sent: Thursday, December 31, 2020 10:27 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Cc: [REDACTED]
Subject: Malden road environmental assessment

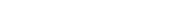
Hi Paula, my name is Anthony Abraham... My partner and I (Joe Abraham) own a few parcels of land and one of them being [REDACTED] which also has [REDACTED] that are part of the whole package please see attached showing [REDACTED] outlined in red.

We received a registered letter from the town of Lasalle notifying us that our parcels of land could and may be affected for the project that will be taking place. I was wondering if we can discuss further with you and also if you can share additional information with us. I look forward to hearing back from you and I can be reached at [REDACTED]

Warm regards,
Anthony Abraham
President/Owner

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SUPPLEMENTAL LEGEND:

-  PROPOSED ROADWAY PLATFORM
-  PROPOSED SIDEWALK
-  PROPOSED BOULEVARD/GREEN SPACE
-  PROPOSED MALDEN ROW LIMIT
-  PROPOSED NEW ROW LIMIT (SIDE ROADS)
-  EXISTING PARCELS FORMING ROW LIMIT
-  EXISTING PARCELS FORMING ROW LIMIT

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PROPOSED DESIGN
MALDEN ROAD AND BOUFFARD ROAD

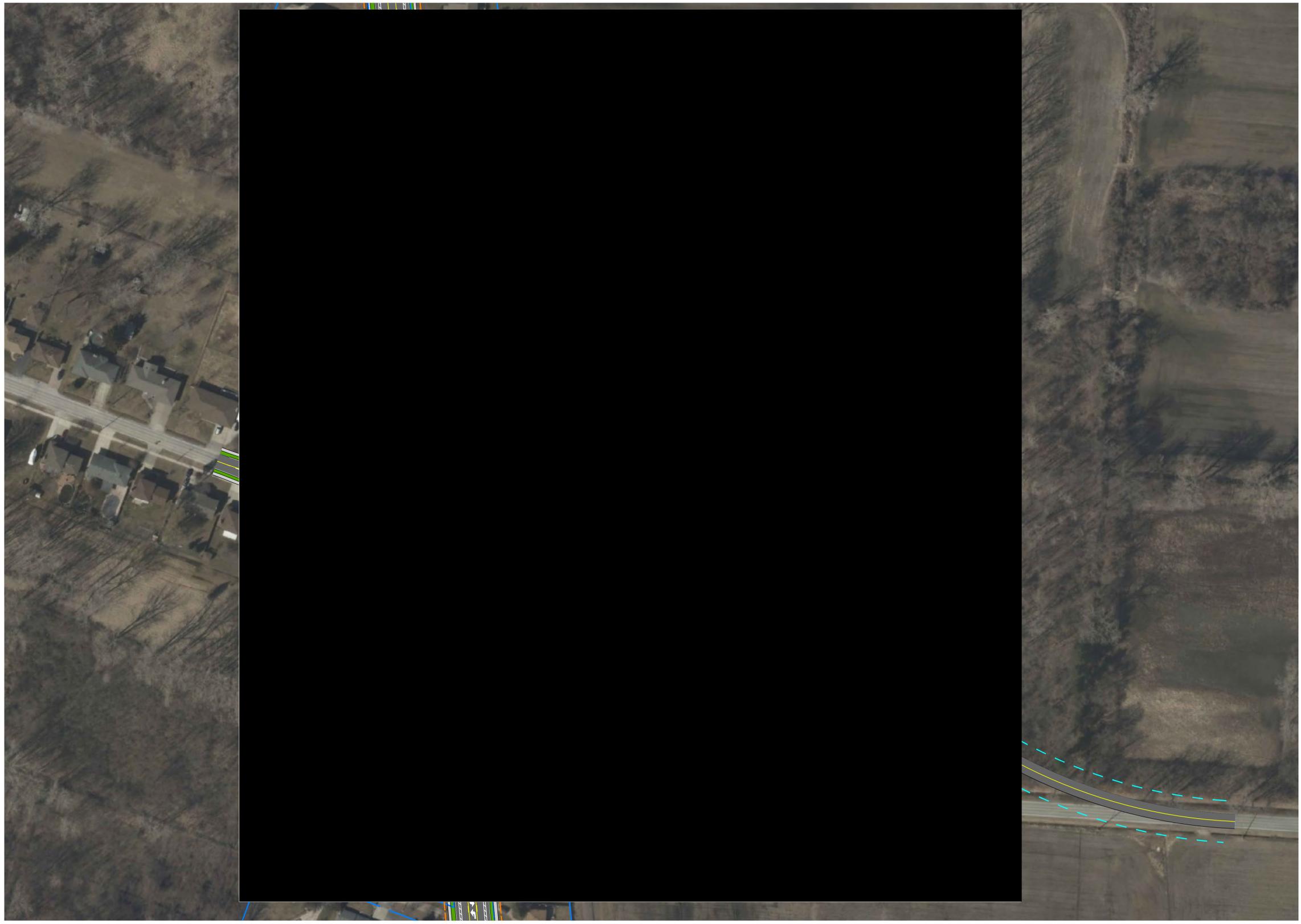
SHEET
2



88-05
PR-D-707

MINISTRY OF TRANSPORTATION, ONTARIO

DRAWING NAME: 1141-Malden-Design.dwg
CREATED: November 17, 2020
MODIFIED: Wednesday, December 2, 2020 11:14:11 AM



SCALE
5 10
Horizontal

From: [Hohner, Paula](#)
To: "Peter Marra"
Cc: [Kevin Welker \(Kevin.Welker@stantec.com\)](mailto:Kevin.Welker@stantec.com); [Larry Silani](#)
Subject: FW: Malden road environmental assessment
Date: Monday, January 04, 2021 10:00:00 AM

Hi Peter,
Please see the attached and message below that requires a telephone call as well. I will send a brief acknowledgement email just letting them know that you will be in touch with them.
Thanks,
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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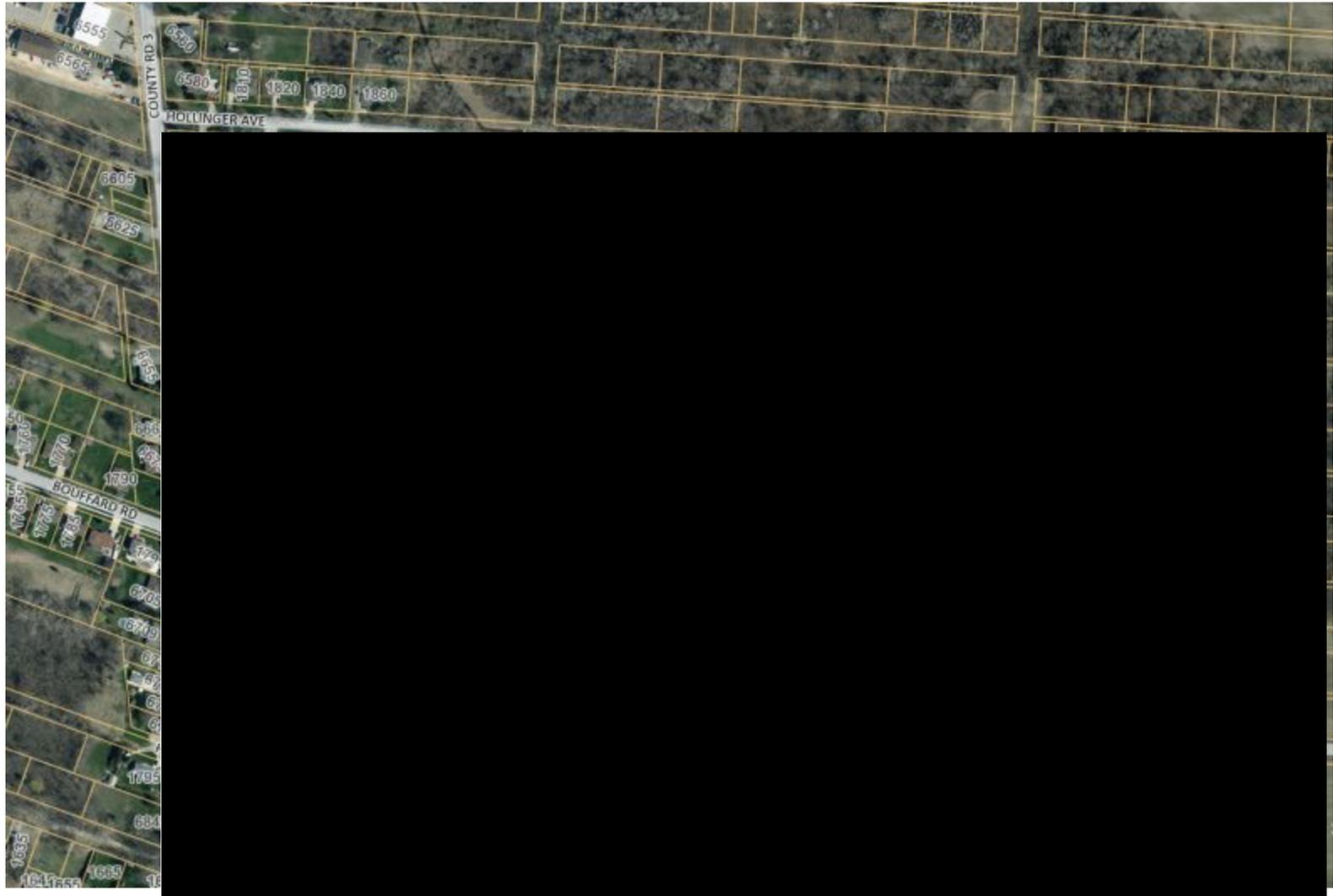
 Please consider the environment before printing this email.

From: [REDACTED]
Sent: Thursday, December 31, 2020 10:27 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Cc: [REDACTED]
Subject: Malden road environmental assessment

Hi Paula, my name is Anthony Abraham... My partner and I (Joe Abraham) own a few parcels of land and one of them being [REDACTED]. which also has [REDACTED] that are part of the whole package please see attached showing [REDACTED] outlined in red.

We received a registered letter from the town of Lasalle notifying us that our parcels of land could and may be affected for the project that will be taking place. I was wondering if we can discuss further with you and also if you can share additional information with us. I look forward to hearing back from you and I can be reached [REDACTED]

Warm regards,
Anthony Abraham
President/Owner



From: [Hohner, Paula](#)
To: [Peter Marra](#); [REDACTED]
Cc: [Wrathell, Melissa](#); [Welker, Kevin](#)
Subject: RE: Malden Road Improvements - Notice of Public Consultation Centre
Date: Thursday, December 17, 2020 4:23:35 PM
Attachments: [image002.png](#)
[image004.png](#)
[image007.png](#)
[image005.png](#)

[REDACTED]
I can confirm that you were added to the project contact list.
Thank you,
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Peter Marra <pmarra@lasalle.ca>
Sent: Thursday, December 17, 2020 3:35 PM
To: [REDACTED]
Cc: [Wrathell, Melissa <Melissa.Wrathell@stantec.com>](mailto:Melissa.Wrathell@stantec.com); Hohner, Paula <Paula.Hohner@stantec.com>; [Welker, Kevin <Kevin.Welker@stantec.com>](mailto:Kevin.Welker@stantec.com)
Subject: FW: Malden Road Improvements - Notice of Public Consultation Centre

Bahy,

As discussed please find enclosed the Notice of Public Consultation Centre for the Malden Road Improvements. Information should be available for viewing commencing Dec 21st 2020 on the website on the enclosed notice.

Paula, could you please add Bahy Hammoud to the contact list?

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4

Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

Email: pmarra@lasalle.ca

www.lasalle.ca

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From: Wrathell, Melissa <Melissa.Wrathell@stantec.com>

Sent: December 15, 2020 10:36 AM

Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Peter Marra <pmarra@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>

Subject: Malden Road Improvements - Notice of Public Consultation Centre

Hello,

Please see attached the Notice of Public Consultation Centre for the Municipal Class Environmental Assessment Addendum for Malden Road/County Road 3 Transportation, Public Safety and Urban Design Improvements, in the Town of LaSalle.

If you have any questions or concerns, please contact Peter Marra at pmarra@lasalle.ca or Paula Hohner at paula.hohner@stantec.com.

Thank you,

Melissa Wrathell B.A.

Project Support Coordinator

Direct: 519-675-6677

From: [Peter Marra](#)
To: [REDACTED]
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#)
Subject: Malden Road EA, Bouffard realignment
Date: Monday, January 11, 2021 9:08:11 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image008.png](#)
[Malden2_Bouffard-Ext showing Hammoud property.pdf](#)

Bahy,

As discussed, please find enclosed the current proposed plan for the Bouffard Road realignment as apart of the Malden Road EA.

On this plan, I have roughly shown the location of your property to try and give you sense of the preliminary impacts this will have on your property. The location of your property is estimated at this stage.

If you have any questions, please let me know.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4

Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

Email: pmarra@lasalle.ca

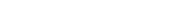
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SUPPLEMENTAL LEGEND:

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-  PROPOSED SIDEWALK
-  PROPOSED BOULEVARD/GREEN SPACE
-  PROPOSED MALDEN ROW LIMIT
-  PROPOSED NEW ROW LIMIT (SIDE ROADS)
-  EXISTING PARCELS FORMING ROW LIMIT
-  EXISTING PARCELS FORMING ROW LIMIT

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PROPOSED DESIGN
MALDEN ROAD AND BOUFFARD ROAD

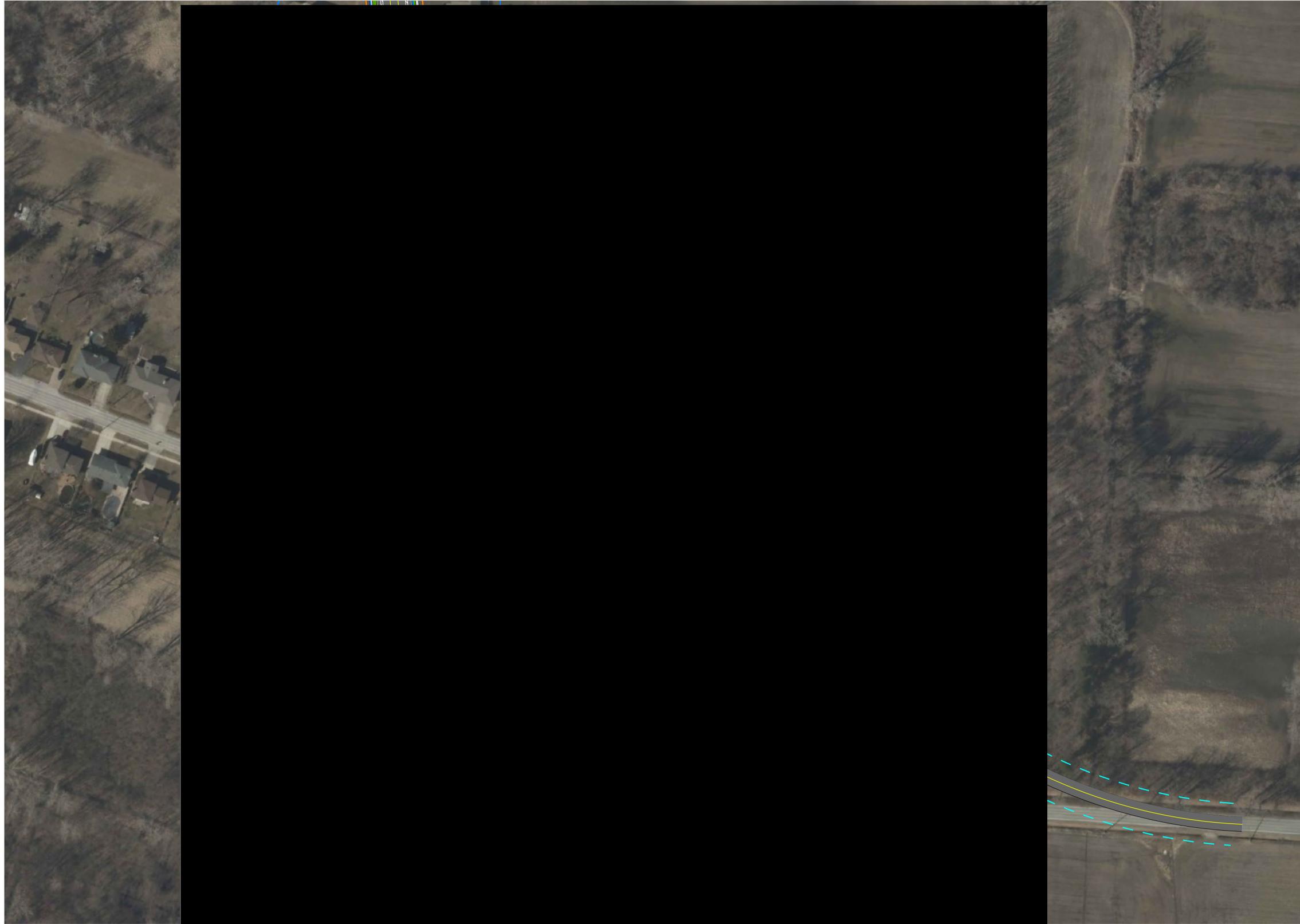
SHEET
2



88-05
PR-D-707

MINISTRY OF TRANSPORTATION, ONTARIO

DRAWING NAME: 1141-Malden-Design.dwg
CREATED: November 17, 2020
MODIFIED: Wednesday, December 2, 2020 11:14:11 AM



SCALE
5 10
Horizontal

From: [Hohner, Paula](#)
To: [Bike Windsor Essex](#)
Cc: [Peter Marra](#); [Kevin Welker \(Kevin.Welker@stantec.com\)](#); [Larry Silani](#)
Subject: RE: Malden Road Improvements
Date: Thursday, January 21, 2021 2:53:00 PM
Attachments: [image003.png](#)

Good afternoon,

Thank you for your interest in this study and taking the time to submit your comments. I am writing to let you know that your comments were received and forwarded on to the project team for consideration and discussion.

Thank you,
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Bike Windsor Essex <info@bikewindsorsex.com>
Sent: Sunday, January 17, 2021 5:24 PM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Subject: Malden Road Improvements

Hello,

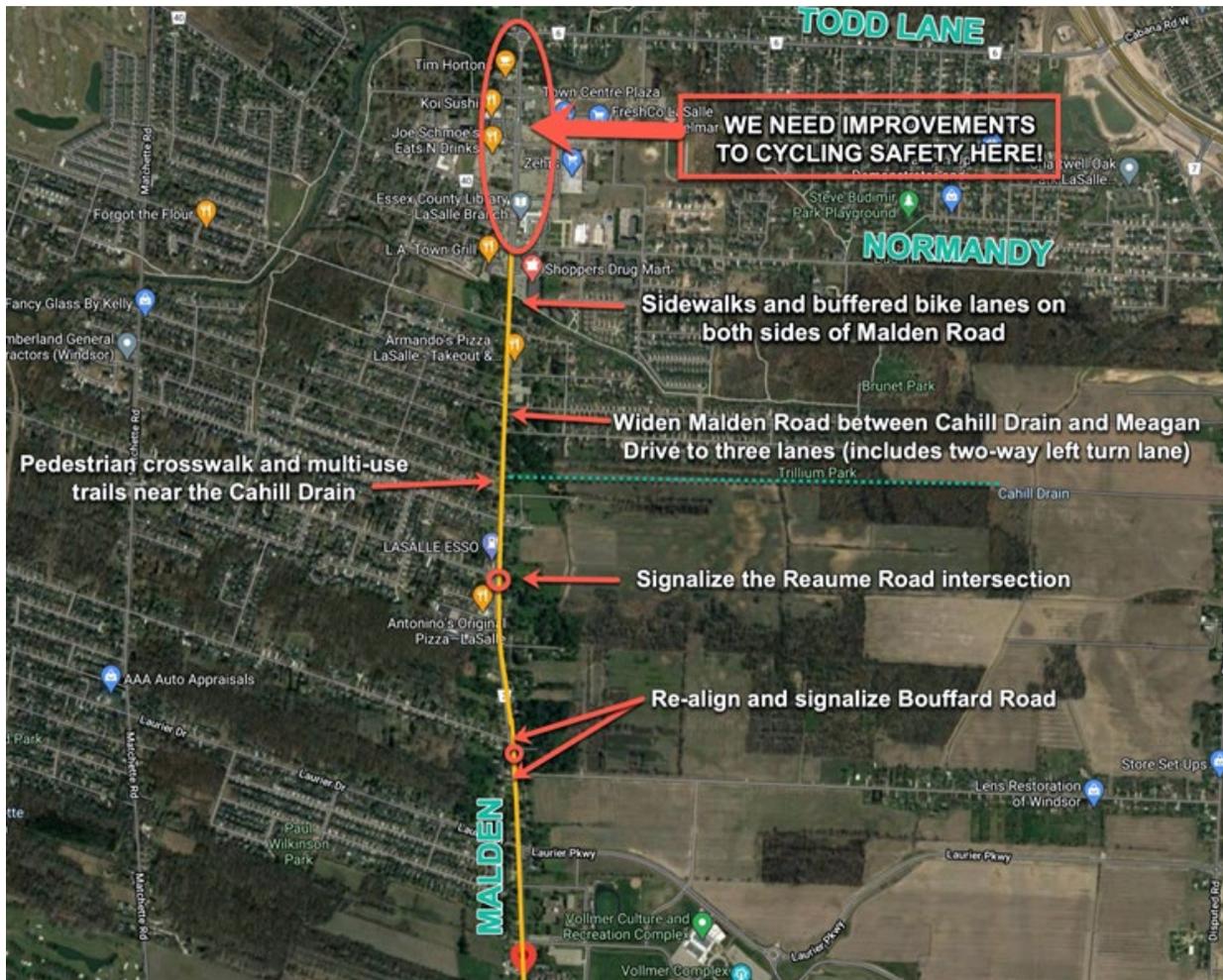
I'm writing this on behalf on Bike Windsor Essex, the region's non-profit cycling advocacy organization. Thank you for the opportunity.

The plan proposes some upgrades to Malden Road that will improve safety for cyclists BUT we are concerned that these changes only seem to apply from Normandy Street to Meagan Drive.

The recommendations tell us that *"No changes are being recommended for the section of Malden Road between Normandy and the city limits (the work associated with this part of the 2009 EA has already been constructed)"*

In our opinion, the 'downtown' section of Malden Road from Todd Lane to Normandy Street is in dire need of an active transportation makeover. At a minimum, we recommend a reduction in the speed limit through this area and coloured paint on the road advising pedestrians, cyclists and drivers where they belong on the road. We understand that the updated Book 18 would require a maximum speed limit of 40km on this road. We also noted that there are no posted speed limit signs along this 'downtown' corridor.

Thank you again for the opportunity to provide input, please see notes on the map below.



Best, Lori

Lori Newton
 Executive Director
 Bike Windsor Essex
www.bikewindsorsex.com
 628 Monmouth Road
 Windsor, ON N8Y 3L1
 226.216.5200

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Malden Road Improvement
Date: Friday, June 11, 2021 11:09:38 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Dave Brusseau <[REDACTED]>
Sent: Friday, June 11, 2021 11:01 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Larry Silani <lsilani@lasalle.ca>
Subject: Re: Malden Road Improvement

Good Morning Mr. Marra,

It has been a while since we spoke regarding the Malden Rd improvements and the Property affected in front of my home at [REDACTED]. The town of LaSalle's acquisition of the neighbouring property at the corner of Laurier and Malden (My Neighbour). This house is slated for demo and I would like to know if possible a few questions that have already been addressed but never answered, Like when is the house being demolished? What happens to the residual property? Am I entitled to 20 feet of property to the south of me as the Town is taking 20 feet from me? trade 20 feet for 20feet?

I understand the need for the Malden Rd improvements and I am in favour of the improvements however, I have never had any visitors from the Town of LaSalle to explain the next steps after there purchase or what is in store for my property moving forward.

I watched the Planning Advisory Committee meeting from Thurs June 10/2021 on Youtube, Unfortunately I missed the live presentation, I would like to make myself available for the June 29 Meeting that was discussed, would you please let me the best way to sign up for this meeting.

Thank you Again for your patience,

On Tue, Jan 12, 2021 at 11:52 AM Peter Marra <pmarra@lasalle.ca> wrote:

Mr Brusseau, your question on timing is very difficult to answer.

This is a large project, at this point in time, administration has approval and budget to complete this study and move from this study into detail design. After that we have no other approvals or budget from Council to proceed any further, that means not moving to construction. So the best guess is that maybe in 2022, if Council approves, we may start construction. Where will construction start, is not answered as well at this time. This project is so large, it will most likely be done in phases over a number of years. At the detail design stage we will start to look a construction staging/phasing and breaking this project into manageable sections to be done in a construction season.

I know this is not a firm/definite answer, but this project is large, complex and has to be approved by Council along the way, that includes proceeding with property purchases, budget to purchase property, proceeding to construction, budget for construction, etc.

At this very preliminary stage of the project, all indications are pointing that construction may begin around Normandy and proceed southerly from there. Thus putting the section in front of your house into future years.

I hope this helps for now. Anything further, please let us know.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle

From: Dave Brusseau [REDACTED]

Sent: January 12, 2021 11:46 AM

To: Peter Marra <pmarra@lasalle.ca>

Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>;

Larry Silani <lsilani@lasalle.ca>

Subject: Re: Malden Road Improvement

Good Morning Mr.Marra,

Thank you for getting back to me and also thank you for the attachment that shows what the improvement will be at this time in the project.

I guess my next questions are 1) What is the timeline of this project moving forward at this point?

2) When does the construction commence? The video says something about 2022? 3) What phase of the project will commence 1st?

Also, With the sizeable piece of land I will be losing, I would definitely be interested in any Remnant land that would be available to the South, However I am not sure that this will be the answer to the issue I will have with the parking situation that will be created due to the land removal. its already tough to get cars in and out of the driveway, let alone park for a holiday gathering.

Just an FYI, I bought this house in the summer of 2009, I was here when the sewer project was going on which has worked quite well for my down driveway situation. I am also in agreement with the project as the traffic can get quite heavy especially at the 4:00-6:00pm hours.

Thank you, Please get back to me at your earliest convenience,

On Mon, Jan 4, 2021 at 12:05 PM Peter Marra <pmarra@lasalle.ca> wrote:

Mr. Brusseau,

Thank-you for reaching out to us on the matter of the current Malden Road EA review.

You are correct, the Town did in fact purchase the property at [REDACTED] south of your property. The Town noticed that the property was actively for sale and given the fact that the proposed intersection improvements, would effect that property significantly on front and the corner, the Town elected to pursue purchasing that property.

The required property in front of your house, that would be required in the range from approximately 5m to 6m. These are approximate at this stage and will be better refined during detail design prior to initiating property purchase discussions with you or any of your neighbours. These dimensions, may increase or decrease subject to detail design, utilities, etc. At this stage, they are preliminary in nature. For your ease, I have enclosed a copy of the plan from the website to this email for your reference.

With respect to how the process works, once the report is finalized, and the Town moves into and finalizes detail design, to better refine property requirements, is when discussion will begin to occur with all effected land owners. Of course, this is subject to Council approval to continue to move this project forward.

Property purchase discussion begin through negotiation at first but then may move into expropriation. Again, this needs Council approval and budget to do so.

With respect to any remnant piece of property to the south of you, at this stage, the Town has not decided on how and if we will dispose of any excess property. However, if during negotiations, of the front piece of property crossing your land, this is of interest to you, you should let it be known at that time.

You have been informed of the proposed improvements somehow by the essence of you reaching out to us through your email. This is the notification/information portion of the proposed improvements and process. It should be known that the proposed improvements on Malden Road have been around since 2009. Just not sure if you owned this property at that time, but there was a formal public process back then as well.

The traffic demand on Malden exists today, regardless of these improvements, and through growth, the demand will only continue to increase. Malden Road is classified as an arterial road and has been for many decades. It is intended to receive significant amounts of traffic and move that traffic efficiently in a north/south direction.

Please feel free to give me a call or send further emails, if you wish to provide any further comments or have any additional questions.

Regards,

Peter Marra, P.Eng.

Director of Public Works
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
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From: Dave Brusseau <[REDACTED]>
Sent: December 29, 2020 8:22 PM

To: Peter Marra <pmarra@lasalle.ca>; kevin.welker@stantec.com

Subject: Malden Road Improvement

Good Evening Gentlemen,

I am sending this email to voice my concern with the Malden Road Improvements upcoming as I am a resident on Malden Rd at the Laurier Corridor, I reside [REDACTED], I have learned that the town has recently purchased my neighbours house as well, which adds another level of concern.

I have been in no way informed of the recent plans moving forward and have great concern regarding the property that I will lose to accommodate the project and what this will do to my property value due to the loss of land, as well as the traffic volume increasing due to the new plan.

The property that I possess now is very small and to lose this property to the project makes this almost inhabitable due to the road being so close to the front of my house. I would also have a problem parking cars in my driveway with this loss, and would also have people walking on a side walk that is almost at my front door, My family would not feel safe in that manner. I have children and grandchildren that enjoy this property however that will not be possible moving forward.

I have joined the placespeak website to get the updates and voice my opinion, however I thought this would be a more direct way to get in touch with someone that can give me the information regarding the property and the values that will be taken from me because of this project.

I would really appreciate a response as to what will be expropriated, How much exactly, and if there will be any property given to the south of me to compensate what is being lost, as I am sure the taxes will not be decreased, Please respond to me as soon as possible.

Thank you in advance.

Dave Brusseau
[REDACTED]

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From: [Peter Marra](#)
To: [REDACTED]
Cc: [Larry Silani](#); [Hohner, Paula](#); [Welker, Kevin](#)
Subject: RE: Malden Road Improvements
Date: Tuesday, January 12, 2021 10:53:59 AM

Terry,

Thank-you for your comments, we will pass these onto Stantec.

The extents of the current project on Malden Road is from Meghan northerly. That corresponds to the Town's urban boundary. Any improvements south of Meghan, would be subject to future studies and/or implementation of sidewalk into the rural area, etc.

Regards,

Peter Marra, P.Eng.

Director of Public Works
Town of LaSalle

From: Terry Burns [REDACTED]
Sent: January 12, 2021 10:48 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: Larry Silani <lsilani@lasalle.ca>
Subject: Malden Road Improvements

Good morning Peter:

Here are my concerns:

1. All streets that enter on to Malden should have turning lanes in both directions as well as through lanes or roundabouts where possible.
2. Sidewalks on both sides from Normandy to Martin Street and beyond if the budget can in able that to happen.
3. Improved lighting (both sides) Normandy to Martin
4. Improved drainage by in filling the ditches.

Thank you for allowing my comments to be added.

Terry Burns

From: [Peter Marra](#)
To: [REDACTED]
Cc: [Welker, Kevin](#); [Hohner, Paula](#); [Larry Silani](#)
Subject: Malden Rd improvements - DiPietro property
Date: Friday, February 05, 2021 11:51:42 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image004.png](#)
[Malden improvements DiPietro property.pdf](#)

Rosa/Frank,

Thank-you for talking with me today. As discussed, please find enclosed a sketch of the proposed improvement to Malden Road which also entails some improvements on Laurier to accommodate a new intersection design. As part of the proposed improvements, there is some impacts on the property you own fronting Laurier. The Town will eventually need a strip of property across your Laurier frontage to accommodate the proposed improvements.

On the enclosed sketch, I have highlighted the [REDACTED], and this project only effects your one parcel with frontage on Laurier. On this plan you will see an orange line which represents the limits of the property required. The sketch is at a preliminary design level and this strip of land varies from approximately 5m wide at your west lot line to about 2m wide at your east lot line. Again, these measurements are preliminary in nature and will be further refined and confirmed as we progress to detail design in the future. They may increase or decrease in the future.

I hope this helps for now, please let us know if you have any further concerns or questions.

Regards,

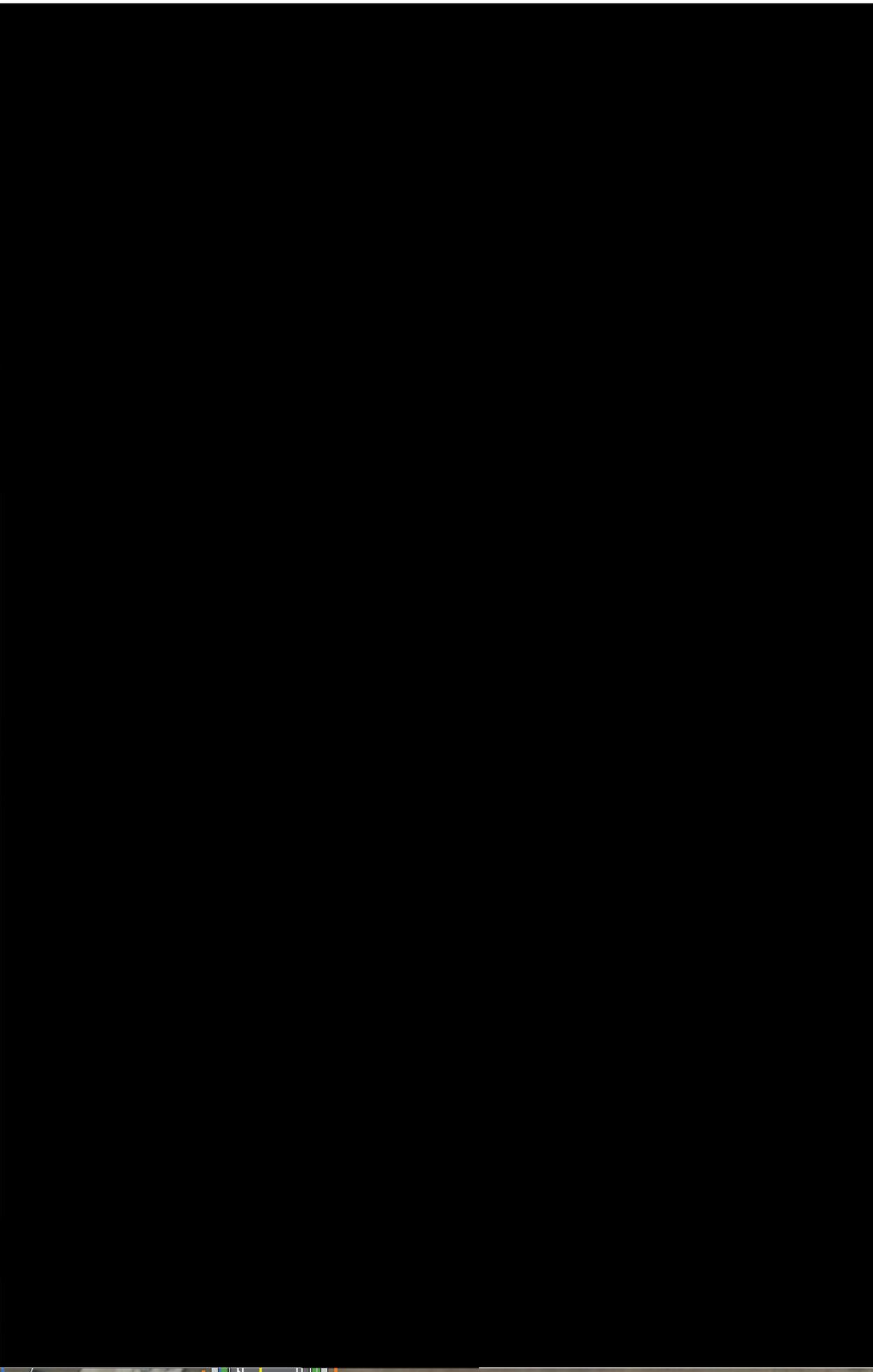
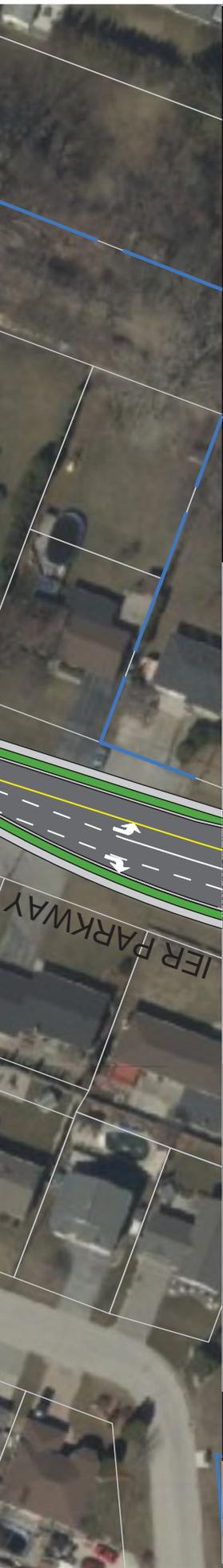
Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
www.lasalle.ca

Visit Us On Social Media:



From: [REDACTED]
To: [Peter Marra](mailto:pmarra@lasalle.ca)
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#)
Subject: Re: Malden Road Improvements - Question about parking
Date: Tuesday, March 16, 2021 11:49:30 AM

I still need to be able to park at least 4 vehicles , we will have to see how it goes ...

On Tue., Mar. 16, 2021, 11:42 a.m. Peter Marra, <pmarra@lasalle.ca> wrote:

Mr. Mazza, the plans for Malden Road have been in place since 2009. In 2009 the Town prepared an environmental assessment (EA) and that EA was a public process. The proposed plans, are being revisited at this time to reflect the changes that occurred in 2009, for example, the new official plan, transit, active transportation requirements, past and future development growth, etc. Therefore, we are going through this update/addendum now. I'm not sure if you owned the house in 2009 when the original plan was developed and if you got involved at that time.

Through this email exchange we are communicating and something promoted you to reach out to us. Therefore, I will try and assist where I can. This process was posted all through social media and we had two large electronic message boards on Malden Road in late December 2020 into early January 2021 for about 6 weeks directing people to check this project out on our website. The EA update process is still ongoing and the final report has not been prepared yet.

The driveway you are losing is on Town property and as such you are not losing anything on your property. The road improvements are needed to accommodate today's traffic and future traffic expected to occur on Malden Road. Malden Road is a major arterial road in LaSalle, meant to carry significant amounts of traffic and your property is located on this major arterial road and has been that way since your house was built.

Malden Road has always been a no parking road and posted that way. The new improvements will not change that requirement.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer

Town of LaSalle

From: Frank Mazza [REDACTED]
Sent: March 16, 2021 11:04 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Welker, Kevin <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>
Subject: Re: Malden Road Improvements - Question about parking

This doesnt help, we need at least space for 4 vehicles parked in the driveway including my [REDACTED]. If you arent taking any of my property, how am i going from space for 4 vehicles to 2, this limits my properties resale ability as well, why was i not informed about this or asked my opinion in the matter during the plans ?

On Tue., Mar. 16, 2021, 10:22 a.m. Peter Marra, <pmarra@lasalle.ca> wrote:

Mr. Mazza, please find enclosed the proposed preliminary plans for the future Malden Road improvements. On this plan I have shown the location of your property, relative to the proposed improvements. When your lot was developed, the Town took property from the developer at that time for the upgrades to Malden Road. What that means, is that to accommodate the proposed Malden Road improvements, we do not require any property from you and all the proposed work in front of your house will be confined on Town owned property, on your side of the road.

With respect to parking, It looks like you will still be able to park two vehicles directly in front of your garage, plus whatever vehicles you have in your garage. The proposed work will eliminate the shoulders, create a more urbanized road with curb and gutters, and will have sidewalks on both sides of the road along with on road bike lanes and three lanes for traffic. Because of the new sidewalk on your side of the road, being pushed closer towards the houses, you may loss about 3.5 to 4.5m of your driveway when measured from the back edge of the existing asphalt trail, that is on Town property. Therefore, you will not be able to park a vehicle in your driveway blocking the sidewalk.

I hope this helps for the time being.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer

Town of LaSalle

From: Frank Mazza [REDACTED]
Sent: March 16, 2021 10:00 AM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Re: Malden Road Improvements - Question about parking

My address is [REDACTED]

On Tue, Mar 16, 2021 at 9:56 AM Peter Marra <pmarra@lasalle.ca> wrote:

Mr Mazza, could you share with your address? I would like to review your concern relative to the proposed plans looking at your property.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer

Town of LaSalle

From: Frank Mazza [REDACTED]
Sent: March 16, 2021 9:53 AM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Malden Road Improvements - Question about parking

Good Morning Mr Marra,

I looked at the plans for Malden road, I think it's a great plan. My concern is ease of getting into and out of my driveway as well as parking for my family as well as company. Right now we use half of my grass / the should to have people park.

With this plan it looks like there will be little to no space for people to park when visiting. Can you clarify if we will be able to do as before, use my lot / the shoulder to park vehicles?

--

Frank Mazza

[REDACTED]

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[REDACTED]

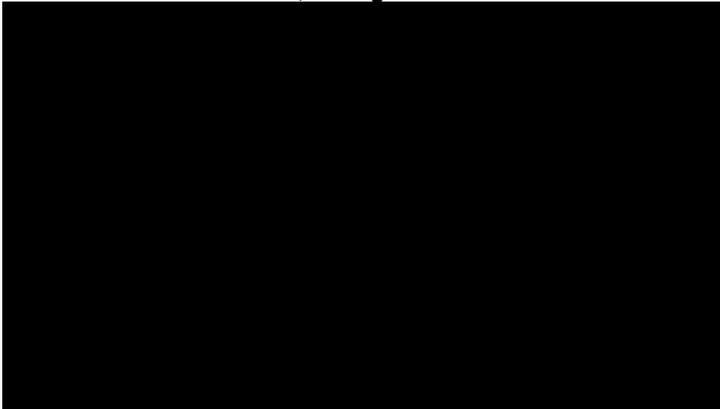
From: [REDACTED]
To: [Peter Marra](#)
Cc: [Hohner, Paula](#); [Welker, Kevin](#)
Subject: RE: Malden Road Transportation, Public Safety and Urban Design Improvements - August 2020 Traffic Report
Date: Monday, January 04, 2021 8:52:38 AM
Attachments: [image002.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

Hi Peter,

Thanks for checking. I was a resident of LaSalle between 1993 and 2016, and my parents are current residents of LaSalle. My firm is not representing them, however I do have a personal interest in the study.

Best,

Kristen A. Machina, P.Eng.



From: Peter Marra <pmarra@lasalle.ca>
Sent: January 4, 2021 8:44 AM
To: Kristen A. Machina [REDACTED]
Cc: paula.hohner@stantec.com; kevin.welker@stantec.com
Subject: RE: Malden Road Transportation, Public Safety and Urban Design Improvements - August 2020 Traffic Report

Ms. Machina,

The August 2020 traffic study is not currently available for public viewing, this report typically makes it into the final report.

Let us review your request and see what we can do.

On a closing note, I see your email is from a consulting firm out of Toronto. Are you or your firm representing a LaSalle resident?

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4

Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

Email: pmarra@lasalle.ca

www.lasalle.ca

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From: Kristen A. Machina [REDACTED]

Sent: December 31, 2020 1:01 PM

To: paula.hohner@stantec.com; Peter Marra <pmarra@lasalle.ca>; kevin.welker@stantec.com

Subject: Malden Road Transportation, Public Safety and Urban Design Improvements - August 2020 Traffic Report

Good afternoon,

I recently became aware of the study for the improvements to Malden Road. I have perused the documents available on the Town's website and the PlaceSpeak website, but the August 2020 traffic study referred to in the presentation slides does not appear to be publicly available on either of these platforms.

Can you provide me with this report, or a link where I can access it?

Thanks, and happy new year,

Kristen A. Machina, P.Eng.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [Peter Marra](#)
To: [REDACTED]
Cc: [Welker, Kevin](#); [Hohner, Paula](#); [Larry Silani](#)
Subject: RE: Widening of Malden Road
Date: Thursday, February 04, 2021 3:11:58 PM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image004.png](#)
[Malden Improvements at \[REDACTED\]](#)

Ms. Moss,

Thank-you for chatting with me today. As a follow-up I am providing you a plan showing the preliminary design on Malden Road adjacent to your home [REDACTED]. Said plan is attached to this email. On this plan, I have bordered your property with a red dashed line. You will see an orange line along Malden and that is the proposed property required to realize the proposed road improvements.

The road improvements have an effect on your property and there will be property required by the Town to carry out the road improvements. The property required is approximately 13' to 16'. This measurement is based on the preliminary design and as mentioned, as we progress through the detail design, the property requirements are further refined and may increase or decrease.

We also chatted about the existing trees along Malden in your yard. At this stage, it appears that those existing trees will be on the property the Town needs and will most likely need to be removed. Again, this will be further reviewed and refined through the detail design stages.

When the Town is ready to proceed with these improvements and there is a need for property from you, we will be in contact with you then. It is hard for us to provide a timeline on when it will be required, because the magnitude of the project is large and will require significant money to proceed to the next steps.

I hope this helps for now.

If you have any further questions, please let me know.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



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-----Original Message-----

From: noreply@lasalle.ca <noreply@lasalle.ca>
Sent: February 2, 2021 3:23 PM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Widening of Malden Road

We live at [REDACTED] (same side as township) How much property from current sidewalk will be affected? Will our trees be affected in any way? Thank-You, [REDACTED]. Please contact us by phone if possible

Origin: <https://www.lasalle.ca/en/town-hall/malden-road-environmental-assessment-update.asp>

This email was sent to you by Mary Moss <[REDACTED]>
<https://www.lasalle.ca/>.

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NEW CONNECTION
BETWEEN SECTIONS
OF THE TRAIL

MORTON DRIVE



From: [Peter Marra](#)
To: [REDACTED]
Cc: [Larry Silani](#); [Welker, Kevin](#); [Hohner, Paula](#)
Subject: RE: Bouffard Re-alignment
Date: Tuesday, February 16, 2021 12:58:00 PM

Ornella,

I'm not exactly sure what meeting you might be referring too?

We just finished our public consultation, and that was done virtually. The next time we reach out to the public will be once the final document is prepared and presented to Council. The final report as part of that presentation will contain all the final design recommendations. We don't anticipate that to occur until spring/summer. Again, at that time, given the pandemic, it may be done virtually as well.

Maybe you can assist me in determining what further you may need relative to this project.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Ornella Bertoni [REDACTED]
Sent: February 13, 2021 8:59 PM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Fwd: Bouffard Re-alignment

When is the meeting regarding the Bouffard realignment?

Ornella Bertoni Liburdi

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Begin forwarded message:

[REDACTED]
Date: January 29, 2021 at 9:39:37 AM EST

To: [REDACTED]

Subject: Fw: Bouffard Re-alignment

FYI

Kind regards,

Joe Savone
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: Peter Marra <pmarra@lasalle.ca>

To: [REDACTED]

Cc: Larry Silani <lsilani@lasalle.ca>, "Welker, Kevin" <Kevin.Welker@stantec.com>, "Hohner, Paula" <Paula.Hohner@stantec.com>

Date: 01/29/2021 09:27 AM

Subject: RE: Bouffard Re-alignment

Mr. Savone,

Thank-you for reaching out to us.

Please find enclosed the latest sketch for the proposed work on the Bouffard realignment as part of the Malden Road EA addendum. On this sketch, I have tried to highlight the approximate location of the Savone property. You will see what the preliminary effects are on the property owned by your parents.

The plan you enclosed in your original email was part of the 2009 Malden Study. The realignment at Bouffard is currently planned to be modified slightly as per the new enclosed sketch, that is also available on the PlaceSpeak platform. The plan enclosed to this email shows your specific

property.

Hopefully this provides some additional clarity. If you require anything further, please let us know.

Regards,

Peter Marra, P.Eng.
Deputy Chief Administrative Officer
Town of LaSalle

(Embedded image moved to file: pic18651.jpg)laSalle_logo

5950 Malden Road, LaSalle, Ontario N9H 1S4
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Email: pmarra@lasalle.ca
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-----Original Message-----

From: noreply@lasalle.ca <noreply@lasalle.ca>

Sent: January 26, 2021 12:36 PM

To: Larry Silani <lsilani@lasalle.ca>

Subject: Bouffard Re-alignment

Good Day Larry,

I was hoping for some insight into the plans for Bouffard re-alignment..in

specific how it affects Palmer. I have seen the images posted, but am having a hard time determining property lines. My parents (Salvatore and Loredana Savone) own property [REDACTED] [REDACTED]

[REDACTED] Your plans show Bouffard crossing right through their property, but what we cant determine is if their [REDACTED] [REDACTED] will remain or not. Is it possible to have better clarity on this?

