

APPENDIX A: CORRESPONDENCE/CONSULTATION

Appendix A

Contact List



Appendix A

Notification Materials

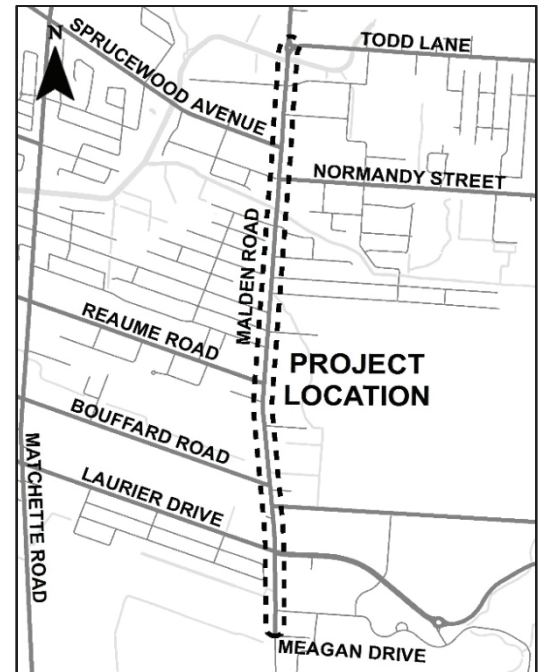


NOTICE OF STUDY COMMENCEMENT
Malden Road Transportation, Public Safety &
Urban Design Improvements
Class Environmental Assessment Addendum
(Todd Lane to Meagan Drive)



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.

Notice of Public Consultation Centre
Malden Road Transportation, Public Safety & Urban Design Improvements
Municipal Class Environmental Assessment Addendum

In 2009, a Schedule C Municipal Class Environmental Assessment (EA) was completed by the Town of LaSalle and Essex County for the Malden Road/County Road 3 study area. 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 (ESR) to determine if the recommendations are still relevant.

Based on the review of information completed for the EA Addendum, the recommendations summarized in the 2009 ESR address the identified problems and opportunities along the corridor. 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 and signalize Bouffard Road
- 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)

A recorded presentation will be available on the Town's website at www.lasalle.ca/malden2019ea for your review from **December 21, 2020 to February 5, 2021**. Information includes a summary of the 2009 Class EA recommendations, what has changed in the study area, a summary of the updated traffic analysis and safety review and the revisions to the preferred corridor design.

Your comments are important to us! Please visit the link above or contact a member of the study team below for more information and to provide your feedback, or to be added to the mailing list:

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

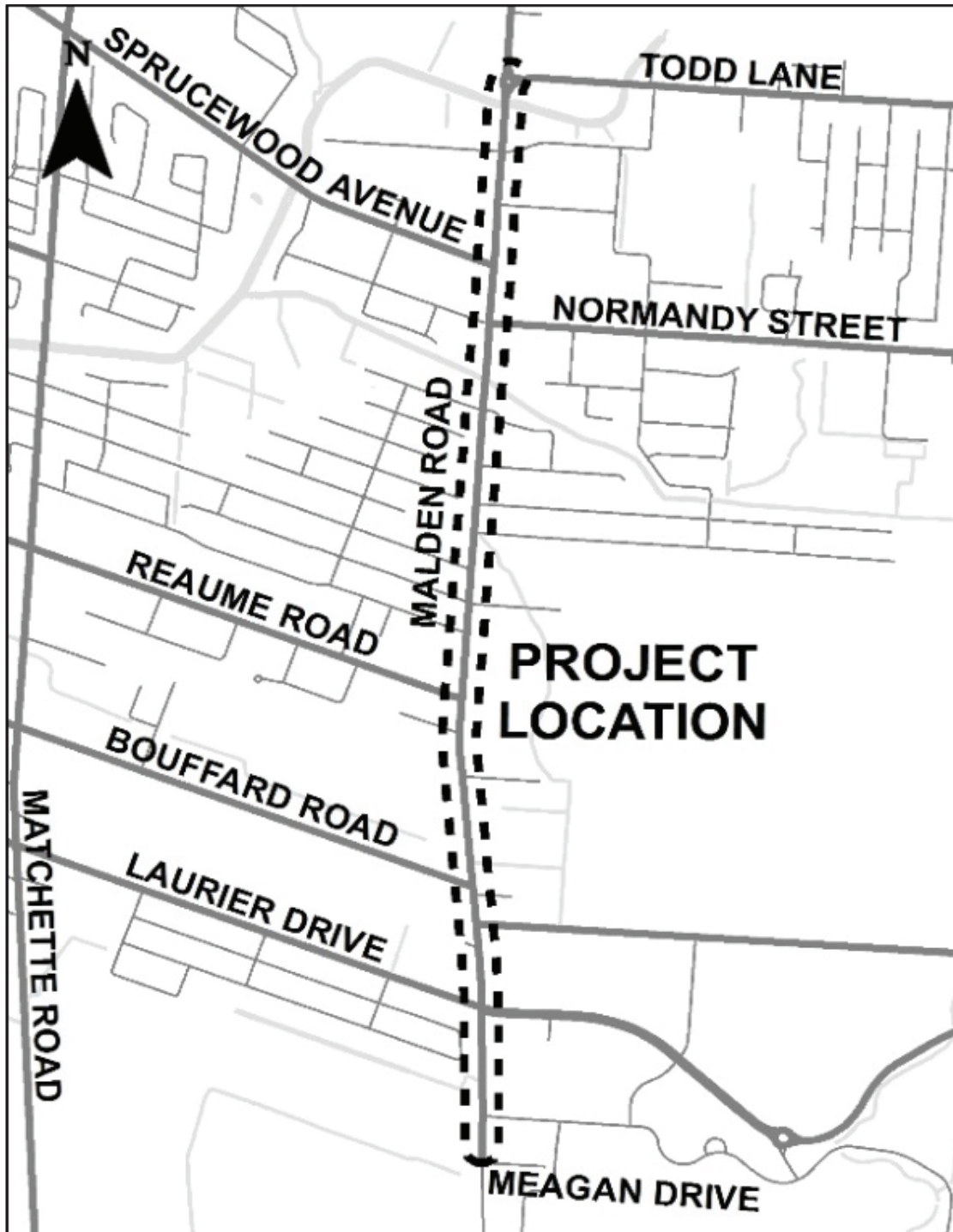
Paula Hohner, M.Sc.PI, MCIP, RPP
Senior Environmental Planner, Stantec Consulting Ltd.
Direct: 519-675-6666
Email: paula.hohner@stantec.com

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This notice was first issued on December 14, 2020.



Study Area Map





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

Courier Delivery

December 21, 2020

Attn: Property Owner

**Re: Town of LaSalle
Notice of Public consultation Centre
Malden Road Environmental Assessment Review/Update 2019/2020**

Dear Property Owner;

The Town of LaSalle has initiated a review/update of the previously completed 2009 Malden Road Environmental Assessment (EA). This review/update is being carried for the Town of LaSalle by Stantec Consulting Ltd.

The original 2009 EA identified impacts to your property with realignments of roads and/or intersections and these impacts remain in place through this review/update. As part of the 2019/2020 review/update, we are reaching out to the public. A Public Consultation Centre has been prepared and will be available for viewing document, *virtually*, starting December 21, 2020. The documents and background information will be available for comment until February 5, 2021. The website where this information can be found is www.lasalle.ca/malden2019ea.

The Town encourages you to take some time, visit the website and review the current update as it relates to your property.

For your convenience, a copy of the Public Consultation Centre (PCC) Notice is enclosed.



Should you have any questions, please do not hesitate to contact the undersigned or any member of the project team identified in the PCC notice or in the documents available on the website. The Town wants to ensure you are aware of the impacts to your specific property as part of this review/update.

Regards,



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

Encls;

- Malden Road 2019/2020 Update, Public Consultation Centre Notice

Cc + Encls;

- Ms. Paula Hohner, M.Sc.PI, MCIP, RPP – Senior Environmental Planner Stantec Consulting Ltd.
- Mr. Kevin Welker, P.Eng. – Project Manager, Stantec Consulting Ltd.



Notice of Public Consultation Centre
Malden Road Transportation, Public Safety & Urban Design Improvements
Municipal Class Environmental Assessment Addendum

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

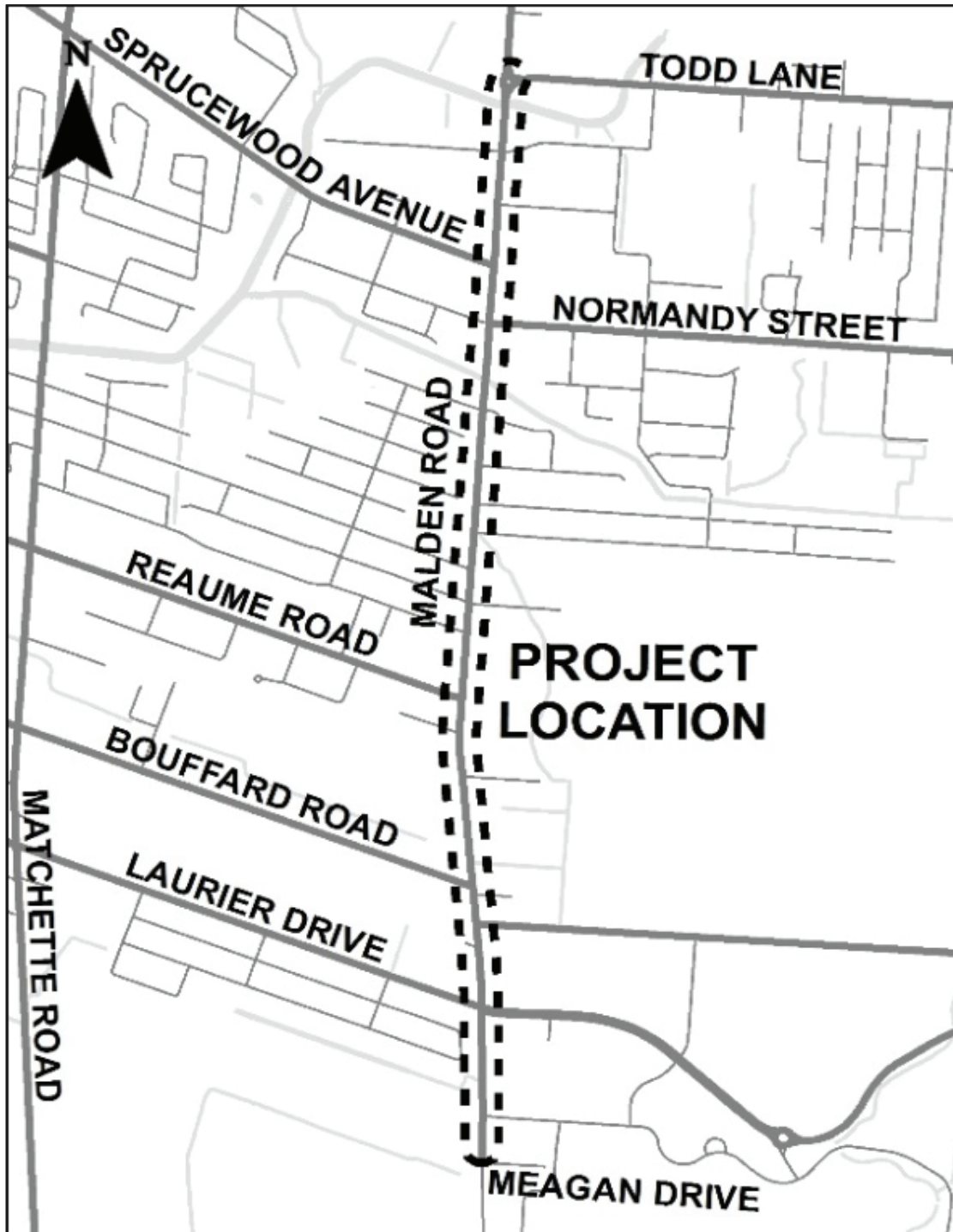
Paula Hohner, M.Sc.PI, MCIP, RPP
Senior Environmental Planner, Stantec Consulting Ltd.
Direct: 519-675-6666
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This notice was first issued on December 14, 2020.