My parents have been renting the house, and have just made renovations as the tenants have left. They are considering their options...Sell, or Rent again. Future plans will play a huge part in their decision.

I appreciate any support or help/ guidance you can give.

I've attached an image with approx. boundary of their property.

Regards,
Joe Savone

Origin:
<https://www.lasalle.ca/en/contacts/search.aspx?s=eGfVCrPSj3guelx0aTb0ggeQuAleQuAl>

This email was sent to you by Joe [REDACTED] through <https://www.lasalle.ca/>.

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From: [Peter Marra](#)
To: [REDACTED]; [Welker, Kevin](#); [Hohner, Paula](#); [Larry Silani](#)
Subject: RE: Malden Road Project
Date: Friday, January 15, 2021 1:56:25 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Malden1_South-Limit_Laurier.pdf](#)

Mr Phillips,

Thank-you for reaching out to us.

You can find the plans on PlaceSpeak under the resources section, in the photo folder.

For your convenience, I have enclosed a PDF version of the plan for Malden Road in front of your property to this email for yours and your neighbours reference. Again, this plan and the rest of the Malden Road plans are available in .jpeg format on PlaceSpeak.

I also see you provided a comment relative to this on PlaceSpeak. Since I have provided a detailed response through this email, I will provide a simplified response in PlaceSpeak.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4

Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

Email: pmarra@lasalle.ca

www.lasalle.ca

Visit Us On Social Media:

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From: [REDACTED]

Sent: January 15, 2021 1:18 PM

To: Peter Marra <pmarra@lasalle.ca>

[REDACTED]

Subject: Malden Road Project

Hello Mr. Marra,

Based on the recent 'flyer' mailed out on the Malden Road Project I have signed up with 'placespeak' and reviewed the LaSalle website for additional information. There is an indication that more detailed plans are available at LaSalle.ca but I was unable to locate them.

As owner of one of the three properties between [REDACTED] potentially affected by the widening of Malden Road I would appreciate a more detailed description (detailed plans etc.) on how this project will impact our property.

Could you please direct me to the location of any detailed plans?

I have cc'd the owners of [REDACTED] on this email for their information.

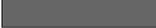
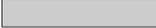
Regards,

David Phillips

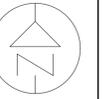
[REDACTED]

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SUPPLEMENTAL LEGEND:

-  PROPOSED ROADWAY PLATFORM
-  PROPOSED SIDEWALK
-  PROPOSED BOULEVARD/GREEN SPACE
-  PROPOSED MALDEN ROW LIMIT
-  PROPOSED NEW ROW LIMIT (SIDE ROADS)
-  EXISTING PARCELS FORMING ROW LIMIT
-  EXISTING PARCELS FORMING ROW LIMIT

METRIC
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 AND/OR MILLIMETRES
 UNLESS OTHERWISE SHOWN

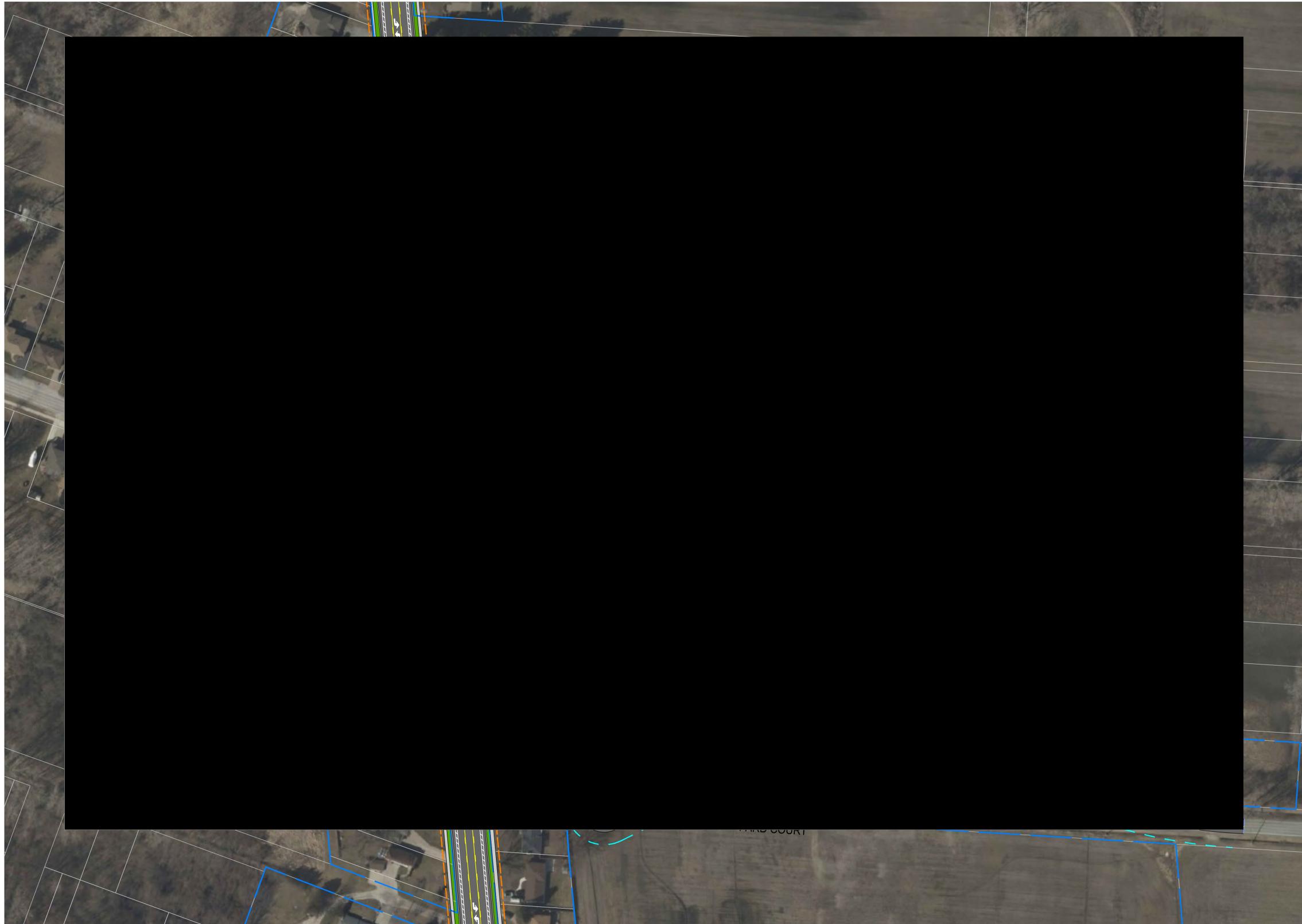


PROPOSED DESIGN
 MALDEN ROAD AND BOUFFARD ROAD

SHEET
 2



88-05 PR-D-707 MINISTRY OF TRANSPORTATION, ONTARIO



DRAWING NAME: 1141-Malden-Design.dwg
 CREATED: January 11, 2021
 MODIFIED: Monday, January 11, 2021 9:47:15 AM

SCALE
 5 10
 Horizontal

From: [Peter Marra](#)
To: [REDACTED]
Cc: [Larry Silani](#); [Welker, Kevin](#); [Hohner, Paula](#)
Subject: RE: Bouffard Re-alignment
Date: Friday, January 29, 2021 9:29:49 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Malden Bouffard EA showing Savone property.pdf](#)

Mr. Savone,

Thank-you for reaching out to us.

Please find enclosed the latest sketch for the proposed work on the Bouffard realignment as part of the Malden Road EA addendum. On this sketch, I have tried to highlight the approximate location of the Savone property. You will see what the preliminary effects are on the property owned by your parents.

The plan you enclosed in your original email was part of the 2009 Malden Study. The realignment at Bouffard is currently planned to be modified slightly as per the new enclosed sketch, that is also available on the PlaceSpeak platform. The plan enclosed to this email shows your specific property.

Hopefully this provides some additional clarity. If you require anything further, please let us know.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

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www.lasalle.ca

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-----Original Message-----

From: noreply@lasalle.ca <noreply@lasalle.ca>

Sent: January 26, 2021 12:36 PM

To: Larry Silani <lsilani@lasalle.ca>

Subject: Bouffard Re-alignment

Good Day Larry,

I was hoping for some insight into the plans for Bouffard re-alignment..in specific how it affects Palmer. I have seen the images posted, but am having a hard time determining property lines. My parents ([REDACTED] own property on [REDACTED] [REDACTED]) Your plans show Bouffard crossing right through their property, but what we cant determine is if their house on Palmer will remain or not. Is it possible to have better clarity on this?

My parents have been renting the house, and have just made renovations as the tenants have left. They are considering their options...Sell, or Rent again. Future plans will play a huge part in their decision.

I appreciate any support or help/ guidance you can give.

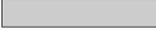
I've attached an image with approx. boundary of their property.

Regards,
Joe Savone

Origin: <https://www.lasalle.ca/en/contacts/search.aspx?s=eGfVCrPSj3guelx0aTb0ggeQuAleQuAl>

This email was sent to you by Joe Savone<[REDACTED]> through <https://www.lasalle.ca/>.
CAUTION: This email originated from outside of the organization. Please verify that the sender's name matches the e-mail address in the From: field. Do not click links or open attachments unless you recognize the sender and know the content is safe. REF: nYDLiTtcjACbqBae

SUPPLEMENTAL LEGEND:

-  PROPOSED ROADWAY PLATFORM
-  PROPOSED SIDEWALK
-  PROPOSED BOULEVARD/GREEN SPACE
-  PROPOSED MALDEN ROW LIMIT
-  PROPOSED NEW ROW LIMIT (SIDE ROADS)
-  EXISTING PARCELS FORMING ROW LIMIT
-  EXISTING PARCELS FORMING ROW LIMIT

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PROPOSED DESIGN
 MALDEN ROAD AND BOUFFARD ROAD

SHEET
 2



88-05
 PR-D-707
 MINISTRY OF TRANSPORTATION, ONTARIO

DRAWING NAME: 1141-Malden-Design.dwg
 CREATED: January 11, 2021
 MODIFIED: Monday, January 11, 2021 9:47:15 AM



SCALE
 5 10
 Horizontal

From: [Peter Marra](#)
To: [REDACTED]
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#); [Wrathell, Melissa](#)
Subject: RE: Malden Road Improvements - Notice of Public Consultation Centre
Date: Tuesday, January 12, 2021 1:43:47 PM

Mr and Mrs Omstead,

Thank-you for your input to this project. This is to confirm we have received your information and it will be reviewed along with all the other submitted comments when we finalize the report.

Regards,

Peter Marra, P.Eng.

Director of Public Works
Town of LaSalle

From: Tom/Sue Omstead [REDACTED]
Sent: January 11, 2021 9:03 AM
To: Wrathell, Melissa <Melissa.Wrathell@stantec.com>
Cc: Hohner, Paula <Paula.Hohner@stantec.com>; Peter Marra <pmarra@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>
Subject: Re: Malden Road Improvements - Notice of Public Consultation Centre

2022 Malden Rd (2.6k Meagan - Cahill Dr) Proposal by the Town of LaSalle

Hello Melissa and all involved,

We enjoyed the online presentation. Thank you for the opportunity to comment on this proposal. Once this proposed project is completed, properly informed users will be able to benefit from a 10.6k signature route through LaSalle of exceptional enjoyment and comfort that's both regionally connected and useful to local utilitarian cyclists.

Below, please find our detailed comments. If you have any questions or concerns, please do not hesitate to contact us.

As we have included attachments, can you please confirm you received this message?

Best regards,

Tom & Sue Omstead

Share the Road - Essex County

Detailed Comments - STR-EC

We are in full support of the improvements being proposed along Malden Road. They elevate the safety and comfort level of that section of road significantly.

Previously, this section of road was inadequate for southbound cyclists because: there wasn't a cycling facility on the west side; and, the heightened danger of biking contrary to the expected direction of traffic on the facilities on the east side. This proposal eliminates both of those concerns and, because motorists leaving their driveways will perceive the bike lane to be part of the road, this design also mitigates the concern of crossing so many intersections in an effective way.

Using our comfort level assessment method, the proposed facility would raise its score, along this very important multi-modal section of Malden Road, to +80%. (Presently roughly 50%).

For the first time, it will now be possible for cyclists to bike 10.6k through LaSalle to go between the Greenway's Centennial Hub Trailhead and Windsor on a bike route which meets the comfort level expectations of most cyclists.

But having facilities and knowing how to make the most of them requires either local knowledge about the bike network or reliable bike route signage. An effective network should be easy for cyclists to follow on the move and from the saddle.

We advise cyclists to be wary about the bike routes they choose to follow. Not only in Windsor & Essex, but everywhere they bike. Not all 'bike routes' are designed to meet the comfort level expectations of most cyclists. For example, at the present time, our region's portion of the Waterfront Trail scores only three stars (out of five) by us because 39% of it falls into the low or lowest comfort category. CWATS 2021 proposals, to pave the shoulders on County Road 20 and 50 (between Amherstburg and Holiday Beach), will eliminate some of the Waterfront Trail's sketchy parts and improve its rating. But much of the Waterfront Trail through LaSalle and elsewhere is still too low in comfort for most cyclists. For most cyclists, at the present time the Waterfront Trail is still a vision for the future.

What cyclists need is reliable information about how to make the most out of what's there NOW. Not someday. Seeing their need, we are filling this void by creating reliable bike routes designed to meet the comfort level expectations to a higher percentage than any other bike route out there.

The EC WAY LaSalle route we now envision (due to this proposal) provides cyclists with the most Enjoyable & Comfortable bike route - based on what's there today. Only 4% of the EC WAY LaSalle is rated as low comfort. Contrast this to the 7.9k Waterfront Trail portion through LaSalle, which is 63% low comfort and many years away from reaching the point it would meet the comfort level expectations of most cyclists.

Mapping and wayfare-signing the EC WAY LaSalle would ensure more cyclists experience LaSalle in 2022 (once the proposed work is completed) in the best way possible. And if the low comfort 400m section of Malden Rd between Oxford St and the limits of Windsor could be raised (with paved shoulders north of the Todd Lane roundabout and traffic calming

features to its south), then LaSalle would have a truly exceptionally comfortable signature bike route stretching 10.6k through it between Windsor and the Greenway Centennial Hub.

Thank you.
STR-EC

On Mon, Dec 14, 2020 at 2:37 PM Wrathell, Melissa <Melissa.Wrathell@stantec.com> wrote:

Hello,

Please see attached the Notice of Public Consultation Centre for the Municipal Class Environmental Assessment Addendum for Malden Road/County Road 3 Transportation, Public Safety and Urban Design Improvements, in the Town of LaSalle.

If you have any questions or concerns, please contact Peter Marra at pmarra@lasalle.ca or Paula Hohner at paula.hohner@stantec.com.

Thank you,

Melissa Wrathell B.A.
Project Support Coordinator

Direct: 519-675-6677
melissa.wrathell@stantec.com

Stantec
600-171 Queens Avenue
London ON N6A 5J7



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From: [Peter Marra](#)
To: [REDACTED]
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#)
Subject: RE: Schedule C
Date: Monday, January 04, 2021 1:36:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

In most instances, as work progresses, the road in front of your house will eventually become urbanized. That means curbs, sidewalks (on both sides), storm sewers, street lights, watermain, fire hydrants, no ditches, etc.

It might not occur immediately, when the road is initially reconfigured, but will transition towards this as time goes on and into future years and be driven by development of the surrounding vacant lands.

Regards,

Peter Marra, P.Eng.

Director of Public Works
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
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From: katherine sims [REDACTED]
Sent: January 4, 2021 1:17 PM

To: Peter Marra <pmarra@lasalle.ca>

Subject: Re: Schedule C

Thank you for the response. I would also like to know will there be side walk added and will the gutters be closed off?

Katherine Sims

Have A Great Day On Purpose

On Jan 4, 2021, at 9:53 AM, Peter Marra <pmarra@lasalle.ca> wrote:

Good morning Ms Sims,

I have enclosed a modified sketch from what is provided on the website. On this sketch, I have highlighted the approx. location of your property relative to the proposed works.

With the realignment occurring at Bouffard, the piece of road fronting your property will no longer directly connect to Malden, it will become a cul-de-sac and will mostly likely get a new street name.

I hope this helps, if you have any further questions, please let me know.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle

<image007.jpg>

5950 Malden Road, LaSalle, Ontario N9H 1S4

Ph: 519-969-7770, ext 1475 Fax: 519-969-4469

Email: pmarra@lasalle.ca

www.lasalle.ca

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[<image008.png>](#)

[<image005.png>](#)

[<image006.png>](#)

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-----Original Message-----

From: katherine sims [REDACTED]

Sent: December 24, 2020 12:02 AM

To: Peter Marra <pmarra@lasalle.ca>

Subject: Schedule C

Hello, my name is Katherine Sims. [REDACTED]. We received the letter by courier in regards to changes that will affect our road in front of our property. We also watch the presentation. I did see that there will be a road added to connect bouffard Road but I am not clear on the changes that will affect us or our area if you can make this a little bit more clear for me.

Thank you.

Katherine Sims

Have A Great Day On Purpose

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nYDLiTtcjACbqBae

<Malden2_Bouffard-Ext showing [REDACTED]>

From: [Larry Silani](#)
To: [Hohner, Paula](#)
Cc: [Peter Marra](#)
Subject: FW: Widening Malden Road
Date: Monday, January 04, 2021 10:00:21 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Good morning Paula... see comment below forwarded to us by a Windsor Star reporter

Larry Silani, M.Pl., MCIP, RPP

Director of Development & Strategic Initiatives
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Phone: 519-969-7770 ext. 1288 Fax: 519-250-0194
Email: lsilani@lasalle.ca
www.lasalle.ca

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From: [REDACTED]
Sent: December 29, 2020 9:16 AM
To: Larry Silani <lsilani@lasalle.ca>; Peter Marra <pmarra@lasalle.ca>
Subject: Fw: Widening Malden Road

Julie Kotsis
Reporter
The Windsor Star & www.windsorstar.com
519-255-5576
jkotsis@windsorstar.com
300 Ouellette Ave., Windsor Ontario N9A 7B4

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[REDACTED]
Sent: Friday, December 25, 2020 2:54 PM

To: Kotsis, Julie <JKotsis@postmedia.com>

Subject: Widening Malden Road

Having read "laSalle and Lakeshore Launch Surveys..." . Alternative routes from the south of the county into and out of Windsor is necessary to alleviate the congestion on Malden and Sprucewood. This congestion extends to Sprucewood and Matchette. Now having a three lane road way and safe shouldering of that road would allow the traffic into the area between Laurier and Toad Lane but as the the three laner turns into a two laner with a light at Laurier, Bouffard, Reaume and then a light a Sprucewood, another a hundred meters down the road in front of the National Bank and then the Turn-Around on Toad and Malden would create a traffic jam twice as bad now and for twice as long. This is not a solution. Better leave the way it is or to work Broderick or Disputed into the solution. Do it right the first time. No trial and error.

Thomas Lovell
[REDACTED]

--

Have a good day!

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From: [Peter Marra](#)
To: [REDACTED]
Cc: [Welker, Kevin](#); [Larry Silani](#); [Hohner, Paula](#)
Subject: RE: Planned Improvement to LaSalle Malden Rd. South Corridor
Date: Wednesday, December 23, 2020 8:07:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Gary,

Thank-you for your email, I have passed this onto the project to review as part of finalizing the documents..

Thank-you again for your input and comments, they are much appreciated.

Regards,

Peter Marra, P.Eng.

Director of Public Works
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
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[REDACTED]

Sent: December 22, 2020 5:47 PM

To: Peter Marra <pmarra@lasalle.ca>; k.welker@stantec.com

Subject: Planned Improvement to LaSalle Malden Rd. South Corridor

I have reviewed the entire presentation in detail and am very pleased with the effort of Stantec and the town. However, I see one gross flaw in the proposed bike/pedestrian crossing at the Cahill Drain/Malden Rd. in that at that very point the roadway will condense from 2 + 2 to 1 + 1 + 1 (turn lane). Therefore, southbound traffic will be trying to merge at the same point that pedestrians and cyclists will be trying to cross. There will be a vision constraint there as vehicles will be watching side and rear-view mirrors as well as straight ahead and likely paying little attention to anyone crossing. This is an accident waiting to happen! It would be better to maintain the 4 lane approach until south of Morton and then blend/divide there. Additionally, this pedestrian/bike crossing should be protected by a strobe style user activated crossing light as used in Leamington for a N-S pedestrian trail crossing of Seacliffe Rd. between the LCBO and Service Ontario. This would not constantly interfere with road traffic as in the case of a timed light which is not necessary unless crossers are present or if timed then only available for activation when the lights up or down road are on red status. Please give due consideration and respond.

thank you,
Gary J. Williams, P. Eng. (retired)

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From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Malden Rd. expansion
Date: Wednesday, October 6, 2021 11:28:29 AM
Attachments: [jmaoe003.png](#)
[jmaoe005.png](#)
[jmaoe006.png](#)
[jmaoe002.png](#)
[Malden EA sketches.pdf](#)
[jmaoe001.png](#)

Paula Hohner, MScPl, MCIP, RPP
Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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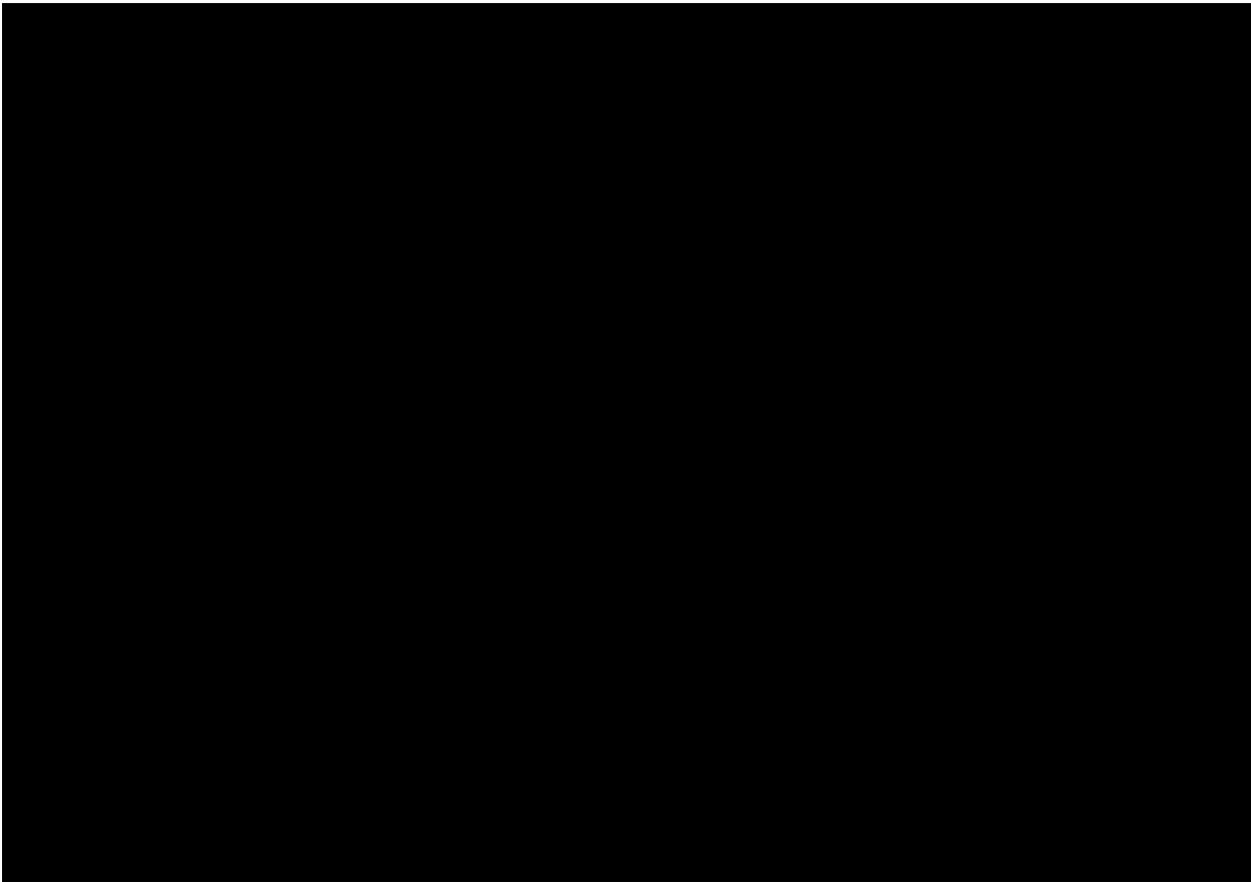
 Please consider the environment before printing this email.

From: Peter Marra <pmarra@lasalle.ca>
Sent: Wednesday, October 06, 2021 11:22 AM
To: [REDACTED]
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: Malden Rd. expansion

Joe Wenzler,

Your message regarding Malden Road improvements has been passed on to me for a response.

We will require approx. 3m to 4m of property from you along the Malden Road frontage to recognize the proposed improvements. This property requirement is consistent with the original/approved 2009 Malden Road EA in your particular area. The following sketch provides you with a visual of this requirement particular to your property. The property required is represented by the orange dashed line. The exact amount of property will be further refined during the detail design stage. In the future, when Council wishes to proceed with improvements in your area, is when the Town will make contact with the effected land owners. This is the current proposed improvements identified at this time and will be subject to a further 30 day review period. This review period, we expect to commence sometime later this month and notices will be provided.



Also enclosed to this email, is the entire proposed Malden Road improvements as an attached PDF document.

I hope this helps for now and if you require anything further, please let me know.

Regards,

Peter Marra, P.Eng.
Deputy Chief Administrative Officer
Town of LaSalle



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-----Original Message-----

From: Larry Silani <lsilani@lasalle.ca>
Sent: October 5, 2021 8:38 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: Welker, Kevin <Kevin.Welker@stantec.com>
Subject: Malden Rd. expansion

Good morning Peter... see email below

-----Original Message-----

From: Joe Wenzler [REDACTED]
Sent: October 5, 2021 8:34 AM
To: Larry Silani <lsilani@lasalle.ca>
Subject: Malden Rd. expansion

Good morning [REDACTED] (ince 1982) I like the closing on the ditch and bike lanes, but I was wondering how much property of mine will be involved? Thank you and have a great day.

Origin: <https://www.lasalle.ca/Modules/contact/search.aspx?s=PXQd1P73tEd5IASHTgJ5Y3cHjgeQuAleQuAl>

This email was sent to you by Joe Wenzler <[\[REDACTED\]@www.lasalle.ca](mailto:[REDACTED]@www.lasalle.ca)>

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From: Peter Marra
To: [REDACTED]
Subject: RE: Information Bouffard/Malden
Attachments: image001.png
image004.png
image006.png
image007.png
image009.png
Malden EA sketches.pdf

Good morning Pete,

Nice to hear from you, hope this email finds you well.

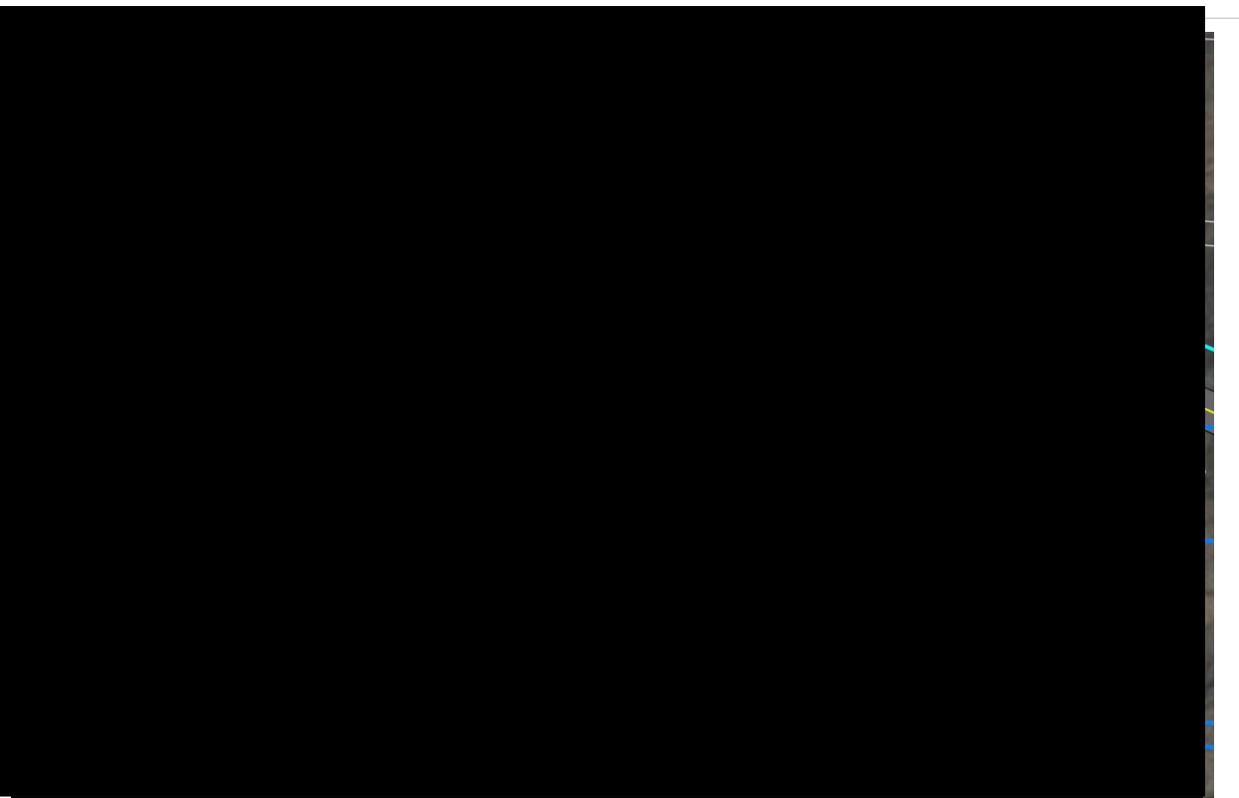
Sorry for my delayed response, I was away from the office the last few days.

Here is a quick snapshot of what is proposed at the location of [REDACTED]. The proposed main change for this property, would be eventually, the driveway to this property will be realigned off of Malden/Palmer and onto a secondary access road. This may change pending what occurs during the 30 day review period which is scheduled to commence sometime later this month.

Also, the Town will require property along the Malden Road frontage from this property. That is the orange dashed line shown on the sketch. The exact amount of property will need to be confirmed during the final detail design but we expect it to be in the range of 3m to 4m. Once this is finalized and Council wants to proceed with the work in this location in the future, is when the Town will make contact with the effected land owners.

Also enclosed to this email as an attachment are the proposed Malden Rd improvements in their entirety.

I hope this help for now, if you have any further questions, please let me know or if you wish to chat further on this let me know as well.



Regards,

Peter Marra, P.Eng.
Deputy Chief Administrative Officer
Town of LaSalle



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Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
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-----Original Message-----

From: Peter Chevalier [REDACTED]
Sent: September 30, 2021 11:10 AM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Information Bouffard/Malden

Good morning Peter,

Congratulations on your new position as Deputy CAO, well deserved and good news for LaSalle residents. Larry Silani had directed me to you as I am trying to help out my son who has recently purchased a property on Malden Road at Palmer Avenue. He is looking to get a fence put up but recently discovered the plans to push Bouffard through. I don't want him to have to spend any money on the fence and then have it forced to be moved for any expropriation by the Town so I was wondering what if any effect this expansion of Bouffard may have on his property.

He resides at [REDACTED] at the southeast corner of Malden/Palmer. He is currently trying to get information for a survey and permit application for his fence.

Any assistance you can provide would be greatly appreciated.

Have a great day,

Pete Chevalier

CAUTION: This email originated from outside of the organization. Please verify that the sender's name matches the e-mail address in the From: field. Do not click links or open attachments unless you recognize the sender and know the content is safe. REF: nYDLITtjACbqBae

From: [Peter Marra](#)
To: [Welker, Kevin](#); [Hohner, Paula](#); [Lang, Sarah](#)
Cc: [Larry Silani](#); [Dawn Hadre](#)
Subject: Malden Rd public outreach
Date: Wednesday, December 23, 2020 7:55:37 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Just to provide some finality to all the items we currently have available for public outreach on this project.....

The Town's website has been updated, this site directs users to the PlaceSpeak and/or YouTube for the video presentation. Commencing Dec 29th and up until about Jan 12th, the Town will be placing two variable message boards on the side of Malden Road with the following message "Future Malden Improvements, Visit lasalle.ca".

The Town will pushing public consultation information on Malden Rd, repeatedly, through our social media posts over the next few weeks. We have had some great feedback already through the various websites and from individuals emailing us directly. As we receive individual emails, specific to this project, I will forward them as we receive them. With respect to feedback through PlaceSpeak and maybe even YouTube, we will compile this after consultation closes and send a compiled package to you. You can also visit PlaceSpeak, register and follow the discussion as well.

Town website

www.lasalle.ca/malden2019ea

PlaceSpeak

<http://www.placespeak.com/LaSalleMaldenRoadproject>

YouTube

<https://www.youtube.com/c/TownofLaSalleOntario>

Thanks for helping us with the information on this project and I hope each of you have a good holiday season.

Stay safe.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle

Appendix A
Correspondence Regarding Mr. Puzzuoli

Malden Road PCC – Comment Table

Contact	Date	Comment	Draft Response/Response
Agency			
<p>Barb Slattery EA/Planning Coordinator Ministry of Environment, Conservation and Parks (MECP) 365-366-8185 Barbara.slattery@ontario.ca</p>	<p>February 18, 2021 Email</p>	<p>Email Response Received February 18, 2021: The new REAC for SWR has started – his name is Mark Badali and I have copied him on this response so that you can forward the information to him. This is what I suggest: Please send any Notices to the designated EA mailbox for SWR: eanotification.swregion@ontario.ca and any other correspondence (i.e., information, requests for a video call etc.) should be sent directly to Mark’s email.</p> <p>Until I leave the ministry (March 31st) I am assisting with Mark’s transition into the position so if you could also copy me I will be able to assist Mark.</p> <p>I would welcome the opportunity to learn more about this project so if you have the time, perhaps we could chat?</p> <p>Email Response Received February 18, 2021: Hello Paula and Peter, we have found the original Part II Order letter that Mr. Puzzuoli wrote back in 2009. Would you please share with Kevin. I would specifically ask Kevin if he could assess the comments made by Mr. Puzzuoli that he feels is an argument against the alignment that was originally proposed. As you know, if the request hadn’t been withdrawn, we would have asked the Town to formally respond to the technical arguments to see if they had any merit. I think that it would be beneficial to assess what he has suggested (unless this has already been done).</p>	<p>Email Sent February 18, 2021: Good Morning Barb,</p> <p>Are you able to confirm who at MECP I should coordinate with for an EA Addendum in the Town of LaSalle? I am preparing a letter on behalf of the Town and need to confirm who best to direct it to. I have been pulled into an EA Addendum and it has a high potential for a Part II Order Request due to information recently submitted. Although Part II Order process has changed, I am quite certain there will be correspondence brought forward to MECP from a property owner.</p> <p>Email Sent February 18, 2021: I have attached some of the correspondence for background. The property owner did submit a letter to MECP on January 28, 2021. It can be found in the pdf labelled “let_PICcomments_puzzuoli_02042021” attached. The online PIC is still available here as well: Malden Road Environmental Assessment Update (lasalle.ca)</p> <p>Based on the assessment of the changes between 2009 and 2020, the team concluded that the recommended alternative solutions from the 2009 Environmental Study Report are still applicable today. The previous recommended design identified property impacts to accommodate the improvements, and these impacts were reviewed and refined increasing slightly in some areas. The intent of the 2009 EA remains the same and no significant modifications to the project or changes to the environmental setting in the study area have been documented. As a result, an Addendum to the Environmental Study Report is not required. The issue is the project team was not aware of the 2009 correspondence between the property owner and the previous consultant (Dillon)</p>

			and how the realignment of Bouffard Road was removed from the 2009 EA plan.
	February 25, 2021 Email	<p>The purpose of this email is to address issues that have arisen during the Town of LaSalle's (LaSalle) ongoing implementation of the undertaking known as Maldon Road Transportation Public Safety & Urban Design Improvements (Maldon Road Class EA) that proceeded pursuant to the Municipal Class EA. The ministry received an email from LaSalle's consultant, Stantec on February 18, 2021 and had a subsequent discussion that same day. The ministry also received a letter from Mr. Puzzuoli concerning the addendum that is being undertaken by the Town.</p> <p>According to the July 13, 2009 letter to Mr. Puzzuoli from the consultant for LaSalle, the Town of LaSalle and County of Essex (in response to the Part II order request submitted by Mr. Puzzuoli to the Minister) agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections as they were. As a result, Bouffard Road would not be realigned through the Palmer Avenue right-of-way but would continue to connect through to Malden Road in its existing alignment. As a result of this commitment, Mr. Puzzuoli withdrew his Part II order request from consideration by the Minister on July 16, 2009. On July 28, 2009, the ministry wrote to Mr. Puzzuoli, copying LaSalle and its consultant, acknowledging the withdrawal of the request and indicating that LaSalle was required to include the commitments in its ESR.</p> <p>Based on the information before the ministry, it appears that the Addendum has been prepared using the original undertaking that was subject to the Part II order request and not the revised undertaking that reflected the commitments made by the Town and County, as noted in the preceding paragraph. If LaSalle now seeks to realign Bouffard Road, the starting point for any analysis is the status quo. LaSalle needs to consider whether or not this can be done through the addendum process or whether this is a new undertaking. Reference should be had to the addendum provision in section A.4.3 of the Class EA when making this decision. A.4.3 of the Class EA addresses situations</p>	

		<p>where, due to unforeseen circumstances, it may not be feasible to implement the undertaking in the manner set out in the Environmental Screening Report (ESR). Any significant modifications to the project or change in the environmental setting for the project which occurs after the filing of the ESR must be reviewed by the proponent and an addendum to the ESR prepared and filed. As a result, if an addendum is determined to be the appropriate process, the analysis in the addendum must be based on the undertaking that was to proceed pursuant to the Class EA, inclusive of the commitments made to Mr. Puzzuoli. The new addendum would then be filed and a new notice issued and public review period started.</p> <p>Should you have questions, please contact me and I will provide clarification.</p>	
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Public

<p>Anthony Puzzuoli [REDACTED]</p>	<p>January 6, 2021 Email</p>	<p>I am the land owner at [REDACTED] I would like to have a meeting with you at Town Hall. Anytime in the afternoon is best for me. This week if possible.</p>	<p>Email Response January 6, 2021: We can have a phone call or even a video call through zoom.</p> <p>If one of these works for you, please let me know and I can set it up.</p> <p>Enclosed to this email is a copy of the proposed plan showing the approximate location of your property.</p>
	<p>January 6, 2021 Email</p>	<p>I prefer to meet in person with a distance between us I am not that tech savvy. I do not have any zoom suitable technology.</p>	<p>Email Response January 7, 2021: We can communicate by email or by phone if the a virtual video meeting is not an option to you.</p> <p>I believe we can accomplish everything necessary in this manner.</p> <p>Let me know how you wish to proceed.</p> <p>Given the current situation with the pandemic, this is for your well being as well as mine.</p> <p>We have had to modify a whole sot of things over the last several months, and this is one of those situations as well.</p>

			<p>Phone Call Summary January 7, 2021: Thank-you for the chat with me over the phone today. The following summarizes our conversation;</p> <ul style="list-style-type: none">• You requested that I provide a summary of what is proposed and I had provide you with that during our conversation.<ul style="list-style-type: none">○ I had mentioned that the Town was revisiting the original Malden Road EA completed in 2009 as part of this project.○ The work identified for the realignment of Bouffard was proposed in the previously finalized 2009 Malden Rd EA and continues to be carried through with this design.○ The Town is revisiting this EA because of the time from the previous completion, some 10 years and that there has been growth and changes in the area.○ This proposed work is to address current and future traffic demands.• You had asked why Stantec is working on this now and not Dillon, and I provided that this was a result of a competitive request for proposal process prior to starting this project and Stantec was the successful consultant.• You asked about development behind you house (east of Malden) and I had said, that development in that area is currently held up so that the Town and developers can find a solution for drainage concerns prior to allowing any development. The Town has had many preliminary discussion with developers, unfortunately at this time, developments are on hold until we sort through a suitable drainage solution.• You had said that the current realignment at Bouffard is not consistent with what was part of the final 2009 Dillon Malden Road EA. Attached to this email, is a single page snippet from the final approved 2009 Dillon Malden Rd EA showing the proposed Bouffard realignment.• You asked about timing. I mentioned, that was difficult to provide a formal/firm answer at this
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			<p>stage. This is a large project requiring significant amounts of money. The current Stantec assignment is to complete the preliminary design. There is currently budget to move to detail design once this current assignment finishes. Beyond detail design, there is currently no budget set aside. However if Council was to provide for money, or if there were grant opportunity, I would expect that work on Malden may occur. But right now, there is nothing from a budget perspective to move forward with anything beyond the design stages. I also mentioned to you, that Council has expressed and received plenty of concerns with Malden Road over the last few years.</p> <p>Action items for the Town</p> <ul style="list-style-type: none">• You asked for a hard copy of the Dillon Malden Road 2009 EA, however this is a large document. You mentioned that you only have DSL internet and downloading something for you will be limited. We will figure out how best to get you access to the previous Dillon Malden Road 2009 EA report. You mentioned that your son and daughter in-law are engineers. If they have better access to internet, I would be happy to email them a copy of this report. If this works for you, please provide us with their email addresses.• The Town will provide you with hard copies of the current 4 drawings by Stantec for the Malden Road proposed preliminary design currently available online.• You asked for access to the master drainage study occurring for the lands behind your house. That study is in progress and available for viewing through our website. You can view the available documents at www.lasalle.ca/hbmds . Again this study is in progress, held up due to COVID and no final report completed yet. <p>Going forward, if you would like to provide further input, we should ensure we are formally documenting what is being discussed so that a formal record of</p>
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			<p>conversations can be achieved as part of the public consultation process.</p> <p>If I missed anything from our discussion, please let me know.</p>
	<p>January 19, 2021 Letter</p>	<p>This will follow-up on our telephone conversation of January 7, 2021 and your email to me on that same date providing your summary of the conversation. Pursuant tot hat conversation, it remains my position that the addendum as put forward by the Town and by Stantec is inconsistent with the previous Malden Class Environmental Assessment in 2009. To clarify this inconsistency, I would bring to your attention the attached information from 2009 which is highlighted as follows:</p> <p>June 22, 2009 – Letter from me to L. Silani, the Town’s Director of Planning, expressing my significant concerns with respect to the proposed design of a signalized intersection at Palmer Avenue and Bouffard Road.</p> <p>June 24, 2009 – Letter from me to the Minister of the Environment formally requesting a Part II Order under the Environmental Assessment Act.</p> <p>June 28, 2009 – Letter from me to V. Herbert, Dillon Consulting, in response to his letter June 24, 2009, expressing my concerns with Dillon’s proposed re-design of the intersection, and advising Dillon of the suggestion by Town representatives to remove the Palmer/Malden intersection from the study and to leave the two Bouffard/Malden intersections unchanged.</p> <p>July 13, 2009 – Letter from V. Hebert, Dillon Consulting, to me confirming the following:</p> <p><i>“In order to satisfy your concerns, the Town of LaSalle and County of Essex have agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment.”</i></p> <p><i>“As a result, Bouffard Road will not be realigned through the Palmer Avenue right-of-way, but will connect through to Malden Road in its current alignment.”</i></p>	<p>Email Response Dated January 25, 2021: Please accept this email as acknowledgement of me receiving your January 19, 2021 submission, couriered to me.</p> <p>I will circulate your submitted information to the project team for review and for a formal response.</p> <p>Letter Response Dated February 1, 2021: This letter is to formally acknowledge your letter addressed to the undersigned dated January 19, 2021.</p> <p>I thank-you for submitting your detailed records and background information as it relates to the Bouffard realignment that was originally proposed back in 2009 as part of the Malden Road EA. The current project team was not aware of this information and we will be doing a complete and thorough review/evaluation of how this effects Malden Road operations through this 2019/20 EA Addendum/Update.</p> <p>This review and evaluation will take some time, therefore, I offer that once this is completed and thoroughly vetted through the project team and the Town, we will provide an additional formal letter response to you prior to finalizing the current EA documents.</p>

“We will append your letter and this letter to the Environmental Study Report to document this change.”

“The detailed design and contract documents will reflect this change in design.”

July 16, 2009 – Letter from me to the Minister of the Environment wherein I confirmed the following:

“In his letter, V. Hebert is indicating that the Town of LaSalle is prepared to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment and not to realign Bouffard Road through the Palmer Avenue right-of-way.”

“Based on this commitment, I am prepared to formally withdraw my Part II Order Request.”

July 28, 2009 – Letter from M. Dixon, Ministry of the Environment, to me confirming the following:

“By way of this letter, I am acknowledging that your Part II order request has been withdrawn following discussions between yourself and the town.”

“I also understand that during these discussions the town made a number of commitments to address your concerns.”

“It is the expectation of this ministry that these commitments will become part of the town’s Environmental Study Report (ESR) and will be implemented accordingly as part of the Project.”

“The town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein.”

“Failure to do so is a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.”

		<p>August 5, 2009 – Memo from V. Hebert, Dillon Consulting, to C. Batista, Ministry of the Environment, confirming the commitments made to me and the affected property owners, by forwarding to the Ministry a copy of the following:</p> <p><i>“Letter to property owners, within approximately 40 metres of either leg of Bouffard Road, advising them of the proposed change to the alignment of Bouffard Road, including a figure showing this change. This letter and plan will be appended to the Environmental Study Report.”</i></p> <p><i>“A list of affected property owners that were identified of this change, including a map delineating these properties in relation to Palmer Avenue and Bouffard Road.”</i></p> <p>Based on all of the above, it is very clear that the Town has proceeded with a current Municipal Class Environmental Assessment Addendum which is fundamentally flawed, in that it does not reflect the prior commitment of the Town as confirmed in writing to me, to the residents and to the Ministry. In fact, the Municipal Class Environmental Assessment Addendum notice issued on December 14, 2020 specifically contradicts the prior commitment by stating in part:</p> <p><i>“The recommended Alternative Solutions from 2009 are generally still applicable today, and include: ... Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road.”</i></p> <p>You further exacerbated this contradiction by communicating to me in our telephone conversation and by your email that the re-alignment of Bouffard Road was approved in 2009 when, in reality, it was not approved or, at the very least, should not have been approved. As a result, the Town is leaving me with no alternative but to re-engage the Ministry of Environment to address the Town’s actions, and those of Stantec, regarding the Town’s apparent failure to honour its written commitment to me, to the area residents and to the Ministry. Unless the Town address this matter to my satisfaction by Friday, January 22, 2021, I will look to re-engage the Ministry accordingly.</p>	
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	<p>January 28, 2021</p> <p>Letter to MECP – Director, Environmental Assessment Branch</p>	<p>I am writing this letter to you in order to request your assistance regarding the failure of the Town of Lasalle to comply with a previous Municipal Class Environmental Assessment for Malden Road. The detailed history of the prior Assessment is provided in the enclosed letter and attachments that I recently forwarded to the Town. In the way of a summary, I would point out the following:</p> <ul style="list-style-type: none"> • In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor. • While the Town had originally proposed a realignment of Bouffard Road at Malden Road, I raised concerns over this and ultimately requested a Part II Order from the Ministry. • Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed to retain the current alignment of Bouffard. • By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town's Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project. • The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein. • The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act. 	