Study Area Map



From: [Peter Marra](#)
To: [Hohner, Paula](#); [Welker, Kevin](#)
Cc: [Larry Silani](#)
Subject: Malden PCC notice courier
Date: Tuesday, December 22, 2020 9:55:03 AM
Attachments: [image003.png](#)
[image005.png](#)
[image006.png](#)
[image008.png](#)
[Malden Rd PCC courier letters.pdf](#)

For your records, we couriered out a few letters yesterday to a select few individual properties as part of the project. These properties are ones that have a bit more property requirements and/or ones that were not part of the original mailing list.

A copy of the letter and PCC notice was sent to the addressee in the enclosed PDF file. The original mailing list was developed for those properties which had frontage on Malden only. In reviewing some of the other areas, particularly, at Bouffard realignment, it appear we may have missed those properties.

Kevin, on the Malden Road plans, could you add the property fabric of the highlighted blue properties as per the enclosed sketches?

Thanks,

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:

Please consider the environment before printing this email.

This message, including any attachments, is intended only for the use of the individual or entity to which it is addressed. It is confidential and may contain information that is protected under the Freedom of Information and Protection of Privacy Act. Any use, distribution or copying of this transmission, other than by the intended recipient, is strictly prohibited. If you are not the intended recipient or an employee/agent responsible for delivering the communication to the intended recipient, please

PROPERTY

NIZZER, SATNAM

[REDACTED]

[REDACTED]

POLEGATO, MARTIN SECONDO

[REDACTED]

[REDACTED]

SIMS, CEDRIC AND SIMS, KATHERINE

[REDACTED]

[REDACTED]

1413506 ONTARIO LIMITED

[REDACTED]

[REDACTED]

TUSCANY OAKS LTD

[REDACTED]

[REDACTED]

838793 ONTARIO LIMITED

[REDACTED]

[REDACTED]

2607573 ONTARIO LIMITED

[REDACTED]

[REDACTED]

OLTEAN, TERENCE ALLAN AND OLTEAN, BETTY JEAN

[REDACTED]

[REDACTED]

PUZZUOLI, ANTHONY

[REDACTED]

[REDACTED]

DUROCHER, ALBERT NORMAN

[REDACTED]

[REDACTED]

ROMANICK, MICHAEL FREDERICK

[REDACTED]

[REDACTED]

DIPIETRO, FRANCESCO AND PEZZUTTO, LUCIA

[REDACTED]

[REDACTED]

PROPERTY

GUARASCI, TERESA

[REDACTED]

[REDACTED]

HAMMOUND, BAHY

[REDACTED]

[REDACTED]

LIBURDI, ANTONIO AND LIBURDI, FRANK

[REDACTED]

[REDACTED]

LIBURDI, BENEDETTO AND LIBURDI, FILOMENA

[REDACTED]

[REDACTED]

LIBURDI, GIUSEPPE AND LIBURDI, MARGHERITA

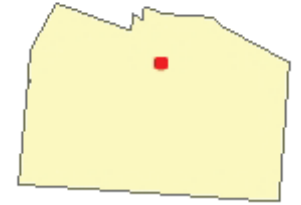
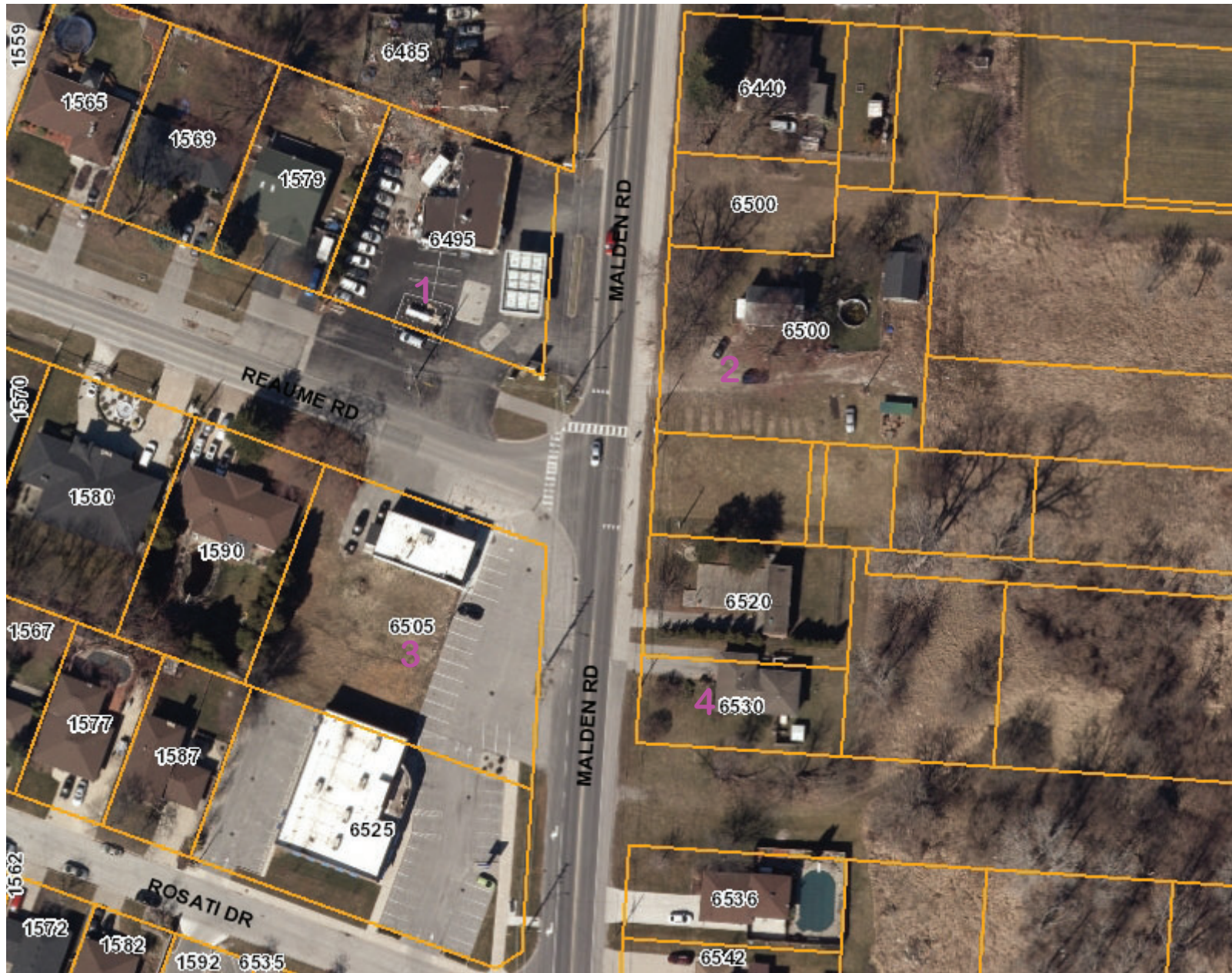
[REDACTED]

[REDACTED]





SAVONE, SALVATORE AND SAVONE, LOREDANA

[REDACTED]

[REDACTED]



Legend

-  Essex Terminal Railway
-  Water Features
-  Addresses
-  Parcels

Scale: 1:1,141



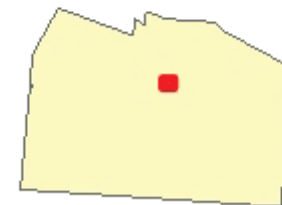
0 19

38 Meters





Printed: 12/22/2020

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT A LEGAL SURVEY

Notes



Legend

-  Essex Terminal Railway
-  Water Features
-  Addresses
-  Parcels

Scale: 1:2,281



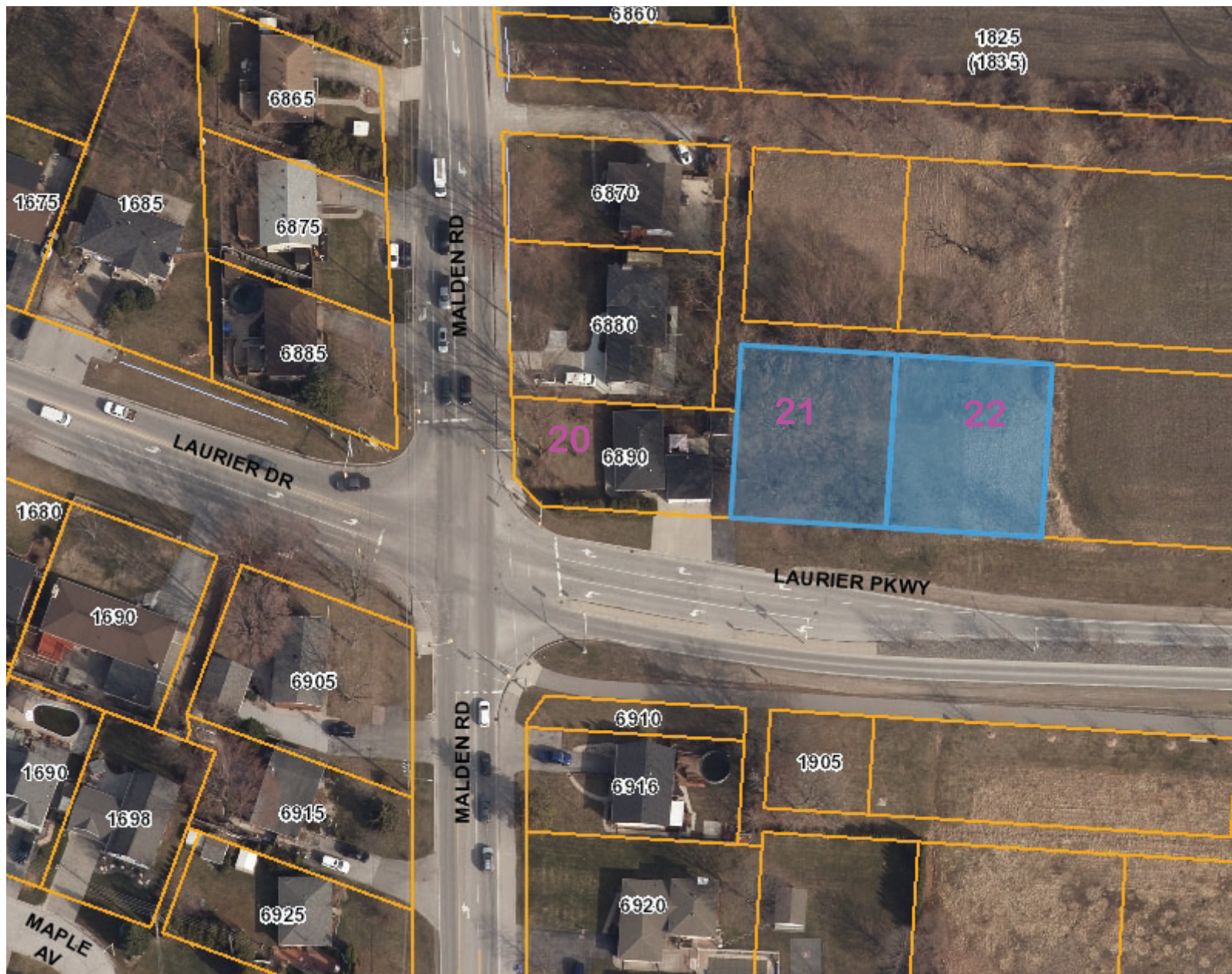
0 38

76 Meters

Printed: 12/22/2020

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THIS MAP IS NOT A LEGAL SURVEY