		<ul style="list-style-type: none"> • The Town is now in the process of public consultation for an Addendum to the original Municipal Class Environmental Assessment and has noted in its documentation applicable to this addendum that, “The recommended Alternative Solutions from 2009 are generally still applicable today, and include: ... Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road.” • I raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. I advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned. • I followed up with the Town by the attached formal letter which specifies that the current Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error and that I would be re-engaging the Ministry accordingly due to the Town’s failure to honour its previous commitment. <p>I respectfully request the Ministry’s intervention to ensure that the Town fulfills its documentation obligation to me, to the other property owners and to the Ministry. If you require any further information or clarification, I can be reached directly by telephone or by email. I thank you in advance for your assistance in this regard.</p>	
	<p>February 4, 2021</p> <p>Letter</p>	<p>I am in receipt of your letter dated February 1, 2021 in which you formally acknowledge and provide an initial response to my letter of January 19, 2021 and would comment as follows.</p> <p>You indicate that the current project team was not aware of the detailed and comprehensive information which I provided through my letter. If the current team did not know, the team at the very least ought to have known, since the information was a matter of the municipality’s corporate record. Furthermore, Mr. Silani, as the then head of planning, was copied on much of the correspondence</p>	<p>Email Response Sent February 24, 2021</p> <p>Thank-you for reaching out on this matter. Yes the Town did receive your hand delivered Feb 4th 2021 letter and accompanying attachments.</p> <p>Again as previously stated, we are reviewing all the pertinent information and will provide you with a more formal response on a direction forward for the current Malden Road EA Addendum. Again as further stated already, this will take some time.</p> <p>Thank-you again for reaching out.</p>

		<p>related to this issue during the prior class environmental assessment. Since he continues to be responsible for planning in the Town, he also ought to have known of the previous commitments made to me, to the other property owners and to the Ministry of the Environment.</p> <p>You further note that you will be doing a formal review/evaluation of how this affects Malden Road operations. It would be my expectation that this review/evaluation of Malden Road would adhere to the previous commitment by the Town to not realign Bouffard Road.</p> <p>You suggest that you will be doing this review/evaluation through the current 2019-20 EA Addendum/Update. In addition, you advise that you will provide me with a formal response prior to finalizing the current EA documents. I would again submit that the current Class EA process is fundamentally flawed in that the Town included false information as to the realignment of Bouffard Road in its public consultation materials. This brings into question the validity of the entire, current Class EA exercise and, in particular, the public consultation component.</p> <p>I would have expected your letter to contain an acknowledgement by the Town of its prior commitment and that it would continue to honour this commitment now and in the future. The record of this commitment is eminently clear and I expect the Town to provide an immediate acknowledgement accordingly. By the attached letter dated January 28, 2021, I have contacted the Director of the Ministry's Environmental Assessment Branch to request the Ministry's intervention in ensuring that the Town fulfills its documentation obligation to me, to the other property owners and to the Ministry.</p> <p>Email Received February 24, 2021</p> <p>I previously hand delivered to Town Hall a letter dated February 4, 2021 responding to your letter of February 1, 2021. It has not been almost 3 weeks and I have yet to receive an acknowledgement that the letter was indeed received. Even though I personally hand delivered the letter, I want to ensure that you did, in fact, receive it.</p>	
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		I would respectfully request confirmation of your receipt of the letter at your earliest convenience and to confirm that the Town will be honouring its prior commitment.	
	February 25, 2021	See Response from Barb Slattery from MECP on February 25, 2021 under 'Agencies' tab.	
	March 2, 2021 Email		<p>Email sent March 2, 2021:</p> <p>The Town of LaSalle and our consultant, Stantec, has now had an opportunity to review the information you have submitted and have had a chance to follow-up with the Ministry of the Environment, Conservation and Parks over the last few weeks. We have also looked at this information relative to the proposed Malden Road corridor improvements to deal with today's traffic and future traffic demands, to address safety concerns, traffic delays, accidents, transit, pedestrian movements, etc.</p> <p>We are prepared to issue you a formal response, but we would like to meet with you first to review what we will provide you and then issue you the formal written documentation.</p> <p>I offer the following options for a meeting, please choose which one you wish to proceed with;</p> <p><u>Option 1</u> We can coordinate a virtual video meeting with you and you can log into the meeting from your home or workplace. The project team, both LaSalle and Stantec will be online as well.</p> <p><u>Option 2</u> You can come into the Townhall, you and I will be able to sit in a boardroom, and we would be meeting virtually video with the rest of the project team from the boardroom. In order for this to work, prior to you entering the Townhall, you will be required to complete a COVID screening form, you and I will both keep our masks on while in the boardroom and we will be able to physically distance in the boardroom.</p>

			<p><u>Option 3</u> We can have a telephone conference call with you and the project team.</p> <p>Please let us know which option you would like to use to meet?</p> <p>Furthermore, we have the following available day and times for this meeting...</p> <p>March 8th at 1pm March 9th at 9am March 9th at 1pm March 9th at 3pm</p> <p>Please let us know, if any of these days and times work for you. Otherwise, I will circle back with the team to find some other available options.</p> <p>I look forward to hearing back from you.</p>
March 4, 2021	Email	<p>Email received March 4, 2021 – in response to March 2, 2021 email sent by Peter Marra.</p> <p>Peter, thank you for your recent email. As I have not yet concluded my discussions with the Ministry, I am not in a position to meet with the Town. Once the Ministry and I complete these discussions, I can advise further.</p>	<p>Email Response Sent March 4, 2021:</p> <p>Thank-you for the update, please keep us posted on when you think we can meet on this matter. I will follow-up with you in the future on this matter.</p> <p>We would like to discuss with you our formal position prior to issuing you a formal letter response.</p> <p>Thank-you.</p>
March 16, 2021	Email		<p>Email sent March 16, 2021:</p> <p>I am just checking in with you on this matter as I have committed to do so in my March 4th email to you.</p> <p>The Town will be issuing you our formal response within the next two weeks. The Town and Stantec need to keep this process going and as such we need to formally address the concerns you have raised since your getting involved in this EA addendum/update.</p>

			<p>Please keep an eye out for our formal response over the next two weeks. I will email it to you and also mail it to you.</p>
	<p>March 24, 2021</p> <p>Email / Letter</p>		<p>Email sent March 24 2021: Mr Puzzuoli,</p> <p>Please find enclosed our formal response to you regarding the matter noted in the subject line. A hard copy of this letter will be mailed to you as well.</p> <p>A number of other people have been sent a copy of this as well and they are indicated at the end of the letter.</p> <p>The Town will be continuing with finalizing our EA process for this Malden Road EA addendum we will continue to advise you as the process continues.</p> <p>Letter sent March 24, 2021 (Appended): The purpose of this letter is to formally respond to correspondence received from you dated January 19, 2021 and February 4, 2021. Thank you for submitting your detailed records and background information relating to the 2009 Malden Road Municipal Class Environmental Assessment (EA), Bouffard Road/Malden Road intersection improvements.</p> <p><u>Confirmation of 2009 Malden ESR Finalized Design</u> Through recent consultation with the Ministry of Environment, Conservation and Parks (MECP), it was confirmed that the 2009 Malden Road Environmental Study Report (ESR) did not properly document the finalized recommended design communicated between the design consultant, the Town of LaSalle and yourself. The project team recognizes that on July 13, 2009, the Town of LaSalle and County of Essex, in response to your Part II Order request submitted to the Minister, to leave the Palmer Avenue intersection and the two Bouffard Road intersection as they were. As a result of this modification, it was concluded that Bouffard Road east of Malden Road would not be realigned to create a single intersection with Bouffard Road west of Malden Road, and your</p>

			<p>Part II Order request was subsequently withdrawn from consideration by the Minister on July 16, 2009.</p> <p>Unfortunately, the correspondence between yourself, MECP, and LaSalle regarding the above noted modifications to the 2009 ESR was not properly documented in the finalized/published 2009 Malden Road Environmental Study Report as part of the preferred design. As a result, the project team for the current project was unaware of this amendment prior to the commencement of this EA Addendum process.</p> <p><u>Municipal Class EA Addendum – Traffic Conditions</u></p> <p>As described in the recent public consultation centre materials, a review of existing environmental conditions, current municipal and provincial planning policies, and changes in traffic patterns were reviewed as part of the current 2019 ESR Addendum process to determine if the 2009 recommendations are still relevant. As part of this current update/addendum, the project team has reviewed maintaining the offset Bouffard intersections as they exist today. Based on the findings and engineering review completed as part of the current addendum process, it is recommended that Bouffard become a newly formed realigned intersection, similar to the original 2009 design.</p> <p>As part of this review and to address the recommendation of the Bouffard Road realignment specifically, the following provides a summary of the key findings from the traffic review completed:</p> <ul style="list-style-type: none"> • During the existing afternoon peak hour of traffic, the Bouffard Road/Malden Road intersection operates at a poor level of service. • Between the years 2014-2019, the Bouffard Road/Malden Road intersection has reported 22 collisions. It is anticipated that collisions will increase with growing travel demands. • At the present, Bouffard Road East and Bouffard Road West form a “staggered intersection” with Malden Road, and are approximately 113 metres
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			<p>apart. A considerable number of vehicles make a right-hand then left hand turn to continue the east-west/west-east through movement on the Bouffard Roads.</p> <ul style="list-style-type: none"> • As east-west traffic flows are predicted to grow along Bouffard Road, it is anticipated that even more vehicles will attempt to undertake these unsafe turning movements. • The proposed left turn lanes on Malden Road at the staggered Bouffard Road intersections overlap, resulting in insufficient space to properly decelerate prior to the anticipated queues of traffic. • The existing stop-controlled intersections perform poorly in the future, resulting in extensive delays to the left turning movements. To address this, traffic signals are warranted which cannot be completed properly in the staggered alignment, thus resulting in the need to realigned the Bouffard Road intersection. • The realignment of the intersection would include an improved skew angle as compared to the existing intersection of the west leg of Bouffard Road with Malden Road. • The combination of a realignment of Bouffard Road and traffic signals would improve the operational and safety performance at the intersection. • Enhanced pedestrian and cycling east-west connections will be included in this redesigned intersection. <p>Based on the review of current and future conditions in the corridor and surrounding land use changes, the EA Addendum concludes that the realignment and signalization of the Bouffard Road and Malden Road intersection is recommended as part of the overall design for the Malden Road corridor.</p> <p><u>Potential Property Impacts</u> It is recognized that the realigned Bouffard intersection does have impact on your property. These property impacts will be recognized and discussed further with you as the project continues to</p>
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			<p>move forward to detail design and at the appropriate time. The Town will need to follow the proper legislation to acquire the necessary property from you to allow the proposed recommended solution to move forward and LaSalle will make contact with you in the future.</p> <p><u>Changes to Part II Order Request Process</u> As you may be aware, Royal Assent was given on July 22, 2020 to Bill 197 which made changes to the provincial environmental assessment process. Any outstanding concerns related to an environmental assessment study are to be directed to the Town for a response. Part II Order requests are received by MECP only on matters regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.</p> <p><u>Closure</u> In summary, based on the review of information completed for the EA Addendum, the recommendations include:</p> <ul style="list-style-type: none"> • Widen Malden Road between Cahill Drain and Meagan Drive to three lanes (includes two-way left turn lane) • Signalize the Reaume Road intersection • Re-align Bouffard Road east of Malden Road and signalize the intersection • Sidewalks and buffered bike lanes on both sides of Malden Road • Implement pedestrian crosswalk and multi-use trails near the Cahill Drain • No changes are being recommended for the section of Malden Road between Normandy and
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			<p>the city limits (the work associated with this part of the 2009 EA has already been constructed)</p> <p>We truly appreciate the time you have taken to understand the EA Addendum process, key findings and the needs to address safety of pedestrians, cyclists, and auto users along the Malden Road corridor.</p>
	<p>April 7, 2021</p> <p>Letter</p>	<p>Please be advised that I have been retained by Mr. Tony Puzzuoli of [REDACTED] to serve as his representative in the above-captioned matter as it pertains to his property. I have been requested by Mr. Puzzuoli to respond to your letter of March 24, 2021 accordingly. This response is provided without prejudice.</p> <p><u>Confirmation of 2009 Malden ESR Finalized Design</u> While the project team may have been unaware of the 2009 amendment, the fact remains that the Town made a commitment to Mr. Puzzuoli that the intersection would not be realigned. In that Town administration has now formally confirmed that it is not adhering to this unconditional commitment, we will be taking up the matter directly with Town Council.</p> <p>To this end, we would formally request that both Mr. Puzzuoli and I be registered to appear before Town Council at an upcoming meeting as a delegation to speak to administration's intention not to honour this commitment. We would also request that, well in advance of this meeting, we be provided, for our review, copies of all documentation that was presented to Town Council by Town administration at the time in 2009 when the 2009 Malden Road Environmental Study Report was considered by Council.</p> <p>We would also respectfully request that we both be notified of any future meetings of Town Council at which the matter of this current Class EA Addendum is to be considered and that we both be registered to appear before Town Council as a delegation to speak to the matters being considered at those meetings.</p> <p><u>Municipal Class EA Addendum – Traffic Conditions</u></p>	

		<p>While you reference a review by the project team of the Bouffard intersection, we see no evidence in your letter specifically documenting the changes from 2009. Per the Ministry, any review must start with the previous commitment not to realign the Bouffard intersection, as committed to in 2009. As this pertains to your key findings, we would note the following:</p> <ol style="list-style-type: none">1. There is no mention of what the traffic counts and level of service were in 2009 when the Town committed not to realign the intersection. Presumably, Dillon's review at the time confirmed that, from an engineering perspective, the intersection did not require realignment. It is also presumed that the commitment not to realign would have taken into account traffic projections well into the future, beyond even present day. It is therefore very questionable, from an engineering perspective, as to why a realignment is now being pursued by the Town, notwithstanding its previous commitment to the contrary. <p>As the Town has broken trust in the process, it will be necessary for the Town to provide us the actual technical analysis undertaken by Dillon in 2009, complete with historical traffic counts, turning movements, traffic projections and other relevant data that supported that analysis. It will also be necessary for the Town to provide us similar information with respect the recent Stantec analysis.</p> <ol style="list-style-type: none">2. Similar to point 1 above, there is no reference in your letter to the collision history that led to the commitment in 2009 not to realign the intersection, nor to the future projections of collision frequency in the future beyond 2009. Simply providing one data point from recent years is not meaningful. It will be necessary for the Town to provide the analysis of collision data that was undertaken by Dillon that led to the 2009 conclusion not to realign. It will further be necessary to provide the analysis of collision data that was undertaken by Stantec recently, in which a comparison was made between current data and the past data which informed the 2009 commitment not to realign the intersection. We would expect to be provided the records of individual collisions and the	
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		<p>potential for such collisions to be remedied by the various options for road alignments and improvements considered in 2009 and in the recent Class EA Addendum process.</p> <p>3. There is no reference in your letter to the overall analysis of east-west roads intersecting with Malden. Specifically, given the commitment in 2009 not to re-align Bouffard, there must have been a plan in 2009 for other east-west streets to serve traffic to a greater degree. An option to close the Bouffard intersection on Mr. Puzzuoli's side of Malden Road and reroute Bouffard to one of these other streets would have been one of the alternatives likely considered. We would look to be provided a copy of this analysis.</p> <p>4. Given the previous commitment not to realign Bouffard next to Mr. Puzzuoli's property, there is no reference to an analysis being undertaken with respect to an alternative realignment of Bouffard on the opposite side of Malden. If such a review was previously undertaken, we would appreciate receiving a copy of the analysis. If such a review was not undertaken, then this may present another deficiency in the process.</p> <p>5. In considering Town administration's stance not to honour its previous commitment to Mr. Puzzuoli, it was thought that perhaps area land development pressures may be compelling the Town to go back on its documented commitment to Mr. Puzzuoli. Again, since the Town has broken trust, we would request that we be provided confirmation from the Town of agreements, formal or otherwise, that have been made with developers whose developments are directly or indirectly affected by the realignment of Bouffard Road.</p> <p><u>Potential Property Impacts</u> As Mr. Puzzuoli's expectation remains that the Town will honour its previous commitment not to realign the Bouffard intersection, there is no need for comment regarding potential property impacts.</p> <p><u>Changes to Part II Order Process</u></p>	
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		<p>We appreciate the information you have provided in your letter with respect to the process. However, the validity of the current process is questionable given the Town failed to consider, in the first instance of pushing through the Class EA Addendum, the prior commitment not to realign Bouffard Road. This was further exacerbated by the Town placing false information in the public domain respecting what had been agreed to in 2009.</p> <p>In order to ensure transparency in the current Class EA process, we would expect the Town to formally correct the public record through Town Council and to advise its constituents of the recent misleading and false statement in its published material related to the realignment of the Bouffard intersection pertaining to the 2009 process. We are prepared to engage the local media to assist the Town in communicating this to the community.</p> <p>As for the position of Mr. Puzzuoli regarding his rights with respect to the process, he continues to act in good faith on the basis of the documented commitment made to him by the Town in 2009. He continues to expect the Town to similarly act in good faith which, to date, it has not. Ultimately, this may compel him to seek other remedies to ensure that the commitment made by the Town in 2009 is duly honoured.</p> <p>We will look to provide further comment once we receive the noted information requested of the Town.</p>	
	<p>April 28, 2021</p> <p>Email/Letter</p>		<p>Email Contents: Mr. Iatonna and Mr. Puzzuoli, please find enclosed the Town's and Stantec's response to your April 7, 2021 submission, a hard copy of this letter will be mailed as well to both of you.</p> <p>Once you had an opportunity to review our letter, we would be happy to have a virtual meeting to discuss any of the information further, to provide any clarification if so desired. Just let us know if you wish to convene a virtual meeting.</p> <p>Mr. Iatonna, under separate email, I will be sending you a digital version of the Dillon 2009 Malden</p>

Road Class EA Report. Most of the information you are requesting, we believe is contained within that document. Mr. Puzzuoli, already has a hard copy of this document. Within this separate email I am also going to send you a copy of the April 14, 2009 Council meeting agenda, a copy of the Town's staff report and a copy of Dillon's presentation to Council they presented at that same meeting. This was the finalization of the 2009 Class EA report and was the impetus to issue the Notice of Study Completion for the original 2009 EA process.

If you have any further questions, please let us know.

Letter Contents:

Dear Mr. latonna and Mr. Puzzuoli
This letter is in response to an April 7, 2021 letter from latonna Management Inc regarding the above noted project relating to the correspondence between the Town and the resident at 6720 Malden Road (Mr. Puzzuoli).

We acknowledge and understand that Mr. latonna is representing Mr. Puzzuoli on this matter. We also confirm that both Mr. latonna and Mr. Puzzuoli will be notified of any future meetings of Town Council as it pertains to this project.

Registration to Appear Before Council

We acknowledge that you have requested to appear before Council in advance of finalizing the current project at an upcoming Council meeting as a delegation. If you still wish to do this, we can accept your previous submission as your formal request to do so.

However, to do so, Town administration is required to prepare a Council report as to the matter of what you wish to speak on. As we understand it, you wish to bring to Council's attention the difference of what was previously approved through the 2009 Malden Road

			<p>Class Environmental Assessment Report (including such things as, subsequent letters to Mr. Puzzuoli, the issue of the previous Part II Order and withdrawal of the same) compared to what is currently proposed as part of this Environmental Assessment (EA) Addendum. You also wish to bring to Council's attention the way in which this was communicated. As such, the administrative report will be prepared outlining these concerns.</p> <p>As this is currently an active EA process, and we are continuing to communicate with Mr. Puzzuoli, the recommendation within the Council report will be for Council to receive the information you present and refer your matter to the current Malden Road EA Addendum project team and the consultant to continue finalizing this EA Addendum.</p> <p>We also understand you are requesting documentation on the previous 2009 Malden Road Class EA report. We have provided Mr. Puzzuoli the information available to the public, which includes a copy of the final Dillon 2009 Malden Road Class EA report and the information contained within that document. We feel that the 2009 Malden Road Class EA report provides you with all the information you have requested as part of Dillon's work.</p> <p>Therefore, you will need to confirm if you still wish to appear before Council with the information that is already available to you and also confirm our understanding of your reason for coming to Council, noted above, so we can prepare the Council report accordingly. When the Council report is finalized and confirmed for an upcoming Council meeting, you will be advised accordingly.</p> <p><u>2009 Malden Road Class EA Report Finalized Design</u></p> <p>Originally as part of the 2009 Malden Road Class EA, Dillon's engineering analysis recommended that the Bouffard Road intersections be realigned. This is what was finalized and presented to the public during the</p>
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			<p>2009 Class EA, Notice of Study Completion, 30-day review period.</p> <p>At some point, in 2009, following Mr. Puzzuoli's Part II order request, a review was carried out by Dillon to recognize the existing offset configuration of the Bouffard Road intersections. This decision was based on traffic analysis and information available in 2009 looking forward to the projected design year of 2021. Contained within Chapter 5 of the 2009 Malden Road Class EA report is the detailed information you may be looking for.</p> <p>The Town and Stantec, as part of this EA Addendum, are looking at the existing traffic demands (2019) and projections into a future planning horizon (2041), which is beyond the original 2009 Malden Road Class EA design planning horizon of 2021. Based on the current 2021 traffic analysis, changes are now warranted at Malden and Bouffard.</p> <p>Since 2009, several additional background studies have been completed, reviewed, and incorporated into the current EA Addendum. Copies of these studies are available for your review on our website and they are noted as the follows.</p> <ol style="list-style-type: none"> 1. Introduction of Transit in LaSalle – Transit Study 2. LaSalle's Updated Official Plan 3. LaSalle Transportation and Active Transportation Master Plan <p>The information and letters that Mr. Puzzuoli provided from 2009 are valid, however, based on the current review and analysis 12 years later, and reviewing a longer planning horizon, the offset Bouffard intersections do require attention and a redesign to best deal with traffic demands and safety at the Malden/Bouffard intersection today and into the future to deal with growth.</p> <p>It should also be noted, the correspondence between Dillon and Mr. Puzzuoli in 2009, did not result in a new report/analysis back in 2009, it was simply</p>
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			<p>correspondence that was to be appended to the already then/completed 2009 Malden Road Class EA.</p> <p><u>Municipal Class EA Addendum – Traffic Conditions</u></p> <p>This section of the letter has been formatted to correspond with the numbering contained within your April 7, 2021 letter to provide responses respectively to your enquiries/concerns.</p> <p>1. As noted earlier in this letter, you can find information in Chapter 5 of the previous 2009 Malden Road Class EA report (hard copy already provided to Mr. Puzzuoli) that formed part of Dillon’s analysis. The planning horizon of the 2009 Class EA was for the future conditions up to 2021.</p> <p>Any of Stantec’s analysis for the current EA Addendum process, is being finalized and will form part of Stantec’s final EA Addendum document and once available to the public will be made available to you as well. The Level of Service (LOS) analysis of the existing Malden/Bouffard intersection indicates reasonable operations (LOS C or better) except for Bouffard Road west during the PM Peak which has a LOS D for the eastbound left and right movements. In the future conditions under a “Do Nothing” scenario, both legs of Bouffard Road operate at a LOS F for the Malden Road left turns due to queue and delay. In the future conditions under a “Network Extension Scenario” (fourth leg at Reaume and extension of Diotte), there is improvement on the east leg of Bouffard to LOS C, but the west leg remains LOS F due to queue and delay. In the future conditions under the proposed scenario which includes realignment and traffic signals, the intersection operates at a LOS A.</p> <p>As further noted, this is a current ongoing EA process and when the documents are finalized, presented to Council and the formal Notice of</p>
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			<p>Study Completion issued, you will be advised as requested on all these future steps.</p> <p>2. There is information in the 2009 Malden Road Class EA report on collision history that formed part of Dillon’s 2009 analysis. An overview of current collision data was provided in our previous letter. The final report and safety review will form part of the EA Addendum Report.</p> <p>The collision history for the 5-year period from 2014 to 2019 indicates that the Malden Road at Bouffard Road intersection resulted in 22 collisions, and a rate of 1.46 collisions per million vehicles (CMV). This collision rate is higher than most other intersections and the total number of collisions represents 10.8% of all intersection collisions within the corridor. Further, when projecting future collisions, the analysis identifies that this intersection will have higher than expected annual collision frequencies. This indicates that the geometry of the staggered Bouffard Road intersection will continue to result in a higher collision frequency when compared to other intersections within the corridor.</p> <p>3. Please refer to the 2009 Malden Road Class EA report to review the assessment of alternatives considered. Several background reports from 2009 were referenced by Dillon to assist in the assessment and decision-making process. Specifically, please refer to Section 4.3 of the Dillon 2009 Malden Road Class EA report. Please note that some of the previous studies referenced in 2009 are no longer valid and/or have been replaced with updated reports.</p> <p>As additionally noted earlier, the updated Town wide Transportation Master Plan (TMP) is available for review. This Town wide TMP is being used as one of the guiding documents, as part of this EA Addendum and discusses how the Town continues to deal with current and future traffic</p>
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			<p>demands on a global road network basis. This overall Town wide TMP shows all future roads throughout the Town.</p> <p>4. After the public consultation component of the current EA Addendum, when Mr. Puzzuoli brought to our attention the previous settled upon redesign at Bouffard/Malden, the Town and Stantec did review how to best deal with current and future traffic demands at Malden/Bouffard. This review included:</p> <ul style="list-style-type: none"> a. leaving the intersection in the current offset form; b. the realignment of Bouffard to the west of Malden; c. and the realignment of Bouffard to the east of Malden; <p>This information will be summarized in the EA Addendum report and will be available during the 30-day public review period.</p> <p>5. I would like to confirm, there are no formal or otherwise, agreements for developments for lands in the area, directly or indirectly affected by the Bouffard Road realignment.</p> <p>Closure</p> <p>We recognize that what was displayed as part of the public consultation component of this EA Addendum did not properly reflect the previous decision from the 2009 Malden Road Class EA. As such, we are planning on reflecting this in the final Stantec EA Addendum report specifically in a dedicated section within the final report drawing attention to this intersection and what has transpired between Mr. Puzzuoli and the Town. This will form the final public record on this EA Addendum and provide an open and transparent public record.</p> <p>We know this is not the response you want; however, Town administration and our consultant is working to</p>
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			<p>deal with current and future traffic demands on Malden Road which is one of our major north/south arterial roads in LaSalle.</p> <p>I extend an offer to you, that we would be pleased to meet with the both of you to discuss this matter further and provide any clarity to this letter, if so required. If you wish to have a meeting with the project team, please let us know and we will coordinate a virtual meeting with the both of you.</p> <p>Thank-you for taking the additional time to understanding the effects of the EA Addendum on your property and we look forward to continuing through this formal legislated process to finalizing the current Malden Road 2019 EA Addendum.</p>
	<p>May 12, 2021 Letter</p>	<p>Thank you for your April 28, 2021 letter in response to my previous letter of April 7, 2021. I have been requested by Mr. Puzzuoli to respond accordingly. This response is provided without prejudice.</p> <p><u>Registration to Appear Before Council</u> The comments in your response have been noted. We would confirm that we still wish to appear before Council to specifically address administration's intention not to honour the unconditional commitment that the Town made in 2009 to Mr. Puzzuoli that the intersection would not be realigned. Please advise as to when we will be provided a copy of the Town's administrative report and the date and time of the Town Council meeting at which it is to be considered.</p> <p><u>2009 Malden Road Class EA Report Finalized Design</u> Thank you for providing background information regarding the 2009 Malden Road Class EA. Once we have had an opportunity to review more fully, we will look to provide further comments to you in due course.</p> <p>Your most recent letter notes that, ". . . the correspondence between Dillon and Mr. Puzzuoli in 2009, did not result in a new report/analysis back in 2009, it was simply correspondence that was to be appended to the already then/completed 2009 Malden Road Class EA." I would</p>	<p>Email May 14, 2021: We have received your recent letter and will work on getting a staff report together to be able to bring your request in front of Council.</p> <p>Our Clerk has been copied on this email and I have removed the MECF rep. Our Clerk's Dept. will advise you on the date and when the report will be published.</p> <p>For the record, out of courtesy, so I can properly structure my Council report accordingly, my report will be tailored as summarized in our April 28, 2021 letter?</p>

		<p>submit that a report/analysis, in whatever form, was indeed undertaken in 2009, as evidenced by the correspondence at the time from V. Hebert, Dillon Consulting to Mr. Puzzuoli. It would have been incumbent on Mr. Hebert, as a licensed professional engineer, to advise the Town in making an unconditional commitment not to realign the intersection.</p> <p>It follows that the Town would have relied on his professional advice in making such an unconditional commitment. This would have applied as well to the Town's own engineer at the time, Mr. R. D. Hayes. Clearly, the Town was fully aware as to the scope of the unconditional commitment it was making.</p> <p><u>Municipal Class EA Addendum – Traffic Conditions</u> Per your letter, we understand that Stantec's analysis for the current EA process is still in progress and has not yet been made available to the public. Once this information is made available to us by the Town, we will look to provide further comments to you accordingly.</p>	
	<p>May 18, 2021</p> <p>Email</p>	<p>Mr. Marra, as indicated in my letter to you of May 12, 2021, we are looking to appear before Town Council to specifically address administration's intention not to honour the unconditional commitment that the Town made in 2009 to Mr. Puzzuoli that the intersection would not be realigned. It is our intention to provide Town Council with the documented details of the history of this commitment, as we have provided over the past several months in correspondence to Town Administration and to the Ministry. We would not be in a position to provide comments to Town Council on any traffic analysis, since we understand this is still in progress and has not yet been made available to the public. We would indicate this to Town Council accordingly.</p> <p>We trust this clarifies for you our intention regarding our appearance before Town Council. We appreciate the courtesy offered in your email with respect to the structuring of your report.</p>	<p>May 19, 2021 response: Thank-you understood.</p> <p>I will work on completing my report. You will be advise on when the report will be placed on a Council meeting agenda and you will be further advised when the report is available to the public for you to review.</p> <p>I suspect we may be able to get to the last meeting in June or maybe the first meeting in July.</p>
	<p>June 14, 2021</p> <p>Email</p>	<p>June 17, 2021 Response: Peter, just wanted to let you know that we appreciate the email below updating the status of the reports. Once the report for the July 13th meeting becomes available, we will</p>	<p>June 14, 2021 Response: I have not forgotten about this, and I am working on my report and we should be able to get this in front of Council as per your request for the July 13th Council</p>

		<p>review and will advise if we wish to meet. Again, thank you for keeping us advised</p>	<p>meeting. With that in mind, I need to finalize my report by the end of this week in order to make the July 13th meeting agenda. I just want to provide you with advance notice on when this might be before Council.</p> <p>When the agenda for the July 13th meeting becomes available to the public, you will be advised at which time you will see my report.</p> <p>Furthermore, as an FYI, we also have continued to work on finalizing the Malden Road EA Addendum, and we believe this should be available to present to Council and make the addendum report public for sometime in August.</p> <p>If you wish to meet by phone or over a virtual meeting in advance of finalizing this report or anytime thereafter, I would be happy to coordinate this, just let me know.</p>
	<p>July 19, 2021 Email Thread</p>		<p>Email Sent July 19, 2021: Mr. Puzzuoli and Mr. latonna,</p> <p>I am just getting a chance to follow-up with you after our July 13th 2021 Council meeting. I apologize, I was away from the office for the later part of last week.</p> <p>As has been communicated, we are on a trajectory to have the current EA addendum report completed shortly with a hopes to present it to Council for the first meeting in August 2021. As per the Council resolution form the July 13, 2021 Council meeting, do you want to meet to review the current proposed design, discuss any possible mitigation efforts, etc?</p> <p>Or do you still wish to not meet until such time as you have more traffic related information as you have stated in some of your earlier correspondences?</p> <p>Discussion on this matter, can occur prior to finalizing the EA Addendum report or they can occur during the formal 30 day review period as well.</p>

			<p>I will leave it with you on if and when a meeting can occur to continue this discussion.</p> <p>As noted, we are working towards completing the EA Addendum in the coming weeks.</p>
		<p>Response July 23, 2021: Peter, thank you for your email. Our preference is to meet before you present the report to Council, if we are provided with your comprehensive technical analysis for review prior to the meeting. If this information is not to be made available to us until such time as you present the report to Council, then we would be prepared to meet during the formal 30-day review period.</p>	<p>Response July 27, 2021: I offer the following in response to your email.</p> <p>We expect to be able to provide you with some of the draft documents by the end of this week. These are large documents, therefore, I will most likely provide them to you by electronic large file transfer through a subsequent email for you to download in PDF format. Once you have a chance to review these documents, the offer to meet still stands between yourself, Mr. Puzzouli, Stantec and the Town to discuss the matter of Bouffard/Malden.</p> <p>We have also revised the date on when this Malden Road EA Addendum will be presented to Council. It will now be presented to Council for the Sept. 28, 2021 Council meeting. In order to meet that the 28th meeting agenda, I will need to have my report finalized and submitted to the Clerk's office for Sept. 7, 2021. You and Mr. Puzzouli will be notified when that report becomes available as part of the public agenda for downloading. If any meetings can occur before Sept 7th, I can reflect any discussions as part of my report.</p> <p>I trust once you get the additional information by the end of this week and have a chance to review it, we will look forward to having a meeting with you to discuss this matter further.</p>
		<p>Response to July 30, 2021 email: Peter, I would confirm that I have been able to access and download the two files from the drop box. Once we have had an opportunity to review, we will be in touch with you.</p>	<p>Response July 30, 2021: Mario, I just want to check in that you are able to download these files.</p> <p>I am away from the office beginning next week for two weeks, and want to make sure you can get these today....otherwise, I won't be able to rectify any issues until I return</p>

			<p>Email August 17, 2021: It's been just over two weeks since I sent through the info you requested. Do you wish to meet and review anything with us as of yet?</p> <p>Email September 7, 2021: This is just to confirm that we have not heard anything for you to date and that finalization of the Malden Road EA Addendum is set to be on the Council agenda for the September 28th 2021 Council meeting. We have finalized and submitted our Council report completed with the info we know to date from your end. You will be receiving info from our Clerk's office within the next week or so on how to register for the meeting, with the zoom meeting details and when the agenda will be available to the public.</p>
	September 27, 2021 Email		<p>Email sent September 27, 2021: on July 30, 2021. The two documents that were provided was a draft copy of the EA Addendum and the draft Traffic Analysis. We further followed up with you on Aug 17, 2021 and again Sept 9, 2021 enquiring if you had any comments or if you wished to meet to discuss this matter further. There was no action on your part in the last 8 weeks. I have provided a copy of the email chain outlining the above.</p> <p>We are now in receipt of your delegation request which is requesting a few clarifications on items within the draft reports</p> <p><u>Detailed Collision Information</u> Attached as an excel file to this email, is the detailed collision information you have requested.</p> <p><u>Questions Surrounding Redaction</u> Redaction is done on public documents as per the applicable privacy legislation. As noted, we had provided you with a draft version of the report. Once the final version is available, the redaction will be reviewed to ensure what is made public can be made public and what continues to be redacted stays private, all in accordance with applicable privacy</p>

			<p>legislation. On an interesting point, the two emails you reference from Barb Slattery MECP dated Feb 18 and Feb 25 on page 131, 132 and 133 are heavily redacted as you noted. But I offer that on page 158, 159 and 160 these very same emails are available and not redacted. This is in the draft EA Addendum document.</p> <p>I understand I am providing this to you within 24 hours of your presentation to Council, but we were not aware of these concerns until this past Friday.</p>
<p>Jane Mustac Director of Infrastructure/County Engineer County of Essex</p>	<p>August 17, 2021 Letter</p>	<p>Letter/Email Received from Mr. Iatonna August 16, 2021: Please be advised that I have been retained by Mr. Tony Puzzuoli of [REDACTED] to serve as his representative in the above-captioned matter as it pertains to his property. I am writing this letter to you given the prior involvement of Dillon Consulting in this matter.</p> <p>For your background information, the detailed history of the original Environmental Assessment is provided in the enclosed letter and attachments that were forwarded to the Town earlier this year. In the way of a summary, I would point out the following:</p> <ul style="list-style-type: none"> • In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor, with Dillon as the Town's engineering consultant of record. • While the Town had originally proposed a realignment of Bouffard Road at Malden Road, Mr. Puzzuoli raised concerns over this and ultimately requested a Part II Order from the Ministry. • Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed, as verified by Dillon, to retain the current alignment of Bouffard. • By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town's Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project. 	<p>Thank you for your letter that highlights the concerns of a resident as it pertains to the CR 3 (Malden Road) Environmental Assessment (EA) Addendum. The County of Essex was involved in the original EA as the road was under our jurisdiction at that time. Since then, more recently in 2020, the County has transferred the jurisdiction of the road to the Town of Lasalle through our County Connecting Link (CCL) By-Law and would now have full road authority. As such, the County of Essex is not in a position to make any commitments related to this roadway. If you have any questions or concerns, please do not hesitate to contact me by email at jmustac@countyofessex.ca or by phone at extension 1397.</p>

		<ul style="list-style-type: none"> • The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions. • The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act. • The Town proceeded with a public consultation process in 2020 for an Addendum to the original Municipal Class Environmental Assessment and in its documentation applicable to the addendum indicated that, “The recommended Alternative Solutions from 2009 are generally still applicable today and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road.” • Mr. Puzzuoli raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. He further advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned. • Mr. Puzzuoli followed up with the Town by the attached formal letter which specified that the Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error. • Notwithstanding ongoing dialogue with Town administration, the Town continues to adhere to its intention to go back on its commitment to Mr. Puzzuoli, a commitment in which Dillon Consulting was instrumental in securing. • In its most recent report to Town Council on July 13, 2021, Town administration has continued to indicate “the recommended design is to realign the east leg of Bouffard Rd at Malden Rd to create one intersection and remove the current offset intersection”. • We understand that the Town has redrafted its Addendum report, confirming again it will not be honouring its commitment, and will be presenting the report to Town Council shortly in advance of a further public consultation period. 	
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		<p>Mr. Puzzuoli's position remains that the Town fulfill its documented obligation to him and to the area property owners that Bouffard Road not be realigned at Malden Road. As confirmed in the historical correspondence, Dillon was directly involved in the commitment made. Without the commitment secured by Dillon, Mr. Puzzuoli would not have withdrawn his request for a Part II Order. It is Mr. Puzzuoli's expectation that the unconditional commitment that was made be honoured by all parties, including by Dillon. We look forward to hearing from you on your intention to verify to Mr. Puzzuoli the previous commitment made in 2009, given your key and direct role in securing the commitment. Feel free to contact me directly should you require any further information or clarification.</p>	
<p>Nicole Caza Partner Dillon Consulting Ltd. Ncaza@dillon.ca</p>	<p>August 16, 2021</p>	<p>Letter/Email Received from Mr. Iatonna August 16, 2021: Please be advised that I have been retained by Mr. Tony Puzzuoli of [REDACTED] to serve as his representative in the above-captioned matter as it pertains to his property. I am writing this letter to you given the prior involvement of Dillon Consulting in this matter. For your background information, the detailed history of the original Environmental Assessment is provided in the enclosed letter and attachments that were forwarded to the Town earlier this year. In the way of a summary, I would point out the following:</p> <ul style="list-style-type: none"> • In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor, with Dillon as the Town's engineering consultant of record. • While the Town had originally proposed a realignment of Bouffard Road at Malden Road, Mr. Puzzuoli raised concerns over this and ultimately requested a Part II Order from the Ministry. • Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed, as verified by Dillon, to retain the current alignment of Bouffard. 	<p>Response sent September 1, 2021: As noted in your August 16, 2021 letter, Dillon Consulting Limited was retained in 2008 by the Town of LaSalle to complete the Class Environmental Assessment for improvements to the Malden Road Corridor. Based on comments received from your client (Mr. Puzzuoli) during the 30 day review period, the Town of LaSalle and the County of Essex agreed to revise the preferred preliminary design recommended in the ESR and maintain the current alignment of the Bouffard Road and Malden Road intersection. Based on this revision, the Part II Order objection submitted to the Minister of the Environment was withdrawn. It is our understanding that the Town of LaSalle initiated a process in 2019 to review the findings and recommendations of the 2009 Malden Road ESR due to the lapse of time between the filing of the EA report and the construction of the project, and that they engaged the services of Stantec Consulting Ltd. If significant modifications to the project are found to be required, these are to be documented through an Addendum to the 2009 ESR. As outlined in the Municipal Class EA document (Municipal Engineers Association, 2015), "A time</p>

		<ul style="list-style-type: none"> • By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town’s Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project. • The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions. • The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act. • The Town proceeded with a public consultation process in 2020 for an Addendum to the original Municipal Class Environmental Assessment and in its documentation applicable to the addendum indicated that, “The recommended Alternative Solutions from 2009 are generally still applicable today and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road.” • Mr. Puzzuoli raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. He further advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned. • Mr. Puzzuoli followed up with the Town by the attached formal letter which specified that the Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error. • Notwithstanding ongoing dialogue with Town administration, the Town continues to adhere to its intention to go back on its commitment to Mr. Puzzuoli, a commitment in which Dillon Consulting was instrumental in securing. • In its most recent report to Town Council on July 13, 2021, Town administration has continued to indicate “the recommended design is to realign the east leg of Bouffard Rd at Malden Rd to create one intersection and remove the current offset intersection”. 	<p>lapse may occur between filing of the ESR and the implementation of the project. In such cases, the proposed project and the environmental mitigation measures proposed may no longer be valid” (Page A-81). In addition, the EA document states, “... the proponent shall review the planning and design process and the current environmental setting to ensure that the project and the mitigation measures are still valid given the current planning context. The review shall be recorded in an addendum to the ESR which shall be placed on the public record.” (Page A-81).</p> <p>In your letter dated August 16, 2021 you note that the recommended design included in the Addendum to the 2009 ESR is “to realign the east leg of Bouffard Road at Malden Road to create one intersection and remove the current offset intersection”.</p> <p>As part of the Addendum process, the design and recommendations made in the 2009 ESR, and any subsequent revisions made to address concerns raised during the review period, are open for review. The Town is required to document any changes from the original ESR in the Addendum Report, which is then placed on public record for a 30 day review period.</p> <p>The Town is the proponent for the study and the recommendations put forward in the Addendum Report will be endorsed by Council before the report is filed for public review. It is recommended that any follow-up conversations regarding the design being outlined as part of the Addendum process be discussed directly with the Town and its consultant.</p>
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		<ul style="list-style-type: none">• We understand that the Town has redrafted its Addendum report, confirming again it will not be honouring its commitment, and will be presenting the report to Town Council shortly in advance of a further public consultation period. <p>Mr. Puzzuoli's position remains that the Town fulfill its documented obligation to him and to the area property owners that Bouffard Road not be realigned at Malden Road. As confirmed in the historical correspondence, Dillon was directly involved in the commitment made. Without the commitment secured by Dillon, Mr. Puzzuoli would not have withdrawn his request for a Part II Order. It is Mr. Puzzuoli's expectation that the unconditional commitment that was made be honoured by all parties, including by Dillon. We look forward to hearing from you on your intention to verify to Mr. Puzzuoli the previous commitment made in 2009, given your key and direct role in securing the commitment. Feel free to contact me directly should you require any further information or clarification.</p>	
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From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Malden Road EA Addendum - Bouffard/Malden intersection
Date: Tuesday, September 28, 2021 8:21:06 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[RE Malden Road EA Addendum - BouffardMalden intersection.msg](#)
[MaldenRD_Bouffard_Rd_East_Collisions.dbf.xlsx](#)
[image002.png](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
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From: Peter Marra <pmarra@lasalle.ca>
Sent: Monday, September 27, 2021 5:42 PM
To: [REDACTED] 'Tony Puzzuoli' [REDACTED]
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Larry Silani <lsilani@lasalle.ca>
Subject: Malden Road EA Addendum - Bouffard/Malden intersection

Mr latonna/Mr Puzzuoli,

We had provided you with a copy of the draft documents and had confirmation of receipt from you on July 30, 2021. The two documents that were provided was a draft copy of the EA Addendum and the draft Traffic Analysis. We further followed up with you on Aug 17, 2021 and again Sept 9, 2021 enquiring if you had any comments or if you wished to meet to discuss this matter further. There was no action on your part in the last 8 weeks. I have provided a copy of the email chain outlining the above.

We are now in receipt of your delegation request which is requesting a few clarifications on items within the draft reports.

Detailed Collision Information

Attached as an excel file to this email, is the detailed collision information you have requested.

Questions Surrounding Redaction

Redaction is done on public documents as per the applicable privacy legislation. As noted, we had provided you with a draft version of the report. Once the final version is available, the redaction will be reviewed to ensure what is made public can be made public and what continues to be redacted stays private, all in accordance with applicable privacy legislation. On an interesting point, the two emails you reference from Barb Slattery MECP dated Feb 18 and Feb 25 on page 131, 132 and 133 are heavily redacted as you noted. But I offer that on page 158, 159 and 160 these very same emails are available and not redacted. This is in the draft EA Addendum document.

I understand I am providing this to you within 24 hours of your presentation to Council, but we were not aware of these concerns until this past Friday.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4

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Email: pmarra@lasalle.ca

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Collision Date	Collision Time	Environment Condition (1)	Classification of Collisio
04/06/2018 06:50 PM	04/06/2018 06:50 PM	01 clear	02 non-fatal injury
04/06/2018 06:50 PM	04/06/2018 06:50 PM	01 clear	02 non-fatal injury
04/06/2018 06:50 PM	04/06/2018 06:50 PM	01 clear	02 non-fatal injury
09/18/2017 02:42 PM	09/18/2017 02:42 PM	02 rain	03 P.D. only
09/18/2017 02:42 PM	09/18/2017 02:42 PM	02 rain	03 P.D. only
02/09/2016 06:45 PM	02/09/2016 06:45 PM	03 snow	03 P.D. only
02/09/2016 06:45 PM	02/09/2016 06:45 PM	03 snow	03 P.D. only
01/30/2016 12:06 AM	01/30/2016 12:06 AM	01 clear	03 P.D. only
12/17/2015 02:35 PM	12/17/2015 02:35 PM	01 clear	03 P.D. only
12/17/2015 02:35 PM	12/17/2015 02:35 PM	01 clear	03 P.D. only
10/26/2015 09:40 PM	10/26/2015 09:40 PM	01 clear	02 non-fatal injury
10/26/2015 09:40 PM	10/26/2015 09:40 PM	01 clear	02 non-fatal injury
10/04/2015 10:15 AM	10/04/2015 10:15 AM	01 clear	02 non-fatal injury
10/04/2015 10:15 AM	10/04/2015 10:15 AM	01 clear	02 non-fatal injury
10/04/2015 10:15 AM	10/04/2015 10:15 AM	01 clear	02 non-fatal injury
09/10/2015 09:13 AM	09/10/2015 09:13 AM	01 clear	03 P.D. only
09/10/2015 09:13 AM	09/10/2015 09:13 AM	01 clear	03 P.D. only
04/24/2015 06:25 PM	04/24/2015 06:25 PM	01 clear	03 P.D. only
04/24/2015 06:25 PM	04/24/2015 06:25 PM	01 clear	03 P.D. only
03/14/2015 01:55 AM	03/14/2015 01:55 AM	07 fog, mist, smoke, dust	03 P.D. only
10/01/2014 11:05 AM	10/01/2014 11:05 AM	01 clear	03 P.D. only
10/01/2014 11:05 AM	10/01/2014 11:05 AM	01 clear	03 P.D. only

Collision Location	Latitude	Longitude	Initial Impact Type
02 intersection related	42.22828370000	-83.06088650000	03 rear end
02 intersection related	42.22828370000	-83.06088650000	03 rear end
02 intersection related	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	03 rear end
01 non intersection	42.22828370000	-83.06088650000	07 single motor vehicle(other)
02 intersection related	42.22828370000	-83.06088650000	03 rear end
02 intersection related	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	03 rear end
02 intersection related	42.22828370000	-83.06088650000	03 rear end
02 intersection related	42.22828370000	-83.06088650000	03 rear end
02 intersection related	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	05 turning movement
03 at intersection	42.22828370000	-83.06088650000	05 turning movement
02 intersection related	42.22828370000	-83.06088650000	03 rear end
02 intersection related	42.22828370000	-83.06088650000	03 rear end
03 at intersection	42.22828370000	-83.06088650000	07 single motor vehicle(other)
03 at intersection	42.22828370000	-83.06088650000	05 turning movement
03 at intersection	42.22828370000	-83.06088650000	05 turning movement

Sequence of Events 1	Driver Action	Driver Condition
01 other motor vehicle	01 driving properly	03 ability impaired, alcohol (over .08)
01 other motor vehicle	01 driving properly	03 ability impaired, alcohol (over .08)
01 other motor vehicle	01 driving properly	01 normal
01 other motor vehicle	02 following too close	01 normal
01 other motor vehicle	01 driving properly	01 normal
01 other motor vehicle	10 lost control	01 normal
01 other motor vehicle	01 driving properly	01 normal
09 animal (wild)	01 driving properly	01 normal
01 other motor vehicle	02 following too close	08 inattentive
01 other motor vehicle	01 driving properly	01 normal
01 other motor vehicle	10 lost control	01 normal
01 other motor vehicle	01 driving properly	01 normal
01 other motor vehicle	02 following too close	01 normal
01 other motor vehicle	02 following too close	01 normal
01 other motor vehicle	01 driving properly	01 normal
01 other motor vehicle	06 improper turn	01 normal
01 other motor vehicle	01 driving properly	01 normal
01 other motor vehicle	99 other	08 inattentive
01 other motor vehicle	01 driving properly	01 normal
60 ditch	07 disobeyed traffic control	02 had been drinking
01 other motor vehicle	06 improper turn	08 inattentive
01 other motor vehicle	01 driving properly	01 normal

ID

10201
10401
10601
15201
15401
30001
30201
30401
32201
32401
34401
34601
34801
35001
35201
37401
37601
42601
42801
43001
45801
46001

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Malden Road EA Addendum - Bouffard/Malden intersection
Date: Tuesday, September 7, 2021 10:04:51 AM
Attachments: [image002.png](#)
[image005.png](#)
[image006.png](#)
[image004.png](#)

Paula Hohner, MScPI, MCIP, RPP

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From: Peter Marra <pmarra@lasalle.ca>
Sent: Tuesday, September 07, 2021 9:54 AM
To: [REDACTED] 'Tony Puzzuoli' [REDACTED]
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Larry Silani <lsilani@lasalle.ca>
Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Good morning Tony and Mario,

This is just to confirm that we have not heard anything for you to date and that finalization of the Malden Road EA Addendum is set to be on the Council agenda for the September 28th 2021 Council meeting. We have finalized and submitted our Council report completed with the info we know to date from your end.