Notes



Legend

- Essex Terminal Railway
- Water Features
- Addresses
- Parcels

Scale: 1:1,026



0 17

34 Meters

Printed: 12/22/2020

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT A LEGAL SURVEY

Notes

From: [Wrathell, Melissa](#)
Cc: [Hohner, Paula](#); [pmarra@lasalle.ca](#); [Welker, Kevin](#)
Bcc: ["karina.cerniavskaja@ontario.ca"](#); ["Anneleis.eckert@ontario.ca"](#); ["eanotification.swregion@ontario.ca"](#); ["rosi.zirger@ontario.ca"](#); ["michael.nadeau@ontario.ca"](#); ["junaid.asghar@ontario.ca"](#); ["drew.crinklaw@ontario.ca"](#); ["leslie.brewer-palhazi@ontario.ca"](#); ["lisa.wren@dfo-mpo.gc.ca"](#); ["whicks@citywindsor.ca"](#); ["jhagan@citywindsor.ca"](#); ["jmustac@countyofessex.ca"](#); ["dsutton@lasalle.ca"](#); ["kbeaudoin@lasallepolice.ca"](#); ["dhadre@town.lasalle.on.ca"](#); ["tw@citywindsor.ca"](#); ["regs@erca.org"](#); ["mnelson@erca.org"](#); ["planning@erca.org"](#); ["malzner@essexpowerlines.com"](#); ["rspagnuolo@enwin.com"](#); ["bill.sorrell@cogeco.com"](#); ["james.goodchild@bell.ca"](#); ["MargaretF@metisnation.org"](#); ["consultations@metisnation.org"](#); ["jfrench@cottfn.com"](#); ["rsmith@cottfn.com"](#); ["jessica.hill@oneida.on.ca"](#); ["Catherine.cornelius@oneida.on.ca"](#); ["glenn@munsee.ca"](#); ["denise.stonefish@delawarenation.on.ca"](#); ["drskoke@wifn.org"](#); ["janet.macbeth@wifn.org"](#); ["dean.jacobs@wifn.org"](#); ["chief@caldwellfirstnation.ca"](#); ["nikki.orosz@caldwellfirstnation.ca"](#); ["jason.henry@kettlepoint.org"](#); ["valerie.george@kettlepoint.org"](#); ["chief@aamjiwnaang.ca"](#); ["sjohnston@aamjiwnaang.ca"](#); ["shelley.armstrong@publicboard.ca"](#); ["penny_king@wecdsb.on.ca"](#); ["picajose@cscprovidence.ca"](#); ["cbrown@yqg.ca"](#); ["stuffin@yqg.ca"](#); ["Jack_carello@cpr.ca"](#); ["derek.basso@cn.ca"](#);

Subject: Malden Road Improvements - Notice of Public Consultation Centre
Date: Monday, December 14, 2020 4:37:00 PM
Attachments: [ad Malden_PCC_Notice.pdf](#)

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: [Wrathell, Melissa](#)
Cc: [Hohner, Paula](#); [Peter Marra](#); [Welker, Kevin](#)
Bcc: [jessica.hill@oneida.on.ca](#); [Permits.GLD@cn.ca](#); [chief.plain@aamjiwnaang.ca](#); [carol@munsee.ca](#); [vimalananthan@erca.org](#); [dhadre@lasalle.ca](#)
Subject: Malden Road Improvements - Notice of Public Consultation Centre
Date: Tuesday, December 15, 2020 10:36:00 AM
Attachments: [ad Malden PCC Notice.pdf](#)

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,

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

Stantec
600-171 Queens Avenue
London ON N6A 5J7



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Monday December 14, 2020

Attention: Manager of Operations
Student Transportation Services
360 Fairview Avenue West
Essex, ON N8M 1Y3

Mike Cincurak, Construction Project Manager
Enbridge
3840 Rhodes Drive, P.O. Box 700
Windsor, ON N9A 6N7

Attention: Operations Manager
Hydro One – Essex
125 Irwin Avenue
Essex, ON N8M 2T3

Attention: Planning Department
Hydro One – Essex
125 Irwin Avenue
Essex, ON N8M 2T3

ENWIN Utilities Ltd.
Attn: Barbara Peirce Marshall, Corporate Communications
City of Windsor/Windsor Utilities Commission
787 Ouellette Ave., P.O. Box 1625 Station A
Windsor, ON N9A 5T7

Attention: Manager of Operations
Student Transportation Services
360 Fairview Avenue West
Essex, ON N8M 1Y3

Mike Cincurak, Construction Project Manager
Enbridge
3840 Rhodes Drive, P.O. Box 700
Windsor, ON N9A 6N7

Attention: Operations Manager
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125 Irwin Avenue
Essex, ON N8M 2T3

Attention: Planning Department
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Essex, ON N8M 2T3

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Attn: Barbara Peirce Marshall, Corporate Communications
City of Windsor/Windsor Utilities Commission
787 Ouellette Ave., P.O. Box 1625 Station A
Windsor, ON N9A 5T7

Wesley Hicks, Deputy City Engineer
Senior Manager of Infrastructure & Transportation Planning
Infrastructure & Geomatics
City of Windsor
350 City Hall Square West
Windsor, ON N9A 6S1

Carolyn Brown
Your Quick Gateway (Windsor Inc.)
Windsor International Airport
3200 County Road 42, Unit #200
Windsor, ON N8V 0A1

Appendix A

Public Consultation Centre Materials

Malden Road Transportation, Public Safety and Urban Design Improvements

Class Environmental Assessment Addendum

ONLINE PUBLIC CONSULTATION CENTRE
DECEMBER 21, 2020 TO FEBRUARY 5, 2021

Purpose of this Public Consultation Centre

Review of 2009 Class EA Study Recommendations

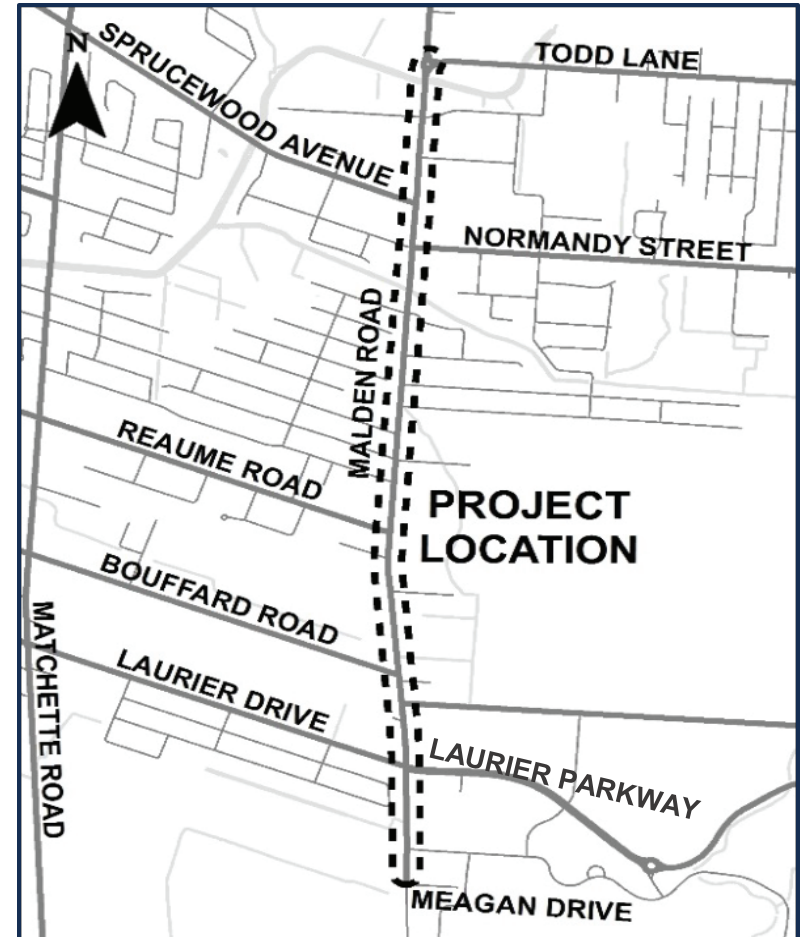
Municipal Class Environmental Assessment and Addendum Requirements

2009-2020: What Has Changed?

Traffic Analysis and Safety Review

Active Transportation Improvements

Preferred Corridor Design

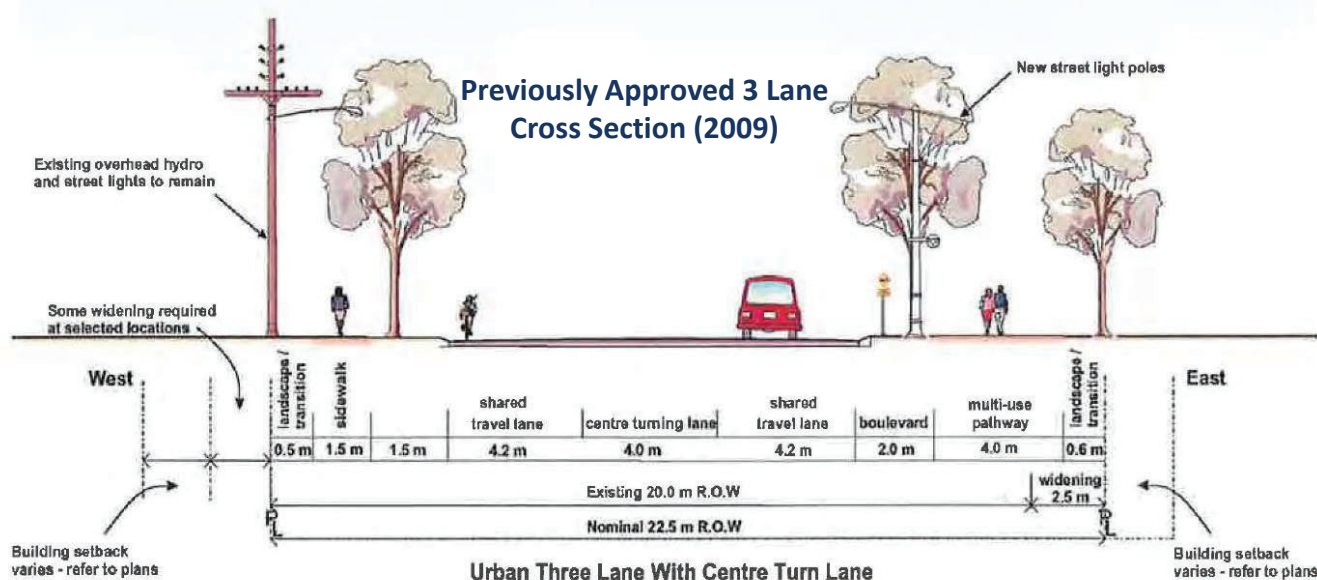


2009 Class EA - Background

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

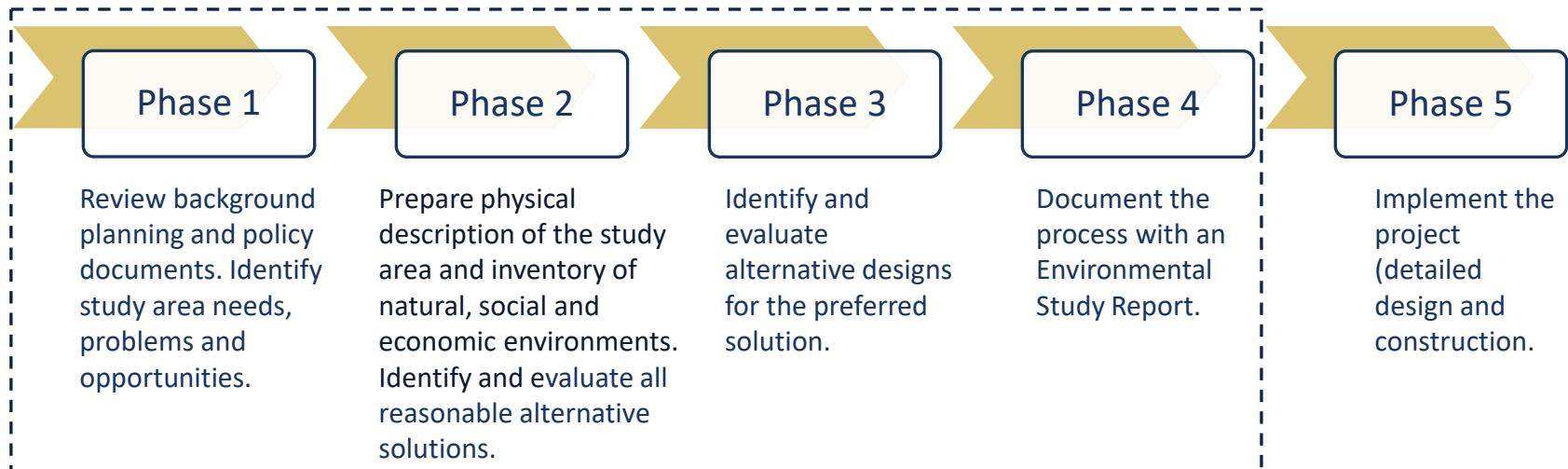
To date, the 5-lane widening of Malden Road, north of Normandy Street, has been completed. Other improvements recommended by the 2009 Class EA have not been implemented.