You will be receiving info from our Clerk's office within the next week or so on how to register for the meeting, with the zoom meeting details and when the agenda will be available to the public.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Malden/Bouffard - Puzzuoli concern
Date: Monday, August 23, 2021 10:35:39 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[FW Town of Lasalle - Malden Road Class EA Addendum.msg](#)
[Fwd Town of Lasalle - Malden Road Class EA Addendum.msg](#)
[image002.png](#)

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Vacation Alert – Friday, August 13 returning Monday, August 23, 2021.

From: Peter Marra <pmarra@lasalle.ca>
Sent: Monday, August 16, 2021 3:49 PM
To: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Larry Silani <lsilani@lasalle.ca>
Subject: Malden/Bouffard - Puzzuoli concern

Please find enclosed two correspondences that is being shared with the County and Dillon.....I have a phone call with both of them tomorrow so they can prepare a response.

Just an FYI.....

They are still passing on meeting and communicating with us... [REDACTED]

They have not shared any of our formal responses with the County or Dillon at this stage.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



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From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Malden Road EA Addendum - Bouffard/Malden intersection
Date: Thursday, July 29, 2021 8:14:40 AM
Attachments: [image002.png](#)
[image007.png](#)
[image008.png](#)
[image003.png](#)

Paula Hohner, MScPI, MCIP, RPP

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From: Peter Marra <pmarra@lasalle.ca>
Sent: Thursday, July 29, 2021 8:08 AM
To: [REDACTED]
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>; Hohner, Paula <Paula.Hohner@stantec.com>; 'Tony Puzzuoli' [REDACTED]
Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Mario, further to my email of July 27th, I have just sent you and Mr Puzzuoli a large file transfer email for the both of you to download the following two documents;

1. A draft copy of the Malden Road EA Addendum report
2. A draft copy of the supporting Traffic Analysis/Report for the current Malden Road EA Addendum

Please keep in mind, these are final draft versions at this stage. They will be come final versions once Council supports the finalization of them and we go through the mandatory 30 day review period.

If you have not received the download instruction, or can't download them, please let me know.

We will await and further correspondence from you if you so wish to provide any.

Otherwise, as stated earlier, we delayed the presentation to Council on the finalization of these documents to hopefully give you and Mr Puzzuoli some time to review and meet with us. We are working towards getting this finalized and in front of Council as per my previous email.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Peter Marra

Sent: July 27, 2021 2:25 PM

To: [REDACTED]

Cc: 'Welker, Kevin' <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>; 'Hohner, Paula' <Paula.Hohner@stantec.com>; 'Tony Puzzuoli' <[REDACTED]>

Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Mario,

I offer the following in response to your email.

We expect to be able to provide you with some of the draft documents by the end of this week. These are large documents, therefore, I will most likely provide them to you by electronic large file transfer through a subsequent email for you to download in PDF format. Once you have a chance to review these documents, the offer to meet still stands between yourself, Mr. Puzzouli, Stantec and the Town to discuss the matter of Bouffard/Malden.

We have also revised the date on when this Malden Road EA Addendum will be presented to Council. It will now be presented to Council for the Sept. 28, 2021 Council meeting. In order to meet that the 28th meeting agenda, I will need to have my report finalized and submitted to the Clerk's office for Sept. 7, 2021. You and Mr. Puzzouli will be notified when that report becomes available as part of the public agenda for downloading. If any meetings can occur before Sept 7th, I can reflect any discussions as part of my report.

I trust once you get the additional information by the end of this week and have a chance to review it, we will look forward to having a meeting with you to discuss this matter further.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Malden Road EA Addendum - Bouffard/Malden intersection
Date: Monday, August 23, 2021 10:31:16 AM
Attachments: [image002.png](#)
[image007.png](#)
[image008.png](#)
[image004.png](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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Vacation Alert – Friday, August 13 returning Monday, August 23, 2021.

From: Peter Marra <pmarra@lasalle.ca>
Sent: Tuesday, August 17, 2021 7:50 AM
To: [REDACTED]
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; 'Tony Puzzuoli' [REDACTED] Larry Silani <lsilani@lasalle.ca>
Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Good morning Mario and Tony,

It's been just over two weeks since I sent through the info you requested. Do you wish to meet and review anything with us as of yet?

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: [REDACTED]
Sent: July 30, 2021 10:34 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: 'Welker, Kevin' <Kevin.Welker@stantec.com>; 'Hohner, Paula' <Paula.Hohner@stantec.com>; 'Tony Puzzuoli' [REDACTED] Larry Silani <lsilani@lasalle.ca>
Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Peter, I would confirm that I have been able to access and download the two files from the drop box. Once we have had an opportunity to review, we will be in touch with you.

Regards,
Mario Iatonna, P.Eng., MBA
President, Iatonna Management Inc.

From: Peter Marra <pmarra@lasalle.ca>

Sent: July 30, 2021 8:33 AM

[REDACTED]

Cc: 'Welker, Kevin' <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; 'Tony Puzzuoli' <[REDACTED]> Larry Silani <lsilani@lasalle.ca>

Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Mario, I just want to check in that you are able to download these files.

I am away from the office beginning next week for two weeks, and want to make sure you can get these today....otherwise, I won't be able to rectify any issues until I return.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Peter Marra

Sent: July 27, 2021 2:25 PM

[REDACTED]

Cc: 'Welker, Kevin' <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>; 'Hohner, Paula' <Paula.Hohner@stantec.com>; 'Tony Puzzuoli' <[REDACTED]>

Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Mario,

I offer the following in response to your email.

We expect to be able to provide you with some of the draft documents by the end of this week. These are large documents, therefore, I will most likely provide them to you by electronic large file transfer through a subsequent email for you to download in PDF format. Once you have a chance to review these documents, the offer to meet still stands between yourself, Mr. Puzzouli, Stantec and the Town to discuss the matter of Bouffard/Malden.

We have also revised the date on when this Malden Road EA Addendum will be presented to

Council. It will now be presented to Council for the Sept. 28, 2021 Council meeting. In order to meet that the 28th meeting agenda, I will need to have my report finalized and submitted to the Clerk's office for Sept. 7, 2021. You and Mr. Puzzouli will be notified when that report becomes available as part of the public agenda for downloading. If any meetings can occur before Sept 7th, I can reflect any discussions as part of my report.

I trust once you get the additional information by the end of this week and have a chance to review it, we will look forward to having a meeting with you to discuss this matter further.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: [REDACTED]
Sent: July 23, 2021 10:48 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: 'Welker, Kevin' <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>; 'Hohner, Paula' <Paula.Hohner@stantec.com>; 'Tony Puzzuoli' [REDACTED]
Subject: RE: Malden Road EA Addendum - Bouffard/Malden intersection

Peter, thank you for your email. Our preference is to meet before you present the report to Council, if we are provided with your comprehensive technical analysis for review prior to the meeting. If this information is not to be made available to us until such time as you present the report to Council, then we would be prepared to meet during the formal 30-day review period.

Regards,
Mario Iatonna, P.Eng., MBA
President, Iatonna Management Inc.

From: Peter Marra <pmarra@lasalle.ca>
Sent: July 19, 2021 11:28 AM
[REDACTED] 'Tony Puzzuoli' [REDACTED]
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: Malden Road EA Addendum - Bouffard/Malden intersection

Mr. Puzzuoli and Mr. Iatonna,

I am just getting a chance to follow-up with you after our July 13th 2021 Council meeting. I apologize, I was away from the office for the later part of last week.

As has been communicated, we are on a trajectory to have the current EA addendum report completed shortly with a hopes to present it to Council for the first meeting in August 2021. As per the Council resolution form the July 13, 2021 Council meeting, do you want to meet to review the current proposed design, discuss any possible mitigation efforts, etc?

Or do you still wish to not meet until such time as you have more traffic related information as you have stated in some of your earlier correspondences?

Discussion on this matter, can occur prior to finalizing the EA Addendum report or they can occur during the formal 30 day review period as well.

I will leave it with you on if and when a meeting can occur to continue this discussion.

As noted, we are working towards completing the EA Addendum in the coming weeks.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
www.lasalle.ca

Visit Us On Social Media:

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CAUTION: This email originated from outside of the organization. Please verify that the sender's

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Town of Lasalle - Malden Road Class EA Addendum
Date: Thursday, June 17, 2021 10:07:02 AM

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
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Mobile: 226-926-6682
paula.hohner@stantec.com

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From: [REDACTED]
Sent: Thursday, June 17, 2021 9:58 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: 'Tony Puzzuoli' [REDACTED] Larry Silani <lsilani@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; 'Linda Jean' <ljean@lasalle.ca>
Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Peter, just wanted to let you know that we appreciate the email below updating the status of the reports. Once the report for the July 13th meeting becomes available, we will review and will advise if we wish to meet. Again, thank you for keeping us advised.

Regards,
Mario Iatonna, P.Eng., MBA
President, Iatonna Management Inc.

From: Peter Marra <pmarra@lasalle.ca>
Sent: June 14, 2021 8:59 AM
To: [REDACTED]
Cc: 'Tony Puzzuoli' <[REDACTED]> Larry Silani <lsilani@lasalle.ca>; kevin.welker@stantec.com; paula.hohner@stantec.com; Linda Jean <ljean@lasalle.ca>
Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Mr Iatonna and Mr Puzzuoli,

I have not forgotten about this, and I am working on my report and we should be able to get this in front of Council as per your request for the July 13th Council meeting. With that in mind, I need to

th

finalize my report by the end of this week in order to make the July 13 meeting agenda. I just want to provide you with advance notice on when this might be before Council.

When the agenda for the July 13th meeting becomes available to the public, you will be advised at which time you will see my report.

Furthermore, as an FYI, we also have continued to work on finalizing the Malden Road EA Addendum, and we believe this should be available to present to Council and make the addendum report public for sometime in August.

If you wish to meet by phone or over a virtual meeting in advance of finalizing this report or anytime thereafter, I would be happy to coordinate this, just let me know.

Thanks,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: [REDACTED]
Sent: May 18, 2021 4:09 PM
To: Peter Marra <pmarra@lasalle.ca>
Cc: 'Tony Puzzuoli' [REDACTED]; Larry Silani <lsilani@lasalle.ca>; kevin.welker@stantec.com; paula.hohner@stantec.com; Linda Jean <ljean@lasalle.ca>
Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Mr. Marra, as indicated in my letter to you of May 12, 2021, we are looking to appear before Town Council to specifically address administration's intention not to honour the unconditional commitment that the Town made in 2009 to Mr. Puzzuoli that the intersection would not be realigned. It is our intention to provide Town Council with the documented details of the history of this commitment, as we have provided over the past several months in correspondence to Town Administration and to the Ministry. We would not be in a position to provide comments to Town Council on any traffic analysis, since we understand this is still in progress and has not yet been made available to the public. We would indicate this to Town Council accordingly.

We trust this clarifies for you our intention regarding our appearance before Town Council. We appreciate the courtesy offered in your email with respect to the structuring of your report.

Regards,
Mario Iatonna, P.Eng., MBA
President, Iatonna Management Inc.

From: Peter Marra <pmarra@lasalle.ca>
Sent: May 14, 2021 8:12 AM

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Town of Lasalle - Malden Road Class EA Addendum
Date: Wednesday, May 19, 2021 9:17:48 AM

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
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paula.hohner@stantec.com

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From: Peter Marra <pmarra@lasalle.ca>

Sent: Wednesday, May 19, 2021 8:06 AM

Cc: 'Tony Puzzuoli' <[REDACTED]>; Larry Silani <lsilani@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Linda Jean <ljean@lasalle.ca>

Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Thank-you understood.

I will work on completing my report. You will be advise on when the report will be placed on a Council meeting agenda and you will be further advised when the report is available to the public for you to review.

I suspect we may be able to get to the last meeting in June or maybe the first meeting in July.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer

Town of LaSalle

From: [REDACTED]

Sent: May 18, 2021 4:09 PM

To: Peter Marra <pmarra@lasalle.ca>

Cc: 'Tony Puzzuoli' <[REDACTED]> Larry Silani <lsilani@lasalle.ca>; kevin.welker@stantec.com; paula.hohner@stantec.com; Linda Jean <ljean@lasalle.ca>

Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Mr. Marra, as indicated in my letter to you of May 12, 2021, we are looking to appear before Town Council to specifically address administration's intention not to honour the unconditional commitment that the Town made in 2009 to Mr. Puzzuoli that the intersection would not be realigned. It is our intention to provide Town Council with the documented details of the history of this commitment, as we have provided over the past several months in correspondence to Town Administration and to the Ministry. We would not be in a position to provide comments to Town Council on any traffic analysis, since we understand this is still in progress and has not yet been made available to the public. We would indicate this to Town Council accordingly.

We trust this clarifies for you our intention regarding our appearance before Town Council. We appreciate the courtesy offered in your email with respect to the structuring of your report.

Regards,
Mario Iatonna, P.Eng., MBA
President, Iatonna Management Inc.

From: Peter Marra <pmarra@lasalle.ca>
Sent: May 14, 2021 8:12 AM
To: [REDACTED]
Cc: Tony Puzzuoli [REDACTED] Larry Silani <lsilani@lasalle.ca>; kevin.welker@stantec.com; paula.hohner@stantec.com; Linda Jean <ljean@lasalle.ca>
Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Mr Iatonna,

We have received your recent letter and will work on getting a staff report together to be able to bring your request in front of Council.

Our Clerk has been copied on this email and I have removed the MECP rep. Our Clerk's Dept. will advise you on the date and when the report will be published.

For the record, out of courtesy, so I can properly structure my Council report accordingly, my report will be tailored as summarized in our April 28, 2021 letter?

Regards,

Peter Marra, P.Eng.
Deputy Chief Administrative Officer
Town of LaSalle

From: [REDACTED]
Sent: May 12, 2021 5:44 PM
To: Peter Marra <pmarra@lasalle.ca>

Cc: Tony Puzzuoli [REDACTED] Larry Silani <lsilani@lasalle.ca>;
kevin.welker@stantec.com; paula.hohner@stantec.com; mark.badali1@ontario.ca
Subject: Town of Lasalle - Malden Road Class EA Addendum

Mr. Marra, the attached letter is submitted for your consideration and response.

Regards,
Mario latonna, P.Eng., MBA
President, latonna Management Inc.

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May 12, 2021

Corporation of the Town of Lasalle
5950 Malden Road
LaSalle ON N9H 1S4

VIA EMAIL ONLY

Attention: Peter Marra, Deputy CAO

Dear Mr. Marra:

**RE: MALDEN ROAD TRANSPORTATION
PUBLIC SAFETY & URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSEMENT ADDENDUM**

Thank you for your April 28, 2021 letter in response to my previous letter of April 7, 2021. I have been requested by Mr. Puzzuoli to respond accordingly. This response is provided without prejudice.

Registration to Appear Before Council

The comments in your response have been noted. We would confirm that we still wish to appear before Council to specifically address administration's intention not to honour the unconditional commitment that the Town made in 2009 to Mr. Puzzuoli that the intersection would not be realigned. Please advise as to when we will be provided a copy of the Town's administrative report and the date and time of the Town Council meeting at which it is to be considered.

2009 Malden Road Class EA Report Finalized Design

Thank you for providing background information regarding the 2009 Malden Road Class EA. Once we have had an opportunity to review more fully, we will look to provide further comments to you in due course.

Your most recent letter notes that, ". . . *the correspondence between Dillon and Mr. Puzzuoli in 2009, did not result in a new report/analysis back in 2009, it was simply correspondence that was to be appended to the already then/completed 2009 Malden Road Class EA.*" I would submit that a report/analysis, in whatever form, was indeed undertaken in 2009, as evidenced by the correspondence at the time from V. Hebert, Dillon Consulting to Mr. Puzzuoli.

It would have been incumbent on Mr. Hebert, as a licensed professional engineer, to advise the Town in making an unconditional commitment not to realign the intersection. It follows that the Town would have relied on his professional advice in making such an unconditional commitment. This would have applied as well to the Town's own engineer at the time, Mr. R. D. Hayes. Clearly, the Town was fully aware as to the scope of the unconditional commitment it was making.



Municipal Class EA Addendum – Traffic Conditions

Per your letter, we understand that Stantec's analysis for the current EA process is still in progress and has not yet been made available to the public. Once this information is made available to us by the Town, we will look to provide further comments to you accordingly.

Yours truly,



Mario Iatonna, P.Eng., MBA
President

cc. Tony Puzzuoli, [REDACTED]
Larry Silani, Town of Lasalle
Kevin Welker, Stantec Consulting Ltd.
Paula Hohner, Stantec Consulting Ltd.
Mark Badali, Ministry of the Environment, Conservation and Parks

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Town of Lasalle - Malden Road Class EA Addendum
Date: Friday, May 14, 2021 11:26:10 AM
Attachments: [Letter to Town of Lasalle - \[REDACTED\] - May 12, 2021.pdf](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Peter Marra <pmarra@lasalle.ca>

Sent: Friday, May 14, 2021 [REDACTED]

Cc: Tony Puzzuoli [REDACTED] Larry Silani <lsilani@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; Linda Jean <ljean@lasalle.ca>

Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Mr latonna,

We have received your recent letter and will work on getting a staff report together to be able to bring your request in front of Council.

Our Clerk has been copied on this email and I have removed the MECP rep. Our Clerk's Dept. will advise you on the date and when the report will be published.

For the record, out of courtesy, so I can properly structure my Council report accordingly, my report will be tailored as summarized in our April 28, 2021 letter?

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: [REDACTED]

Sent: May 12, 2021 5:44 PM

To: Peter Marra <pmarra@lasalle.ca>

Cc: Tony Puzzuoli [REDACTED]; Larry Silani <lsilani@lasalle.ca>;
kevin.welker@stantec.com; paula.hohner@stantec.com; mark.badali1@ontario.ca

Subject: Town of Lasalle - Malden Road Class EA Addendum

Mr. Marra, the attached letter is submitted for your consideration and response.

Regards,

Mario Iatonna, P.Eng., MBA

President, Iatonna Management Inc.

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Corporation of the Town of LaSalle

5950 Malden Road, LaSalle, Ontario N9H 1S4
Phone: 519-969-7770 Fax: 519-969-9852 www.lasalle.ca

Public Works Department

April 28, 2021

latonna Management Inc.



Tony Puzzuoli



**Attn: Mario latonna, P.Eng., MBA
and
Tony Puzzuoli**

- President latonna Management Inc



**Re: Malden Road Transportation, Public Safety & Urban Design Improvements –
Municipal Class Environmental Assessment Addendum**

Dear Mr. latonna and Mr. Puzzuoli

This letter is in response to an April 7, 2021 letter from latonna Management Inc regarding the above noted project relating to the correspondence between the Town and the resident 



We acknowledge and understand that Mr. latonna is representing Mr. Puzzuoli on this matter. We also confirm that both Mr. latonna and Mr. Puzzuoli will be notified of any future meetings of Town Council as it pertains to this project.

Registration to Appear Before Council

We acknowledge that you have requested to appear before Council in advance of finalizing the current project at an upcoming Council meeting as a delegation. If you still wish to do this, we can accept your previous submission as your formal request to do so.

However, to do so, Town administration is required to prepare a Council report as to the matter of what you wish to speak on. As we understand it, you wish to bring to Council's attention the difference of what was previously approved through the 2009 Malden Road Class Environmental Assessment Report (including such things as, subsequent letters to Mr. Puzzuoli, the issue of the previous Part II Order and withdrawal of the same) compared to what is currently proposed as part of this Environmental Assessment (EA) Addendum. You also wish



to bring to Council's attention the way in which this was communicated. As such, the administrative report will be prepared outlining these concerns.

As this is currently an active EA process, and we are continuing to communicate with Mr. Puzzuoli, the recommendation within the Council report will be for Council to receive the information you present and refer your matter to the current Malden Road EA Addendum project team and the consultant to continue finalizing this EA Addendum.

We also understand you are requesting documentation on the previous 2009 Malden Road Class EA report. We have provided Mr. Puzzuoli the information available to the public, which includes a copy of the final Dillon 2009 Malden Road Class EA report and the information contained within that document. We feel that the 2009 Malden Road Class EA report provides you with all the information you have requested as part of Dillon's work.

Therefore, you will need to confirm if you still wish to appear before Council with the information that is already available to you and also confirm our understanding of your reason for coming to Council, noted above, so we can prepare the Council report accordingly. When the Council report is finalized and confirmed for an upcoming Council meeting, you will be advised accordingly.

2009 Malden Road Class EA Report Finalized Design

Originally as part of the 2009 Malden Road Class EA, Dillon's engineering analysis recommended that the Bouffard Road intersections be realigned. This is what was finalized and presented to the public during the 2009 Class EA, Notice of Study Completion, 30-day review period.

At some point, in 2009, following Mr. Puzzuoli's Part II order request, a review was carried out by Dillon to recognize the existing offset configuration of the Bouffard Road intersections. This decision was based on traffic analysis and information available in 2009 looking forward to the projected design year of 2021. Contained within Chapter 5 of the 2009 Malden Road Class EA report is the detailed information you may be looking for.

The Town and Stantec, as part of this EA Addendum, are looking at the existing traffic demands (2019) and projections into a future planning horizon (2041), which is beyond the original 2009 Malden Road Class EA design planning horizon of 2021. Based on the current 2021 traffic analysis, changes are now warranted at Malden and Bouffard.

Since 2009, several additional background studies have been completed, reviewed, and incorporated into the current EA Addendum. Copies of these studies are available for your review on our website and they are noted as the follows.

1. Introduction of Transit in LaSalle – Transit Study
2. LaSalle's Updated Official Plan
3. LaSalle Transportation and Active Transportation Master Plan



The information and letters that Mr. Puzzuoli provided from 2009 are valid, however, based on the current review and analysis 12 years later, and reviewing a longer planning horizon, the offset Bouffard intersections do require attention and a redesign to best deal with traffic demands and safety at the Malden/Bouffard intersection today and into the future to deal with growth.

It should also be noted, the correspondence between Dillon and Mr. Puzzuoli in 2009, did not result in a new report/analysis back in 2009, it was simply correspondence that was to be appended to the already then/completed 2009 Malden Road Class EA.

Municipal Class EA Addendum – Traffic Conditions

This section of the letter has been formatted to correspond with the numbering contained within your April 7, 2021 letter to provide responses respectively to your enquiries/concerns.

1. As noted earlier in this letter, you can find information in Chapter 5 of the previous 2009 Malden Road Class EA report (hard copy already provided to Mr. Puzzuoli) that formed part of Dillon's analysis. The planning horizon of the 2009 Class EA was for the future conditions up to 2021.

Any of Stantec's analysis for the current EA Addendum process, is being finalized and will form part of Stantec's final EA Addendum document and once available to the public will be made available to you as well. The Level of Service (LOS) analysis of the existing Malden/Bouffard intersection indicates reasonable operations (LOS C or better) except for Bouffard Road west during the PM Peak which has a LOS D for the eastbound left and right movements. In the future conditions under a "Do Nothing" scenario, both legs of Bouffard Road operate at a LOS F for the Malden Road left turns due to queue and delay. In the future conditions under a "Network Extension Scenario" (fourth leg at Reaume and extension of Diotte), there is improvement on the east leg of Bouffard to LOS C, but the west leg remains LOS F due to queue and delay. In the future conditions under the proposed scenario which includes realignment and traffic signals, the intersection operates at a LOS A.

As further noted, this is a current ongoing EA process and when the documents are finalized, presented to Council and the formal Notice of Study Completion issued, you will be advised as requested on all these future steps.

2. There is information in the 2009 Malden Road Class EA report on collision history that formed part of Dillon's 2009 analysis. An overview of current collision data was provided in our previous letter. The final report and safety review will form part of the EA Addendum Report.

The collision history for the 5-year period from 2014 to 2019 indicates that the Malden Road at Bouffard Road intersection resulted in 22 collisions, and a rate of 1.46 collisions per million vehicles (CMV). This collision rate is higher than most other intersections and the



total number of collisions represents 10.8% of all intersection collisions within the corridor. Further, when projecting future collisions, the analysis identifies that this intersection will have higher than expected annual collision frequencies. This indicates that the geometry of the staggered Bouffard Road intersection will continue to result in a higher collision frequency when compared to other intersections within the corridor.

3. Please refer to the 2009 Malden Road Class EA report to review the assessment of alternatives considered. Several background reports from 2009 were referenced by Dillon to assist in the assessment and decision-making process. Specifically, please refer to Section 4.3 of the Dillon 2009 Malden Road Class EA report. Please note that some of the previous studies referenced in 2009 are no longer valid and/or have been replaced with updated reports.

As additionally noted earlier, the updated Town wide Transportation Master Plan (TMP) is available for review. This Town wide TMP is being used as one of the guiding documents, as part of this EA Addendum and discusses how the Town continues to deal with current and future traffic demands on a global road network basis. This overall Town wide TMP shows all future roads throughout the Town.

4. After the public consultation component of the current EA Addendum, when Mr. Puzzuoli brought to our attention the previous settled upon redesign at Bouffard/Malden, the Town and Stantec did review how to best deal with current and future traffic demands at Malden/Bouffard. This review included:
 - a. leaving the intersection in the current offset form;
 - b. the realignment of Bouffard to the west of Malden;
 - c. and the realignment of Bouffard to the east of Malden;

This information will be summarized in the EA Addendum report and will be available during the 30-day public review period.

5. I would like to confirm, there are no formal or otherwise, agreements for developments for lands in the area, directly or indirectly affected by the Bouffard Road realignment.

Closure

We recognize that what was displayed as part of the public consultation component of this EA Addendum did not properly reflect the previous decision from the 2009 Malden Road Class EA. As such, we are planning on reflecting this in the final Stantec EA Addendum report specifically in a dedicated section within the final report drawing attention to this intersection and what has transpired between Mr. Puzzuoli and the Town. This will form the final public record on this EA Addendum and provide an open and transparent public record.



We know this is not the response you want; however, Town administration and our consultant is working to deal with current and future traffic demands on Malden Road which is one of our major north/south arterial roads in LaSalle.

I extend an offer to you, that we would be pleased to meet with the both of you to discuss this matter further and provide any clarity to this letter, if so required. If you wish to have a meeting with the project team, please let us know and we will coordinate a virtual meeting with the both of you.

Thank-you for taking the additional time to understanding the effects of the EA Addendum on your property and we look forward to continuing through this formal legislated process to finalizing the current Malden Road 2019 EA Addendum.

Regards,



Peter Marra, P.Eng.
Deputy CAO
Town of LaSalle

c.c.	Mark Badali	- MECP
	Kevin Welker, P.Eng.	- Stantec Consulting
	Paula Hohner, M.Sc.Pl., MCIP, RPP	- Stantec Consulting
	Larry Silani, MCIP, RPP	- Town of LaSalle



From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Cc: [Welker, Kevin](#)
Subject: FW: Town of Lasalle - Malden Road Class EA Addendum
Date: Wednesday, April 28, 2021 2:41:32 PM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[puzzuoli_iatonna \[REDACTED\] response.pdf](#)
[image002.png](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Peter Marra <pmarra@lasalle.ca>
Sent: Wednesday, April 28, 2021 1:46 PM
To: [REDACTED] 'Tony Puzzuoli' [REDACTED]
Cc: Larry Silani <lsilani@lasalle.ca>; Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>; mark.badali1@ontario.ca
Subject: RE: Town of Lasalle - Malden Road Class EA Addendum

Mr. Iatonna and Mr. Puzzuoli, please find enclosed the Town's and Stantec's response to your April 7, 2021 submission, a hard copy of this letter will be mailed as well to both of you.

Once you had an opportunity to review our letter, we would be happy to have a virtual meeting to discuss any of the information further, to provide any clarification if so desired. Just let us know if you wish to convene a virtual meeting.

Mr. Iatonna, under separate email, I will be sending you a digital version of the Dillon 2009 Malden Road Class EA Report. Most of the information you are requesting, we believe is contained within that document. Mr. Puzzuoli, already has a hard copy of this document. Within this separate email I am also going to send you a copy of the April 14, 2009 Council meeting agenda, a copy of the Town's

staff report and a copy of Dillon's presentation to Council they presented at that same meeting. This was the finalization of the 2009 Class EA report and was the impetus to issue the Notice of Study Completion for the original 2009 EA process.

If you have any further questions, please let us know.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



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From: [REDACTED]
Sent: April 7, 2021 9:42 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: 'Tony Puzzuoli' [REDACTED]; Larry Silani <lsilani@lasalle.ca>;
kevin.welker@stantec.com; paula.hohner@stantec.com; barbara.slattery@ontario.ca;
mark.badali1@ontario.ca
Subject: Town of Lasalle - Malden Road Class EA Addendum

Mr. Marra, the attached letter is submitted for your consideration and response.

Regards,
Mario Iatonna, P.Eng., MBA



April 7, 2021

Corporation of the Town of Lasalle
5950 Malden Road
LaSalle ON N9H 1S4

VIA EMAIL ONLY

Attention: Peter Marra, Deputy CAO

Dear Mr. Marra:

**RE: MALDEN ROAD TRANSPORTATION
PUBLIC SAFETY & URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSEMENT ADDENDUM**

Please be advised that I have been retained by Mr. Tony Puzzuoli of [REDACTED] to serve as his representative in the above-captioned matter as it pertains to his property. I have been requested by Mr. Puzzuoli to respond to your letter of March 24, 2021 accordingly. This response is provided without prejudice.

Confirmation of 2009 Malden ESR Finalized Design

While the project team may have been unaware of the 2009 amendment, the fact remains that the Town made a commitment to Mr. Puzzuoli that the intersection would not be realigned. In that Town administration has now formally confirmed that it is not adhering to this unconditional commitment, we will be taking up the matter directly with Town Council.

To this end, we would formally request that both Mr. Puzzuoli and I be registered to appear before Town Council at an upcoming meeting as a delegation to speak to administration's intention not to honour this commitment. We would also request that, well in advance of this meeting, we be provided, for our review, copies of all documentation that was presented to Town Council by Town administration at the time in 2009 when the 2009 Malden Road Environmental Study Report was considered by Council.

We would also respectfully request that we both be notified of any future meetings of Town Council at which the matter of this current Class EA Addendum is to be considered and that we both be registered to appear before Town Council as a delegation to speak to the matters being considered at those meetings.

Municipal Class EA Addendum – Traffic Conditions

While you reference a review by the project team of the Bouffard intersection, we see no evidence in your letter specifically documenting the changes from 2009. Per the Ministry, any review must start with the previous commitment not to realign the Bouffard intersection, as committed to in 2009. As this pertains to your key findings, we would note the following:

1. There is no mention of what the traffic counts and level of service were in 2009 when the Town committed not to realign the intersection. Presumably, Dillon's review at the time confirmed that, from an engineering perspective, the intersection did not require realignment. It is also presumed that the commitment not to realign would have taken into account traffic projections well into the future, beyond even present day. It is therefore very questionable, from an engineering perspective, as to why a realignment is now being pursued by the Town, notwithstanding its previous commitment to the contrary.

As the Town has broken trust in the process, it will be necessary for the Town to provide us the actual technical analysis undertaken by Dillon in 2009, complete with historical traffic counts, turning movements, traffic projections and other relevant data that supported that analysis. It will also be necessary for the Town to provide us similar information with respect the recent Stantec analysis.

2. Similar to point 1 above, there is no reference in your letter to the collision history that led to the commitment in 2009 not to realign the intersection, nor to the future projections of collision frequency in the future beyond 2009. Simply providing one data point from recent years is not meaningful. It will be necessary for the Town to provide the analysis of collision data that was undertaken by Dillon that led to the 2009 conclusion not to realign. It will further be necessary to provide the analysis of collision data that was undertaken by Stantec recently, in which a comparison was made between current data and the past data which informed the 2009 commitment not to realign the intersection. We would expect to be provided the records of individual collisions and the potential for such collisions to be remedied by the various options for road alignments and improvements considered in 2009 and in the recent Class EA Addendum process.
3. There is no reference in your letter to the overall analysis of east-west roads intersecting with Malden. Specifically, given the commitment in 2009 not to realign Bouffard, there must have been a plan in 2009 for other east-west streets to serve traffic to a greater degree. An option to close the Bouffard intersection on Mr. Puzzuoli's side of Malden Road and reroute Bouffard to one of these other streets would have been one of the alternatives likely considered. We would look to be provided a copy of this analysis.
4. Given the previous commitment not to realign Bouffard next to Mr. Puzzuoli's property, there is no reference to an analysis being undertaken with respect to an alternative realignment of Bouffard on the opposite side of Malden. If such a review was previously undertaken, we would appreciate receiving a copy of the analysis. If such a review was not undertaken, then this may present another deficiency in the process.
5. In considering Town administration's stance not to honour its previous commitment to Mr. Puzzuoli, it was thought that perhaps area land development pressures may be compelling the Town to go back on its documented commitment to Mr. Puzzuoli. Again, since the Town has broken trust, we would request that we be provided confirmation from the Town of agreements, formal or

otherwise, that have been made with developers whose developments are directly or indirectly affected by the realignment of Bouffard Road.

Potential Property Impacts

As Mr. Puzzuoli's expectation remains that the Town will honour its previous commitment not to realign the Bouffard intersection, there is no need for comment regarding potential property impacts.

Changes to Part II Order Process

We appreciate the information you have provided in your letter with respect to the process. However, the validity of the current process is questionable given the Town failed to consider, in the first instance of pushing through the Class EA Addendum, the prior commitment not to realign Bouffard Road. This was further exacerbated by the Town placing false information in the public domain respecting what had been agreed to in 2009.

In order to ensure transparency in the current Class EA process, we would expect the Town to formally correct the public record through Town Council and to advise its constituents of the recent misleading and false statement in its published material related to the realignment of the Bouffard intersection pertaining to the 2009 process. We are prepared to engage the local media to assist the Town in communicating this to the community.

As for the position of Mr. Puzzuoli regarding his rights with respect to the process, he continues to act in good faith on the basis of the documented commitment made to him by the Town in 2009. He continues to expect the Town to similarly act in good faith which, to date, it has not. Ultimately, this may compel him to seek other remedies to ensure that the commitment made by the Town in 2009 is duly honoured.

We will look to provide further comment once we receive the noted information requested of the Town.

Yours truly,



Mario Iatonna, P.Eng., MBA
President

cc. Tony Puzzuoli, [REDACTED]
Larry Silani, Town of Lasalle
Kevin Welker, Stantec Consulting Ltd.
Paula Hohner, Stantec Consulting Ltd.
Barb Slattery, Ministry of the Environment, Conservation and Parks
Mark Badali, Ministry of the Environment, Conservation and Parks

From: [Peter Marra](#)
To: [REDACTED]
Cc: "[Tony Puzzuoli](#)"; [Larry Silani](#); [Welker, Kevin](#); [Hohner, Paula](#); [barbara.slattery@ontario.ca](#); [mark.badali1@ontario.ca](#)
Subject: RE: Town of Lasalle - Malden Road Class EA Addendum
Date: Wednesday, April 07, 2021 10:23:55 AM

Mr latonna and Mr Puzzuoli,

I acknowledge receipt of your letter and will review this with the project team in order to provide a formal response.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: [REDACTED]
Sent: April 7, 2021 9:42 AM
To: Peter Marra <pmarra@lasalle.ca>
Cc: 'Tony Puzzuoli' [REDACTED]; [Larry Silani <lsilani@lasalle.ca>](mailto:Larry.Silani@lasalle.ca); kevin.welker@stantec.com; paula.hohner@stantec.com; barbara.slattery@ontario.ca; mark.badali1@ontario.ca
Subject: Town of Lasalle - Malden Road Class EA Addendum

Mr. Marra, the attached letter is submitted for your consideration and response.

Regards,
Mario latonna, P.Eng., MBA
President, latonna Management Inc.

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Corporation of the Town of LaSalle

5950 Malden Road, LaSalle, Ontario N9H 1S4
Phone: 519-969-7770 Fax: 519-969-9852 www.lasalle.ca

Public Works Department

March 24, 2021

Attention: Mr. Tony Puzzuoli



Dear Mr. Puzzuoli,

**Reference: Malden Road Transportation, Public Safety & Urban Design Improvements -
Municipal Class Environmental Assessment Addendum**

The purpose of this letter is to formally respond to correspondence received from you dated January 19, 2021 and February 4, 2021. Thank you for submitting your detailed records and background information relating to the 2009 Malden Road Municipal Class Environmental Assessment (EA), Bouffard Road/Malden Road intersection improvements.

Confirmation of 2009 Malden ESR Finalized Design

Through recent consultation with the Ministry of Environment, Conservation and Parks (MECP), it was confirmed that the 2009 Malden Road Environmental Study Report (ESR) did not properly document the finalized recommended design communicated between the design consultant, the Town of LaSalle and yourself. The project team recognizes that on July 13, 2009, the Town of LaSalle and County of Essex, in response to your Part II Order request submitted to the Minister, to leave the Palmer Avenue intersection and the two Bouffard Road intersections as they were. As a result of this modification, it was concluded that Bouffard Road east of Malden Road would not be realigned to create a single intersection with Bouffard Road west of Malden Road, and your Part II Order request was subsequently withdrawn from consideration by the Minister on July 16, 2009.

Unfortunately, the correspondence between yourself, MECP, and LaSalle regarding the above noted modifications to the 2009 ESR was not properly documented in the finalized/published 2009 Malden Road Environmental Study Report as part of the preferred design. As a result, the project team for the current project was unaware of this amendment prior to the commencement of this EA Addendum process.

Municipal Class EA Addendum – Traffic Conditions

As described in the recent public consultation centre materials, a review of existing environmental conditions, current municipal and provincial planning policies, and changes in traffic patterns were reviewed as part of the current 2019 ESR Addendum process to determine



if the 2009 recommendations are still relevant. As part of this current update/addendum, the project team has reviewed maintaining the offset Bouffard intersections as they exist today. Based on the findings and engineering review completed as part of the current addendum process, it is recommended that Bouffard become a newly formed realigned intersection, similar to the original 2009 design.

As part of this review and to address the recommendation of the Bouffard Road realignment specifically, the following provides a summary of the key findings from the traffic review completed:

- During the existing afternoon peak hour of traffic, the Bouffard Road/Malden Road intersection operates at a poor level of service.
- Between the years 2014-2019, the Bouffard Road/Malden Road intersection has reported 22 collisions. It is anticipated that collisions will increase with growing travel demands.
- At the present, Bouffard Road East and Bouffard Road West form a “staggered intersection” with Malden Road, and are approximately 113 metres apart. A considerable number of vehicles make a right-hand then left hand turn to continue the east-west/west-east through movement on the Bouffard Roads.
- As east-west traffic flows are predicted to grow along Bouffard Road, it is anticipated that even more vehicles will attempt to undertake these unsafe turning movements.
- The proposed left turn lanes on Malden Road at the staggered Bouffard Road intersections overlap, resulting in insufficient space to properly decelerate prior to the anticipated queues of traffic.
- The existing stop-controlled intersections perform poorly in the future, resulting in extensive delays to the left turning movements. To address this, traffic signals are warranted which cannot be completed properly in the staggered alignment, thus resulting in the need to realigned the Bouffard Road intersection.
- The realignment of the intersection would include an improved skew angle as compared to the existing intersection of the west leg of Bouffard Road with Malden Road.
- The combination of a realignment of Bouffard Road and traffic signals would improve the operational and safety performance at the intersection.
- Enhanced pedestrian and cycling east-west connections will be included in this redesigned intersection.

Based on the review of current and future conditions in the corridor and surrounding land use changes, the EA Addendum concludes that the realignment and signalization of the Bouffard Road and Malden Road intersection is recommended as part of the overall design for the Malden Road corridor.

Potential Property Impacts

It is recognized that the realigned Bouffard intersection does have impact on your property. These property impacts will be recognized and discussed further with you as the project continues to move forward to detail design and at the appropriate time. The Town will need to follow the proper legislation to acquire the necessary property from you to allow the proposed recommended solution to move forward and LaSalle will make contact with you in the future.



Changes to Part II Order Request Process

As you may be aware, Royal Assent was given on July 22, 2020 to Bill 197 which made changes to the provincial environmental assessment process. Any outstanding concerns related to an environmental assessment study are to be directed to the Town for a response. Part II Order requests are received by MECP only on matters regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request.

Closure

In summary, based on the review of information completed for the EA Addendum, the recommendations include:

- Widen Malden Road between Cahill Drain and Meagan Drive to three lanes (includes two-way left turn lane)
- Signalize the Reaume Road intersection
- Re-align Bouffard Road east of Malden Road and signalize the intersection
- Sidewalks and buffered bike lanes on both sides of Malden Road
- Implement pedestrian crosswalk and multi-use trails near the Cahill Drain
- No changes are being recommended for the section of Malden Road between Normandy and the city limits (the work associated with this part of the 2009 EA has already been constructed)

We truly appreciate the time you have taken to understand the EA Addendum process, key findings and the needs to address safety of pedestrians, cyclists, and auto users along the Malden Road corridor.

Regards,



Peter Marra, P.Eng.
Deputy CAO
Town of LaSalle

- c. Larry Silani, Town of LaSalle
Kevin Welker, Stantec Consulting Ltd.
Paula Hohner, Stantec Consulting Ltd.
Barb Slattery, Ministry of the Environment, Conservation and Parks
Mark Badali, Ministry of the Environment, Conservation and Parks



From: [Peter Marra](#)
To: [Tony Puzzuoli](#)
Subject: Bouffard realignment as part of the Malden Rd EA addendum
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image008.png](#)
[Puzzuoli March 24 2021.pdf](#)

Mr Puzzuoli,

Please find enclosed our formal response to you regarding the matter noted in the subject line. A hard copy of this letter will be mailed to you as well.

A number of other people have been sent a copy of this as well and they are indicated at the end of the letter.

The Town will be continuing with finalizing our EA process for this Malden Road EA addendum we will continue to advise you as the process continues.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
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From: [Peter Marra](#)
To: [Tony Puzzuoli](#)
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#)
Subject: RE: Malden Rd EA addendum - Bouffard/Malden realignment
Date: Tuesday, March 16, 2021 10:03:47 AM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)

Mr Puzzuoli,

I am just checking in with you on this matter as I have committed to do so in my March 4th email to you.

The Town will be issuing you our formal response within the next two weeks. The Town and Stantec need to keep this process going and as such we need to formally address the concerns you have raised since your getting involved in this EA addendum/update.

Please keep an eye out for our formal response over the next two weeks. I will email it to you and also mail it to you.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Peter Marra
Sent: March 4, 2021 12:42 PM
To: Tony Puzzuoli [REDACTED]
Subject: RE: Malden Rd EA addendum - Bouffard/Malden realignment

Thank-you for the update, please keep us posted on when you think we can meet on this matter. I will follow-up with you in the future on this matter.

We would like to discuss with you our formal position prior to issuing you a formal letter response.

Thank-you.

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Tony Puzzuoli [REDACTED]
Sent: March 4, 2021 12:38 PM
To: Peter Marra <pmarra@lasalle.ca>

Subject: Re: Malden Rd EA addendum - Bouffard/Malden realignment

Peter, thank you for your recent email. As I have not yet concluded my discussions with the Ministry, I am not in a position to meet with the Town. Once the Ministry and I complete these discussions, I can advise further.

On Tuesday, March 2, 2021, 2:54:19 p.m. EST, Peter Marra <pmarra@lasalle.ca> wrote:

Mr. Puzzuoli,

The Town of LaSalle and our consultant, Stantec, has now had an opportunity to review the information you have submitted and have had a chance to follow-up with the Ministry of the Environment, Conservation and Parks over the last few weeks. We have also looked at this information relative to the proposed Malden Road corridor improvements to deal with today's traffic and future traffic demands, to address safety concerns, traffic delays, accidents, transit, pedestrian movements, etc.

We are prepared to issue you a formal response, but we would like to meet with you first to review what we will provide you and then issue you the formal written documentation.

I offer the following options for a meeting, please choose which one you wish to proceed with;

Option 1

We can coordinate a virtual video meeting with you and you can log into the meeting from your home or workplace. The project team, both LaSalle and Stantec will be online as well.

Option 2

You can come into the Townhall, you and I will be able to sit in a boardroom, and we would be meeting virtually video with the rest of the project team from the boardroom. In order for this to work, prior to you entering the Townhall, you will be required to complete a COVID screening form, you and I will both keep our masks on while in the boardroom and we will be able to physically distance in the boardroom.

Option 3

We can have a telephone conference call with you and the project team.

Please let us know which option you would like to use to meet?

Furthermore, we have the following available days and times for this meeting.....

Mar 8th at 1pm

Mar 9th at 9am

Mar 9th at 1pm

Mar 9th at 3pm

Please let us know, if any of these days and times work for you. Otherwise, I will circle back with the team to find some other available options.

I look forward to hearing back from you.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer

Town of LaSalle



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From: [Peter Marra](#)
To: [Tony Puzzuoli](#)
Cc: [Welker, Kevin](#); [Hohner, Paula](#); [Larry Silani](#)
Subject: RE: Municipal Class Environmental Assessment Addendum.
Date: Wednesday, February 24, 2021 7:56:35 AM

Mr. Puzzuoli,

Thank-you for reaching out on this matter. Yes the Town did receive your hand delivered Feb 4th 2021 letter and accompanying attachments.

Again as previously stated, we are reviewing all the pertinent information and will provide you with a more formal response on a direction forward for the current Malden Road EA Addendum. Again as further stated already, this will take some time.

Thank-you again for reaching out.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Tony Puzzuoli [REDACTED]
Sent: February 24, 2021 3:41 AM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Municipal Class Environmental Assessment Addendum.

Mr. Marra

I previously hand delivered to Town Hall a letter dated February 4, 2021 responding to your letter of February 1, 2021. It has now been almost 3 weeks and I have yet to receive an acknowledgement that the letter was indeed received. Even though I personally hand delivered the letter, I want to ensure that you did, in fact, receive it.

I would respectfully request confirmation of your receipt of the letter at your earliest convenience and to confirm that the Town will be honoring its prior commitment.

Regards,

Anthony Puzzuoli

RECEIVED

FEB 05 2021

PUBLIC WORKS
TOWN OF LASALLE

February 4, 2021

Peter Marra, P.Eng.
Director of Public Works
Town of Lasalle
5950 Malden Road
LaSalle ON N9H 1S4

Dear Mr. Marra,

**RE: NOTICE OF PUBLIC CONSULTATION CENTRE
MALDEN ROAD TRANSPORTATION PUBLIC SAFETY
& URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM**

I am in receipt of your letter dated February 1, 2021 in which you formally acknowledge and provide an initial response to my letter of January 19, 2021 and would comment as follows.

You indicate that the current project team was not aware of the detailed and comprehensive information which I provided through my letter. If the current team did not know, the team at the very least ought to have known, since the information was a matter of the municipality's corporate record. Furthermore, Mr. Silani, as the then head of planning, was copied on much of the correspondence related to this issue during the prior class environmental assessment. Since he continues to be responsible for planning in the Town, he also ought to have known of the previous commitments made to me, to the other property owners and to the Ministry of the Environment.