Municipal Class EA Process

The Municipal Class Environmental Assessment (Class EA) study process, approved under the *Ontario Environmental Assessment Act*, frames the planning and implementation of municipal infrastructure projects. The Class EA process requires that a project be reviewed where a 10-year period has occurred between filing of the EA report and the commencement of construction.

The 2009 EA completed Phases 1 through 4 of the Class EA study process:



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?

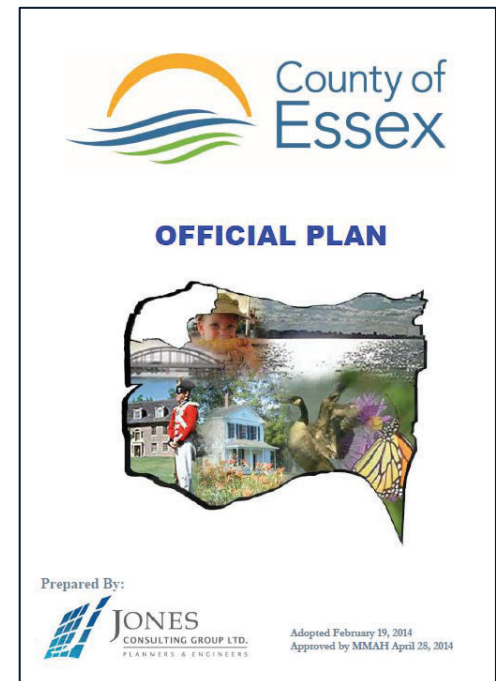
- ❖ Roundabout at Malden Road and Todd Lane Intersection was constructed
- ❖ Roadway/Streetscape Improvements between Normandy Street and Todd Lane were constructed
- ❖ Updated Town Official Plan – Malden Road identified as a “Mixed Use Corridor” and revised land use/development policies
- ❖ Updated traffic information (including the Transportation/ Active Transportation Master Plan, and County-Wide Active Transportation Master Plan)

County of Essex Official Plan



The County of Essex Official Plan was prepared in 2014 and outlines how land should be used and the ways in which the County should grow, in order to meet future community needs until 2031.

The Official Plan recognizes the importance of the continual development and improvement of Malden Road to add to the existing accessible and active transportation system within the County, while continuing to recognize the increase in traffic the corridor has and will continue to experience.

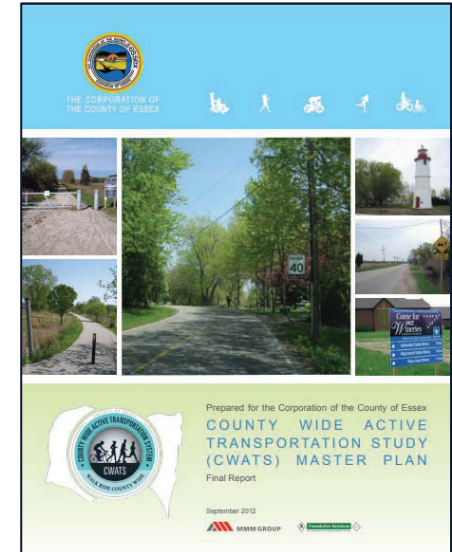


County Wide Active Transportation Study Master Plan



The County Wide Active Transportation Study (CWATS) Master Plan was adopted by County Council in 2012 as a 15-year plan that links the 7 local municipalities within the County with a planned active transportation system.

As CWATS was adopted after the 2009 Malden Road/CR 3 EA was completed, there are a variety of recommendations, such as active transportation connections between Malden Road/CR 3 and Normandy Street, Todd Lane, and Reaume Road, that were not assessed as part of the 2009 design recommendations.



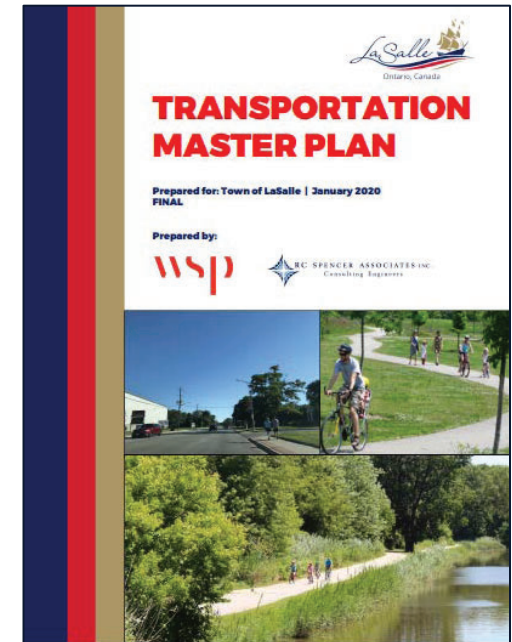
The Plan identifies Malden Road as a Candidate Route for inclusion in the active transportation network, for proposed implementation of a Multi-Use Trail/Pathway along the corridor.

Town of LaSalle Transportation and Active Transportation Master Plan



The Town of LaSalle Transportation and Active Transportation Master Plan (TATMP, adopted by Council in 2020, serves as a guiding document for facilitating a comprehensive multi-modal (pedestrians, cyclists, transit users and motorists) transportation network.

The Plan highlights feedback from the public to improve congestion, safety, active transportation facilities and intersections, as well as connect recreational trails along the Malden Road corridor. **The TMP proposes On-Road Route active transportation facilities along the Malden Road corridor.**



Existing Conditions – Land Use

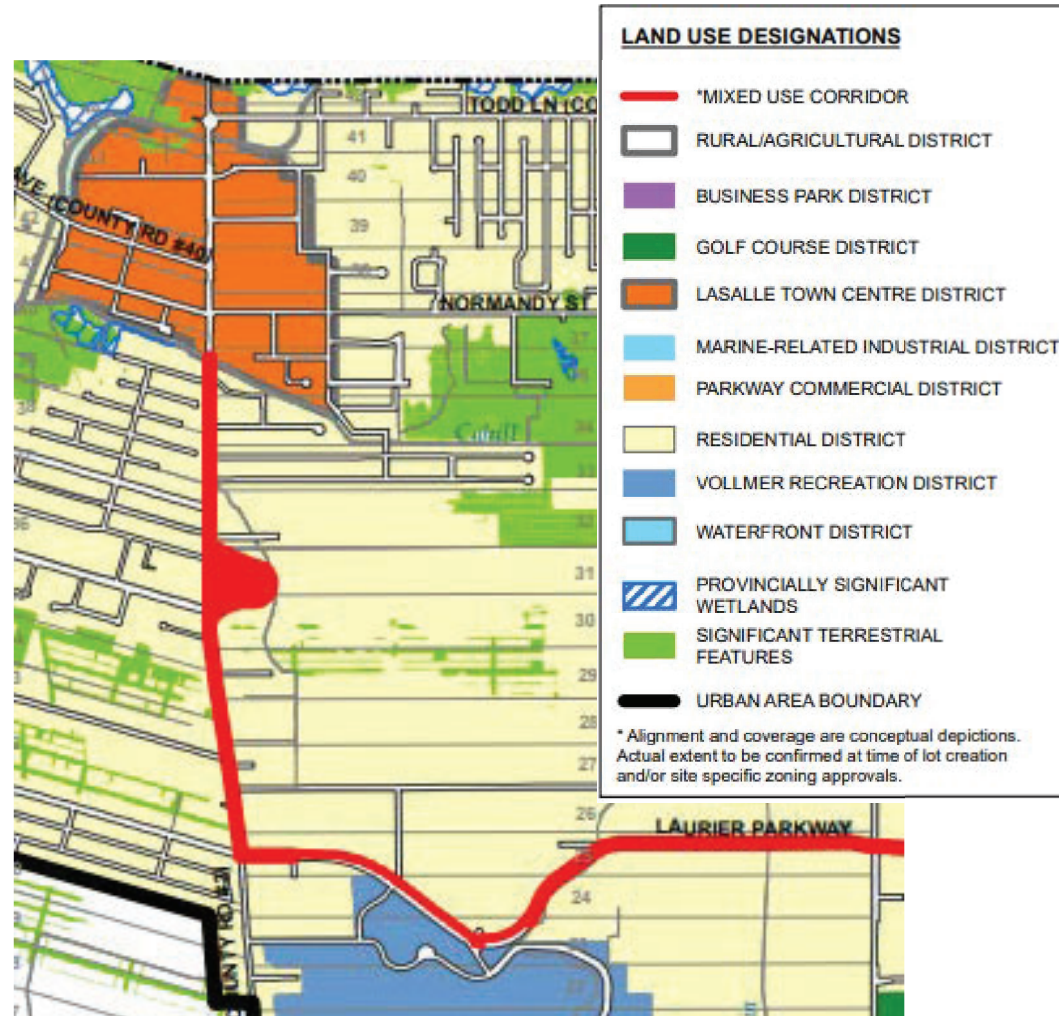


Malden Road is designated as a Mixed-Use Corridor in the Town of LaSalle Official Plan.

The designation envisions a vibrant pedestrian and transit-oriented corridor with a mix of land uses and densities that support investment in transit and complete communities.

Existing land uses include:

- Retail and commercial
- Mid- and high-rise residential
- Institutional
- Community uses



Existing Conditions – Natural Environment



The study area is an existing mixed-use urban corridor and is generally unchanged from conditions presented in 2009. There are several large ornamental trees along Malden Road. Potential exists for Species at Risk (SAR) plants, reptiles and birds to occur in the study area, although limited suitable habitat is present.

Five watercourses intersect with the study area, including:

- Turkey Creek/Grand Marais Drain
- Cahill Drain
- Normandy Drain
- Tourangeau Drain
- Bessette Drain

No critical SAR fish habitat is documented in these drains, although there is potential for Northern Sunfish, Pugnose Minnow and Spotted Sucker (endangered/threatened) to be present in the Cahill Drain and the Tourangeau Drain.



One or more aquatic species listed under the Species at Risk Act are found (or potentially found) within the coloured areas.

- Critical Habitat
- Extirpated, Endangered, or Threatened
- Special Concern

Existing Conditions – Cultural Heritage



Built Heritage and Cultural Heritage Landscapes

- A Cultural Heritage Assessment Report (CHAR) was completed. One property (7140 Malden Road) was determined to have Cultural Heritage Value or Interest, under O. Reg. 9/06 of the *Ontario Heritage Act*.
- No properties within or adjacent to the Study Area are designated under Part IV or Part V of the *Ontario Heritage Act*.



Archaeological Resources

- A Stage 1 archaeological assessment was completed. A Stage 2 archaeological assessment is required for areas impacted by construction which retain archaeological potential (previously undisturbed areas, manicured lawns).

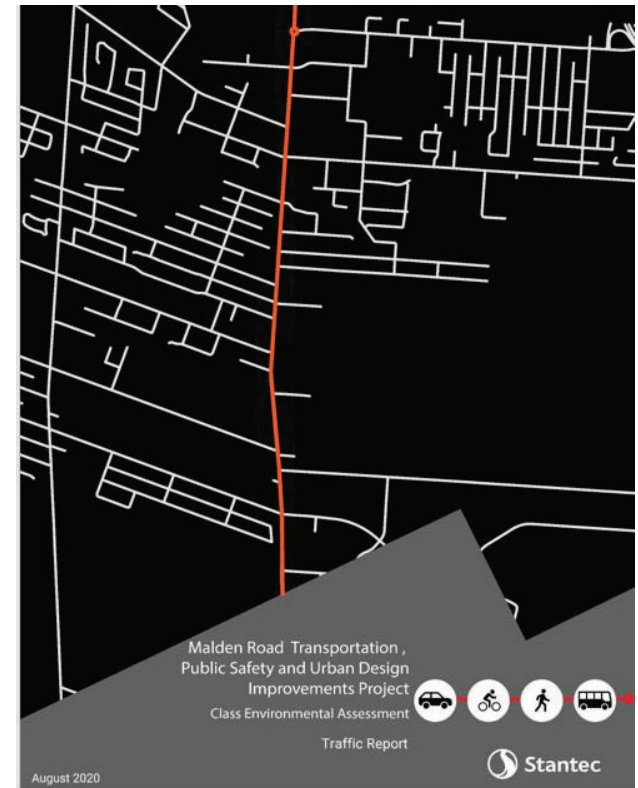


Transportation



A Traffic Report was completed for the study area, and included the following analysis:

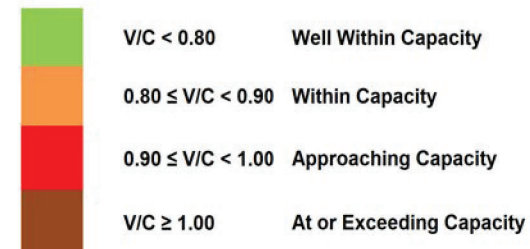
- Existing multi-modal transportation network facilities
- Existing (2019) traffic volumes for weekday AM and PM peak hours
- Intersection capacity operations for the existing (2019) weekday peak hour conditions
- Collision history and safety analysis for intersections and mid-block links
- Geometric 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



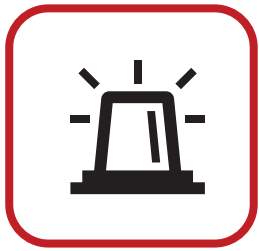
Existing Conditions - Traffic



- 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.



Existing Conditions - Safety



Collision data for the study area intersections and mid-blocks were collected from 2014 to 2019.

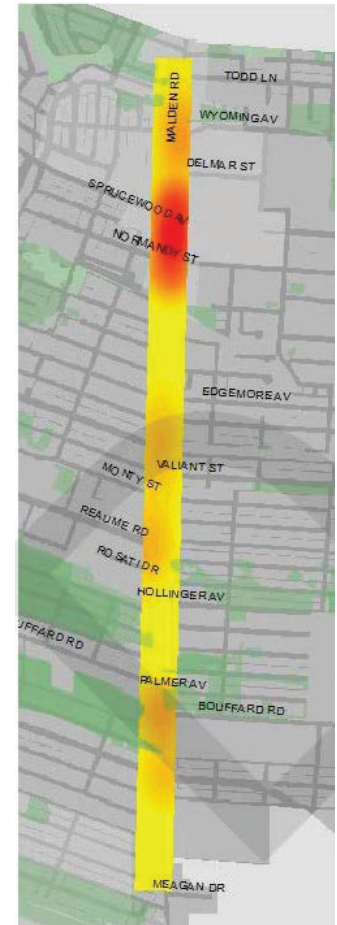
Intersection Safety

The highest number of collisions along the corridor were reported at the intersections of Sprucewood Avenue, Normandy Street, Bouffard Road and Laurier Drive. Intersection improvements will consider upgrades to the pedestrian crossings, removal of the channelized right turns, and inclusion of crossings for cyclists.

Mid-Block Safety

The segment between Todd Lane and Oxford Street and the segment between Normandy Street and Edgemore Avenue experienced the highest number of collisions.

Improvements to Malden Road will prioritize safety within the corridor.

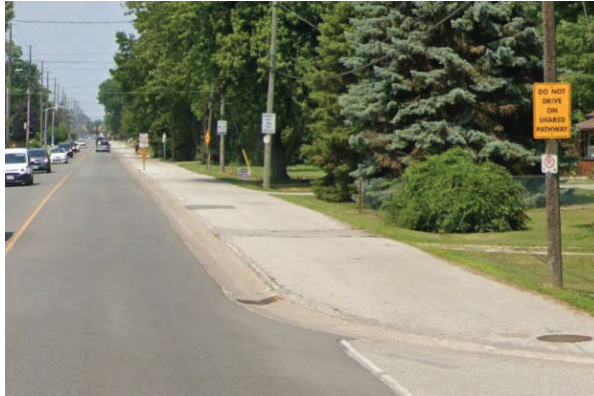


2020 Traffic Report –
Collisions in Intersections and
Midblock (2014-2019)

Existing Active Transportation



Shared Pavement



The available multi-use pathway in the southern portion of Malden Road is a shared pavement pathway on the east side of the corridor, with a curb ramp connecting the pathway to the road.

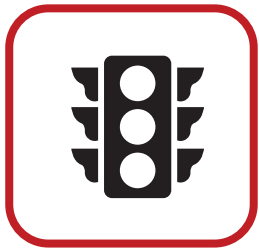
Cycling Facilities



Cycling facilities share the corridor with mixed traffic. The on-road facilities do not provide a designated bicycle lane on both the east and west sides of the corridor.

The Previously Approved Cross Section (2009) included a mix of on-road bike lanes, shared cycling/vehicle lanes, and multi-use pathways.

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

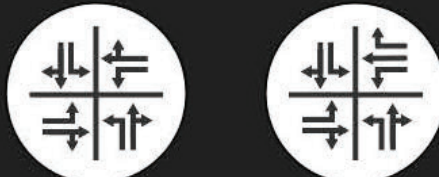


The recommended Alternative Solutions from 2009 are generally still applicable today, and include:

- 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) | |



Review of Addendum Requirements



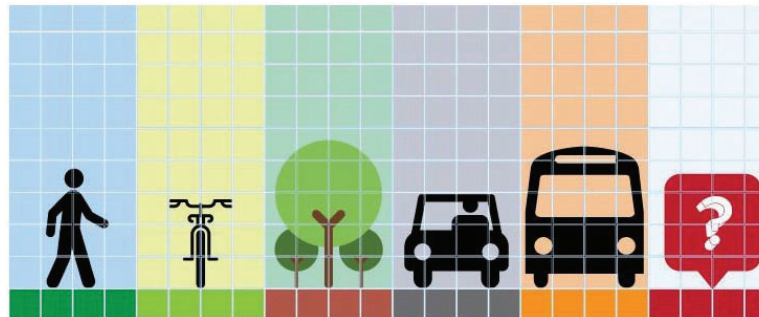
Based on the review of information relating to:

- Existing environmental conditions for the study area
- Changes in traffic patterns and land use/development
- Updated municipal and provincial planning policies

the recommendations summarized in the 2009 Environmental Study Report are still relevant.

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.

In line with LaSalle's Transportation and Age Friendly Active Transportation Master Plan, the focus moving forward is the opportunity to connect cycling facilities along Malden Road and enhance pedestrian crossings.



Active Transportation Considerations



Opportunities

- Opportunity for increased protected Active Transportation crossings in conjunction with planned/recommended intersection signalizations
- Opportunity to connect the east and west sides of the Cahill Drain trail
- Opportunity to enhance North-South cycling facilities along Malden Road
- Opportunity to provide connections to parallel North-South cycling facilities



Constraints

- Right-of-way space constraints between Normandy Street and Todd Lane
- Limited Protected Crossing Opportunities
- Disconnected east-west connections
- Inconsistent and Discontinuous facilities

Active Transportation Considerations



Opportunity to connect the existing trail network to enhance active transportation connectivity and permeability across Malde Road. This may be able to be coupled with a protected crosswalk that is timed with upstream/downstream intersections. The existing signalized intersection spacing between Normandy and Todd is ~190m. This crossing would be ~160m from the nearest signalized intersection.



Legend

Crossing Opportunities

- Roundabout
- Signalized Intersection
- Improved crossing

Mobility Network Opportunities

- Future Road Connection
- TMP Cycling Improvement
- Cycling Enhancement Opportunity
- Existing Trail or In-Boulevard Path



Active Transportation Solutions

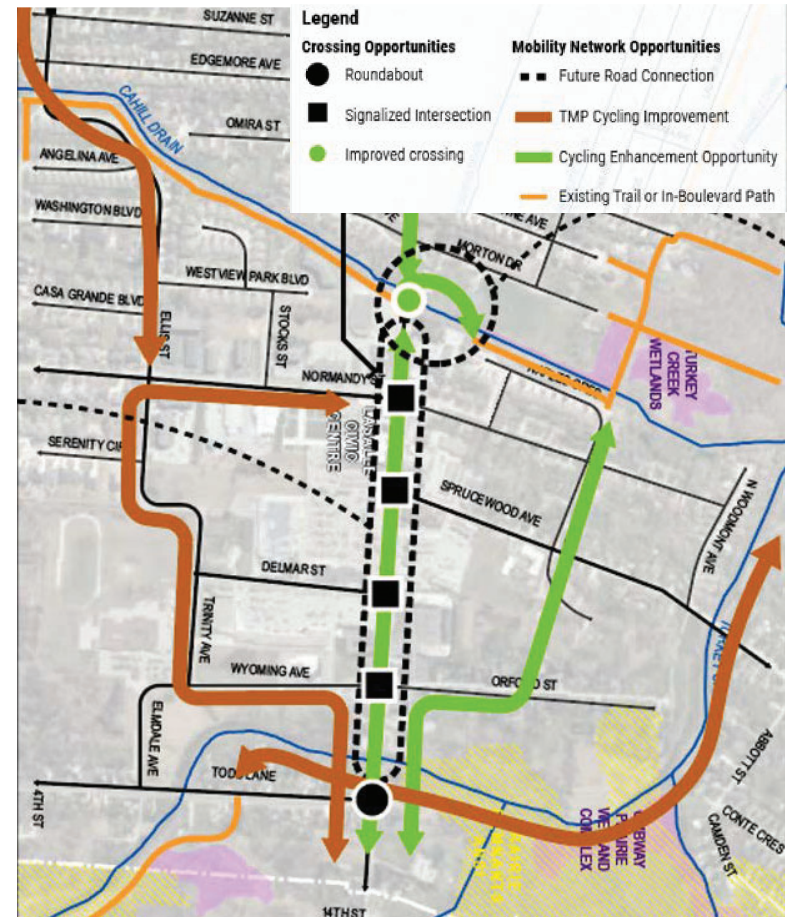


Malden Road | Cahill Drain to the southern study limits:

Alternative solutions were reviewed based on current active transportation guidelines. The process involves the identification of which facility presents the best planning solution, balancing several criteria.