You further note that you will be doing a formal review/evaluation of how this affects Malden Road operations. It would be my expectation that this review/evaluation of Malden Road would adhere to the previous commitment by the Town to not realign Bouffard Road.

You suggest that you will be doing this review/evaluation through the current 2019-20 EA Addendum/Update. In addition, you advise that you will provide me with a formal response prior to finalizing the current EA documents. I would again submit that the current Class EA process is fundamentally flawed in that the Town included false information as to the realignment of Bouffard Road in its public consultation materials. This brings into question the validity of the entire, current Class EA exercise and, in particular, the public consultation component.

I would have expected your letter to contain an acknowledgment by the Town of its prior commitment and that it would continue to honour this commitment now and in the future. The record of this commitment is eminently clear and I expect the Town to provide an immediate acknowledgment accordingly. By the attached letter dated January 28, 2021, I have contacted the Director of the Ministry's Environmental Assessment Branch to request the Ministry's intervention in ensuring that the Town fulfills its documented obligation to me, to the other property owners and to the Ministry.

Yours truly,


Anthony Puzzuoli

Anthony Puzzuoli





Corporation of the Town of LaSalle

5950 Malden Road, LaSalle, Ontario N9H 1S4
Phone: 519-969-7770 Fax: 519-969-9852 www.lasalle.ca

Public Works Department

February 1, 2021

Anthony Puzzuoli
[REDACTED]

Attn: Mr. Anthony Puzzuoli

**Re: Malden Road 2019/20 EA Addendum/Update
Initial Response to Puzzuoli letter submitted January 9, 2021**

Dear Mr. Puzzuoli;

This letter is to formally acknowledge your letter addressed to the undersigned dated January 19, 2021.

I thank-you for submitting your detailed records and background information as it relates to the Bouffard realignment that was originally proposed back in 2009 as part of the Malden Road EA. The current project team was not aware of this information and we will be doing a complete and formal review/evaluation of how this effects Malden Road operations through this 2019/20 EA Addendum/Update.

This review and evaluation will take some time, therefore, I offer that once this is completed and thoroughly vetted through the project team and the Town, we will provide an additional formal letter response to you prior to finalizing the current EA documents.



Thank-you for taking the time now to provide your comments and the additional information on this matter.

Regards,



Peter Marra, P.Eng.
Deputy CAO
Town of LaSalle

c.c.	Kevin Welker, P.Eng.	- Stantec Consulting
	Paula Hohner, M.Sc.PI., MCIP, RPP	- Stantec Consulting
	Larry Silani, MCIP, RPP	- Town of LaSalle



January 28, 2021

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

Dear Director,

RE: TOWN OF LASALLE - NOTICE OF PUBLIC CONSULTATION CENTRE
MALDEN ROAD TRANSPORTATION PUBLIC SAFETY
& URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM

I am writing this letter to you in order to request your assistance regarding the failure of the Town of Lasalle to comply with a previous Municipal Class Environmental Assessment for Malden Road. The detailed history of the prior Assessment is provided in the enclosed letter and attachments that I recently forwarded to the Town. In the way of a summary, I would point out the following:

- In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor.
- While the Town had originally proposed a realignment of Bouffard Road at Malden Road, I raised concerns over this and ultimately requested a Part II Order from the Ministry.
- Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed to retain the current alignment of Bouffard.
- By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town's Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project.
- The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein.
- The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.
- The Town is now in the process of public consultation for an Addendum to the original Municipal Class Environmental Assessment and has noted in its documentation applicable to this addendum that, "The recommended Alternative Solutions from 2009 are generally still applicable today, and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road."

- I raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. I advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned.
- I followed up with the Town by the attached formal letter which specifies that the current Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error and that I would be re-engaging the Ministry accordingly due to the Town's failure to honour its previous commitment.

I respectfully request the Ministry's intervention to ensure that the Town fulfills its documented obligation to me, to the other property owners and to the Ministry. If you require any further information or clarification, I can be reached directly by telephone or by email. I thank you in advance for your assistance in this regard.

Yours truly,



Anthony Puzzuoli



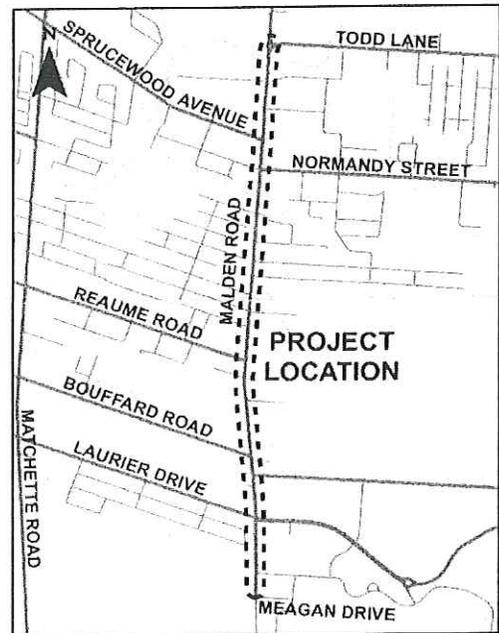


NOTICE OF STUDY COMMENCEMENT
Malden Road Transportation, Public Safety &
Urban Design Improvements
Class Environmental Assessment Addendum
(Todd Lane to Meagan Drive)



The Town of LaSalle and the County of Essex are preparing an Addendum to the 2009 Malden Road Schedule 'C' Class Environmental Assessment (Class EA) study to revisit the corridor and review the changes that have occurred since 2009. The Addendum will include:

- Re-evaluation of the original proposed recommended solution from the 2009 EA in conjunction with the changes that have occurred over the last 10 years, including changes in land-use, socio-economic conditions, cultural environment, legislation, CWATS Masterplan and the Town and County's Official Plans.
- Consultation with residents, stakeholders and the public.
- Assess and obtain existing and future transportation conditions (including the 2019 Draft Transportation Master Plan) and propose recommended modifications and a preliminary design to continue to improve the Malden Road corridor.



Changes to the 2009 Class EA study will be documented in an Addendum report and will be made available for a minimum 30-day public review period at the conclusion of the study. The report will be prepared in accordance with the requirements for Schedule 'C' projects within the Municipal Class EA document (2000, as amended), under the *Ontario Environmental Assessment Act*.

How to Participate in the Study

A Public Information Centre (PIC) will be held in late 2019 to present updates to the 2009 Class EA study, including existing conditions, and alternative solutions and designs. Notification of the date, time, and location for the PIC will be provided in a subsequent notification. To learn more, visit the project website: www.lasalle.ca/malden2019ea.

Your comments and questions are encouraged throughout the study. To be added to the mailing list or provide comments, please contact a member of the study team below:

Peter Marra, P.Eng.
Director of Public Works
Town of LaSalle
Phone: 519-969-7770 ext. 1475
Email:
pmarra@lasalle.ca

Stephanie L. Bergman, MA, ENV SP
Planner
Stantec Consulting Ltd.
Direct: 519-675-6614
Email:
stephanie.bergman@stantec.com

Krystal Kalbol
Manager of Transportation
Planning and Development
County of Essex
Phone: 519-776-6441 ext. 1316
Email:
kkalbol@countyofessex.ca

Personal information collected on this subject is collected under the authority of the *Freedom of Information and Privacy Act*, the *Municipal Act*, and the *Environmental Assessment Act*. With the exception of personal information, all comments and information received will be maintained on file for use during the project and may be included in project documentation.

This notice was first issued on September 13, 2019.

From: [Peter Marra](#)
To: [Tony Puzzuoli](#)
Cc: [Hohner, Paula](#); [Welker, Kevin](#); [Larry Silani](#)
Subject: RE: Malden Road
Date: Thursday, January 07, 2021 5:07:14 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[Malden Road EA 2009 144.pdf](#)

Mr Puzzuoli,

Thank-you for the chat with me over the phone today. The following summarizes our conversation;

- You requested that I provide a summary of what is proposed and I had provide you with that during our conversation.
 - I had mentioned that the Town was revisiting the original Malden Road EA completed in 2009 as part of this project.
 - The work identified for the realignment of Bouffard was proposed in the previously finalized 2009 Malden Rd EA and continues to be carried through with this design.
 - The Town is revisiting this EA because of the time from the previous completion, some 10 years and that there has been growth and changes in the area.
 - This proposed work is to address current and future traffic demands.
- You had asked why Stantec is working on this now and not Dillon, and I provided that this was a result of a competitive request for proposal process prior to starting this project and Stantec was the successful consultant.
- You asked about development behind you house (east of Malden) and I had said, that development in that area is currently held up so that the Town and developers can find a solution for drainage concerns prior to allowing any development. The Town has had many preliminary discussion with developers, unfortunately at this time, developments are on hold until we sort through a suitable drainage solution.
- You had said that the current realignment at Bouffard is not consistent with what was part of the final 2009 Dillon Malden Road EA. Attached to this email, is a single page snippet from the final approved 2009 Dillon Malden Rd EA showing the proposed Bouffard realignment.
- You asked about timing. I mentioned, that was difficult to provide a formal/firm answer at this stage. This is a large project requiring significant amounts of money. The current Stantec assignment is to complete the preliminary design. There is currently budget to move to detail design once this current assignment finishes. Beyond detail design, there is currently no budget set aside. However if Council was to provide for money, or if there were grant opportunity, I would expect that work on Malden may occur. But right now, there is nothing from a budget perspective to move forward with anything beyond the design stages. I also mentioned to you, that Council has expressed and received plenty of concerns with Malden Road over the last few years.

Action items for the Town

- You asked for a hard copy of the Dillon Malden Road 2009 EA, however this is a large

document. You mentioned that you only have DSL internet and downloading something for you will be limited. We will figure out how best to get you access to the previous Dillon Malden Road 2009 EA report. You mentioned that your son and daughter in-law are engineers. If they have better access to internet, I would be happy to email them a copy of this report. If this works for you, please provide us with their email addresses.

- The Town will provide you with hard copies of the current 4 drawings by Stantec for the Malden Road proposed preliminary design currently available online.
- You asked for access to the master drainage study occurring for the lands behind your house. That study is in progress and available for viewing through our website. You can view the available documents at www.lasalle.ca/hbmds . Again this study is in progress, held up due to COVID and no final report completed yet.

Going forward, if you would like to provide further input, we should ensure we are formally documenting what is being discussed so that a formal record of conversations can be achieved as part of the public consultation process.

If I missed anything from our discussion, please let me know.

Regards,

Peter Marra, P.Eng.

Director of Public Works
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
www.lasalle.ca

Visit Us On Social Media:

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From: Peter Marra
Sent: January 7, 2021 8:40 AM
To: Tony Puzzuoli [REDACTED]
Subject: RE: Malden Road

Mr Puzzuoli,

We can communicate by email or by phone if the a virtual video meeting is not an option to you.

I believe we can accomplish everything necessary in this manner.

Let me know how you wish to proceed.

Given the current situation with the pandemic, this is for your well being as well as mine.

We have had to modify a whole sot of things over the last several months, and this is one of those situations as well.

Regards,

Peter Marra, P.Eng.

Director of Public Works
Town of LaSalle

From: Tony Puzzuoli [REDACTED]
Sent: January 6, 2021 3:43 PM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Re: Malden Road

I prefer to meet in person with a distance between us I am not that tec. savvy. I do not have any zoom suitable technology.

On Wednesday, January 6, 2021, 3:15:18 p.m. EST, Peter Marra <pmarra@lasalle.ca> wrote:

Mr. Puzzuoli

We can have a phone call or even a video call through zoom.

If one of these works for you, please let me know and I can set it up.

Enclosed to this email is a copy of the proposed plan showing the approximate location of your property.

Regards,

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle

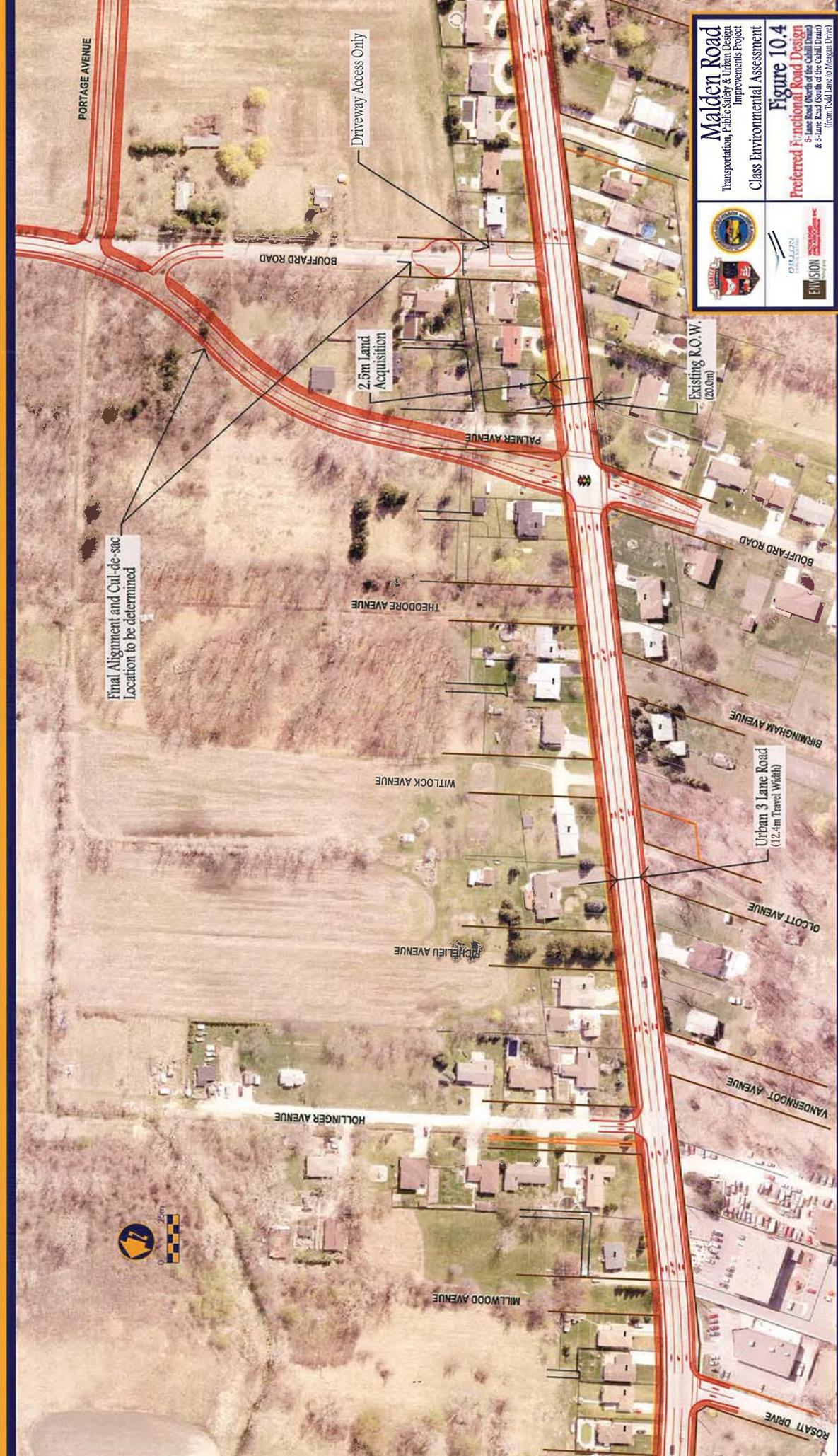
From: Tony Puzzuoli [REDACTED]
Sent: January 6, 2021 2:33 PM
To: Peter Marra <pmarra@lasalle.ca>
Subject: Fw: Malden Road

Petter;

I am the land owner [REDACTED]. I would like to have a meeting with you at Town Hall. Anytime in the afternoon is best for me. This week if possible.

Thanks

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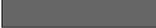
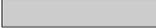


Malden Road
 Transportation, Public Safety & Urban Design
 Improvements Project

Class Environmental Assessment

Figure 10.4
Preferred Functional Road Design
 5-Lane Road (South of the Cahill Freeway)
 & 3-Lane Road (North of the Cahill Freeway)
 (from Todd Lane to Morgan Drive)

SUPPLEMENTAL LEGEND:

-  PROPOSED ROADWAY PLATFORM
-  PROPOSED SIDEWALK
-  PROPOSED BOULEVARD/GREEN SPACE
-  PROPOSED MALDEN ROW LIMIT
-  PROPOSED NEW ROW LIMIT (SIDE ROADS)
-  EXISTING PARCELS FORMING ROW LIMIT
-  EXISTING PARCELS FORMING ROW LIMIT

METRIC
DIMENSIONS ARE IN METRES
AND/OR MILLIMETRES
UNLESS OTHERWISE SHOWN



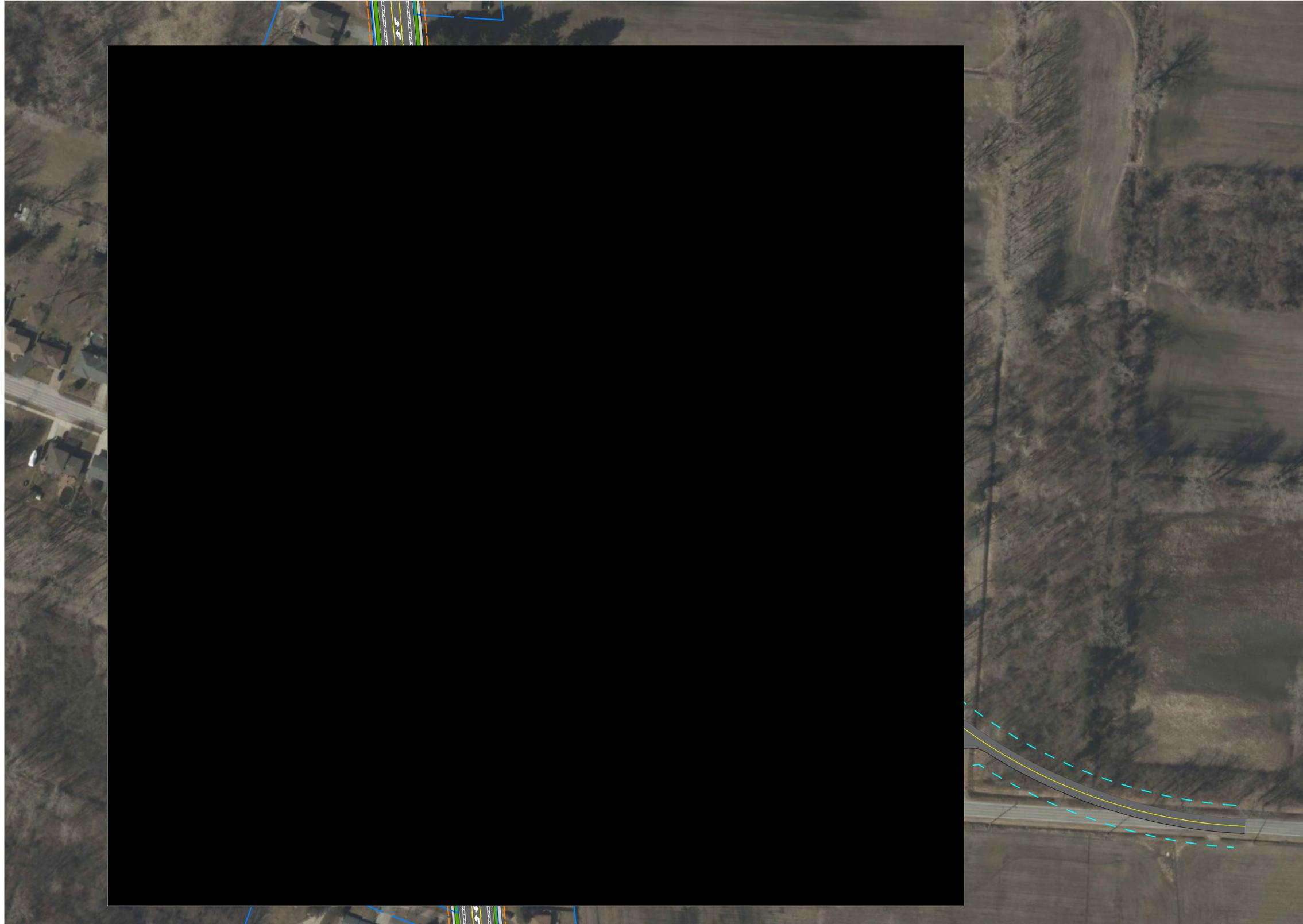
PROPOSED DESIGN
MALDEN ROAD AND BOUFFARD ROAD

SHEET
2



PR-D-707 88-05

MINISTRY OF TRANSPORTATION, ONTARIO



DRAWING NAME: 1141-Malden-Design.dwg
CREATED: November 17, 2020
MODIFIED: Wednesday, December 2, 2020 11:14:11 AM

SCALE
5 10
Horizontal

Appendix A
Puzzuoli Correspondence with County of Essex

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Response to Letter to County of Essex - [REDACTED] - August 16.21
Date: Monday, August 23, 2021 10:30:02 AM
Attachments: [Twitter 7d425643-44d5-4c71-bf70-80ddc2b5b0c511111111.png](#)
[Facebook f1ab0de0-1179-48a2-a981-bbf05129d66c11111111.png](#)
[Response Letter Iatonna Managment Inc. - August 17.21.pdf](#)

[REDACTED]

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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Vacation Alert – Friday, August 13 returning Monday, August 23, 2021.

From: Peter Marra <pmarra@lasalle.ca>
Sent: Tuesday, August 17, 2021 4:11 PM
To: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Larry Silani <lsilani@lasalle.ca>
Subject: FW: Response to Letter to County of Essex - A. [REDACTED] 16.21

Fyi.

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Jenelle Barrette <JBarrette@countyofessex.ca>
Sent: August 17, 2021 3:58 PM
To: [REDACTED]
Cc: Jane Mustac <JMustac@countyofessex.ca>; Peter Marra <pmarra@lasalle.ca>
Subject: Response to Letter to County of Essex - A. Puzzuoli [REDACTED] - August 16.21

Good Afternoon Mr. Iatonna,

Please see attached response letter from the County of Essex regarding Town of LaSalle – Malden Road Transportation.

Please feel free to contact us if you have any further questions,

Regards,



Jenelle Barrette

Administrative Assistant, Infrastructure Services

County of Essex

360 Fairview Ave. W. Suite 315 | Essex, ON | N8M 1Y6

P: 519-776-6441 ext. 1317

F: 519-776-4455

TTY: 1-877-624-4832

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August 17, 2021

Iatonna Management Inc.



Dear Mr. Iatonna,

Re: Iatonna Management Inc. Letter dated August 16, 2021
Town of Lasalle – Malden Road Transportation
Public Safety & Urban Design Improvements
Municipal Class Environmental Assessment Addendum

Thank you for your letter that highlights the concerns of a resident as it pertains to the CR 3 (Malden Road) Environmental Assessment (EA) Addendum.

The County of Essex was involved in the original EA as the road was under our jurisdiction at that time. Since then, more recently in 2020, the County has transferred the jurisdiction of the road to the Town of Lasalle through our County Connecting Link (CCL) By-Law and would now have full road authority.

As such, the County of Essex is not in a position to make any commitments related to this roadway.

If you have any questions or concerns, please do not hesitate to contact me by email at jmustac@countyofessex.ca or by phone at extension 1397.

Regards,

Jane Mustac

Jane Mustac
Director of Infrastructure Services/County Engineer

cc Peter Marra, Town of LaSalle

 519-776-6441 ext. 1397
TTY 1-877-624-4832

 360 Fairview Ave. W.
Suite # 315 Essex, ON N8M 1Y6

 countyofessex.ca

From: [Jane Mustac](#)
To: [Peter Marra](#)
Subject: FW: Town of Lasalle - Malden Road Class EA Addendum
Date: Monday, August 16, 2021 3:19:02 PM
Attachments: [Twitter 7d425643-44d5-4c71-bf70-80ddc2b5b0c511111111.png](#)
[Facebook f1ab0de0-1179-48a2-a981-bbf05129d66c1111111111.png](#)
[Letter to County of Essex - A. Puzzuoli \[REDACTED\]](#)
[August 5 2009.pdf](#)
[January 19 2021.pdf](#)
[January 28 2021.pdf](#)
[July 13 2009.pdf](#)
[July 16 2009.pdf](#)
[July 28 2009.pdf](#)
[June 22 2009.pdf](#)
[June 24 2009.pdf](#)
[June 28 2009.pdf](#)
[Map #1.pdf](#)
[Map #2.pdf](#)

Hi Peter,

I just received this email and I believe this matter relates to the issue that you raised in our Spring meeting. I was wondering if you have some time tomorrow morning to discuss.

I am off next week so hoping for a quick chat this week at some point.

Thank you in advance

Jane



Jane Mustac

Director of Infrastructure Services/County Engineer

County of Essex

360 Fairview Ave. W. Suite 315 | Essex, ON | N8M 1Y6

P: 519-776-6441 ext. 1397

F: 519-776-4455

TTY: 1-877-624-4832

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From: [REDACTED]
Sent: August 16, 2021 3:12 PM
To: Jane Mustac <JMustac@countyofessex.ca>
Cc: Tony Puzzuoli [REDACTED]
Subject: Town of Lasalle - Malden Road Class EA Addendum

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ms. Mustac, the attached letter is submitted for your consideration and response.

Regards,

Mario Iatonna, P.Eng., MBA

President, Iatonna Management Inc.

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MEMO



TO: Cindy Batista
Project Evaluation, Project Review Unit
Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St. Clair Ave. West, Floor 12A
Toronto, ON
M4V 1L5

FROM: Vic Hebert
Dillon Consulting Limited

CC: A. Puzzuoli ✓
R. D. Hayes, Town of LaSalle
L. Silani, Town of LaSalle
T. Bateman, County of Essex

DATE: August 5, 2009

SUBJECT: Malden Road Environmental Assessment, LaSalle, Ontario
08-8837-1000

COPY

Further to our conversation (Batista, Puzzuoli, Hebert) on July 17, 2009, in which Mr. Puzzuoli withdrew his request for the completion of an individual environmental assessment for the proposed Malden Road Improvement Project in the Town of LaSalle, please find attached a copy of the following:

- Letter to property owners, within approximately 140 metres of either leg of Bouffard Road, advising them of the proposed change to the alignment of Bouffard Road, including a figure showing this change. This letter and plan will be appended to the Environmental Study Report.
- A list of affected property owners that were identified of this change, including a map delineating these properties in relation to Palmer Avenue and Bouffard Road.

We trust that this adequately addresses the revision to the alignment of Bouffard Road east of Malden Road. Please contact me if you have any questions/comments.

Yours sincerely,

A handwritten signature in black ink, appearing to read "VJ Hebert".

V.J. Hebert, P. Eng.
Project Manager

Our File: 08-8837-1000

August 5, 2009

**Town of LaSalle
Malden Road Transportation, Public Safety & Urban Design Improvement Project
Class Environmental Assessment**

Dear Resident:

The Town of LaSalle and the County of Essex completed a Class Environmental Assessment (Class EA) Study to identify improvements to the Malden Road corridor from Todd Lane to Meagan Drive. In order to satisfy the requirements of the Municipal Class EA (October 2000, as amended in 2007) process, an Environmental Study Report was prepared and placed on public record for the mandatory 30 day review period between May 28 to June 26 2009. This Report describes the preferred Preliminary Design, anticipated environmental impacts and the environmental mitigation measures that have been incorporated into the design to mitigate the project's impacts.

The preferred Preliminary Design that was identified in this Report included the realignment of Bouffard Road, east of Malden Road, through the Palmer Avenue right-of-way. Based on comments received from a resident during the review period, the Town of LaSalle and the County of Essex have decided to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment. As a result, Bouffard Road will not be realigned through the Palmer Avenue right-of-way, but will connect through to Malden Road in its current alignment, as shown on the attached figure.

The offset intersections are safe and will function as well as other offset intersections along the corridor. These changes will be incorporated into the Final Design of this Improvement Project.

This letter has been sent to the five residents on Malden Road adjacent to Bouffard Road.

If you have any questions, contact Mr. V. J. Hebert, P. Eng., at (519) 948-5000 by August 14, 2009.

Yours sincerely,

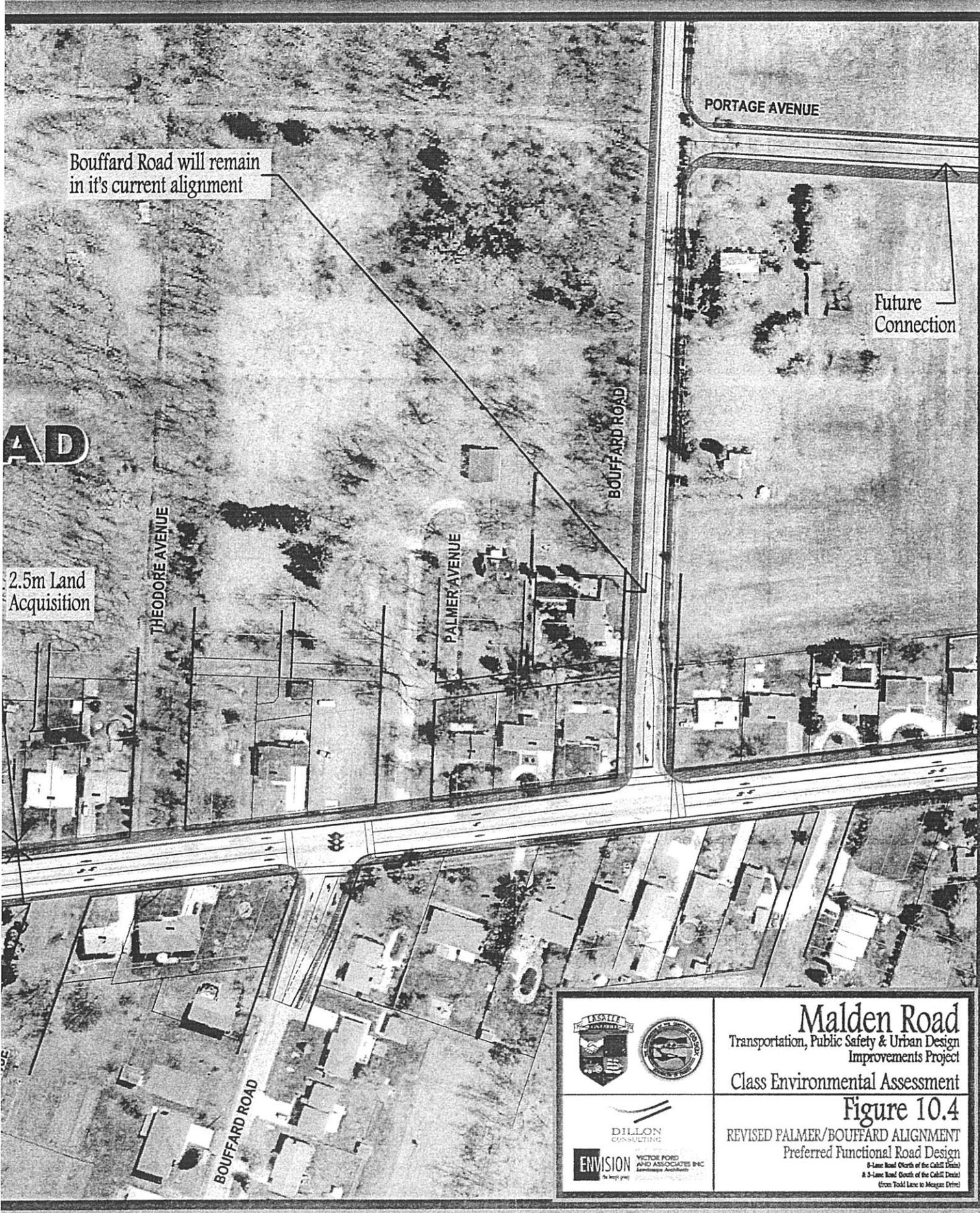
DILLON CONSULTING LIMITED



V.J. Hebert, P. Eng.
Project Manager

NMC:swf
Encl.

cc + Encl: Mr. L. Silani, Town of LaSalle
Mr. R.D. Hayes, Town of LaSalle
Mr. T. Bateman, County of Essex



Bouffard Road will remain in its current alignment

Future Connection

AD

2.5m Land Acquisition

THEODORE AVENUE

PALMER AVENUE

BOUFFARD ROAD

PORTAGE AVENUE

BOUFFARD ROAD



DILLON CONSULTING

ENVISION VICTOR FORD AND ASSOCIATES INC. Environmental Architects

Malden Road
Transportation, Public Safety & Urban Design
Improvements Project
Class Environmental Assessment

Figure 10.4
REVISED PALMER/BOUFFARD ALIGNMENT
Preferred Functional Road Design

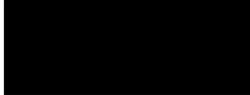
8-Lane Road (North of the Callin Drive)
& 5-Lane Road (South of the Callin Drive)
(From Todd Lane to Morgan Drive)

Notified Residents in Affected Area:

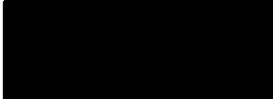
David Magda



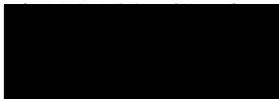
J. & E. Wenzler



Salvatore & Loredana Savone



Wendy Jenkins



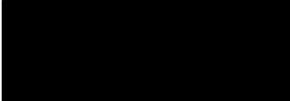
Luigi & Elisa Bietola



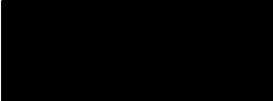
Daniel & Debra Toledo



Ronald & Susan Wood



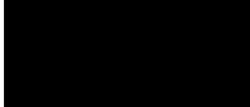
Jacob & Teri Lynn Kachler



Kazimierz & Zofia Siwek



Eric & Stephanie Scholey



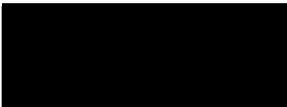
Gerald & Emma Galbraith



Paulette DesRosiers



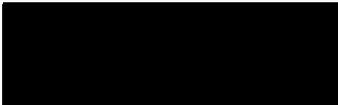
Charles & Veronica Faubert



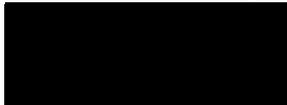
Paul & Marilyn Brousseau



N. Martinello & P. Morrison



Wilfred & Ruth Gagnier



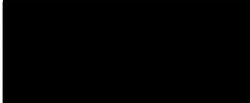
Donald & Susan Boucher



Alvin & Mariann Crundwell



Lawrence & Erin Reaume



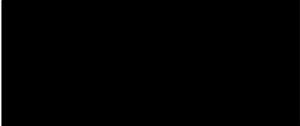
Robert & Marilyn DesChaine



Glenys Rawle



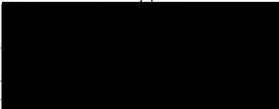
Romeo & Patricia Gallant



Lawrence & Jacqueline Langlois



Martin Polegato



Delio Construction Ltd.



Kevin & Debra McFadden



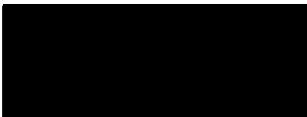
Leonard & Betty Manias



John & Janet Karbowski



Victor & Donna Greenwood



load will remain
ent alignment

Area of Notified
properly Owners

Future
Connection



	<p>Malden Road Transportation, Public Safety & Urban Design Improvements Project</p>
	<p>Class Environmental Assessment</p> <p>Figure 10.4 REVISED PALMER/BOUFFARD ALIGNMENT Preferred Functional Road Design 3-Lane Road (North of the Cahill Drive) & 3-Lane Road (South of the Cahill Drive) (from Todd Lane to Morgan Drive)</p>

January 19, 2021

Peter Marra, P.Eng.
Director of Public Works
Town of Lasalle
5950 Malden Road
LaSalle ON N9H 1S4

Dear Mr. Silani,

RE: NOTICE OF PUBLIC CONSULTATION CENTRE
MALDEN ROAD TRANSPORTATION PUBLIC SAFETY
& URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM

This will follow-up on our telephone conversation of January 7, 2021 and your email to me on that same date providing your summary of the conversation. Pursuant to that conversation, it remains my position that the addendum as put forward by the Town and by Stantec is inconsistent with the previous Malden Class Environmental Assessment in 2009. To clarify this inconsistency, I would bring to your attention the attached information from 2009 which is highlighted as follows:

- June 22, 2009 – Letter from me to L. Silani, the Town's Director of Planning, expressing my significant concerns with respect to the proposed design of a signalized intersection at Palmer Avenue and Bouffard Road.
- June 24, 2009 – Letter from me to the Minister of the Environment formally requesting a Part II Order under the Environmental Assessment Act.
- June 28, 2009 – Letter from me to V. Hebert, Dillon Consulting, in response to his letter of June 24, 2009, expressing my concerns with Dillon's proposed re-design of the intersection. and advising Dillon of the suggestion by Town representatives to remove the Palmer/Malden intersection from the study and to leave the two Bouffard/Malden intersections unchanged.
- July 13, 2009 – Letter from V. Hebert, Dillon Consulting, to me confirming the following:

"In order to satisfy your concerns, the Town of LaSalle and County of Essex have agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment."

"As a result, Bouffard Road will not be realigned through the Palmer Avenue right-of-way, but will connect through to Malden Road in its current alignment."

"We will append your letter and this letter to the Environmental Study Report to document this change."

"The detailed design and contract documents will reflect this change in design."

July 16, 2009 – Letter from me to the Minister of the Environment wherein I confirmed the following:

“In his letter, V. Hebert is indicating that the Town of LaSalle is prepared to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment and not to realign Bouffard Road through the Palmer Avenue right-of-way.”

“Based on this commitment, I am prepared to formally withdraw my Part II Order Request.”

July 28, 2009 – Letter from M. Dixon, Ministry of the Environment, to me confirming the following:

“By way of this letter, I am acknowledging that your Part II order request has been withdrawn following discussions between yourself and the town.”

“I also understand that during these discussions the town made a number of commitments to address your concerns.”

“It is the expectation of this ministry that these commitments will become part of the town’s Environmental Study Report (ESR) and will be implemented accordingly as part of the Project.”

“The town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein.”

“Failure to do so is a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.”

August 5, 2009 – Memo from V. Hebert, Dillon Consulting, to C. Batista, Ministry of the Environment, confirming the commitments made to me and the affected property owners, by forwarding to the Ministry a copy of the following:

“Letter to property owners, within approximately 140 metres of either leg of Bouffard Road, advising them of the proposed change to the alignment of Bouffard Road, including a figure showing this change. This letter and plan will be appended to the Environmental Study Report.”

“A list of affected property owners that were identified of this change, including a map delineating these properties in relation to Palmer Avenue and Bouffard Road.”

Based on all of the above, it is very clear that the Town has proceeded with a current Municipal Class Environmental Assessment Addendum which is fundamentally flawed, in that it does not reflect the prior commitment of the Town as confirmed in writing to me, to the residents and to

the Ministry. In fact, the Municipal Class Environmental Assessment Addendum notice issued on December 14, 2020 specifically contradicts the prior commitment by stating in part:

"The recommended Alternative Solutions from 2009 are generally still applicable today, and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road."

You further exacerbated this contradiction by communicating to me in our telephone conversation and by your email that the re-alignment of Bouffard Road was approved in 2009 when, in reality, it was not approved or, at the very least, should not have been approved. As a result, the Town is leaving me with no alternative but to re-engage the Ministry of Environment to address the Town's actions, and those of Stantec, regarding the Town's apparent failure to honour its written commitment to me, to the area residents and to the Ministry. Unless the Town addresses this matter to my satisfaction by Friday, January 22, 2021, I will look to re-engage the Ministry accordingly.

Yours truly,



Anthony Puzzuoli

cc: Paula Hohner, M.Sc.PI, MCIP, RPP
Stantec Consulting Ltd.
paula.hohner@stantec.com

January 28, 2021

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

Dear Director,

**RE: TOWN OF LASALLE - NOTICE OF PUBLIC CONSULTATION CENTRE
MALDEN ROAD TRANSPORTATION PUBLIC SAFETY
& URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM**

I am writing this letter to you in order to request your assistance regarding the failure of the Town of Lasalle to comply with a previous Municipal Class Environmental Assessment for Malden Road. The detailed history of the prior Assessment is provided in the enclosed letter and attachments that I recently forwarded to the Town. In the way of a summary, I would point out the following:

- In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor.
- While the Town had originally proposed a realignment of Bouffard Road at Malden Road, I raised concerns over this and ultimately requested a Part II Order from the Ministry.
- Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed to retain the current alignment of Bouffard.
- By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town's Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project.
- The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein.
- The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.
- The Town is now in the process of public consultation for an Addendum to the original Municipal Class Environmental Assessment and has noted in its documentation applicable to this addendum that, "The recommended Alternative Solutions from 2009 are generally still applicable today, and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road."

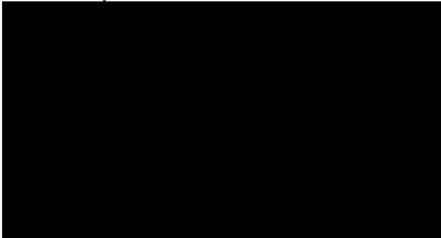
- I raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. I advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned.
- I followed up with the Town by the attached formal letter which specifies that the current Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error and that I would be re-engaging the Ministry accordingly due to the Town's failure to honour its previous commitment.

I respectfully request the Ministry's intervention to ensure that the Town fulfills its documented obligation to me, to the other property owners and to the Ministry. If you require any further information or clarification, I can be reached directly by telephone or by email. I thank you in advance for your assistance in this regard.

Yours truly,



Anthony Puzzuoli



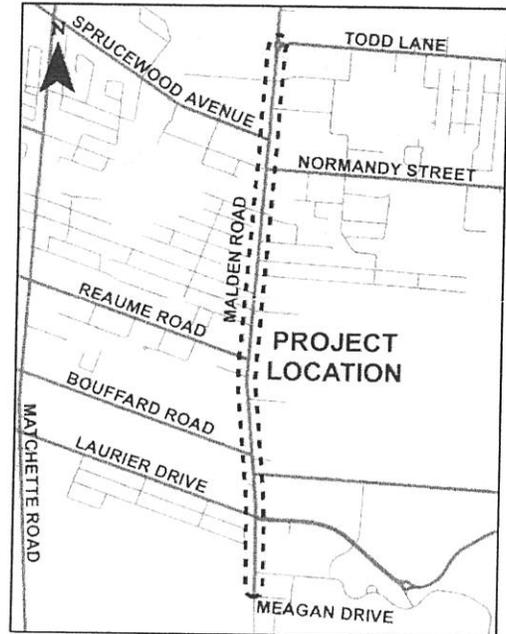


NOTICE OF STUDY COMMENCEMENT
Malden Road Transportation, Public Safety &
Urban Design Improvements
Class Environmental Assessment Addendum
(Todd Lane to Meagan Drive)



The Town of LaSalle and the County of Essex are preparing an Addendum to the 2009 Malden Road Schedule 'C' Class Environmental Assessment (Class EA) study to revisit the corridor and review the changes that have occurred since 2009. The Addendum will include:

- Re-evaluation of the original proposed recommended solution from the 2009 EA in conjunction with the changes that have occurred over the last 10 years, including changes in land-use, socio-economic conditions, cultural environment, legislation, CWATS Masterplan and the Town and County's Official Plans.
- Consultation with residents, stakeholders and the public.
- Assess and obtain existing and future transportation conditions (including the 2019 Draft Transportation Master Plan) and propose recommended modifications and a preliminary design to continue to improve the Malden Road corridor.



Changes to the 2009 Class EA study will be documented in an Addendum report and will be made available for a minimum 30-day public review period at the conclusion of the study. The report will be prepared in accordance with the requirements for Schedule 'C' projects within the Municipal Class EA document (2000, as amended), under the *Ontario Environmental Assessment Act*.

How to Participate in the Study

A Public Information Centre (PIC) will be held in late 2019 to present updates to the 2009 Class EA study, including existing conditions, and alternative solutions and designs. Notification of the date, time, and location for the PIC will be provided in a subsequent notification. To learn more, visit the project website: www.lasalle.ca/malden2019ea.

Your comments and questions are encouraged throughout the study. To be added to the mailing list or provide comments, please contact a member of the study team below:

Peter Marra, P.Eng.
Director of Public Works
Town of LaSalle
Phone: 519-969-7770 ext. 1475
Email:
pmarra@lasalle.ca

Stephanie L. Bergman, MA, ENV SP
Planner
Stantec Consulting Ltd.
Direct: 519-675-6614
Email:
stephanie.bergman@stantec.com

Krystal Kalbol
Manager of Transportation
Planning and Development
County of Essex
Phone: 519-776-6441 ext. 1316
Email:
kkalbol@countyofessex.ca

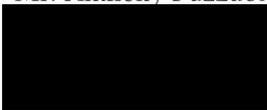
Personal information collected on this subject is collected under the authority of the *Freedom of Information and Privacy Act*, the *Municipal Act*, and the *Environmental Assessment Act*. With the exception of personal information, all comments and information received will be maintained on file for use during the project and may be included in project documentation.

This notice was first issued on September 13, 2019.

Our File: 08-8837-1000

July 13, 2009

Mr. Anthony Puzzuoli



**Malden Road Transportation, Public Safety & Urban Design Improvements
Class Environmental Assessment**

Dear Sir:

This letter is in response to your letter to Mr. V.J. Hebert dated June 28, 2009 (copy attached), in which you requested that the Palmer Avenue intersection be removed from the Malden Road Transportation, Public Safety & Urban Design Improvement Study, and that the two Bouffard Road intersections remain in their current alignment.

In order to satisfy your concerns, the Town of LaSalle and County of Essex have agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment. As a result, Bouffard Road will not be realigned through the Palmer Avenue right-of-way, but will connect through to Malden Road in its current alignment.

If you are satisfied that the proposed changes in the design address the concerns raised in your Part II Order Request to the Minister of Environment, you are required to send a letter to the Minister in writing formally withdrawing your Part II Order Request and stating that your concerns have been addressed by the Town of LaSalle and County of Essex. We also request that you copy Dillon Consulting Ltd. on your letter to the Ministry of the Environment.

We will append your letter and this letter to the Environmental Study Report to document the change. The detailed design and contract documents will reflect this change in the design.

We sincerely appreciate your immediate response, in order for the Town to proceed with the work.

Yours truly,

DILLON CONSULTING LIMITED

A handwritten signature in black ink, appearing to read 'V.J. Hebert'.

V.J. Hebert, P. Eng.

Project Manager

NMC:swf

Encls.

cc+Encls.:

Mr. Jerry L. Goldberg, Miller, Canfield, Paddock and Stone, LLP
Mr. R.D. Hayes, P. Eng., Town of LaSalle
Mr. L. Silani, Town of LaSalle
Mr. T. Bateman, P. Eng., County of Essex



3200

Deziel Drive

Suite 608

Windsor, Ontario

Canada

N8W 5K8

Telephone

(519) 948-5000

Fax

(519) 948-5054

Dillon Consulting
Limited

July 16, 2009

Minister of the Environment
12th Floor, 135 St. Clair Ave. West
Toronto ON M4V 1P5

*Tony's
copy*

Dear Minister,

**RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT – TOWN OF LASALLE**

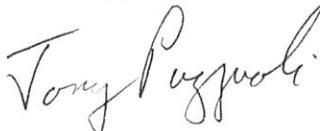
Pursuant to my June 24, 2009 letter formally requesting a Part II Order under the Environmental Assessment Act and your response dated July 10, 2009, I am now in receipt of the attached letter dated July 13, 2009 from V. J. Hebert of Dillon Consulting Limited.

In his letter, Mr. Hebert is indicating that the Town of LaSalle is prepared to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment and not to realign Bouffard Road through the Palmer Avenue right-of-way. Based on this commitment, I am prepared to formally withdraw my Part II Order Request.

As indicated in your letter of July 10, 2009, I would also formally request that personal information in my correspondence be excluded from the public file.

I trust this is satisfactory. If you require any further information or clarification, please contact me at [REDACTED]

Yours truly,



Anthony Puzzuoli
[REDACTED]

cc: Town Clerk
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. L. Silani
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

ORIGINAL

FOR

MOE

Ministry
of the
Environment

2 St. Clair Ave. West
Toronto ON M4V 1L5

Ministère
de
l'Environnement

2, avenue St. Clair Ouest
Toronto ON M4V 1L5



ENV1283MC-2009-3497

July 28, 2009

Mr. Anthony Puzzuoli

Dear Mr. Puzzuoli:

Thank you for your July 16, 2009 letter to the Minister of the Environment (Minister) regarding the Town of Lasalle's (town) Malden Road Transportation, Public Safety & Urban Design Improvements Project (Project). I am pleased to reply on behalf of the Minister.

I understand from your letter that you are withdrawing your June 24, 2009 request to the Minister that he require the town to prepare an individual environmental assessment for the Project.

By way of this letter, I am acknowledging that your Part II order request has been withdrawn following discussions between yourself and the town. I also understand that during these discussions the town made a number of commitments to address your concerns. It is the expectation of this ministry that these commitments will become part of the town's Environmental Study Report (ESR) and will be implemented accordingly as part of the Project.

With this request having been withdrawn, the town may proceed through the Municipal Engineers Association Class Environmental Assessment (Class EA) process to completion. Upon successful completion and fulfillment of the Class EA requirements, the town may then implement the Project, subject to any additional permits or approvals that may be required. The town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein. Failure to do so is a contravention of the *Environmental Assessment Act* and may result in prosecution under section 38 of the Act.



Mr. Anthony Puzzuoli
Page 2.

Thank you for participating in the Class EA process and for bringing your concerns to the attention of this ministry.

If you have any questions regarding this matter, please contact Ms. Cindy Batista of this Branch at (416) 314-0826.

Yours very truly,



for Millicent Dixon
Manager, Client Services Section
Environmental Assessment and Approvals Branch

c: Mr. L. Silani, Town of LaSalle
Mr. V. J. Hebert, P. Eng., Dillon Consulting Limited

June 22, 2009

Mr. L. Silani, MCIP, RPP,
Director of Planning
Town of Lasalle Municipal Offices
5950 Malden Road
LaSalle ON N9H 1S4

Dear Mr. Silani,

**RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT**

I am the owner of property [REDACTED] which is in my name, and lands adjacent to this property on each side, which are both in the name of my company, Delio Construction. I have had an opportunity to undertake a preliminary review of the preferred design being suggested and I would express my significant concerns as follows:

- I would submit that there may be better alternatives to the proposed new signalized intersection at Palmer Avenue and Bouffard Road. Ideally, any intersection should be at a 90° angle to maximize safety considerations. The proposed design maintains the existing, less than ideal, angle at Bouffard and Malden. If cost is the paramount concern then the proposed design may have merit. However, if safety is the paramount concern, then the design being put forward would most certainly not be preferred. Safer alternatives, albeit at perhaps a higher cost, are available and warrant greater consideration.
- The proposed new signalized intersection at Palmer Avenue and Bouffard Road would necessitate the acquisition of the southernmost parcel which I own. This creates additional hazards, which impact me directly on the [REDACTED] property at which I reside. My existing driveway would be right at the radius corner of the intersection, which is a definite hazard. To address this hazard, it is suggested on one of the drawings that my driveway would be relocated to the north and that my entire front yard would be paved to provide access southerly back to my existing attached garage. This new proposed driveway access, which would still be in close proximity to the intersection, would clearly be a hazard for anyone in entering and exiting my property. There does not appear to be any other alternate driveway access to the property which would not be similarly hazardous.
- The suggested paving of my entire front yard is also a concern. I would submit that this would not be permitted by the Town under normal circumstances in the context of its existing bylaws and standards. It creates a front yard eyesore and effectively devalues my property.

Given these concerns, I have considered options which may be available to address the clear hazards noted. In the interest of safety, the only option appears to be the relocation of the intersection of Bouffard Road and Malden Road to another area in such

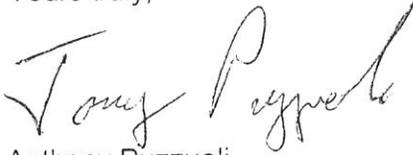
a manner that would provide a much safer 90° angle for the intersecting roads. This would also address the hazards created by the current proposed design with respect to my relocated driveway approach. To do otherwise, would compromise the safety of the motorists and pedestrians alike and would certainly impact on my own personal safety and that of my family.

I am prepared to discuss this with you in greater detail to explore a safer alternative. First and foremost, my desire is to remain in my present residence at this location over the long term, but can only do so if any new design of the road system at least maintains or enhances prevailing safety. If there is no other alternative that can be developed by the Town and its consultant, then I would be prepared to discuss the Town's acquisition of my lands.

My goal would be to arrive at a mutually acceptable solution with the Town. Not knowing how long it may take to achieve such a solution and given the short timelines to respond to the Class Environmental Assessment, I am compelled to consider a submission to the Minister of the Environment to request a Part II Order under the Environmental Assessment Act.

Thank you for your consideration in all of the above. I can be reached at [REDACTED] if you wish to discuss this matter further.

Yours truly,



Anthony Puzzuoli
[REDACTED]

cc: Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

June 24, 2009

Minister of the Environment
12th Floor, 135 St. Clair Ave. West
Toronto ON M4V 1P5

Dear Minister,

RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT – TOWN OF LASALLE

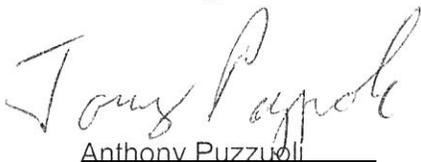
Attached is the above-captioned Notice of Study Completion. Also attached is a letter dated June 22, 2009, which I have submitted to both the Town of LaSalle and to the Project Manager for Dillon Consulting Limited expressing my concerns with the Class EA Study findings.

I have spoken with both Mr. Silani at the Town and with Mr. Hebert at Dillon and I am not confident that my concerns will be resolved. As a result, this letter serves as a formal request by me to you for a Part II Order under the Environmental Assessment Act.

As indicated in the notice, I am forwarding a copy of this letter to the Town of LaSalle to the attention of the Town Clerk.

Thank you for your consideration. I can be reached at [REDACTED] if you wish to discuss this matter further.

Yours truly,



Anthony Puzzuoli
[REDACTED]

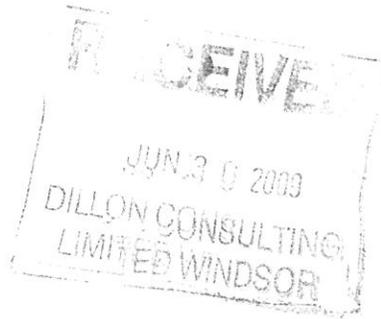
cc: Town Clerk
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. L. Silani
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

June 28, 2009

Mr. V.J. Hebert, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Drive
Windsor ON N8W 5K8



Dear Mr. Hebert,

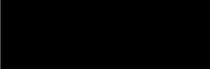
RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT

This will respond to your letter of June 24, 2009. I would note as follows:

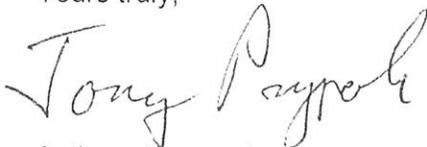
- While your proposed re-design to not move the Palmer intersection with Malden addresses the concerns with my driveway and front yard, this re-design still introduces hazards to this area. As I indicated in my previous letter, any intersection should be at a 90° angle to maximize safety considerations. The proposed re-design of an offset intersection may be even more unsafe than the previous design.
- Furthermore, the previous design had my driveway on the radius of the intersection. The proposed re-design simply shifts this problem to my neighbour's driveway. The safety concerns in this regard thus are similar to the previous design.

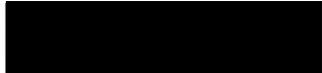
Given that these concerns remain, I would suggest that there is at least one other option here that may warrant consideration. In a previous discussion with Town representatives, it was suggested to me that the Palmer intersection could be removed from the study completely. The two Bouffard intersections would then be shown as the main intersections with Malden and the Palmer right-of-way would not be utilized at all in the study.

This alternative may resolve the safety concerns with the Palmer intersection design and with the driveway. Let me know which direction you may wish to take and I would certainly be prepared to consider any future submissions you may wish to make to me in this regard.

If you wish to discuss further, I can be reached at 

Yours truly,



Anthony Puzzuoli


cc: Mr. L. Silani, Town of Lasalle

August 16, 2021

County of Essex
360 Fairview Ave. W.
Essex ON N8M 1Y6

VIA EMAIL ONLY
jmustac@countyofessex.ca

Attention: Jane Mustac, Director of Infrastructure Services/County Engineer

Dear Ms. Mustac:

**RE: TOWN OF LASALLE – MALDEN ROAD TRANSPORTATION
PUBLIC SAFETY & URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSEMENT ADDENDUM**

Please be advised that I have been retained by Mr. Tony Puzzuoli of [REDACTED] to serve as his representative in the above-captioned matter as it pertains to his property. I am writing this letter to you given the prior involvement of the County of Essex in this matter.

For your background information, the detailed history of the original Environmental Assessment is provided in the enclosed letter and attachments that were forwarded to the Town earlier this year. In the way of a summary, I would point out the following:

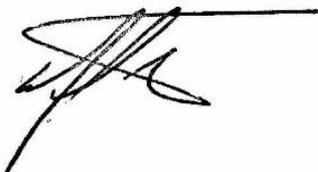
- In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor.
- While the Town had originally proposed a realignment of Bouffard Road at Malden Road, Mr. Puzzuoli raised concerns over this and ultimately requested a Part II Order from the Ministry.
- Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed to retain the current alignment of Bouffard.
- By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town's Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project.
- The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions.
- The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.

- The Town proceeded with a public consultation process in 2020 for an Addendum to the original Municipal Class Environmental Assessment and in its documentation applicable to the addendum indicated that, “The recommended Alternative Solutions from 2009 are generally still applicable today and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road.”
- Mr. Puzzuoli raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. He further advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned.
- Mr. Puzzuoli followed up with the Town by the attached formal letter which specified that the Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error.
- Notwithstanding ongoing dialogue with Town administration, the Town continues to adhere to its intention to go back on its commitment to Mr. Puzzuoli, a commitment to which the County was a party.
- In its most recent report to Town Council on July 13, 2021, Town administration has continued to indicate “the recommended design is to realign the east leg of Bouffard Rd at Malden Rd to create one intersection and remove the current offset intersection”.
- We understand that the Town has redrafted its Addendum report, confirming again it will not be honouring its commitment, and will be presenting the report to Town Council shortly in advance of a further public consultation period.

Mr. Puzzuoli’s position remains that the Town fulfill its documented obligation to him and to the area property owners that Bouffard Road not be realigned at Malden Road. As confirmed in the historical correspondence, the County was aware of and party to the commitment made. It is Mr. Puzzuoli’s expectation that the unconditional commitment that was made be honoured by all parties, including by the County of Essex.

We look forward to hearing from you on your intention to honour the previous commitment made. Feel free to contact me directly should you require any further information or clarification.

Yours truly,



Mario Iatonna, P.Eng., MBA
President

cc. Tony Puzzuoli, [REDACTED]

MALDEN ROAD



Bouffard Road will remain in its current alignment

Area of Notified Property Owners

2.5m Land Acquisition

Future Connection

Existing R.O.W. (20.0m)

Urban 3 Lane Road (12.4m Travel Width)



Malden Road
Transportation, Public Safety & Urban Design
Improvements Project
Class Environmental Assessment
Figure 10.4
REVISED PALMER/BOUFFARD ALIGNMENT
Preferred Functional Road Design
3-Lane Road (North of the Cahill Drive)
& 3-Lane Road (South of the Cahill Drive)
(From 70th Lane to 100th Drive)

Appendix A
Correspondence with Dillon Consulting

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Town of Lasalle - Malden Road Class EA Addendum
Date: Thursday, September 2, 2021 8:03:44 AM
Attachments: [Malden Rd EA Addendum - Response to Iatonna Mgmt Inc.pdf](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Peter Marra <pmarra@lasalle.ca>
Sent: Wednesday, September 01, 2021 7:17 PM
To: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Larry Silani <lsilani@lasalle.ca>
Subject: FW: Town of Lasalle - Malden Road Class EA Addendum

Fyi

Sent from my Galaxy

----- Original message -----

From: "Caza, Nicole" <ncaza@dillon.ca>
Date: 2021-09-01 5:22 p.m. (GMT-05:00)
To: [REDACTED]
Cc: [REDACTED] Peter Marra <pmarra@lasalle.ca>
Subject: Re: Town of Lasalle - Malden Road Class EA Addendum

Hi Mario,

Please find attached our response to your letter dated August 16, 2021.

Regards,
Nicole

	Nicole Caza <i>Partner</i> Dillon Consulting Limited 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3246 F - 519.948.5054 M - 519.791.2167 NCaza@dillon.ca www.dillon.ca
	

On Tue, Aug 17, 2021 at 4:44 PM Caza, Nicole <ncaza@dillon.ca> wrote:

Hi Mario,

Jillian forwarded me your below email and attachments. I will review this week/early next week and will get back to you shortly.

Regards,
Nicole

	Nicole Caza <i>Partner</i> Dillon Consulting Limited 3200 Deziel Drive Suite 608 Windsor, Ontario, N8W 5K8 T - 519.948.4243 ext. 3246 F - 519.948.5054 M - 519.791.2167 NCaza@dillon.ca www.dillon.ca
	

----- Forwarded message -----

From: **Hicks-McClary, Jillian** <jhicks-mcclary@dillon.ca>

Date: Mon, Aug 16, 2021 at 3:23 PM

Subject: Fwd: Town of Lasalle - Malden Road Class EA Addendum

To: Caza, Nicole <ncaza@dillon.ca>

Cc: Patten, Chris <cpatten@dillon.ca>, Mark Hernandez <mhernandez@dillon.ca>, Victor Hebert <vhebert@dillon.ca>

Hi Nicole,

Wondering if you know anything about this and/or can respond?

Thank you,

Jillian

----- Forwarded message -----

From: <[REDACTED]>
Date: Mon, Aug 16, 2021 at 3:13 PM
Subject: Town of Lasalle - Malden Road Class EA Addendum
To: <Jhicks-mcclary@dillon.ca>
Cc: Tony Puzzuoli [REDACTED]

Ms. Hicks-McClary, the attached letter is submitted for your consideration and response.

Regards,
Mario latonna, P.Eng., MBA
President, latonna Management Inc.

--



Jillian Hicks-McClary
Associate
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.5000 ext. 3254
F - 519.948.5054
M - 226.788.2676
JHicks-McClary@dillon.ca
www.dillon.ca



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September 1, 2021

VIA EMAIL ONLY

Iatonna Management Inc.



Attention: Mr. Mario Iatonna, P.Eng.

Malden Road Class Environmental Assessment Addendum

Dear Sir:

As noted in your August 16, 2021 letter, Dillon Consulting Limited was retained in 2008 by the Town of LaSalle to complete the Class Environmental Assessment for improvements to the Malden Road Corridor. Based on comments received from your client (Mr. Puzzuoli) during the 30 day review period, the Town of LaSalle and the County of Essex agreed to revise the preferred preliminary design recommended in the ESR and maintain the current alignment of the Bouffard Road and Malden Road intersection. Based on this revision, the Part II Order objection submitted to the Minister of the Environment was withdrawn.

It is our understanding that the Town of LaSalle initiated a process in 2019 to review the findings and recommendations of the 2009 Malden Road ESR due to the lapse of time between the filing of the EA report and the construction of the project, and that they engaged the services of Stantec Consulting Ltd. If significant modifications to the project are found to be required, these are to be documented through an Addendum to the 2009 ESR.

As outlined in the Municipal Class EA document (Municipal Engineers Association, 2015), "A time lapse may occur between filing of the ESR and the implementation of the project. In such cases, the proposed project and the environmental mitigation measures proposed may no longer be valid" (Page A-81). In addition, the EA document states, "... the proponent shall review the planning and design process and the current environmental setting to ensure that the project and the mitigation measures are still valid given the current planning context. The review shall be recorded in an addendum to the ESR which shall be placed on the public record." (Page A-81).

In your letter dated August 16, 2021 you note that the recommended design included in the Addendum to the 2009 ESR is "to realign the east leg of Bouffard Road at Malden Road to create one intersection and remove the current offset intersection".

3200 Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
519.948.5000
Fax
519.948.5054



As part of the Addendum process, the design and recommendations made in the 2009 ESR, and any subsequent revisions made to address concerns raised during the review period, are open for review. The Town is required to document any changes from the original ESR in the Addendum Report, which is then placed on public record for a 30 day review period.

The Town is the proponent for the study and the recommendations put forward in the Addendum Report will be endorsed by Council before the report is filed for public review. It is recommended that any follow-up conversations regarding the design being outlined as part of the Addendum process be discussed directly with the Town and its consultant.

Sincerely,

DILLON CONSULTING LIMITED

Nicole Caza, P.Eng.
Partner

NMC:ldm

cc: Mr. Tony Puzzuoli, [REDACTED]
Mr. Peter Marra, P.Eng., Town of LaSalle Deputy Chief Administrative Officer

Our file: 08-8837

From: [Caza, Nicole](#)
To: [Peter Marra](#)
Subject: Fwd: Town of Lasalle - Malden Road Class EA Addendum
Date: Monday, August 16, 2021 3:38:10 PM
Attachments: [Letter to Dillon - A. Puzzuoli](#) [REDACTED]
[August 5 2009.pdf](#)
[January 19 2021.pdf](#)
[January 28 2021.pdf](#)
[July 13 2009.pdf](#)
[July 16 2009.pdf](#)
[July 28 2009.pdf](#)
[June 22 2009.pdf](#)
[June 24 2009.pdf](#)
[June 28 2009.pdf](#)
[Map #1.pdf](#)
[Map #2.pdf](#)

Hi Pete,

It's been a while...hope all is well.

I received the below and attached from Mario Iatonna today and thought it would be good for you and I to chat before I respond. Let me know if you have some time this week.

Thanks,
Nicole



Nicole Caza
Partner
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3246
F - 519.948.5054
M - 519.791.2167
NCaza@dillon.ca
www.dillon.ca



----- Forwarded message -----

From: **Hicks-McClary, Jillian** <jhicks-mcclary@dillon.ca>
Date: Mon, Aug 16, 2021 at 3:23 PM
Subject: Fwd: Town of Lasalle - Malden Road Class EA Addendum
To: Caza, Nicole <ncaza@dillon.ca>
Cc: Patten, Chris <cpatten@dillon.ca>, Mark Hernandez <mhernandez@dillon.ca>, Victor Hebert <vhebert@dillon.ca>

Hi Nicole,

Wondering if you know anything about this and/or can respond?

Thank you,

Jillian

----- Forwarded message -----

From: <[REDACTED]>
Date: Mon, Aug 16, 2021 at 3:13 PM
Subject: Town of Lasalle - Malden Road Class EA Addendum
To: <Jhicks-mcclary@dillon.ca>
Cc: Tony Puzzuoli [REDACTED]

Ms. Hicks-McClary, the attached letter is submitted for your consideration and response.

Regards,

Mario Iatonna, P.Eng., MBA

President, Iatonna Management Inc.

--



Jillian Hicks-McClary
Associate
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
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August 16, 2021

Dillon Consulting
3200 Deziel Drive
Suite 608
Windsor ON N8W 5K8

VIA EMAIL ONLY
Jhicks-mcclary@dillon.ca

Attention: Jillian Hicks-McClary, Office Manager

Dear Ms. Hicks-McClary:

**RE: TOWN OF LASALLE – MALDEN ROAD TRANSPORTATION
PUBLIC SAFETY & URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSEMENT ADDENDUM**

Please be advised that I have been retained by Mr. Tony Puzzuoli of [REDACTED], [REDACTED] serve as his representative in the above-captioned matter as it pertains to his property. I am writing this letter to you given the prior involvement of Dillon Consulting in this matter.

For your background information, the detailed history of the original Environmental Assessment is provided in the enclosed letter and attachments that were forwarded to the Town earlier this year. In the way of a summary, I would point out the following:

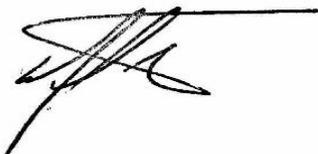
- In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor, with Dillon as the Town's engineering consultant of record.
- While the Town had originally proposed a realignment of Bouffard Road at Malden Road, Mr. Puzzuoli raised concerns over this and ultimately requested a Part II Order from the Ministry.
- Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed, as verified by Dillon, to retain the current alignment of Bouffard.
- By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town's Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project.
- The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions.
- The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.

- The Town proceeded with a public consultation process in 2020 for an Addendum to the original Municipal Class Environmental Assessment and in its documentation applicable to the addendum indicated that, “The recommended Alternative Solutions from 2009 are generally still applicable today and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road.”
- Mr. Puzzuoli raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. He further advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned.
- Mr. Puzzuoli followed up with the Town by the attached formal letter which specified that the Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error.
- Notwithstanding ongoing dialogue with Town administration, the Town continues to adhere to its intention to go back on its commitment to Mr. Puzzuoli, a commitment in which Dillon Consulting was instrumental in securing.
- In its most recent report to Town Council on July 13, 2021, Town administration has continued to indicate “the recommended design is to realign the east leg of Bouffard Rd at Malden Rd to create one intersection and remove the current offset intersection”.
- We understand that the Town has redrafted its Addendum report, confirming again it will not be honouring its commitment, and will be presenting the report to Town Council shortly in advance of a further public consultation period.

Mr. Puzzuoli’s position remains that the Town fulfill its documented obligation to him and to the area property owners that Bouffard Road not be realigned at Malden Road. As confirmed in the historical correspondence, Dillon was directly involved in the commitment made. Without the commitment secured by Dillon, Mr. Puzzuoli would not have withdrawn his request for a Part II Order. It is Mr. Puzzuoli’s expectation that the unconditional commitment that was made be honoured by all parties, including by Dillon.

We look forward to hearing from you on your intention to verify to Mr. Puzzuoli the previous commitment made in 2009, given your key and direct role in securing the commitment. Feel free to contact me directly should you require any further information or clarification.

Yours truly,



Mario Iatonna, P.Eng., MBA
President

cc: Tony Puzzuoli, [REDACTED]

MEMO



TO: Cindy Batista
Project Evaluation, Project Review Unit
Environmental Assessment and Approvals Branch
Ministry of the Environment
2 St. Clair Ave. West, Floor 12A
Toronto, ON
M4V 1L5

FROM: Vic Hebert
Dillon Consulting Limited

CC: A. Puzzuoli ✓
R. D. Hayes, Town of LaSalle
L. Silani, Town of LaSalle
T. Bateman, County of Essex

DATE: August 5, 2009

SUBJECT: Malden Road Environmental Assessment, LaSalle, Ontario
08-8837-1000

COPY

Further to our conversation (Batista, Puzzuoli, Hebert) on July 17, 2009, in which Mr. Puzzuoli withdrew his request for the completion of an individual environmental assessment for the proposed Malden Road Improvement Project in the Town of LaSalle, please find attached a copy of the following:

- Letter to property owners, within approximately 140 metres of either leg of Bouffard Road, advising them of the proposed change to the alignment of Bouffard Road, including a figure showing this change. This letter and plan will be appended to the Environmental Study Report.
- A list of affected property owners that were identified of this change, including a map delineating these properties in relation to Palmer Avenue and Bouffard Road.

We trust that this adequately addresses the revision to the alignment of Bouffard Road east of Malden Road. Please contact me if you have any questions/comments.

Yours sincerely,

A handwritten signature in black ink, appearing to read "VJ Hebert".

V.J. Hebert, P. Eng.
Project Manager

Our File: 08-8837-1000

August 5, 2009

**Town of LaSalle
Malden Road Transportation, Public Safety & Urban Design Improvement Project
Class Environmental Assessment**

Dear Resident:

The Town of LaSalle and the County of Essex completed a Class Environmental Assessment (Class EA) Study to identify improvements to the Malden Road corridor from Todd Lane to Meagan Drive. In order to satisfy the requirements of the Municipal Class EA (October 2000, as amended in 2007) process, an Environmental Study Report was prepared and placed on public record for the mandatory 30 day review period between May 28 to June 26 2009. This Report describes the preferred Preliminary Design, anticipated environmental impacts and the environmental mitigation measures that have been incorporated into the design to mitigate the project's impacts.

The preferred Preliminary Design that was identified in this Report included the realignment of Bouffard Road, east of Malden Road, through the Palmer Avenue right-of-way. Based on comments received from a resident during the review period, the Town of LaSalle and the County of Essex have decided to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment. As a result, Bouffard Road will not be realigned through the Palmer Avenue right-of-way, but will connect through to Malden Road in its current alignment, as shown on the attached figure.

The offset intersections are safe and will function as well as other offset intersections along the corridor. These changes will be incorporated into the Final Design of this Improvement Project.

This letter has been sent to the five residents on Malden Road adjacent to Bouffard Road.

If you have any questions, contact Mr. V. J. Hebert, P. Eng., at (519) 948-5000 by August 14, 2009.

Yours sincerely,

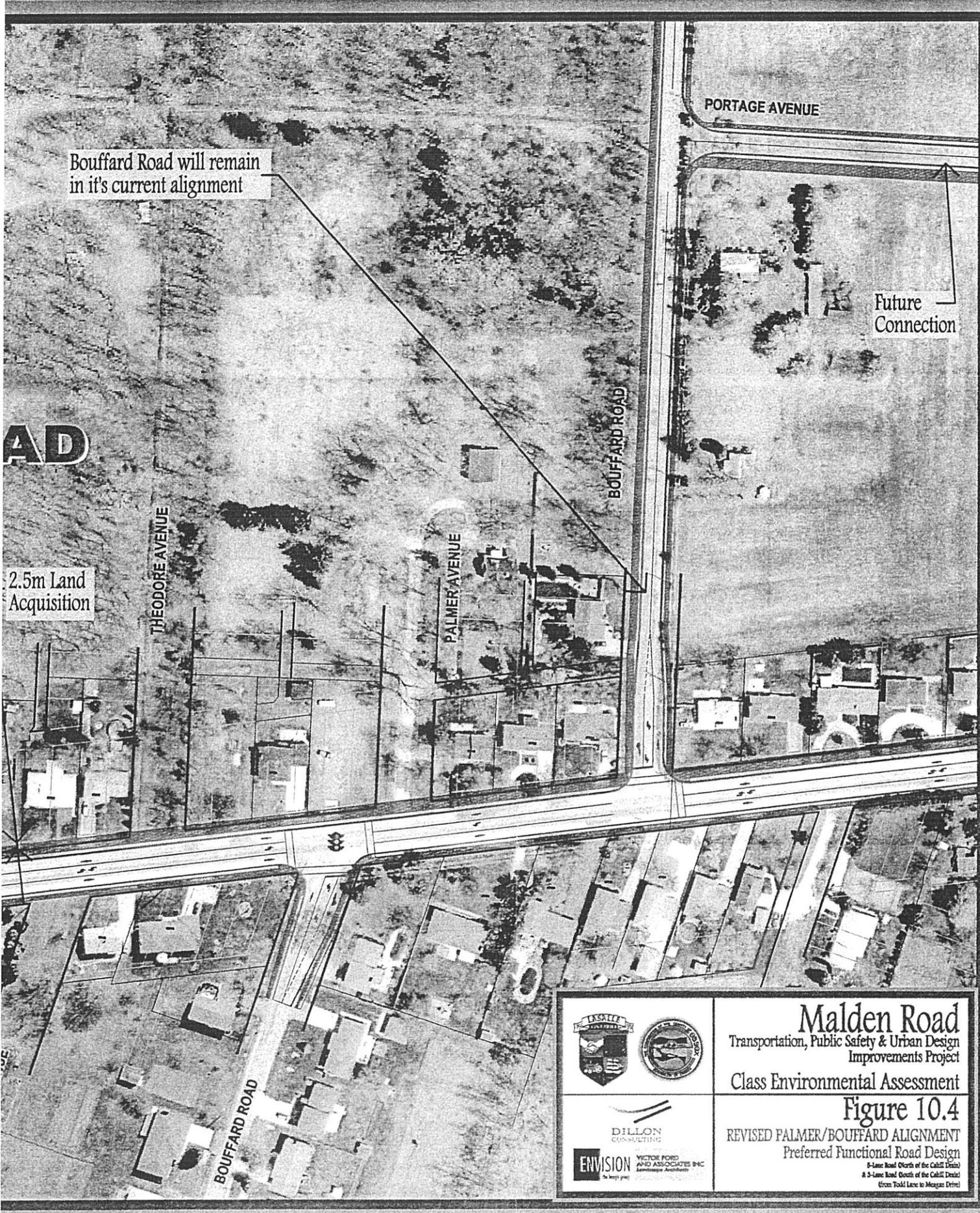
DILLON CONSULTING LIMITED



V.J. Hebert, P. Eng.
Project Manager

NMC:swf
Encl.

cc + Encl: Mr. L. Silani, Town of LaSalle
Mr. R.D. Hayes, Town of LaSalle
Mr. T. Bateman, County of Essex



Bouffard Road will remain in its current alignment

Future Connection

2.5m Land Acquisition

AD

THEODORE AVENUE

PALMER AVENUE

BOUFFARD ROAD

PORTAGE AVENUE

BOUFFARD ROAD



Malden Road
Transportation, Public Safety & Urban Design
Improvements Project
Class Environmental Assessment

Figure 10.4
REVISED PALMER/BOUFFARD ALIGNMENT
Preferred Functional Road Design
8-Lane Road (North of the C&M Detail)
& 5-Lane Road (South of the C&M Detail)
(From: Todd Lavoie to Morgan D'Amico)

Notified Residents in Affected Area:

David Magda



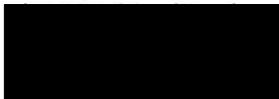
J. & E. Wenzler



Salvatore & Loredana Savone



Wendy Jenkins



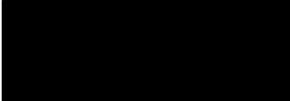
Luigi & Elisa Bietola



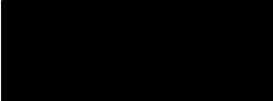
Daniel & Debra Toledo



Ronald & Susan Wood



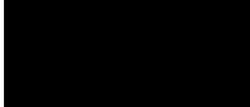
Jacob & Teri Lynn Kachler



Kazimierz & Zofia Siwek



Eric & Stephanie Scholey



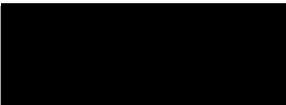
Gerald & Emma Galbraith



Paulette DesRosiers



Charles & Veronica Faubert



Paul & Marilyn Brousseau



N. Martinello & P. Morrison



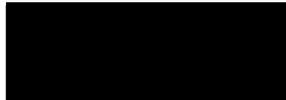
Wilfred & Ruth Gagnier



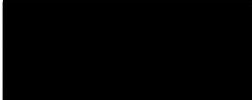
Donald & Susan Boucher



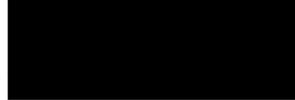
Alvin & Mariann Crundwell



Lawrence & Erin Reaume



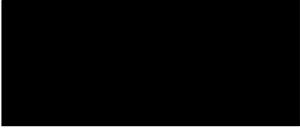
Robert & Marilyn DesChaine



Glenys Rawle



Romeo & Patricia Gallant



Lawrence & Jacqueline Langlois



Martin Polegato



Delio Construction Ltd.



Kevin & Debra McFadden



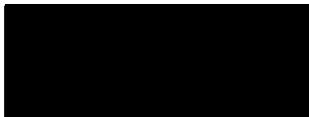
Leonard & Betty Manias



John & Janet Karbowski



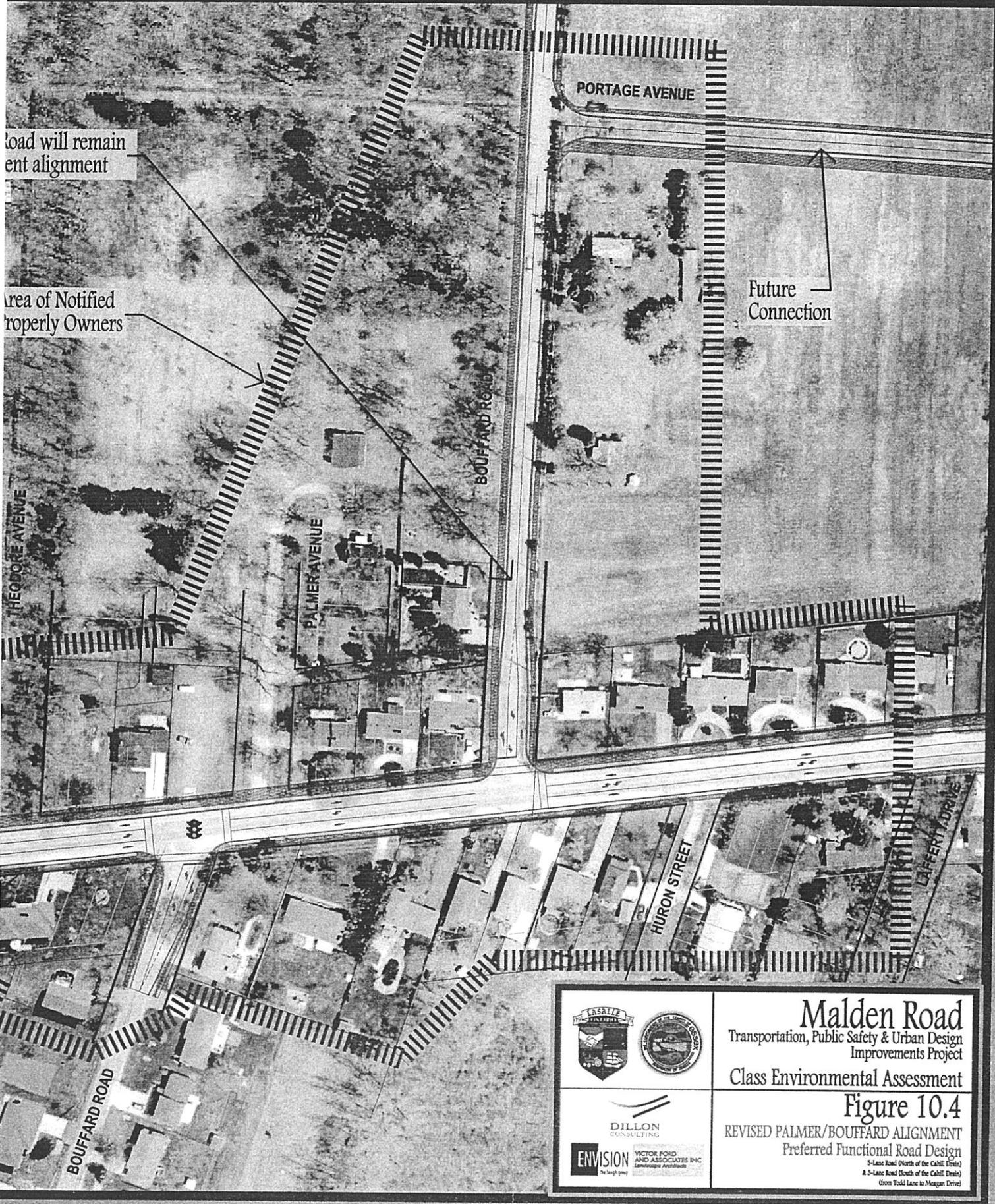
Victor & Donna Greenwood



load will remain
ent alignment

Area of Notified
properly Owners

Future
Connection



	<p>Malden Road Transportation, Public Safety & Urban Design Improvements Project</p>
	<p>Class Environmental Assessment</p> <p>Figure 10.4 REVISED PALMER/BOUFFARD ALIGNMENT Preferred Functional Road Design 3-Lane Road (North of the Cahill Drive) & 3-Lane Road (South of the Cahill Drive) (from Todd Lane to Morgan Drive)</p>

January 19, 2021

Peter Marra, P.Eng.
Director of Public Works
Town of Lasalle
5950 Malden Road
LaSalle ON N9H 1S4

Dear Mr. Silani,

RE: NOTICE OF PUBLIC CONSULTATION CENTRE
MALDEN ROAD TRANSPORTATION PUBLIC SAFETY
& URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM

This will follow-up on our telephone conversation of January 7, 2021 and your email to me on that same date providing your summary of the conversation. Pursuant to that conversation, it remains my position that the addendum as put forward by the Town and by Stantec is inconsistent with the previous Malden Class Environmental Assessment in 2009. To clarify this inconsistency, I would bring to your attention the attached information from 2009 which is highlighted as follows:

- June 22, 2009 – Letter from me to L. Silani, the Town's Director of Planning, expressing my significant concerns with respect to the proposed design of a signalized intersection at Palmer Avenue and Bouffard Road.
- June 24, 2009 – Letter from me to the Minister of the Environment formally requesting a Part II Order under the Environmental Assessment Act.
- June 28, 2009 – Letter from me to V. Hebert, Dillon Consulting, in response to his letter of June 24, 2009, expressing my concerns with Dillon's proposed re-design of the intersection. and advising Dillon of the suggestion by Town representatives to remove the Palmer/Malden intersection from the study and to leave the two Bouffard/Malden intersections unchanged.
- July 13, 2009 – Letter from V. Hebert, Dillon Consulting, to me confirming the following:

"In order to satisfy your concerns, the Town of LaSalle and County of Essex have agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment."

"As a result, Bouffard Road will not be realigned through the Palmer Avenue right-of-way, but will connect through to Malden Road in its current alignment."

"We will append your letter and this letter to the Environmental Study Report to document this change."

"The detailed design and contract documents will reflect this change in design."

July 16, 2009 – Letter from me to the Minister of the Environment wherein I confirmed the following:

“In his letter, V. Hebert is indicating that the Town of LaSalle is prepared to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment and not to realign Bouffard Road through the Palmer Avenue right-of-way.”

“Based on this commitment, I am prepared to formally withdraw my Part II Order Request.”

July 28, 2009 – Letter from M. Dixon, Ministry of the Environment, to me confirming the following:

“By way of this letter, I am acknowledging that your Part II order request has been withdrawn following discussions between yourself and the town.”

“I also understand that during these discussions the town made a number of commitments to address your concerns.”

“It is the expectation of this ministry that these commitments will become part of the town’s Environmental Study Report (ESR) and will be implemented accordingly as part of the Project.”

“The town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein.”

“Failure to do so is a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.”

August 5, 2009 – Memo from V. Hebert, Dillon Consulting, to C. Batista, Ministry of the Environment, confirming the commitments made to me and the affected property owners, by forwarding to the Ministry a copy of the following:

“Letter to property owners, within approximately 140 metres of either leg of Bouffard Road, advising them of the proposed change to the alignment of Bouffard Road, including a figure showing this change. This letter and plan will be appended to the Environmental Study Report.”

“A list of affected property owners that were identified of this change, including a map delineating these properties in relation to Palmer Avenue and Bouffard Road.”

Based on all of the above, it is very clear that the Town has proceeded with a current Municipal Class Environmental Assessment Addendum which is fundamentally flawed, in that it does not reflect the prior commitment of the Town as confirmed in writing to me, to the residents and to

the Ministry. In fact, the Municipal Class Environmental Assessment Addendum notice issued on December 14, 2020 specifically contradicts the prior commitment by stating in part:

"The recommended Alternative Solutions from 2009 are generally still applicable today, and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road."

You further exacerbated this contradiction by communicating to me in our telephone conversation and by your email that the re-alignment of Bouffard Road was approved in 2009 when, in reality, it was not approved or, at the very least, should not have been approved. As a result, the Town is leaving me with no alternative but to re-engage the Ministry of Environment to address the Town's actions, and those of Stantec, regarding the Town's apparent failure to honour its written commitment to me, to the area residents and to the Ministry. Unless the Town addresses this matter to my satisfaction by Friday, January 22, 2021, I will look to re-engage the Ministry accordingly.

Yours truly,



Anthony Puzzuoli

cc: Paula Hohner, M.Sc.PI, MCIP, RPP
Stantec Consulting Ltd.
paula.hohner@stantec.com

January 28, 2021

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

Dear Director,

**RE: TOWN OF LASALLE - NOTICE OF PUBLIC CONSULTATION CENTRE
MALDEN ROAD TRANSPORTATION PUBLIC SAFETY
& URBAN DESIGN IMPROVEMENTS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ADDENDUM**

I am writing this letter to you in order to request your assistance regarding the failure of the Town of Lasalle to comply with a previous Municipal Class Environmental Assessment for Malden Road. The detailed history of the prior Assessment is provided in the enclosed letter and attachments that I recently forwarded to the Town. In the way of a summary, I would point out the following:

- In 2009, the Town of Lasalle proceeded with a Municipal Class Environmental Assessment for proposed improvements to the Malden Road corridor.
- While the Town had originally proposed a realignment of Bouffard Road at Malden Road, I raised concerns over this and ultimately requested a Part II Order from the Ministry.
- Before an order was considered, the Town agreed to remove the proposed Bouffard Road realignment from the Class Environmental Assessment and committed to retain the current alignment of Bouffard.
- By letter dated July 28, 2009, the Ministry advised of its expectation that the commitment of the Town to not realign Bouffard would become part of the Town's Environmental Study Report (ESR) for Malden Road and would be implemented accordingly as part of the Project.
- The Ministry went on to note that the Town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein.
- The Ministry further clarified that failure to do so would be a contravention of the Environmental Assessment Act and may result in prosecution under section 38 of the Act.
- The Town is now in the process of public consultation for an Addendum to the original Municipal Class Environmental Assessment and has noted in its documentation applicable to this addendum that, "The recommended Alternative Solutions from 2009 are generally still applicable today, and include: . . . Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road."

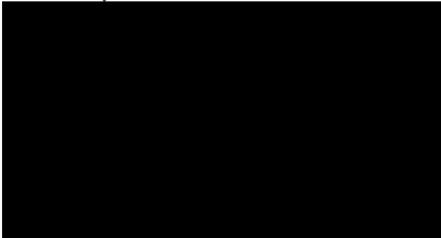
- I raised this obvious error with the Town in a telephone conversation, in which the Town insisted that the 2009 approval by the Town was for Bouffard Road to be re-aligned. I advised the Town that this is in clear contravention of the previous agreement, acknowledged by the Town and the Ministry, that Bouffard Road would not be realigned.
- I followed up with the Town by the attached formal letter which specifies that the current Municipal Class Environmental Assessment Addendum is fundamentally flawed due to this obvious error and that I would be re-engaging the Ministry accordingly due to the Town's failure to honour its previous commitment.

I respectfully request the Ministry's intervention to ensure that the Town fulfills its documented obligation to me, to the other property owners and to the Ministry. If you require any further information or clarification, I can be reached directly by telephone or by email. I thank you in advance for your assistance in this regard.

Yours truly,



Anthony Puzzuoli



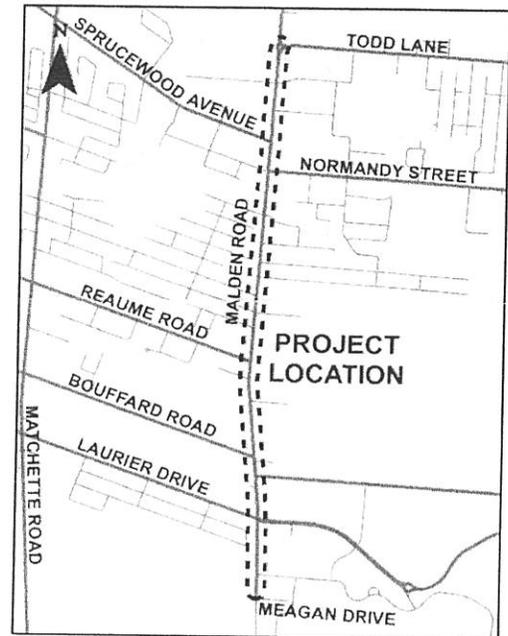


NOTICE OF STUDY COMMENCEMENT
Malden Road Transportation, Public Safety &
Urban Design Improvements
Class Environmental Assessment Addendum
(Todd Lane to Meagan Drive)



The Town of LaSalle and the County of Essex are preparing an Addendum to the 2009 Malden Road Schedule 'C' Class Environmental Assessment (Class EA) study to revisit the corridor and review the changes that have occurred since 2009. The Addendum will include:

- Re-evaluation of the original proposed recommended solution from the 2009 EA in conjunction with the changes that have occurred over the last 10 years, including changes in land-use, socio-economic conditions, cultural environment, legislation, CWATS Masterplan and the Town and County's Official Plans.
- Consultation with residents, stakeholders and the public.
- Assess and obtain existing and future transportation conditions (including the 2019 Draft Transportation Master Plan) and propose recommended modifications and a preliminary design to continue to improve the Malden Road corridor.



Changes to the 2009 Class EA study will be documented in an Addendum report and will be made available for a minimum 30-day public review period at the conclusion of the study. The report will be prepared in accordance with the requirements for Schedule 'C' projects within the Municipal Class EA document (2000, as amended), under the *Ontario Environmental Assessment Act*.

How to Participate in the Study

A Public Information Centre (PIC) will be held in late 2019 to present updates to the 2009 Class EA study, including existing conditions, and alternative solutions and designs. Notification of the date, time, and location for the PIC will be provided in a subsequent notification. To learn more, visit the project website: www.lasalle.ca/malden2019ea.

Your comments and questions are encouraged throughout the study. To be added to the mailing list or provide comments, please contact a member of the study team below:

Peter Marra, P.Eng.
Director of Public Works
Town of LaSalle
Phone: 519-969-7770 ext. 1475
Email:
pmarra@lasalle.ca

Stephanie L. Bergman, MA, ENV SP
Planner
Stantec Consulting Ltd.
Direct: 519-675-6614
Email:
stephanie.bergman@stantec.com

Krystal Kalbol
Manager of Transportation
Planning and Development
County of Essex
Phone: 519-776-6441 ext. 1316
Email:
kkalbol@countyofessex.ca

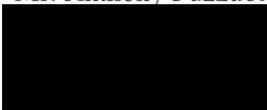
Personal information collected on this subject is collected under the authority of the *Freedom of Information and Privacy Act*, the *Municipal Act*, and the *Environmental Assessment Act*. With the exception of personal information, all comments and information received will be maintained on file for use during the project and may be included in project documentation.

This notice was first issued on September 13, 2019.

Our File: 08-8837-1000

July 13, 2009

Mr. Anthony Puzzuoli



**Malden Road Transportation, Public Safety & Urban Design Improvements
Class Environmental Assessment**

Dear Sir:

This letter is in response to your letter to Mr. V.J. Hebert dated June 28, 2009 (copy attached), in which you requested that the Palmer Avenue intersection be removed from the Malden Road Transportation, Public Safety & Urban Design Improvement Study, and that the two Bouffard Road intersections remain in their current alignment.

In order to satisfy your concerns, the Town of LaSalle and County of Essex have agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment. As a result, Bouffard Road will not be realigned through the Palmer Avenue right-of-way, but will connect through to Malden Road in its current alignment.

If you are satisfied that the proposed changes in the design address the concerns raised in your Part II Order Request to the Minister of Environment, you are required to send a letter to the Minister in writing formally withdrawing your Part II Order Request and stating that your concerns have been addressed by the Town of LaSalle and County of Essex. We also request that you copy Dillon Consulting Ltd. on your letter to the Ministry of the Environment.

We will append your letter and this letter to the Environmental Study Report to document the change. The detailed design and contract documents will reflect this change in the design.

We sincerely appreciate your immediate response, in order for the Town to proceed with the work.

Yours truly,

DILLON CONSULTING LIMITED

A handwritten signature in black ink, appearing to read 'V.J. Hebert'.

V.J. Hebert, P. Eng.

Project Manager

NMC:swf

Encls.

cc+Encls.:

Mr. Jerry L. Goldberg, Miller, Canfield, Paddock and Stone, LLP
Mr. R.D. Hayes, P. Eng., Town of LaSalle
Mr. L. Silani, Town of LaSalle
Mr. T. Bateman, P. Eng., County of Essex



3200
Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
(519) 948-5000
Fax
(519) 948-5054

Dillon Consulting
Limited

July 16, 2009

Minister of the Environment
12th Floor, 135 St. Clair Ave. West
Toronto ON M4V 1P5

*Tony's
copy*

Dear Minister,

**RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT – TOWN OF LASALLE**

Pursuant to my June 24, 2009 letter formally requesting a Part II Order under the Environmental Assessment Act and your response dated July 10, 2009, I am now in receipt of the attached letter dated July 13, 2009 from V. J. Hebert of Dillon Consulting Limited.