Three alternative solutions were developed including:

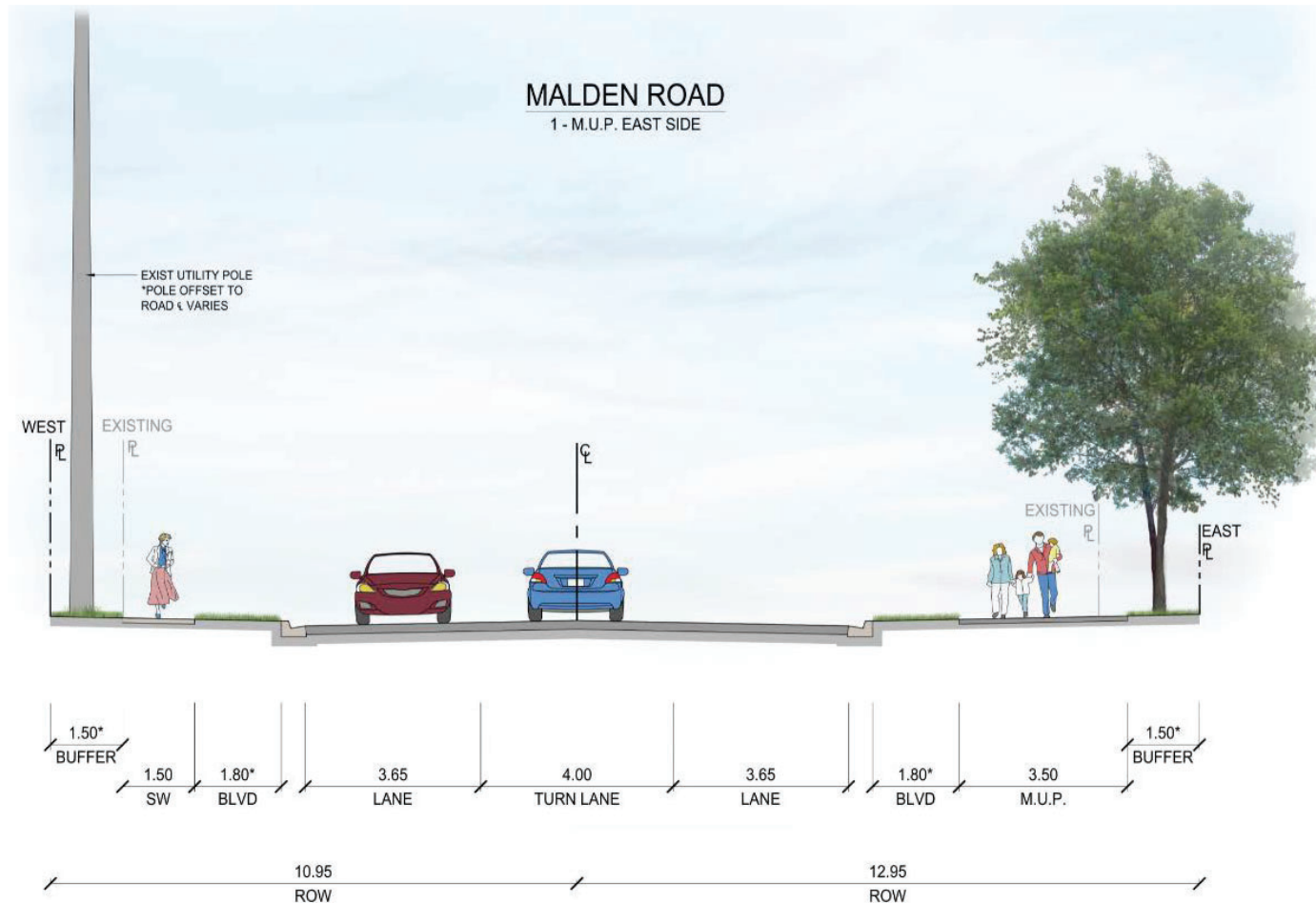
- In-Boulevard Multi-use Path on the East Side, Sidewalk on the West Side
- On-Road Buffered Bike Lanes with Separated Sidewalks
- Two-Way Cycle Track on the East Side with Separated Sidewalks



Active Transportation Solutions



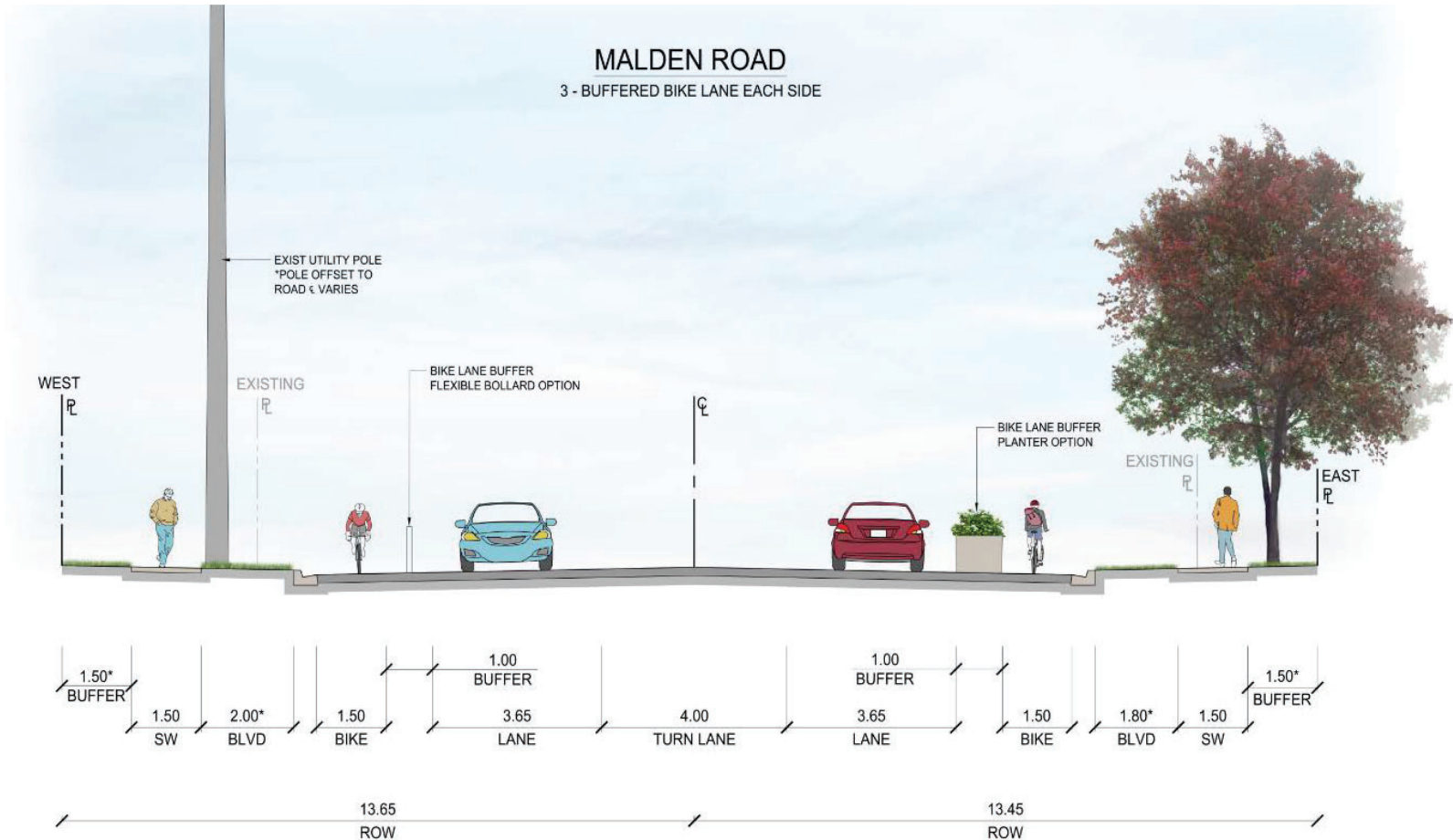
In-Boulevard Multi-use Path on the East Side, Sidewalk on the West Side



Active Transportation Solutions



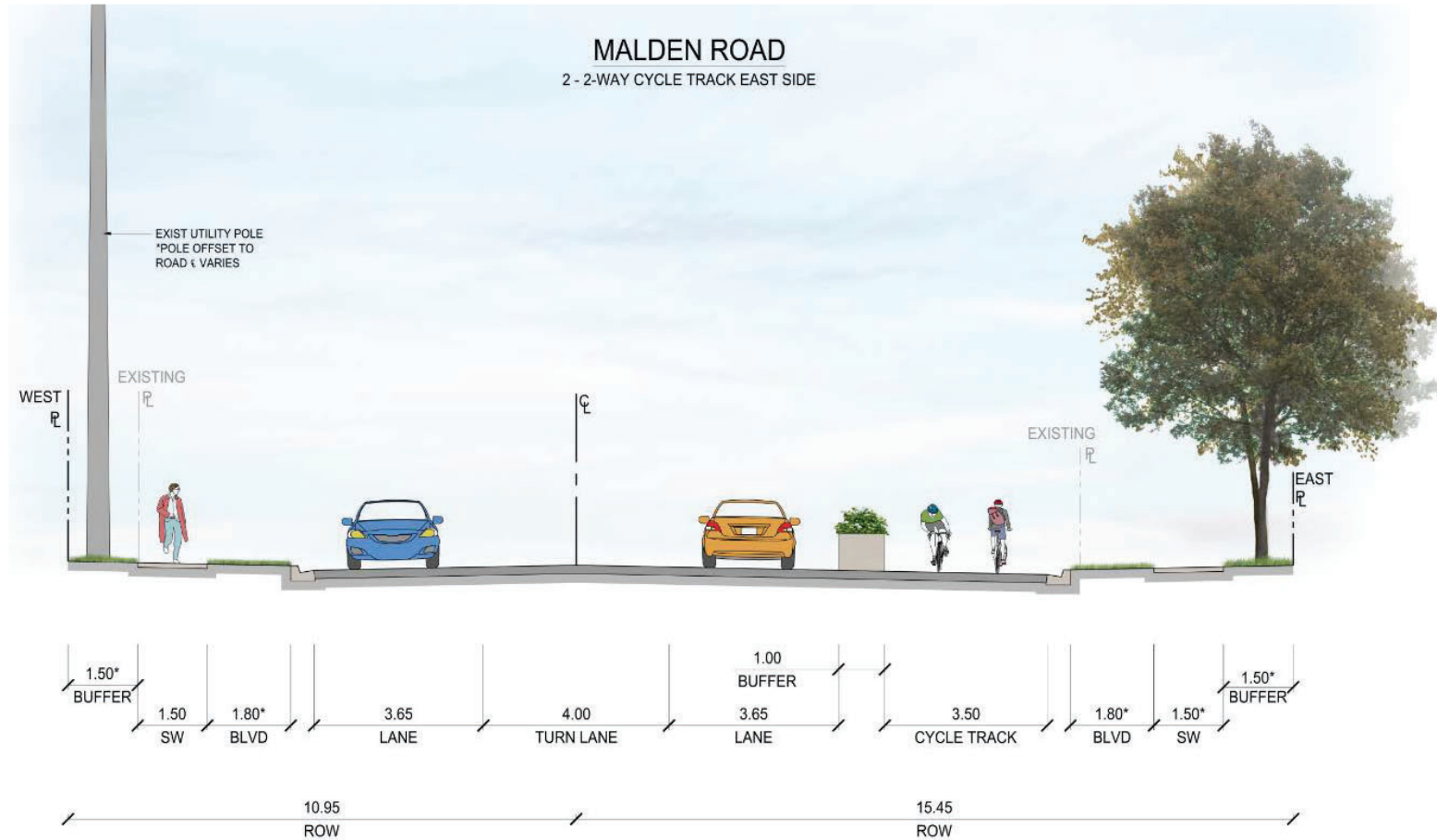
On-Road Buffered Bike Lanes with Separated Sidewalks



Active Transportation Solutions



Two-Way Cycle Track on the East Side with Separated Sidewalks



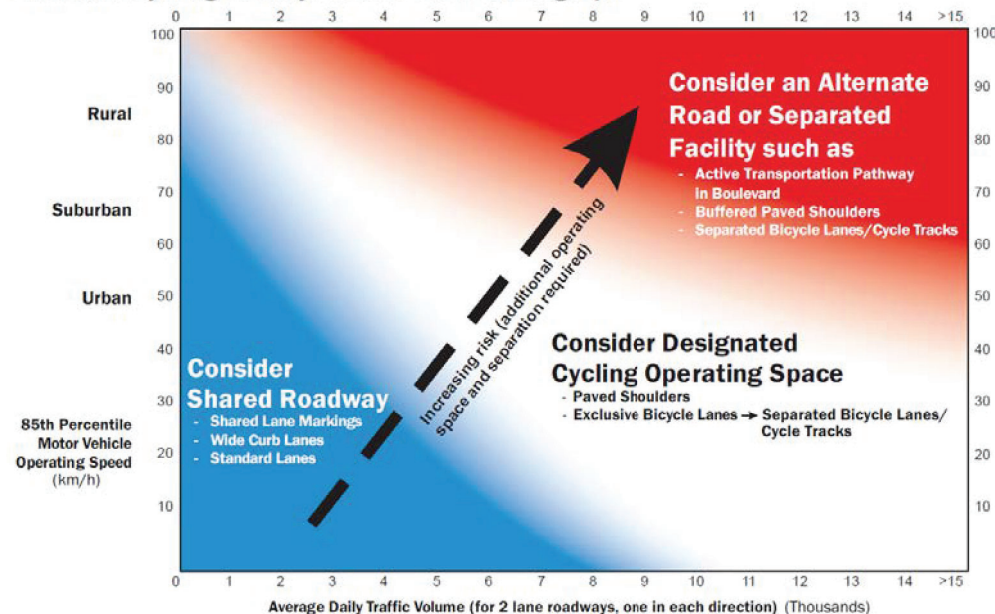
Cycling Facility Assessment



The overarching cycling facility selection process to be followed is outlined in the *Ontario Traffic Manual (OTM) Book 18: Cycling Facilities*. The selection of active transportation facility type focuses around:

- Vehicular speed
- Vehicular volume
- Number of accesses onto the roadway
- Availability of on-street parking

Desirable Cycling Facility Pre-selection Nomograph



Source: OTM Book 18

Assessment of Alternative Solutions



The Active Transportation Alternative Solutions were evaluated against the following criteria:

Natural Environment

- Terrestrial & Aquatic Habitat
- Wildlife
- Climate Change



Cultural Environment

- Archaeological Resources
- Built Cultural Resources & Landscapes
- Indigenous Lands & Treaty Rights

Socio-Economic

- Property Acquisition / Impacts
- Business Operations
- Streetscapes & Aesthetics
- Accessibility
- Active Transportation
- Municipal and Provincial Planning



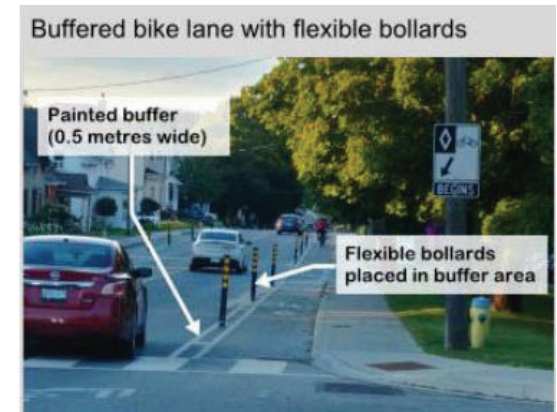
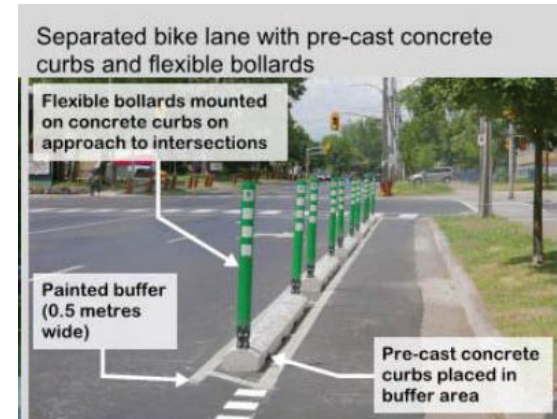
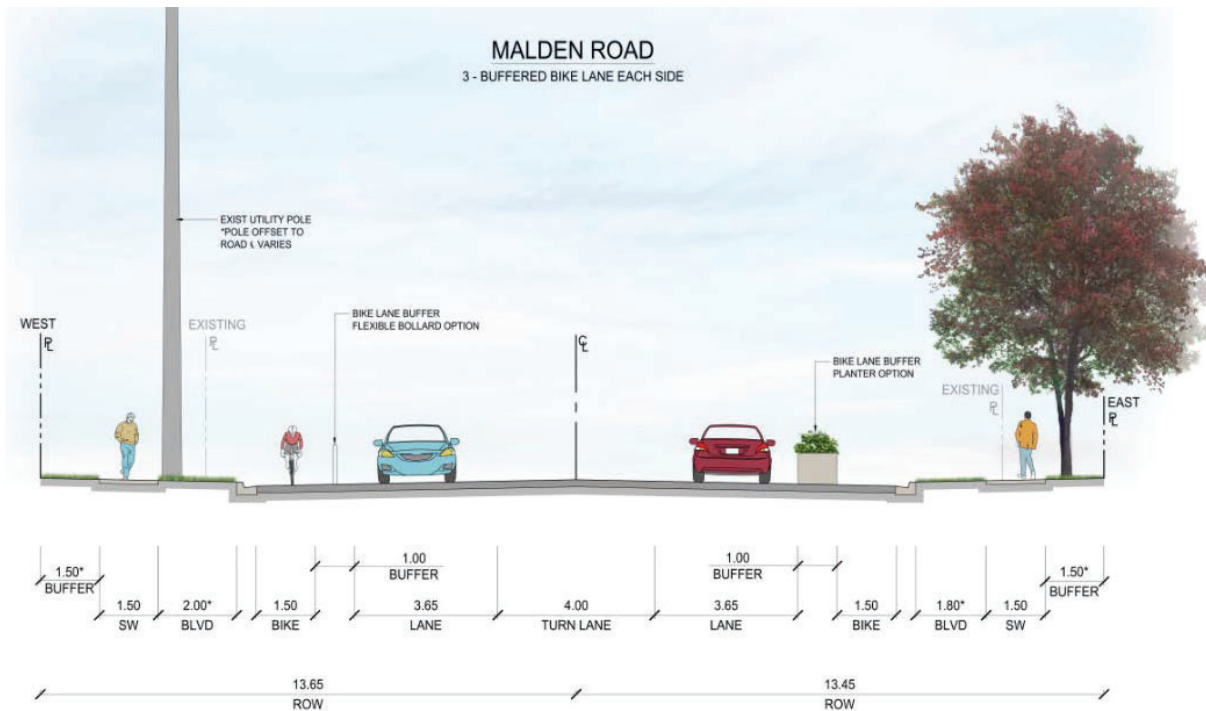
Technical

- Constructability & Utilities
- Traffic Operations
- Road Safety for All Road Users
- Maintenance & Operations
- Capital Cost

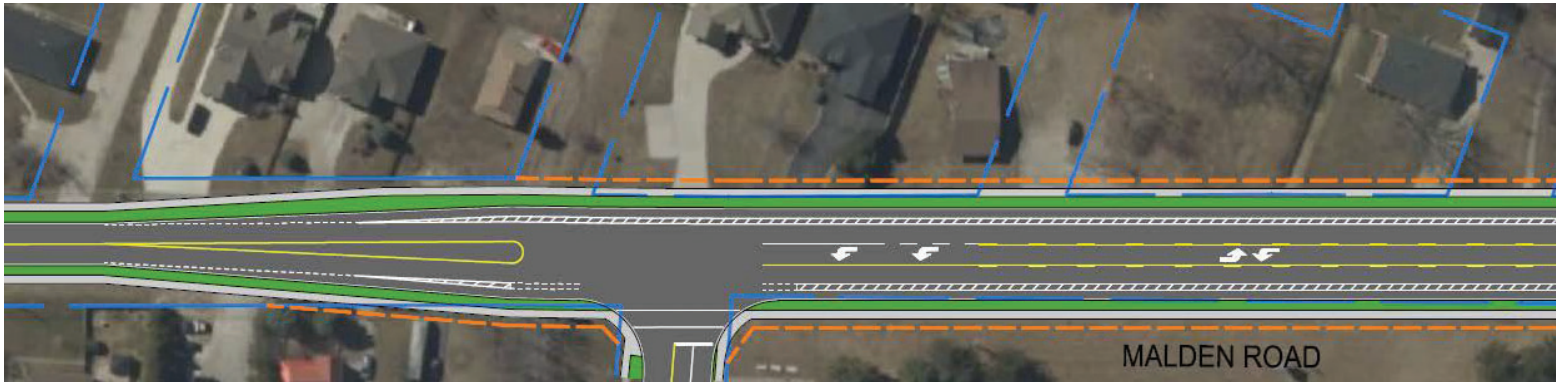
Recommended Cycling Facility



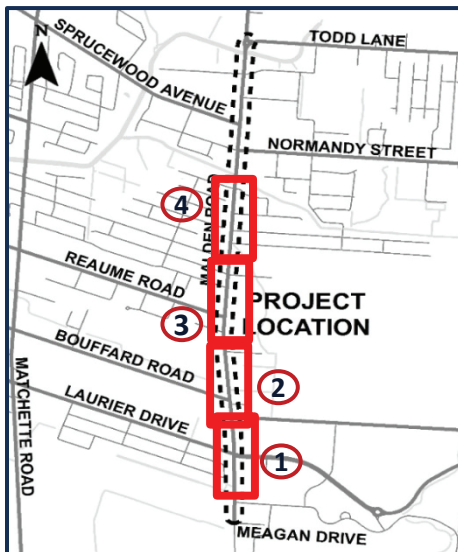
On-road buffered bike lanes with separated sidewalks on Malden Road from the Cahill Drain to the southern study limits.