In his letter, Mr. Hebert is indicating that the Town of LaSalle is prepared to leave the Palmer Avenue intersection and the two Bouffard Road intersections in their current alignment and not to realign Bouffard Road through the Palmer Avenue right-of-way. Based on this commitment, I am prepared to formally withdraw my Part II Order Request.

As indicated in your letter of July 10, 2009, I would also formally request that personal information in my correspondence be excluded from the public file.

I trust this is satisfactory. If you require any further information or clarification, please contact me at [REDACTED]

Yours truly,

Anthony Puzzuoli

Anthony Puzzuoli
[REDACTED]

cc: Town Clerk
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. L. Silani
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

ORIGINAL

FOR

MOE

Ministry
of the
Environment

2 St. Clair Ave. West
Toronto ON M4V 1L5

Ministère
de
l'Environnement

2, avenue St. Clair Ouest
Toronto ON M4V 1L5



ENV1283MC-2009-3497

July 28, 2009

Mr. Anthony Puzzuoli

Dear Mr. Puzzuoli:

Thank you for your July 16, 2009 letter to the Minister of the Environment (Minister) regarding the Town of Lasalle's (town) Malden Road Transportation, Public Safety & Urban Design Improvements Project (Project). I am pleased to reply on behalf of the Minister.

I understand from your letter that you are withdrawing your June 24, 2009 request to the Minister that he require the town to prepare an individual environmental assessment for the Project.

By way of this letter, I am acknowledging that your Part II order request has been withdrawn following discussions between yourself and the town. I also understand that during these discussions the town made a number of commitments to address your concerns. It is the expectation of this ministry that these commitments will become part of the town's Environmental Study Report (ESR) and will be implemented accordingly as part of the Project.

With this request having been withdrawn, the town may proceed through the Municipal Engineers Association Class Environmental Assessment (Class EA) process to completion. Upon successful completion and fulfillment of the Class EA requirements, the town may then implement the Project, subject to any additional permits or approvals that may be required. The town must implement the Project in the manner it was developed and designed, as set out in the ESR and inclusive of mitigating measures and environmental and other provisions therein. Failure to do so is a contravention of the *Environmental Assessment Act* and may result in prosecution under section 38 of the Act.



Mr. Anthony Puzzuoli
Page 2.

Thank you for participating in the Class EA process and for bringing your concerns to the attention of this ministry.

If you have any questions regarding this matter, please contact Ms. Cindy Batista of this Branch at (416) 314-0826.

Yours very truly,



for Millicent Dixon
Manager, Client Services Section
Environmental Assessment and Approvals Branch

c: Mr. L. Silani, Town of LaSalle
Mr. V. J. Hebert, P. Eng., Dillon Consulting Limited

June 22, 2009

Mr. L. Silani, MCIP, RPP,
Director of Planning
Town of Lasalle Municipal Offices
5950 Malden Road
LaSalle ON N9H 1S4

Dear Mr. Silani,

**RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT**

I am the owner of property [REDACTED] which is in my name, and lands adjacent to this property on each side, which are both in the name of my company, Delio Construction. I have had an opportunity to undertake a preliminary review of the preferred design being suggested and I would express my significant concerns as follows:

- I would submit that there may be better alternatives to the proposed new signalized intersection at Palmer Avenue and Bouffard Road. Ideally, any intersection should be at a 90° angle to maximize safety considerations. The proposed design maintains the existing, less than ideal, angle at Bouffard and Malden. If cost is the paramount concern then the proposed design may have merit. However, if safety is the paramount concern, then the design being put forward would most certainly not be preferred. Safer alternatives, albeit at perhaps a higher cost, are available and warrant greater consideration.
- The proposed new signalized intersection at Palmer Avenue and Bouffard Road would necessitate the acquisition of the southernmost parcel which I own. This creates additional hazards, which impact me directly on the [REDACTED] property at which I reside. My existing driveway would be right at the radius corner of the intersection, which is a definite hazard. To address this hazard, it is suggested on one of the drawings that my driveway would be relocated to the north and that my entire front yard would be paved to provide access southerly back to my existing attached garage. This new proposed driveway access, which would still be in close proximity to the intersection, would clearly be a hazard for anyone in entering and exiting my property. There does not appear to be any other alternate driveway access to the property which would not be similarly hazardous.
- The suggested paving of my entire front yard is also a concern. I would submit that this would not be permitted by the Town under normal circumstances in the context of its existing bylaws and standards. It creates a front yard eyesore and effectively devalues my property.

Given these concerns, I have considered options which may be available to address the clear hazards noted. In the interest of safety, the only option appears to be the relocation of the intersection of Bouffard Road and Malden Road to another area in such

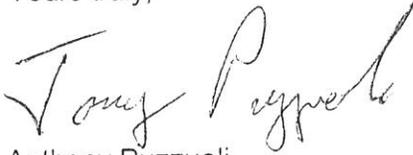
a manner that would provide a much safer 90° angle for the intersecting roads. This would also address the hazards created by the current proposed design with respect to my relocated driveway approach. To do otherwise, would compromise the safety of the motorists and pedestrians alike and would certainly impact on my own personal safety and that of my family.

I am prepared to discuss this with you in greater detail to explore a safer alternative. First and foremost, my desire is to remain in my present residence at this location over the long term, but can only do so if any new design of the road system at least maintains or enhances prevailing safety. If there is no other alternative that can be developed by the Town and its consultant, then I would be prepared to discuss the Town's acquisition of my lands.

My goal would be to arrive at a mutually acceptable solution with the Town. Not knowing how long it may take to achieve such a solution and given the short timelines to respond to the Class Environmental Assessment, I am compelled to consider a submission to the Minister of the Environment to request a Part II Order under the Environmental Assessment Act.

Thank you for your consideration in all of the above. I can be reached at [REDACTED] if you wish to discuss this matter further.

Yours truly,



Anthony Puzzuoli
[REDACTED]

cc: Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

June 24, 2009

Minister of the Environment
12th Floor, 135 St. Clair Ave. West
Toronto ON M4V 1P5

Dear Minister,

RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT – TOWN OF LASALLE

Attached is the above-captioned Notice of Study Completion. Also attached is a letter dated June 22, 2009, which I have submitted to both the Town of LaSalle and to the Project Manager for Dillon Consulting Limited expressing my concerns with the Class EA Study findings.

I have spoken with both Mr. Silani at the Town and with Mr. Hebert at Dillon and I am not confident that my concerns will be resolved. As a result, this letter serves as a formal request by me to you for a Part II Order under the Environmental Assessment Act.

As indicated in the notice, I am forwarding a copy of this letter to the Town of LaSalle to the attention of the Town Clerk.

Thank you for your consideration. I can be reached at [REDACTED] if you wish to discuss this matter further.

Yours truly,


Anthony Puzzuoli

[REDACTED]

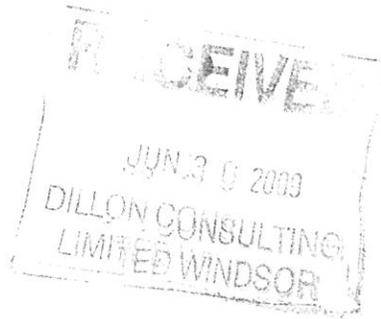
cc: Town Clerk
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. L. Silani
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

June 28, 2009

Mr. V.J. Hebert, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Drive
Windsor ON N8W 5K8



Dear Mr. Hebert,

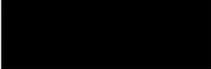
RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT

This will respond to your letter of June 24, 2009. I would note as follows:

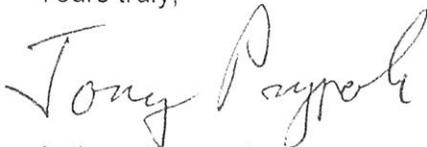
- While your proposed re-design to not move the Palmer intersection with Malden addresses the concerns with my driveway and front yard, this re-design still introduces hazards to this area. As I indicated in my previous letter, any intersection should be at a 90° angle to maximize safety considerations. The proposed re-design of an offset intersection may be even more unsafe than the previous design.
- Furthermore, the previous design had my driveway on the radius of the intersection. The proposed re-design simply shifts this problem to my neighbour's driveway. The safety concerns in this regard thus are similar to the previous design.

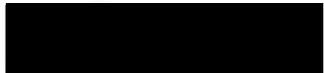
Given that these concerns remain, I would suggest that there is at least one other option here that may warrant consideration. In a previous discussion with Town representatives, it was suggested to me that the Palmer intersection could be removed from the study completely. The two Bouffard intersections would then be shown as the main intersections with Malden and the Palmer right-of-way would not be utilized at all in the study.

This alternative may resolve the safety concerns with the Palmer intersection design and with the driveway. Let me know which direction you may wish to take and I would certainly be prepared to consider any future submissions you may wish to make to me in this regard.

If you wish to discuss further, I can be reached at 

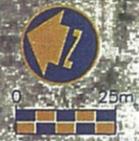
Yours truly,



Anthony Puzzuoli


cc: Mr. L. Silani, Town of Lasalle

MALDEN ROAD



Bouffard Road will remain in its current alignment

Area of Notified Property Owners

2.5m Land Acquisition

Future Connection

Existing R.O.W. (20.0m)

Urban 3 Lane Road (12.4m Travel Width)



Malden Road
Transportation, Public Safety & Urban Design
Improvements Project
Class Environmental Assessment
Figure 10.4
REVISED PALMER/BOUFFARD ALIGNMENT
Preferred Functional Road Design
3-Lane Road (North of the Cahill Drive)
& 3-Lane Road (South of the Cahill Drive)
(From 20th Lane to Maguen Drive)

proponent and an addendum to the ESR prepared and filed. As a result, if an addendum is determined to be the appropriate process, the analysis in the addendum must be based on the undertaking that was to proceed pursuant to the Class EA, inclusive of the commitments made to Mr. Puzzuoli. The new addendum would then be filed and a new notice issued and public review period started.

Should you have questions, please contact me and I will provide clarification.

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
(365) 366-8185

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

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Appendix A
Puzzuoli Related Correspondence with MECP

From: [Slattery, Barbara \(MECP\)](#)
To: [Hohner, Paula](#); [Peter Marra](#)
Cc: [Badali, Mark \(MECP\)](#)
Subject: RE: MECP Reviewer - Town of LaSalle
Date: Thursday, February 18, 2021 12:48:12 PM
Attachments: [scanned incoming request.pdf](#)

Hello Paula and Peter, we have found the original Part II Order letter that Mr. Puzzuoli wrote back in 2009. Would you please share with Kevin. I would specifically ask Kevin if he could assess the comments made by Mr. Puzzuoli that he feels is an argument against the alignment that was originally proposed. As you know, if the request hadn't been withdrawn, we would have asked the Town to formally respond to these technical arguments to see if they had any merit. I think that it would be beneficial to assess what he has suggested (unless this has already been done).

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
(365) 366-8185

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

From: Hohner, Paula <Paula.Hohner@stantec.com>
Sent: February 18, 2021 9:28 AM
To: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>; Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Subject: RE: MECP Reviewer - Town of LaSalle

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Barb, Mark

I will send out a meeting invite, likely for 11:30. In the meantime, I have attached some of the correspondence for background. The property owner did submit a letter to MECP on January 28, 2021. It can be found in the pdf labelled "let_PICcomments_puzzuoli_02042021" attached. The online PIC is still available here as well: [Malden Road Environmental Assessment Update \(lasalle.ca\)](http://lasalle.ca)

Quick Summary

Based on the assessment of the changes between 2009 and 2020, the team concluded that the recommended alternative solutions from the 2009 Environmental Study Report are still applicable today. The previous recommended design identified property impacts to accommodate the

improvements, and these impacts were reviewed and refined increasing slightly in some areas. **The intent of the 2009 EA remains the same and no significant modifications to the project or changes to the environmental setting in the study area have been documented. As a result, an Addendum to the Environmental Study Report is not required. The issue is the project team was not aware of the 2009 correspondence between the property owner and the previous consultant (Dillon) and how the realignment of Bouffard Road was removed from the 2009 EA plan.**

Thank you
Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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 Please consider the environment before printing this email.

From: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Sent: Thursday, February 18, 2021 8:38 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Subject: RE: MECP Reviewer - Town of LaSalle

I am available at any time this morning so please connect with the others and set up a call. I can't guarantee that Mark will be able to join us today – I understand that there have been some issues with getting Mark the necessary IT resources to start the job. Given this I'd like there to be something by way of background for him.

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
(365) 366-8185

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

From: Hohner, Paula <Paula.Hohner@stantec.com>
Sent: February 18, 2021 8:34 AM
To: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Cc: Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Subject: RE: MECP Reviewer - Town of LaSalle

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Barb

That's great news! Welcome Mark!

I do have time this morning to discuss with you. I am pulling together the background now but can give you an overview for sure. Let me know what time works best.

Alternatively, I would be happy to organize the Town's Engineer and our Stantec project manager as well if that would be helpful prior to sending in a letter. I can't guarantee they would be available this morning but potentially.

Thanks

Paula

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Sent: Thursday, February 18, 2021 8:09 AM
To: Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Subject: RE: MECP Reviewer - Town of LaSalle

Good morning Paula,

The new REAC for SWR has started – his name is Mark Badali and I have copied him on this response so that you can forward the information to him. This is what I suggest: Please send any Notices to the designated EA mailbox for SWR: eanotification.swregion@ontario.ca and any other correspondence (i.e.

information, requests for a video call etc.) should be sent directly to Mark's email.

Until I leave the ministry (March 31st) I am assisting with Mark's transition into the position so if you could also copy me I will be able to assist Mark.

I would welcome the opportunity to learn more about this project so if you have the time, perhaps we could chat?

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
(365) 366-8185

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

From: Hohner, Paula <Paula.Hohner@stantec.com>
Sent: February 18, 2021 8:03 AM
To: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Subject: MECP Reviewer - Town of LaSalle

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Barb,

Are you able to confirm who at MECP I should coordinate with for an EA Addendum in the Town of LaSalle? I am preparing a letter on behalf of the Town and need to confirm who best to direct it to. I have been pulled into an EA Addendum and it has a high potential for a Part II Order Request due to information recently submitted. Although Part II Order process has changed, I am quite certain there will be correspondence brought forward to MECP from a property owner.

Thank you,
Paula

Paula Hohner, MScPI, MCIP, RPP
Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
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ENV1283MC-2009-3018

June 24, 2009

Minister of the Environment
12th Floor, 135 St. Clair Ave. West
Toronto ON M4V 1P5

Dear Minister,

RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT - TOWN OF LASALLE

Attached is the above-captioned Notice of Study Completion. Also attached is a letter dated June 22, 2009, which I have submitted to both the Town of LaSalle and to the Project Manager for Dillon Consulting Limited expressing my concerns with the Class EA Study findings.

I have spoken with both Mr. Silani at the Town and with Mr. Hebert at Dillon and I am not confident that my concerns will be resolved. As a result, this letter serves as a formal request by me to you for a Part II Order under the Environmental Assessment Act.

As indicated in the notice, I am forwarding a copy of this letter to the Town of LaSalle to the attention of the Town Clerk.

Thank you for your consideration. I can be reached at [REDACTED] if you wish to discuss this matter further.

Yours truly,


Anthony Puzzuoli

cc: Town Clerk
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. L. Silani
Town of LaSalle
5950 Malden Road
LaSalle ON N9H 1S4

Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

June 22, 2009

Mr. L. Silani, MCIP, RPP,
Director of Planning
Town of Lasalle Municipal Offices
5950 Malden Road
LaSalle ON N9H 1S4

Dear Mr. Silani,

**RE: NOTICE OF CLASS ENVIRONMENTAL ASSESSMENT STUDY COMPLETION
MALDEN ROAD IMPROVEMENT PROJECT**

I am the owner of property at [REDACTED], which is in my name, and lands adjacent to this property on each side, which are both in the name of my company, Delio Construction. I have had an opportunity to undertake a preliminary review of the preferred design being suggested and I would express my significant concerns as follows:

- I would submit that there may be better alternatives to the proposed new signalized intersection at Palmer Avenue and Bouffard Road. Ideally, any intersection should be at a 90° angle to maximize safety considerations. The proposed design maintains the existing, less than ideal, angle at Bouffard and Malden. If cost is the paramount concern then the proposed design may have merit. However, if safety is the paramount concern, then the design being put forward would most certainly not be preferred. Safer alternatives, albeit at perhaps a higher cost, are available and warrant greater consideration.
- The proposed new signalized intersection at Palmer Avenue and Bouffard Road would necessitate the acquisition of the southernmost parcel which I own. This creates additional hazards, which impact me directly on the [REDACTED] property at which I reside. My existing driveway would be right at the radius corner of the intersection, which is a definite hazard. To address this hazard, it is suggested on one of the drawings that my driveway would be relocated to the north and that my entire front yard would be paved to provide access southerly back to my existing attached garage. This new proposed driveway access, which would still be in close proximity to the intersection, would clearly be a hazard for anyone in entering and exiting my property. There does not appear to be any other alternate driveway access to the property which would not be similarly hazardous.
- The suggested paving of my entire front yard is also a concern. I would submit that this would not be permitted by the Town under normal circumstances in the context of its existing bylaws and standards. It creates a front yard eyesore and effectively devalues my property.

Given these concerns, I have considered options which may be available to address the clear hazards noted. In the interest of safety, the only option appears to be the relocation of the intersection of Bouffard Road and Malden Road to another area in such

a manner that would provide a much safer 90° angle for the intersecting roads. This would also address the hazards created by the current proposed design with respect to my relocated driveway approach. To do otherwise, would compromise the safety of the motorists and pedestrians alike and would certainly impact on my own personal safety and that of my family.

I am prepared to discuss this with you in greater detail to explore a safer alternative. First and foremost, my desire is to remain in my present residence at this location over the long term, but can only do so if any new design of the road system at least maintains or enhances prevailing safety. If there is no other alternative that can be developed by the Town and its consultant, then I would be prepared to discuss the Town's acquisition of my lands.

My goal would be to arrive at a mutually acceptable solution with the Town. Not knowing how long it may take to achieve such a solution and given the short timelines to respond to the Class Environmental Assessment, I am compelled to consider a submission to the Minister of the Environment to request a Part II Order under the Environmental Assessment Act.

Thank you for your consideration in all of the above. I can be reached at [REDACTED] if you wish to discuss this matter further.

Yours truly,



Anthony Puzzuoli
[REDACTED]
[REDACTED]

cc: Mr. V.J. Hebert, P.Eng. or Ms. Kim Horvath
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor ON N8W 5K8

From: [Slattery, Barbara \(MECP\)](#)
To: [Peter Marra](#); [Hohner, Paula](#)
Cc: [Badali, Mark \(MECP\)](#)
Subject: Addendum for the Maldon Corridor
Date: Thursday, February 25, 2021 2:31:16 PM

Good afternoon,

The purpose of this email is to address issues that have arisen during the Town of LaSalle's (LaSalle) ongoing implementation of the undertaking known as *Maldon Road Transportation Public Safety & Urban Design Improvements* (Maldon Road Class EA) that proceeded pursuant to the Municipal Class EA. The ministry received an email from LaSalle's consultant, Stantec on February 18, 2021 and had a subsequent discussion that same day. The ministry also received a letter from Mr. Puzzuoli concerning the addendum that is being undertaken by the Town.

According to the July 13, 2009 letter to Mr. Puzzuoli from the consultant for LaSalle, the Town of LaSalle and County of Essex (in response to the Part II order request submitted by Mr. Puzzuoli to the Minister) agreed to leave the Palmer Avenue intersection and the two Bouffard Road intersections as they were. As a result, Bouffard Road would not be realigned through the Palmer Avenue right-of-way but would continue to connect through to Malden Road in its existing alignment. As a result of this commitment, Mr. Puzzuoli withdrew his Part II order request from consideration by the Minister on July 16, 2009. On July 28, 2009, the ministry wrote to Mr. Puzzuoli, copying LaSalle and its consultant, acknowledging the withdrawal of the request and indicating that LaSalle was required to include the commitments in its ESR.

Based on the information before the ministry, it appears that the Addendum has been prepared using the original undertaking that was subject to the Part II order request and not the revised undertaking that reflected the commitments made by the Town and County, as noted in the preceding paragraph. If LaSalle now seeks to realign Bouffard Road, the starting point for any analysis is the status quo. LaSalle needs to consider whether or not this can be done through the addendum process or whether this is a new undertaking. Reference should be had to the addendum provision in section A.4.3 of the Class EA when making

this decision. A.4.3 of the Class EA addresses situations where, due to unforeseen circumstances, it may not be feasible to implement the undertaking in the manner set out in the Environmental Screening Report (ESR). Any significant modifications to the project or change in the environmental setting for the project which occurs after the filing of the ESR must be reviewed by the proponent and an addendum to the ESR prepared and filed. As a result, if an addendum is determined to be the appropriate process, the analysis in the addendum must be based on the undertaking that was to proceed pursuant to the Class EA, inclusive of the commitments made to Mr. Puzzuoli. The new addendum would then be filed and a new notice issued and public review period started.

Should you have questions, please contact me and I will provide clarification.

Barb Slattery, EA/Planning Coordinator
Ministry of the Environment, Conservation and Parks
Project Review Unit, Environmental Assessment Branch
(365) 366-8185

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: Addendum for the Maldon Corridor
Date: Wednesday, March 24, 2021 1:41:23 PM
Attachments: [Bouffard realignment as part of the Maldon Rd EA addendum.msg](#)

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Peter Marra <pmarra@lasalle.ca>
Sent: Wednesday, March 24, 2021 11:49 AM
To: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>; Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Cc: Welker, Kevin <Kevin.Welker@stantec.com>; Larry Silani <lsilani@lasalle.ca>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: RE: Addendum for the Maldon Corridor

Good morning, we have formally responded to Mr Puzzuoli on his concern relative to the current proposal as part of the Malden Road EA Addendum. Enclosed is a copy of our response for your records. Please treat this as original.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle

From: Slattery, Barbara (MECP) <barbara.slattery@ontario.ca>
Sent: February 25, 2021 2:31 PM
To: Peter Marra <pmarra@lasalle.ca>; Hohner, Paula <Paula.Hohner@stantec.com>
Cc: Badali, Mark (MECP) <Mark.Badali1@ontario.ca>
Subject: Addendum for the Maldon Corridor

Good afternoon,

The purpose of this email is to address issues that have arisen during the Town of LaSalle's (LaSalle) ongoing implementation of the undertaking known as *Maldon Road Transportation Public Safety & Urban Design Improvements* (Maldon Road Class EA) that proceeded pursuant to the Municipal Class EA. The ministry received an email from LaSalle's consultant, Stantec on February 18, 2021 and had a subsequent discussion that same day. The ministry also received a letter from Mr. Puzzuoli concerning the addendum that is being undertaken by the Town.

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Appendix A
September 28, 2021 Council Meeting Files

From: Jeff Renaud <jrenaud@lasalle.ca>
Sent: September 13, 2021 1:51 PM
To: Peter Marra <pmarra@lasalle.ca>
Subject: RE: Bouffard/Malden

Here it is. Delivered by a woman today.

Jeff Renaud
Councillor
Town of LaSalle

<sent on mobile device>

----- Original message -----

From: Peter Marra <pmarra@lasalle.ca>
Date: 2021-09-13 1:25 p.m. (GMT-05:00)
To: COUNCIL <council@lasalle.ca>
Cc: Joe Milicia <jmilicia@lasalle.ca>, Jonathan Osborne <josborne@lasalle.ca>
Subject: Bouffard/Malden

Just providing this for Councils information.

I just spoke with a resident on Bouffard Road between Malden and Matchette who says she received

a letter about "Stopping Bouffard Road Realignment". This residents concern was info in the letter say multiple houses are going to be disrupted, etc. The resident says the pamphlet has all of our Councillor's name and phone numbers on it. There are also sketches provide as part of the pamphlet.

What is currently being proposed as part of the Malden Road EA Addendum has no effect on Bouffard Road west of Malden and only currently effects one residential property on Malden with a house and effects other private lands that are vacant.

After discussing the Malden/Bouffard intersection this with this resident, they now know what is being proposed, however, the pamphlet may say something different or have incorrect information.

I am trying to get a copy of the pamphlet, I just wanted to give Council a heads up if you get phone calls. As always, you can send them my way and I can provide the correct info.

The Malden Road EA is set to be brought before Council at the Sept. 28, 2021 meeting for discussion and approval.

If I gain more info on this, I will provide a subsequent email.

Regards,

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
www.lasalle.ca

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10
12
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3
5 1/2
6 3/4
8 1/4
Gard
9 3/4
9 3/4
10

LET YOUR VOICE BE HEARD!

Stop Bouffard Road Realignment!!!

**DID YOU
KNOW?**

The Town of LaSalle is proposing to realign Bouffard at Malden Road.

This will create a major, signalized intersection at Bouffard and Malden.

More traffic will be diverted down your street.

Bouffard will become a highly-travelled, main arterial road through your long-standing, residential area.

**HOW DOES
THIS
AFFECT ME?**

Increased traffic will negatively impact your neighbourhood.

Safety of all residents, particularly children, will be compromised.

You will no longer have the quiet enjoyment of your property and your home.

**WHAT
CAN I DO?**

**CONTACT YOUR TOWN COUNCILLORS NOW!
Tell them you do not want this to proceed.**

Mayor Marc Bondy 519-734-8029 mbondy@lasalle.ca

Deputy Mayor Crystal Meloche 519-990-0061 cmeloche@lasalle.ca

Councillor Mike Akpata 519-796-3472 makpata@lasalle.ca

Councillor Mike Carrick 519-796-3508 mcarrick@lasalle.ca

Councillor Sue Desjarlais 519-563-7701 sdesjarlais@lasalle.ca

Councillor Jeff Renaud 519-816-0371 jrenaud@lasalle.ca

Councillor Anita Riccio-Spagnuolo 519-990-3230 ariccio-spagnuolo@lasalle.ca

**MORE
INFO.**

Council is expected to consider the matter at an upcoming Council meeting in the very near future.

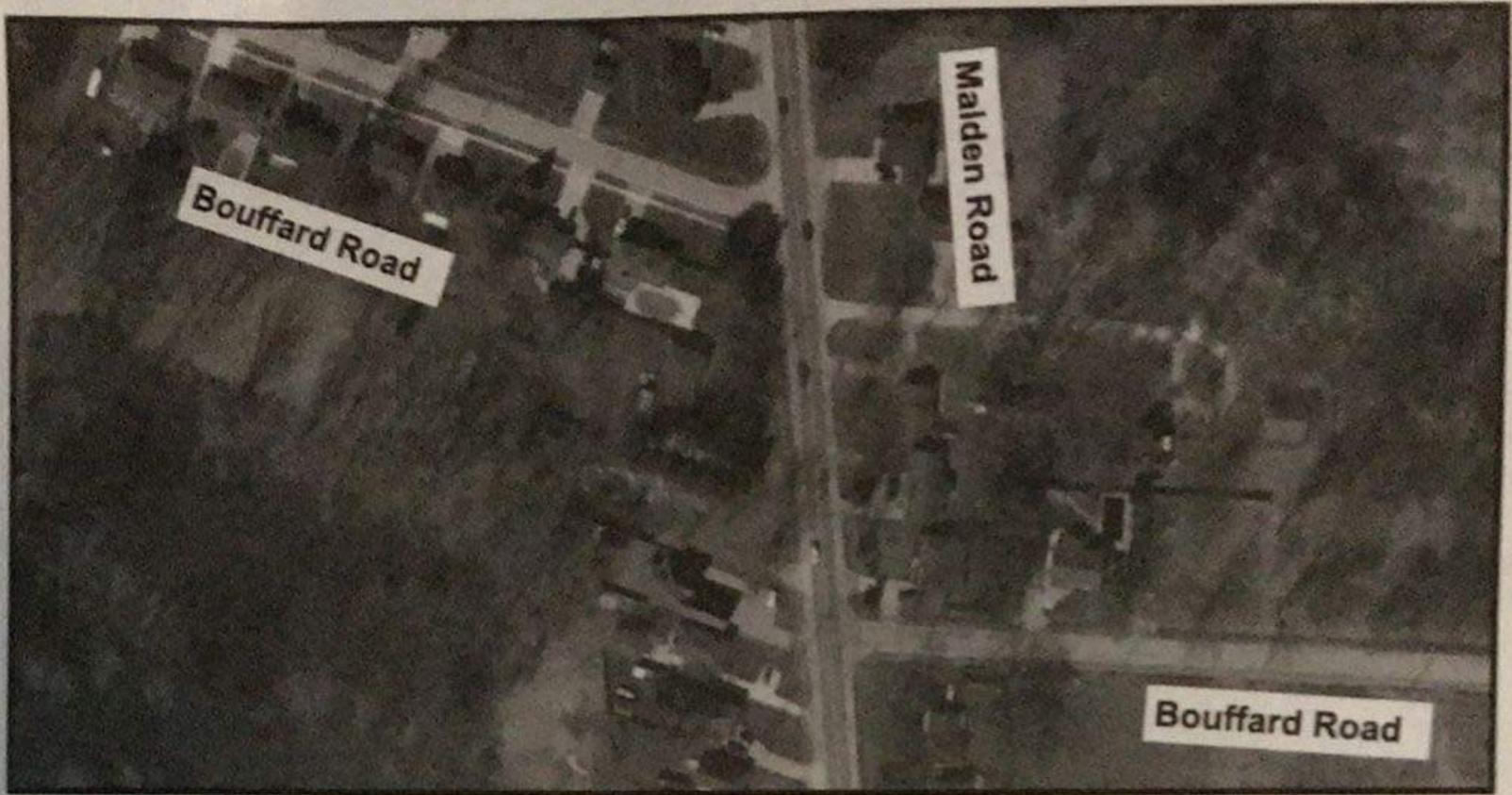
You can obtain more information by visiting the Town's website at www.lasalle.ca/malden2019ea.

Persons who wish to be heard or make a presentation to Council can contact the Clerk's office at (519) 969-7770 ext. 1234.

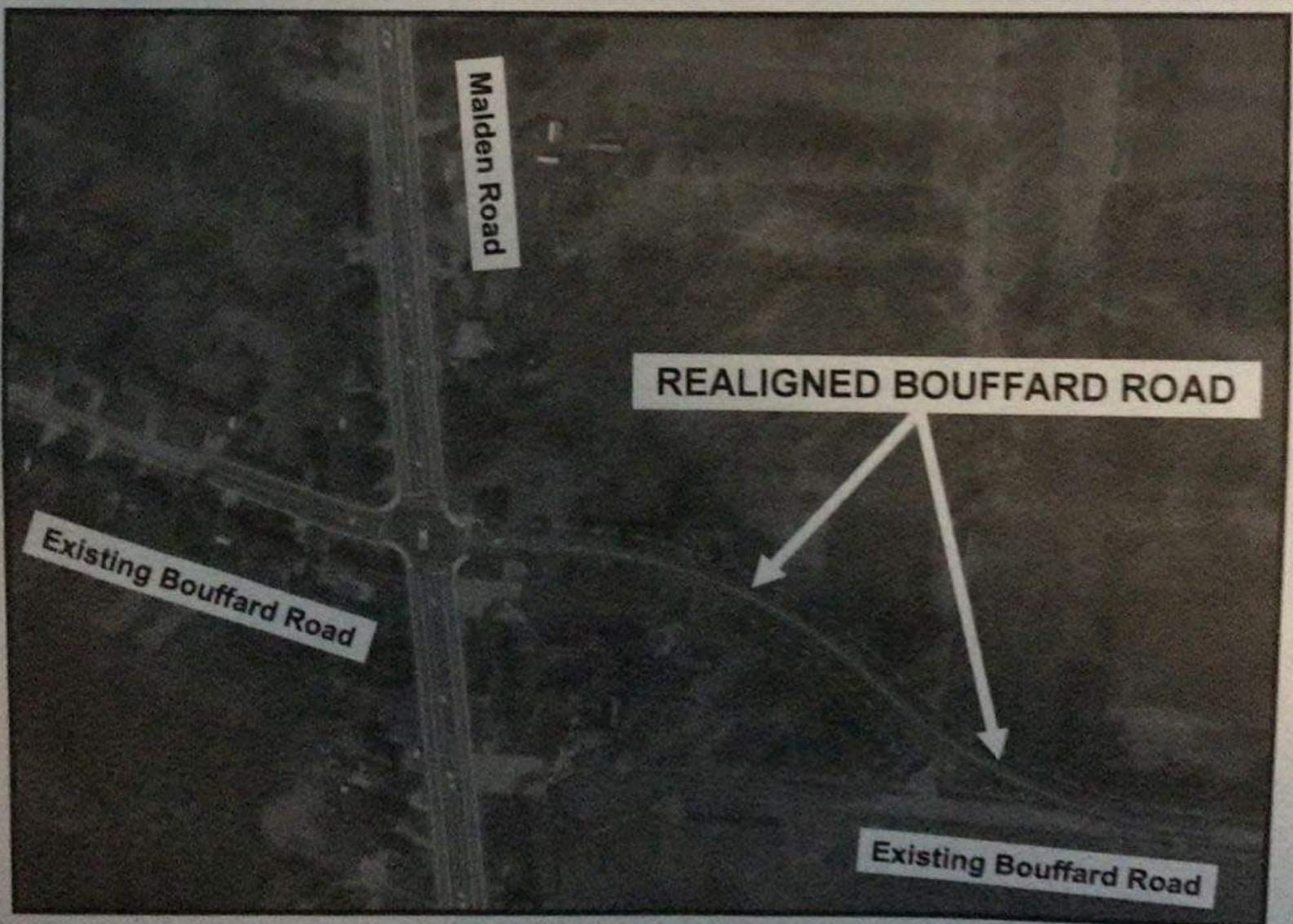
Email your support to stopbouffard@outlook.com

8214
3

EXISTING BOUFFARD ROAD - MALDEN ROAD AREA



PROPOSED NEW BOUFFARD ROAD REALIGNMENT



From: [Hohner, Paula](#)
To: [Lang, Sarah](#)
Subject: FW: finalized Malden report and delegations on Sept 28th council agenda
Date: Tuesday, September 28, 2021 11:21:23 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[Sept 28 2021 finalized Malden report with delgation request.pdf](#)
[image002.png](#)

For filing/correspondence.

Paula Hohner, MScPI, MCIP, RPP

Associate, Senior Environmental Planner
Environmental Team Lead - Transportation
Stantec
600-171 Queens Avenue London ON N6A 5J7
Phone: 519-675-6666
Mobile: 226-926-6682
paula.hohner@stantec.com

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From: Peter Marra <pmarra@lasalle.ca>
Sent: Tuesday, September 28, 2021 9:12 AM
To: Welker, Kevin <Kevin.Welker@stantec.com>; Hohner, Paula <Paula.Hohner@stantec.com>
Subject: finalized Malden report and delegations on Sept 28th council agenda

Just so you have it, this is what was circulated to council for tonight's meeting and is part of the updated agenda package.

Peter Marra, P.Eng.

Deputy Chief Administrative Officer
Town of LaSalle



5950 Malden Road, LaSalle, Ontario N9H 1S4
Ph: 519-969-7770, ext 1475 Fax: 519-969-4469
Email: pmarra@lasalle.ca
www.lasalle.ca

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The Corporation of the Town of LaSalle

To: Mayor and Members of Council

Prepared by: Peter Marra, P.Eng. – Deputy Chief Administrative Officer

Department: Public Works

Date of Report: September 6, 2021

Report Number: PW-27-2021

Subject: Malden Road EA Addendum Report

Recommendation

That the report of the Deputy Chief Administrative Officer dated September 6, 2021 (PW-27-2021) regarding the Malden Road Environmental Assessment Addendum be received and that Council approve in principle the EA Addendum Report and issuance of the Notice of Study Completion.

Report

As Council is aware the Malden Road Environmental Assessment (EA) Addendum has been underway since 2019. This report presents Council with a summary of the finalized EA Addendum report.

Stantec Consulting Ltd. was retained by the Town to carry out this project. Stantec has prepared a presentation to Council and it is enclosed as an attachment to this report.

This is one of the final steps as part of the EA process. Once Council approves this addendum report in principle and approves the issuance of the formal Notice of Study Completion (draft copy attached), the EA addendum report and supporting document will be made available to the public for review, for a mandatory period.

The mandatory review period consists of 30 days for the public and an additional 30 days for the Ministry of Environment, Conservation and Parks (MECP). Instruction on how to continue dialogue with the Town and MECP will form part of the Notice of Study Completion.

Upon completion of the mandatory review period, provided all concerns are cleared through the project team and/or the MECP, will signify the finalization of this EA Addendum report.

The next steps after the finalization of the EA Addendum report are to work through detail design, construction phasing, property acquisition, utility relocations and construction. All of which will be subject to future budget considerations.

Consultations

As summarized within the EA Addendum report, there was an extensive public outreach and consultation component to this project. We believe most comments have been addressed with one outstanding matter relating to a specific parcel of property.

Financial Implications

There is already budget money set aside to carry out the detail design which can occur upon finalization/completion of the mandatory review period.

The ultimate proposed work for the entire project is in the range of \$21 million dollars, plus property purchases and applicable taxes. This project will need to be broken up into phases and those phases will be sorted out through detail design.

Some of the subject project will be funded through the County of Essex for some of the road improvements and active transportation facilities and will need to be coordinated with the County of Essex budget process.

Any future work beyond detail design will be subject to budget and Council approval.

Prepared By:

A handwritten signature in black ink, appearing to read 'P. Marra', written in a cursive style.

Peter Marra, P.Eng. – Deputy CAO

Link to Strategic Goals

1. Enhancing organizational excellence - Not Applicable
2. Strengthen the community's engagement with the Town - Yes
3. Grow and diversify the local economy - Yes
4. Build on our high-quality of life - Yes
5. Sustaining strong public services and infrastructure - Yes

Communications

This project has followed the Environmental Assessment legislation and appropriate public consultation and outreach has occurred throughout this project. All communication has been summarized within the final addendum report.

Notifications

Kevin Welker	– Stantec
Paula Hohner	– Stantec
Tony Puzzuoli	– Property Owner
Mario Iatonna	– Property Owner Representative

Report Approval Details

Document Title:	PW-27-2021 Malden Road EA Addendum draft report presentation.docx
Attachments:	- Stantec Sept 28 2021 Council presentation.pdf - Malden_Completion_dft.pdf
Final Approval Date:	Sep 7, 2021

This report and all of its attachments were approved and signed as outlined below:



Chief Administrative Officer

Joe Milicia



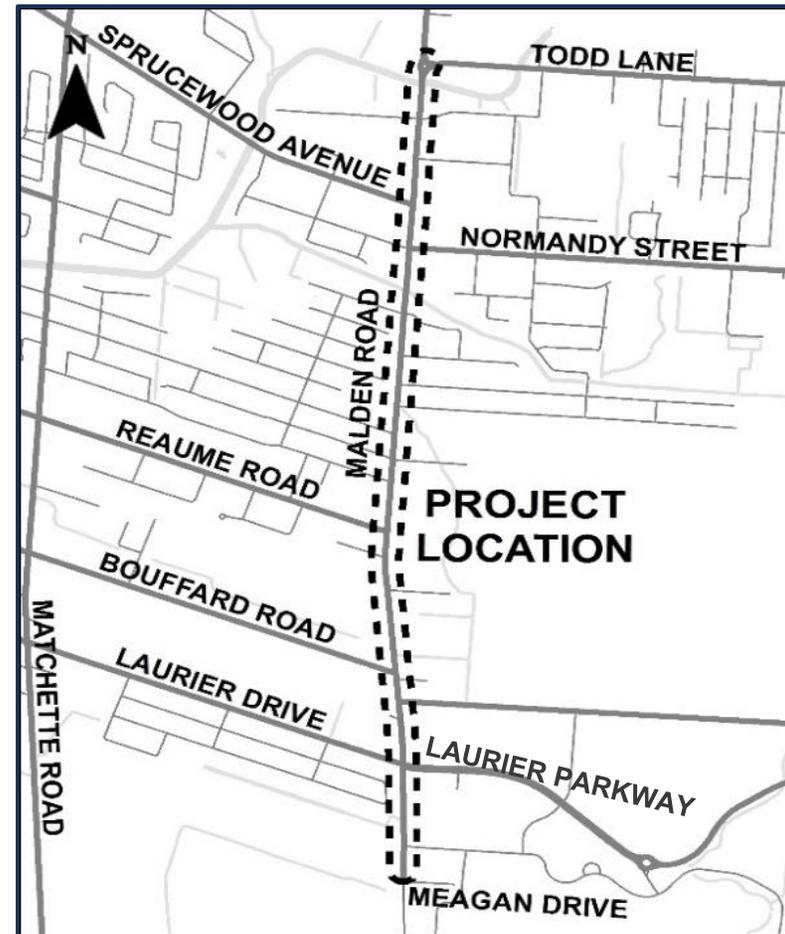
Malden Road Transportation, Public Safety and Urban Design Improvements

Class Environmental Assessment Addendum

COUNCIL MEETING
SEPTEMBER 28, 2021

Purpose of the Malden Road EA Update

- Review of 2009 Class EA Study Recommendations
- Municipal Class Environmental Assessment and Addendum Requirements
- 2009-2020: What Has Changed?
- Traffic Analysis and Safety Review
- Recommended Corridor Design
- PIC Follow-up and Next Steps

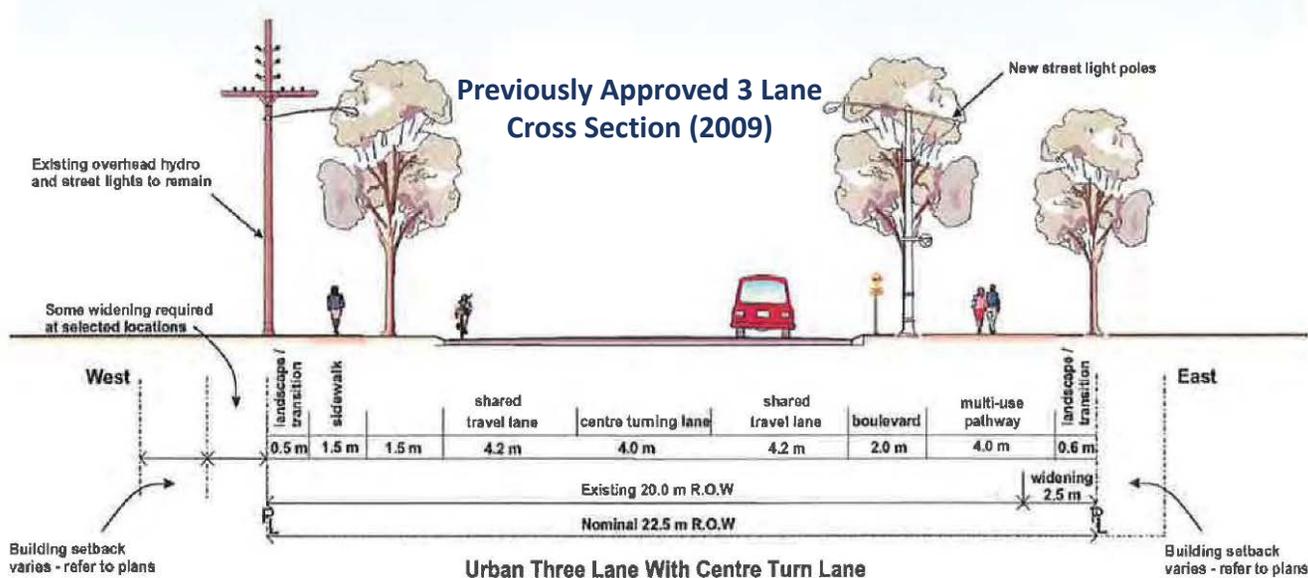


2009 Class EA - Background

The 2009 Schedule C Municipal Class EA was completed by the Town of LaSalle and Essex County for the Malden Road/County Road 3 study area. The preferred design summarized in the Environmental Study Report included:

- Widen Malden Road from 2 lanes to 5 lanes from just north of the intersection of Todd Lane/Malden Road to Normandy Street
- Widen Malden Road to 3 lanes from south of Normandy Street to south of Meagan Drive
- Lane configuration improvements at intersections in the study area
- Optimize signal timings at all signalized intersections in the study area

To date, the 5-lane widening of Malden Road, north of Normandy Street, has been completed. Other improvements recommended by the 2009 Class EA have not been implemented.



Addendum Requirements

As a result of the length of time passed between the preparation of EA in 2009 and implementation of recommended improvements, the Town of LaSalle retained Stantec Consulting Ltd. to complete a 10-year review of the Environmental Study Report to determine if the recommendations are still relevant, based on a review of information relating to:

- Existing environmental conditions for the study area
- Changes in traffic patterns and land use/development
- Updated municipal and provincial planning policies

Any significant modifications to a project or change in the environmental setting for a project, requires that an Addendum to the Environmental Study Report be written. The Addendum describes the reasons for change(s) to the project, resulting environmental impacts and mitigation requirements.

If an Addendum is required, a *Notice of Filing of Addendum* is published to allow for review and response by affected parties for a period of 30 days. Only the items in the Addendum are open for review during the 30-day public review period.

2009-2020: What has Changed?

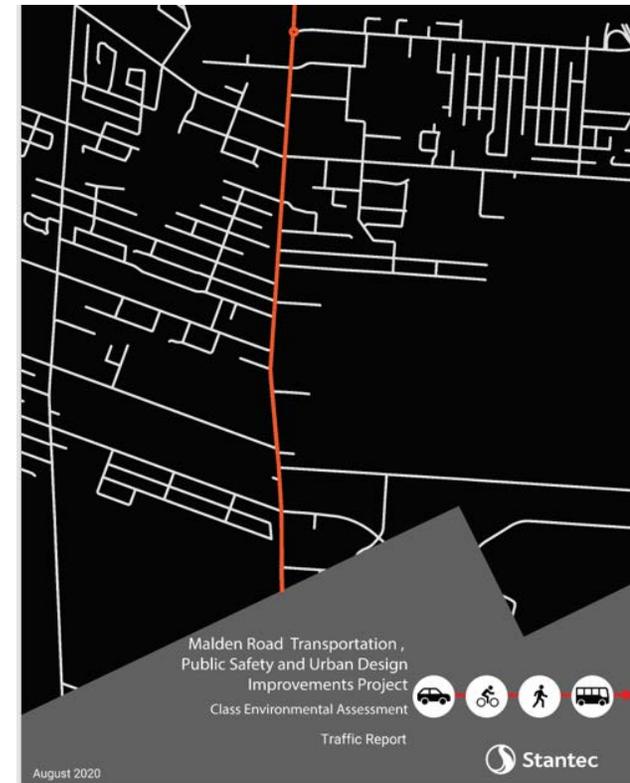
- ❖ Roundabout at Malden Road and Todd Lane Intersection was constructed
- ❖ Roadway/Streetscape Improvements between Normandy Street and Todd Lane were constructed
- ❖ Updated Town Official Plan – Malden Road identified as a “Mixed Use Corridor” and revised land use/development policies
- ❖ Updated traffic information (including the Transportation/ Active Transportation Master Plan, and County-Wide Active Transportation Master Plan)

Transportation

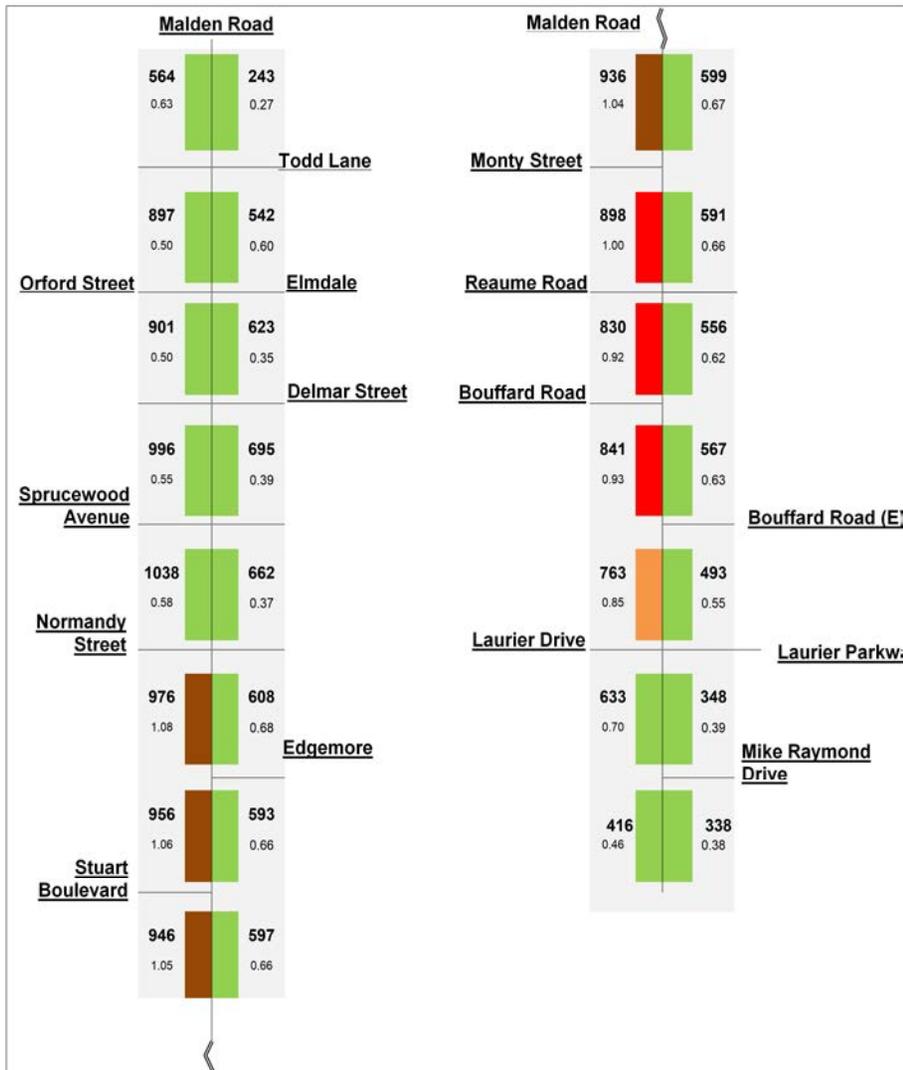
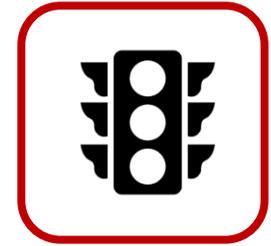


A Traffic Report was completed for the study area, and included the following analysis:

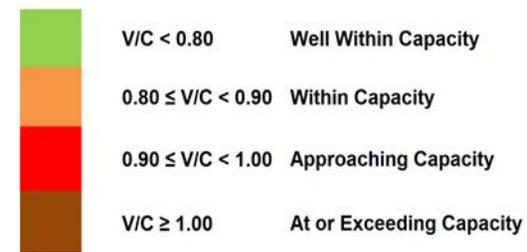
- Existing multi-modal transportation network facilities
- Existing (2019) traffic volumes for weekday AM and PM peak hours
- Intersection capacity operations for the existing (2019) weekday peak hour conditions
- Collision history and safety analysis for intersections and mid-block links
- Geometric review of intersections within the study area
- Projected future (2041) roadway traffic conditions
- Roadway alternative recommendations, including the Previously Approved Cross Section (2009)
- Active Transportation



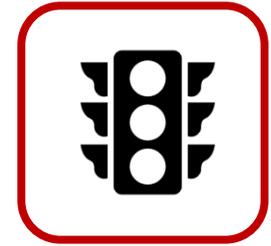
Existing Conditions - Traffic



- Malden Road has available capacity along the entire study corridor during the morning peak hour.
- The southbound lane of Malden Road is approaching capacity south of Normandy Street during the afternoon peak hour.



Alternative Solutions

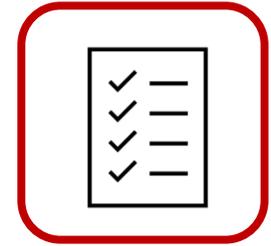


Several alternative solutions were analyzed to address future traffic conditions in the study area, including:

- **Do Nothing Alternative** - Assumes no improvements to the corridor or the surrounding road network.
- **Network Extensions** - Assumes the planned extension of Reaume Road east to Huron Church Road and the extension of Ellis Street south to Diotte Street.
- **Previously Planned Improvements Alternative** - Assumes the Network Extensions with the Previously Recommended Improvements (2009 Malden Road EA).
- **Improved Alternative with Three-Lane Cross-Section** - Previously Recommended Improvements (2009 Malden Road EA), plus the planned extensions of Reaume Road and Diotte Street.
- **Improved Alternative with Four-Lane Cross-Section** – assumes two lanes in each direction between Normandy Street and the southern extent of the study area with intersection improvements, plus the planned extensions of Reaume Road and Diotte Street.

RECOMMENDED
ALTERNATIVE

Recommended Solution

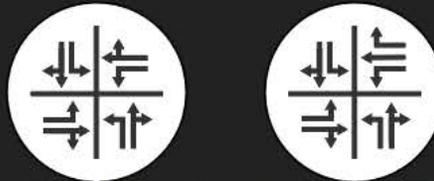


The recommended Alternative Solutions from 2009 are generally still applicable today, and include:

- Widen Malden Road between Cahill Drain and Meagan Drive to three lanes. This would include one general purpose lane in each direction and a two-way left turn lane.
- Signalize the Reaume Road Intersection and protect for a future road extension to the east of Malden Road.
- Re-align and signalize Bouffard Road to create a continuous east-west corridor across Malden Road **
- Implement pedestrian crosswalk and multi-use trails near the Cahill Drain to improve east-west connection and provide a safe alternate route for cyclists to loop around the commercial section of Malden Road between Normandy Street and Todd Lane.

Alternative Solutions will be refined during Detailed Design.

Recommended Solution

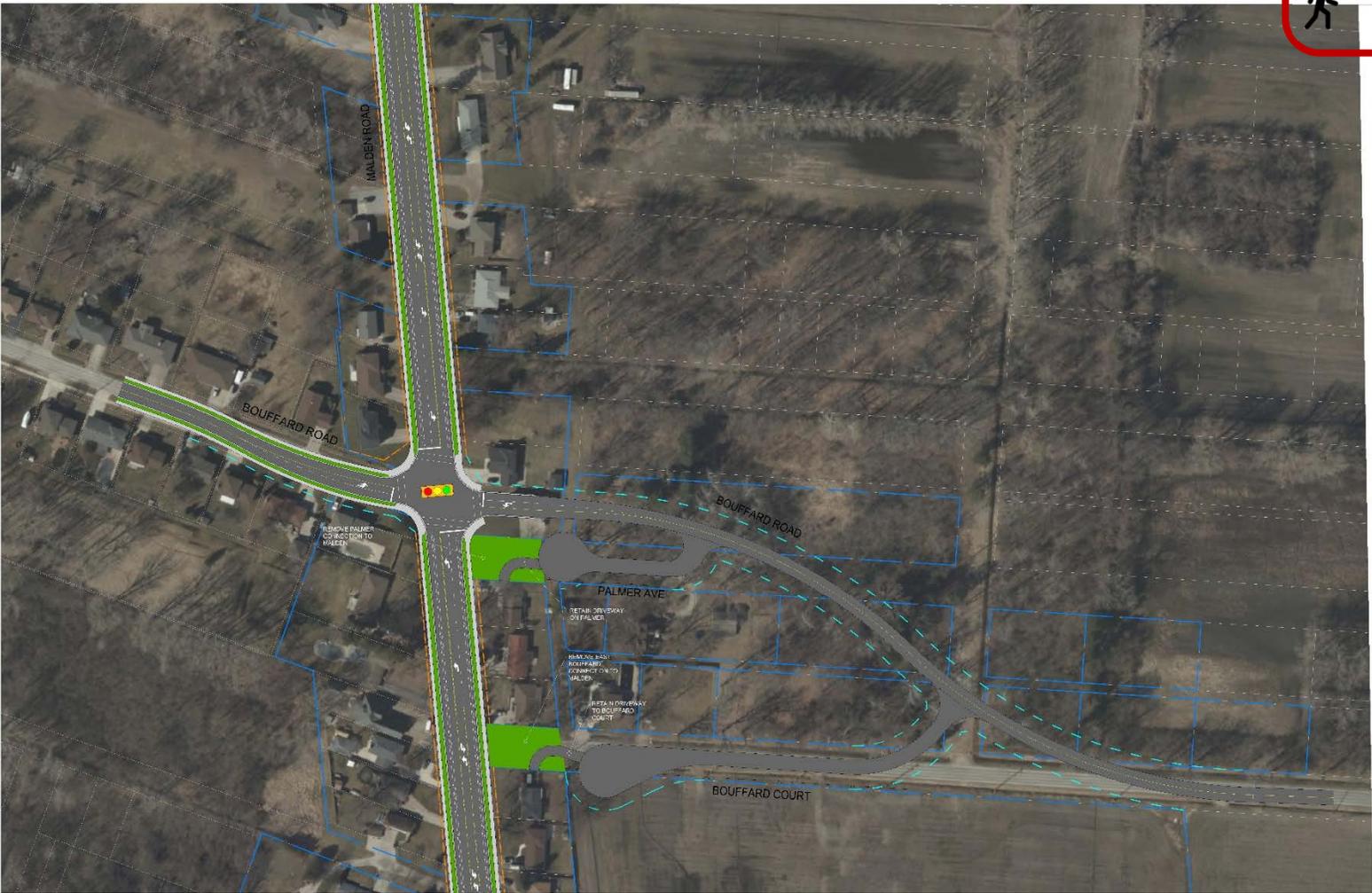


Implement access management along Malden Road as development occurs to mitigate driveway impacts to vehicles, cyclists, and pedestrians along the corridor. Manage the number of signalized intersections along the corridor and strategically work with prospective developers for the lands east of Malden to be developed in a way that leverages existing or planned signalized intersections and mitigates the need for new ones. Typically a high capacity arterial road should try to achieve a 400m spacing between signalized intersections.

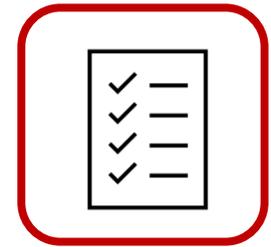
- Legend**
- | | |
|---|---------------------|
| Study Intersections | Road Network |
| ● Roundabout | — Arterial Road |
| ■ Signalized Intersection | — Collector Road |
| □ Unsignalized Intersection | — Local Street |
| ■ Access Management + Centre Two-Way Turning Lane (1 lane each direction + 1 Centre lane) | |



Recommended Solution



Recommended Solution



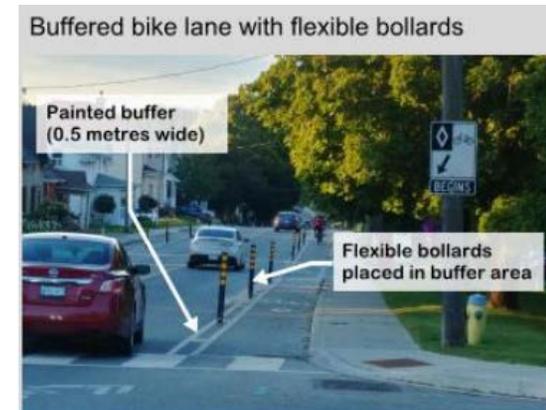
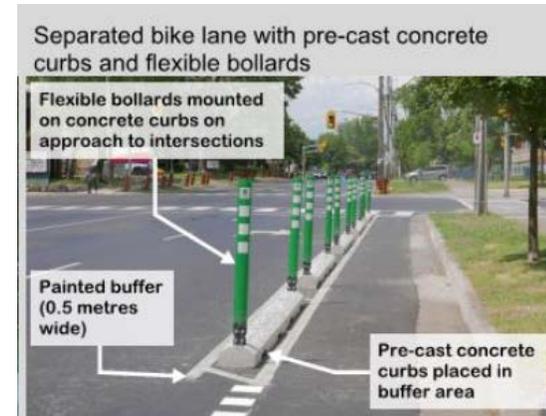
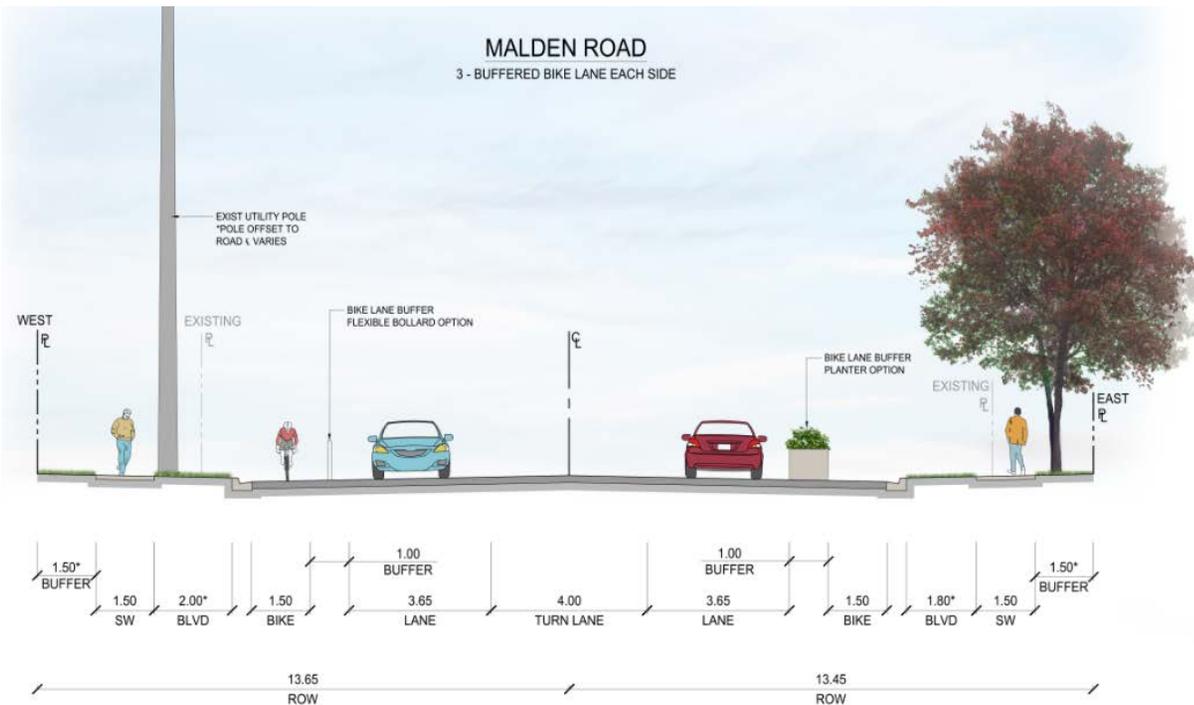
Ongoing discussions are occurring with one resident related to the preferred treatment at the Bouffard Road intersection. A comparison was completed between the 2009 EA traffic analysis and the 2020/2021 traffic analysis. Findings included:

- 2009 EA completed traffic counts in March 2008 and projected to 2021
2021 EA Addendum completed traffic count July 2019 and projected to 2041
- A total of 22 collisions occurred at the Bouffard Road East intersection in the 5-year period from 2014 to 2019. No specific collision history was identified in the 2009 EA at this intersection
- 2009 EA anticipated LOS F at Bouffard Road West and Bouffard Road East by 2021.
Current traffic analysis shows Bouffard Road West operates at LOS D and Bouffard Road East at LOS B
- A “Do Nothing” approach with other network extensions indicates LOS F for Bouffard Road West and LOS C for Bouffard Road East. Implementing the recommended alternative improves the intersection to LOS A

Recommended Cycling Facility



On-road buffered bike lanes with separated sidewalks on Malden Road from the Cahill Drain to the southern study limits.



Source: Town of LaSalle TMP presentation





PROPOSED ROADWAY PLATFORM

PROPOSED SIDEWALK

PROPOSED BOULEVARD/GREEN SPACE



PROPOSED MALDEN ROW LIMIT



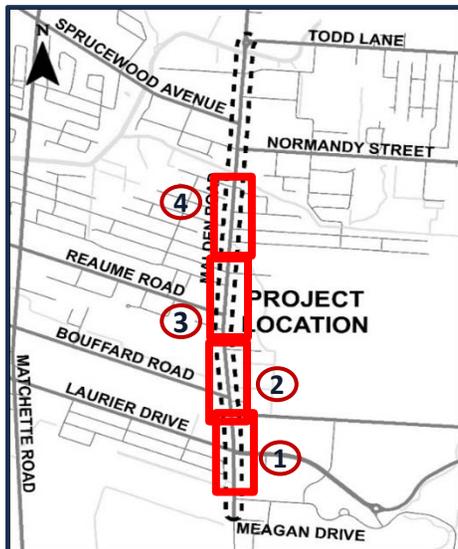
PROPOSED NEW ROW LIMIT (SIDE ROADS)



EXISTING PARCELS FORMING ROW LIMIT

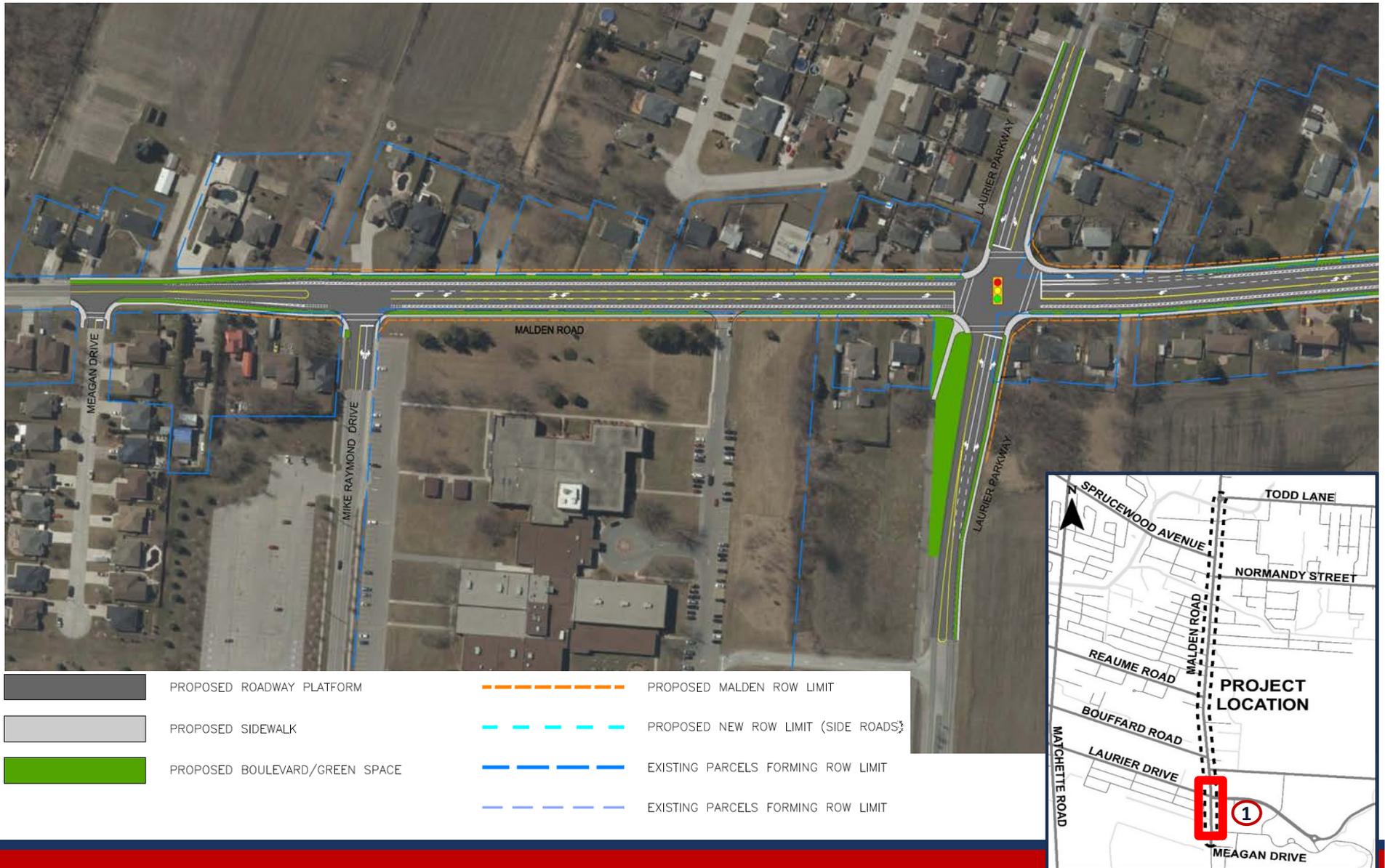


EXISTING PARCELS FORMING ROW LIMIT

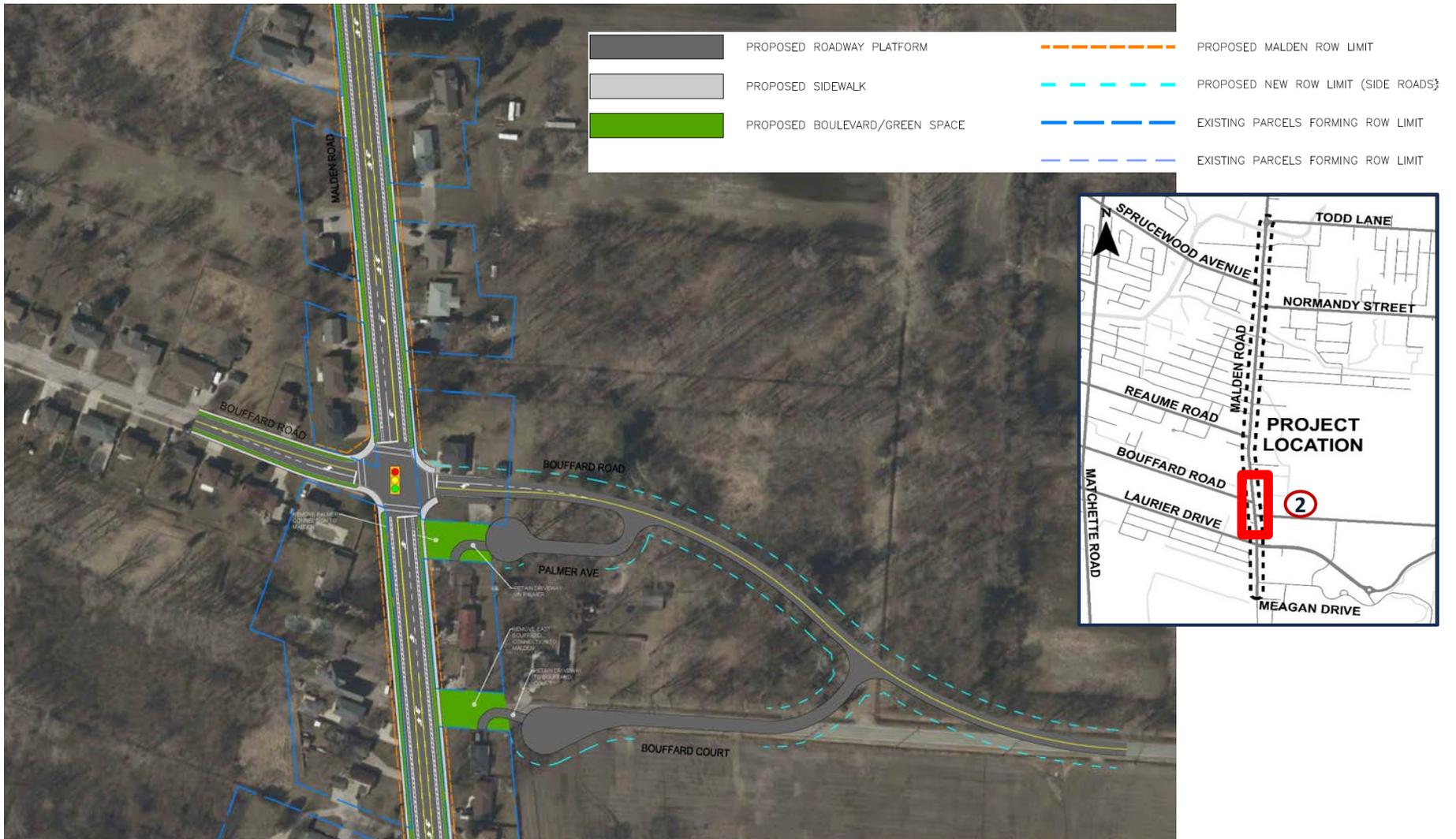


RECOMMENDED PRELIMINARY DESIGN DRAWINGS

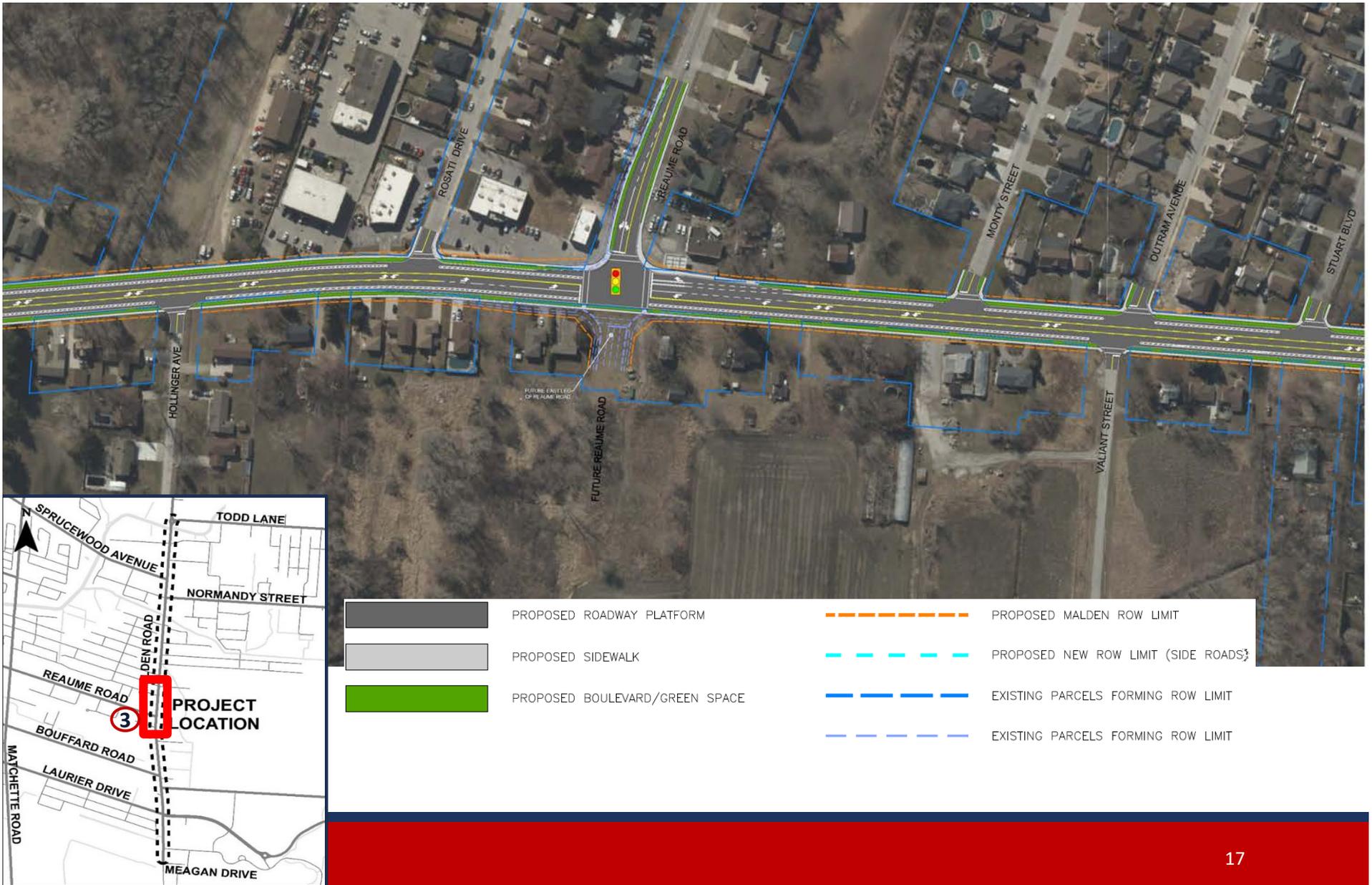
Malden Road South Limit



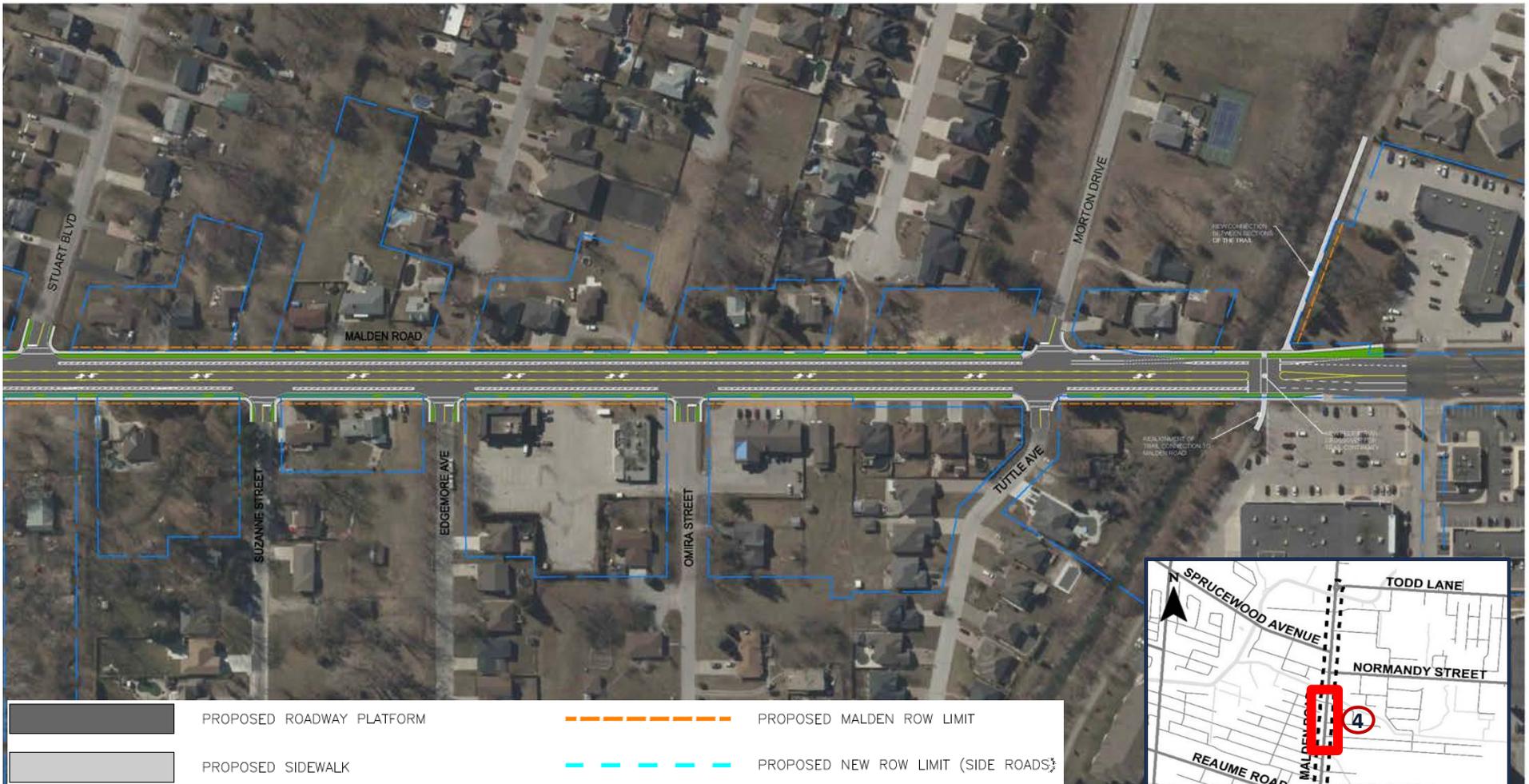
Malden Road at Bouffard Extension



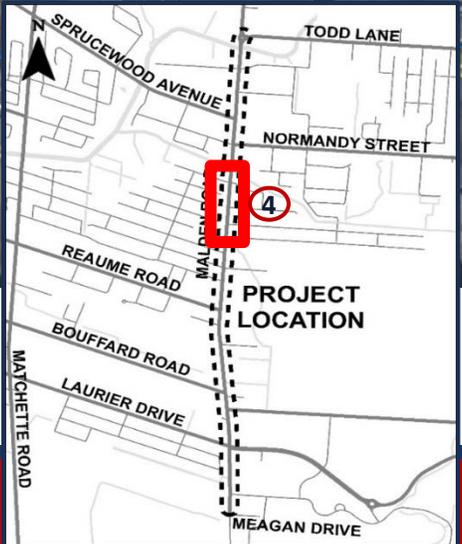
Malden Road at Hollinger-Reaume-Stuart



Malden Road at Cahill Drain



- | | | | |
|---|--------------------------------|--|-------------------------------------|
|  | PROPOSED ROADWAY PLATFORM |  | PROPOSED MALDEN ROW LIMIT |
|  | PROPOSED SIDEWALK |  | PROPOSED NEW ROW LIMIT (SIDE ROADS) |
|  | PROPOSED BOULEVARD/GREEN SPACE |  | EXISTING PARCELS FORMING ROW LIMIT |
| | |  | EXISTING PARCELS FORMING ROW LIMIT |



Comments Received Post-PIC

A total of 89 comments were received following the PIC between December 21, 2020 and February 5, 2021, through email, telephone, and the PlaceSpeak discussion board.

A summary of the comments included the following:

- Consider the implementation of crosswalks, separated active transportation, and safe intersections. Also consider traffic calming measures
- Improvements to active transportation are needed along Malden Road. Provide designated active transportation facilities (bike lanes, buffered bike lanes, multi-use path) along the corridor, connecting to local trails.
- Impacts to traffic flow as a result of intersection improvements – consider roundabouts over traffic lights where feasible.
- Protection of the existing natural environment of the area including species at risk, wooded areas.
- Consider bus shelters, street trees, and garbage cans.

The recommended improvements along Malden Road address the comments brought forward.

Next Steps

- ❖ Obtain council resolution to approve issuance of the Notice of Study Completion and start the 30-day public review period
- ❖ Property acquisition
- ❖ Detailed Design of corridor improvements
- ❖ Construction phase, subject to funding and approvals

Notice of Study Completion Malden Road Transportation, Public Safety & Urban Design Improvements Municipal Class Environmental Assessment Addendum



The Town of LaSalle has completed the Malden Road Transportation, Public Safety and Urban Design Improvement Class Environmental Assessment (EA) Addendum. The project was completed as an Addendum to the 2009 Malden Road Schedule 'C' Municipal Class EA study. The study reviewed the recommendations from 2009 to determine if the design was still relevant based on current environmental conditions, changes in traffic patterns and land use/development, and updated municipal and provincial policies. The ultimate recommended design addresses safety, transportation, active transportation, and urban design improvements along Malden Road, including the following improvements:

- Widen Malden Road to three lanes from south of Normandy Street to south of Meagan Drive.
- Signalize the Reaume Road intersection and protect for a future road extension to the east of Malden Road.
- Re-align and signalize Bouffard Road to eliminate the offset intersections and create a continuous east-west corridor across Malden Road.
- Adjust alignment at Laurier Drive/Laurier Parkway to improve operations and safety.
- Implement buffered on-road bike lanes and sidewalks on both sides of Malden Road.
- Implement pedestrian crosswalk and multi-use trails near the Cahill Drain to improve east-west connection.

The study was completed in accordance with the Municipal Class EA document (October 2000, as amended), which is an approved process under the Ontario Environmental Assessment Act. An Environmental Study Report (ESR) Addendum summarizing the study process and recommendations is available for public review for 30 calendar days from **DATE to DATE**. In light of COVID-19, the ESR Addendum will only be available for review online:

www.lasalle.ca/malden2019ea

Interested persons may provide written comments to our project team by **DATE**. All comments and concerns should be emailed directly to Peter Marra, Deputy Chief Administrative Officer at the Town of LaSalle (pmarra@lasalle.ca) or discussed via telephone (519-969-7770 ext. 1475).

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e., requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate, or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the ministry is able to efficiently begin reviewing the request. The request should be sent in writing or by email to the Town of LaSalle and to:

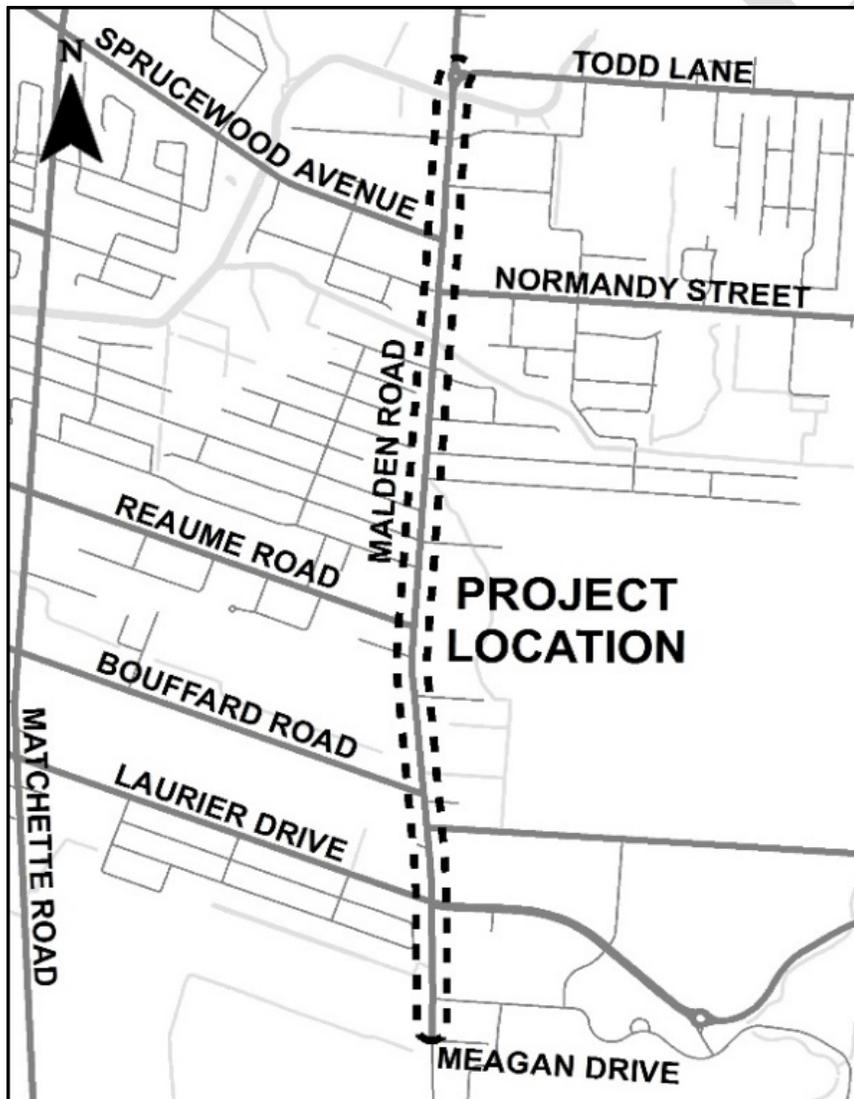
Minister of the Environment, Conservation and Parks
Ministry of Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

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

Personal information collected on this subject is collected under the authority of the Freedom of Information and Privacy Act, the Municipal Act, and the Environmental Assessment Act. With the exception of personal information, all comments and information received will be maintained on file for use during the project and may be included in project documentation.

This notice was first issued on **DATE**.



Delegation Request Form

Please read the following carefully before proceeding to submit a request.

Applications to appear as a delegation before LaSalle Town Council are to be received no later than 12:00 p.m. the Friday before the scheduled Council or Committee Meeting in which you would like to appear. Your application will be reviewed and you will be notified by the Clerk if your request to appear as a delegation has been approved. Alternatively, if you do not wish to appear as a delegation but would like your comments to be considered by Council, you may make a written submission using this form. All Council and Committee meetings are currently hosted electronically on Zoom.

Notes: If you wish to simply attend the meeting, you can do so by accessing our [YouTube Live Stream](#).

General Guidelines

- Members of the Public must register by completing the Delegation Request Form in order to provide verbal comments to Council or a Committee.
- Delegation requests and written submissions must be received by 12:00 p.m. the Friday before a scheduled Council or Committee Meeting.
- A delegation will not be registered to address members of LaSalle Council at a Council meeting unless this specific item is listed on the Agenda. Delegations related to items not listed on the Agenda may be scheduled at a future Council Meeting.
- Delegations are limited to 5 minutes per household.
- Both verbal and written comments will be given equal consideration.
- It is the responsibility of the public to indicate when an accommodation is required. The Clerk will determine the best method to address this accommodation in consultation with the individual in advance of the meeting.

First Name *

Leah

Last Name *

Wlodarek

Are you representing an organization, group, or business? *

No

Preferred Pronouns *

Phone Number *

Email Address *

Street Address *

City/Town, Province *

Postal Code *

Who do you wish to speak to? *

How do you wish to communicate with Council? *

Written submissions are encouraged. Members of the Public may submit written comments by using this form, by email, fax, or drop off at the Town of LaSalle Civic Centre. All written submissions will form part of the Agenda.

Please upload a copy of your written submission (if you do not have a document prepared, you may use the following text box to provide a written submission)

If you did not upload your written submission, you may use the following text box to prepare your written submission

I would like council to speak to the re-alignment of Bouffard Road. Can council please speak to what public notice was provided, to whom and when?

Bouffard Rd. recently had radar speed posted, and people often speak to the speeding on Bouffard. How will aligning the streets prevent the safety concerns regarding increased speed?

What investment is being made in this road re-alignment, versus providing proper sidewalks or a bus route that functions to transport people in both directions?

Is this item on the Agenda? *

Agenda Item Number and/or Topic *

Have you been in contact with staff at the Town regarding the item in which you wish to speak to? *

Will you have presentation materials and/or any audio-visual aids? *

Privacy Statement: This meeting will be broadcast live via YouTube and Delegates participating virtually will form part of the recording. Be advised that all Council and Committee meeting presentations become part of the public record and you will be listed as a presenter on the Agenda and Minutes of the meeting. Agendas and Minutes are published online, so the listing of your name in connection with the Agenda or Minutes may be indexed by search engines like Google. Further, personal information contained in your correspondence, to Town of LaSalle Council, is collected under the authority of the Municipal Act, 2001, as Amended. Any personal information you choose to disclose in your correspondence will be used to receive your views on the relevant issue(s) to enable Town of LaSalle Council to make its decision on the matter. Questions about the collection of this information can be directed to the Deputy Clerk, Town of LaSalle, 5950 Malden Road, LaSalle, Ontario N9H 1S4, 519-969-7770 ext. 1256.

I have read and understand the above Privacy Statement. *

No

Yes



September 24, 2021

The Corporation of the Town of LaSalle
Department of Council Services
5950 Malden Road
LaSalle ON N9H 1S4

VIA EMAIL ONLY

Attention: Jennifer Astrologo, Director of Council Services/Clerk

Dear Ms. Astrologo:

RE: SEPTEMBER 28, 2021 COUNCIL MEETING – MALDEN ROAD ENVIRONMENTAL ASSESSMENT ADDENDUM REPORT – WRITTEN SUBMISSION BY DELEGATION

I continue to represent Tony Puzzuoli of [REDACTED] regarding the above matter and I have registered to speak jointly with Mr. Puzzuoli as a delegation at the subject meeting. We would again put forward the facts of this matter, which have been largely communicated to Town Council and individual Council members on several prior occasions as follows:

- Tony had a clear and unconditional commitment in 2009, in writing, from both the Town of LaSalle and the Ministry of the Environment, and supported by the County of Essex, that the Malden/Bouffard intersection would not be realigned and that this would be reflected in the design and construction of the improved Malden Road.
- Tony relied on this commitment, which was further confirmed by the Town in issuing a building permit to Tony in 2012 for the construction of a three-car garage. The garage is a substantial structure, measuring approximately 30 feet by 60 feet, fully bricked, and complete with a heated floor design. It stands directly on the property on which the Bouffard realignment had been originally proposed and is now currently being proposed by administration.
- In discussions leading to the issuance of the building permit in 2012, Town administration suggested to Tony that he should also look to develop his adjacent property. Clearly, in issuing the garage permit and in making this suggestion, the Town was aware of the commitment it had made to Tony in 2009 that the Town would not be realigning Bouffard Road at that point or at any time in the future.
- In discussions with Tony commencing earlier this year on January 7, 2021, Town administration first indicated that it had no knowledge of the prior commitment. Subsequently, when Tony presented evidence to the contrary, Town administration advised him that, notwithstanding this prior commitment, the Town would be proceeding to realign the intersection under the current Class EA addendum.
- This is unconscionable given the documented evidence that legally prohibits this action, as formally issued to Tony and the area residents in

2009 by the Town and Dillon Consulting, acting as the Town's agent. The County of Essex, having jurisdiction over Malden Road, was also a party to this commitment, and we understand that the County was aware in 2009 that the commitment was, in fact, unconditional.

- Tony then requested the Ministry of Environment, Conservation and Parks to intervene. The Ministry advised that the current Class EA addendum process must start with the 2009 commitment that the Town made to Tony to not realign the intersection. This is also a clear contravention of the 2009 commitment as previously validated by the Ministry. The commitment is eminently clear that Bouffard would not be realigned at Malden. If Town Council chooses to approve the realignment in principle or otherwise, we will be aggressively pursuing the matter through the various Provincial authorities having appropriate jurisdiction.
- As indicated in the previous report on the July 13, 2021 Council meeting agenda, Town administration reaffirmed its position that “the recommended design is to realign the east leg of Bouffard Rd at Malden Rd to create one intersection and remove the current offset intersection”. Instead of dealing with the issue and confirming its commitment to Tony, Council chose to defer the matter at the July 13, 2021 meeting.
- Subsequent to the meeting, information was provided to us in the form of draft documents pertaining to the EA, some portions of which were redacted. The redacted portions appear to be of communications between the Town, its current consultant, Stantec, and the Ministry. If the Town is purporting to deal with Tony in an open and transparent manner, this would suggest otherwise. Obviously, there is information pertinent to this matter that the Town wants to cover up. While we will await copies of the final documents before commenting more fully on the contents, we certainly have lost trust in what we are being told by the Town.
- In its report on the September 28, 2021 Council meeting agenda, Town administration has again put forward its intention to realign the intersection and continues to choose not to honour its clear and unconditional commitment to Tony not to realign the intersection. Tony has indicated that he will be filing a formal complaint to Professional Engineers Ontario regarding the actions of the Professional Engineers, both past and present representing the Town, Dillon, the County and Stantec, who were previously and are currently involved in misrepresenting the fact that a clear and unconditional commitment had been made to him in 2009.
- Given the ongoing intractable position by Town administration, Tony continues to look to Town Council and insists that it do what administration has refused to do and that is to honour the previous clear and unconditional commitment made to him.

It continues to be our understanding that the 2009 decision by the Town not to realign Bouffard at Malden was made on the basis of Laurier and its extension to Howard being the primary route moving forward into the future. It is our further understanding that it was

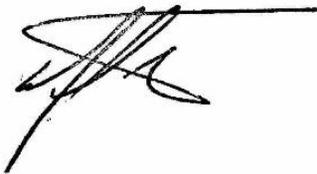
determined by the Town, at the time, that it would not be necessary to realign Bouffard then or into the future. That was the basis for the Town's commitment to Tony.

The data that has been recently provided to us in draft form appears to confirm that there is no need to do anything now or in the time horizon of the review at the subject intersection. This is true even when considering that the traffic projections we were provided are very much inflated from what would be reasonable in the circumstances and that can realistically be anticipated in the future.

Furthermore, detailed information on each accident in the general area of the intersection has yet to be provided. We believe that many of the accidents are not attributable to the intersection itself but are distant from the location. We would be in a position to provide comments on the entirety of the documentation once we are provided with unredacted copies with appropriate accident details and any other information being withheld by the Town.

We thank you for considering this written submission. We look to each individual member of Council to do the right thing and honour the clear and unconditional commitment to Tony that was freely given by the Town to him in 2009. To do otherwise would confirm that the Town and its consultant knowingly misrepresented the Town's intentions in 2009 with respect to the legal commitment it made to Tony.

Yours truly,



Mario Iatonna, P.Eng., MBA
President

cc: Tony Puzzuoli, [REDACTED]