Source: Town of LaSalle TMP presentation

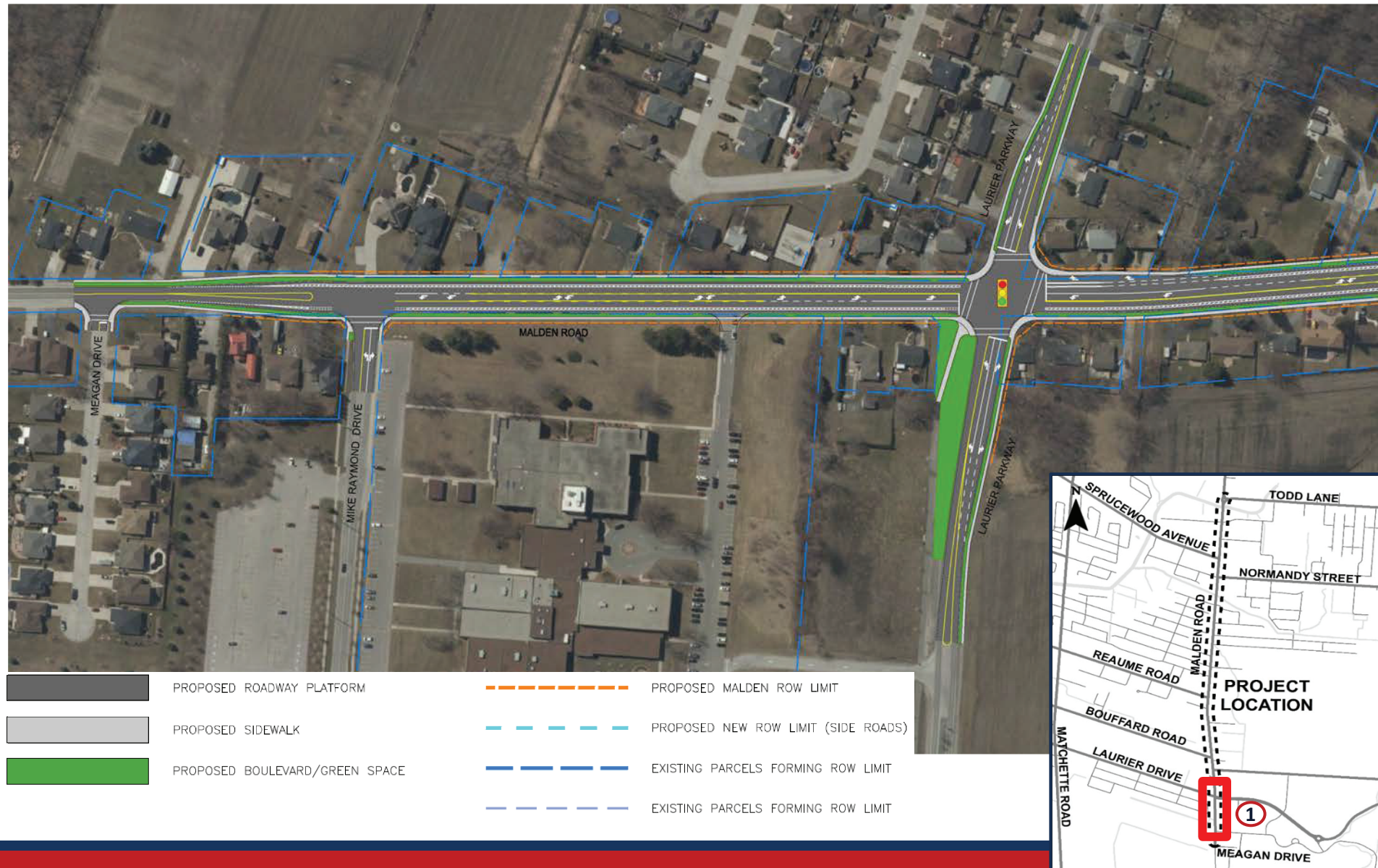


- | | | | |
|--|--------------------------------|--|-------------------------------------|
|  | PROPOSED ROADWAY PLATFORM |  | PROPOSED MALDEN ROW LIMIT |
|  | PROPOSED SIDEWALK |  | PROPOSED NEW ROW LIMIT (SIDE ROADS) |
|  | PROPOSED BOULEVARD/GREEN SPACE |  | EXISTING PARCELS FORMING ROW LIMIT |
|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

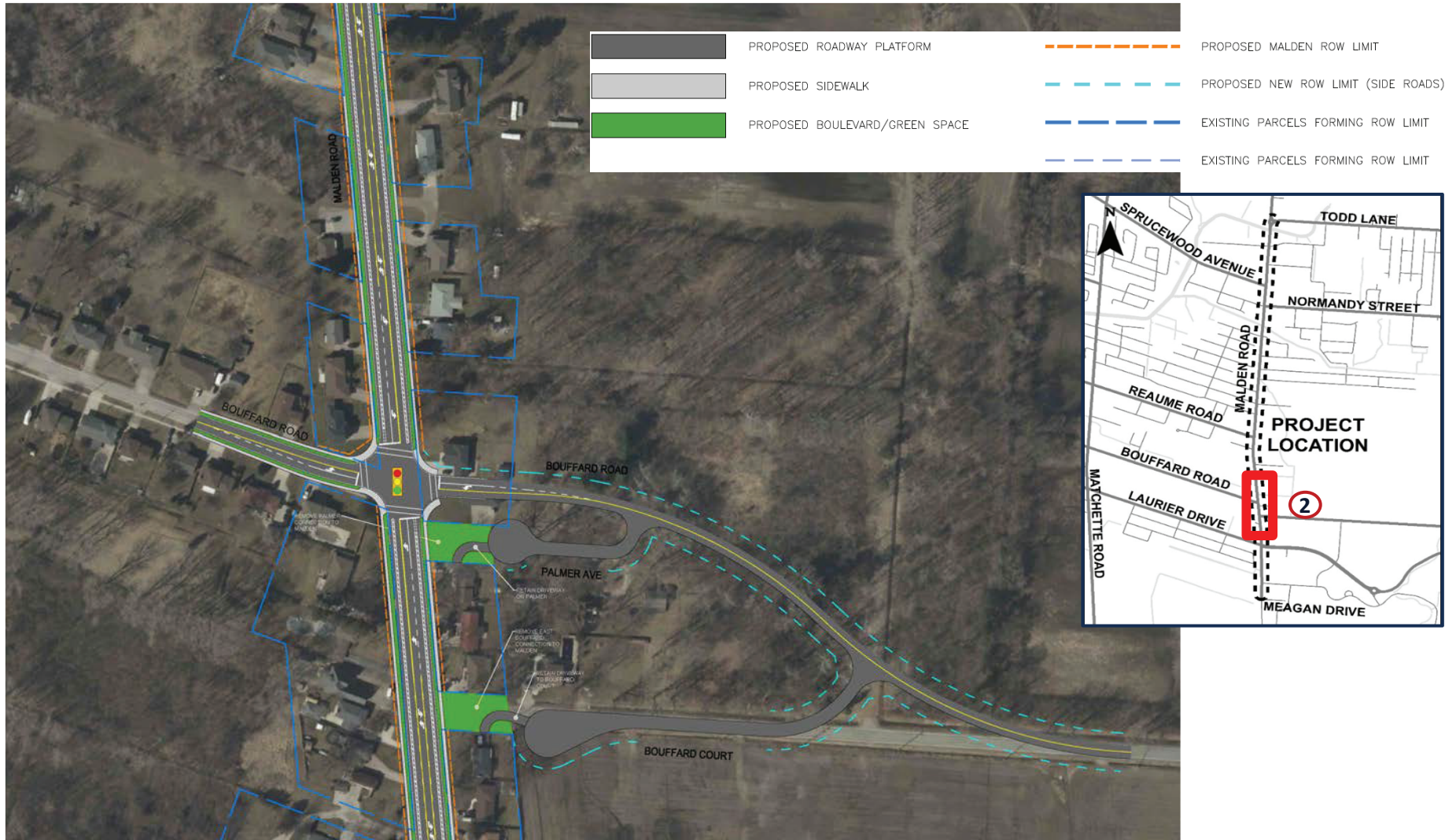


RECOMMENDED PRELIMINARY DESIGN DRAWINGS

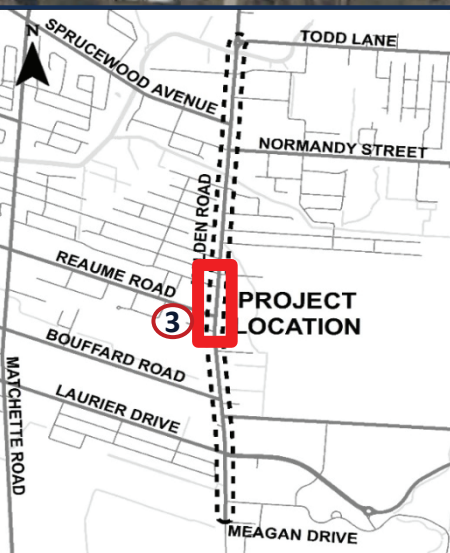
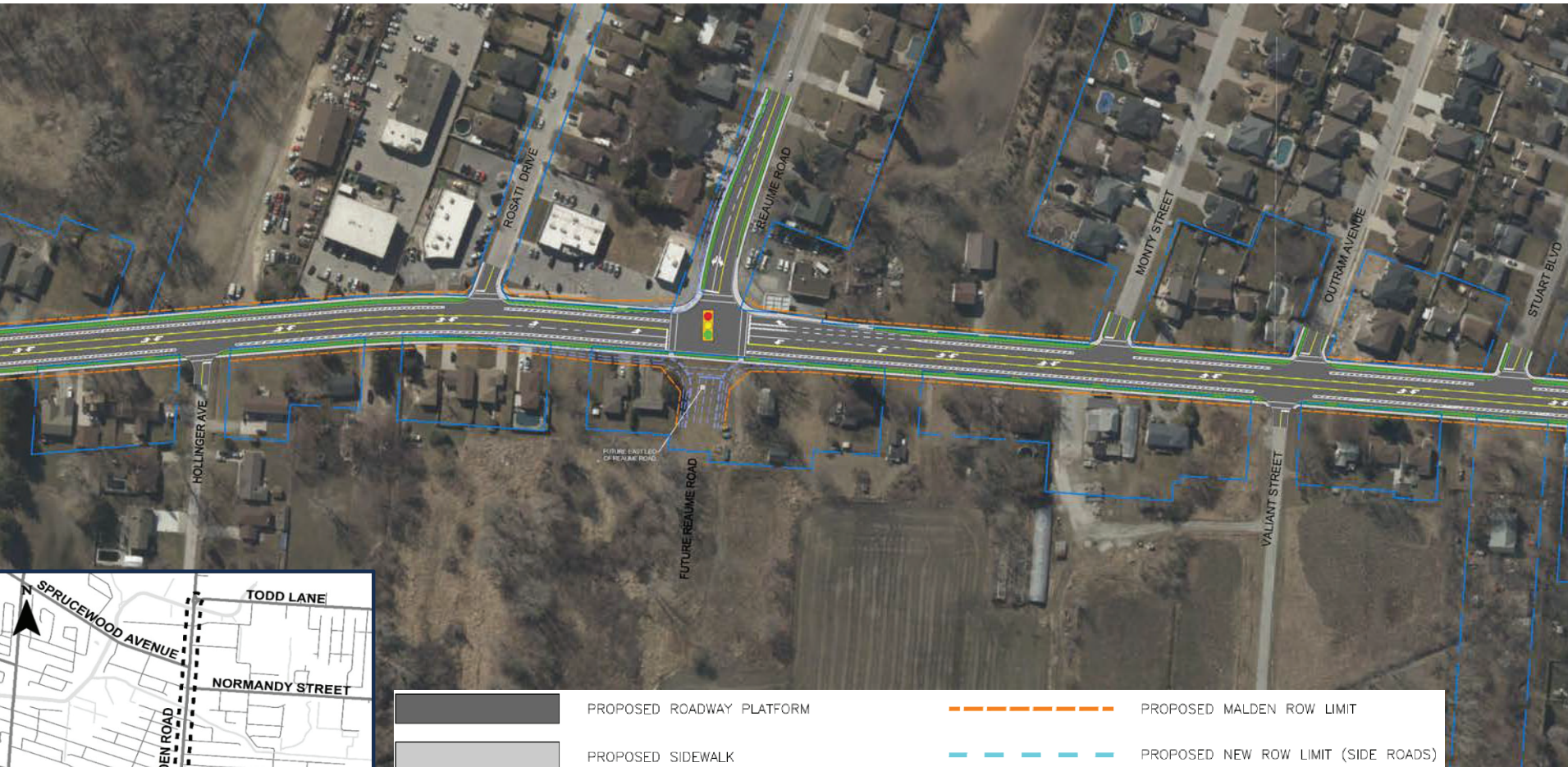
Malden Road South Limit










Malden Road at Bouffard Extension

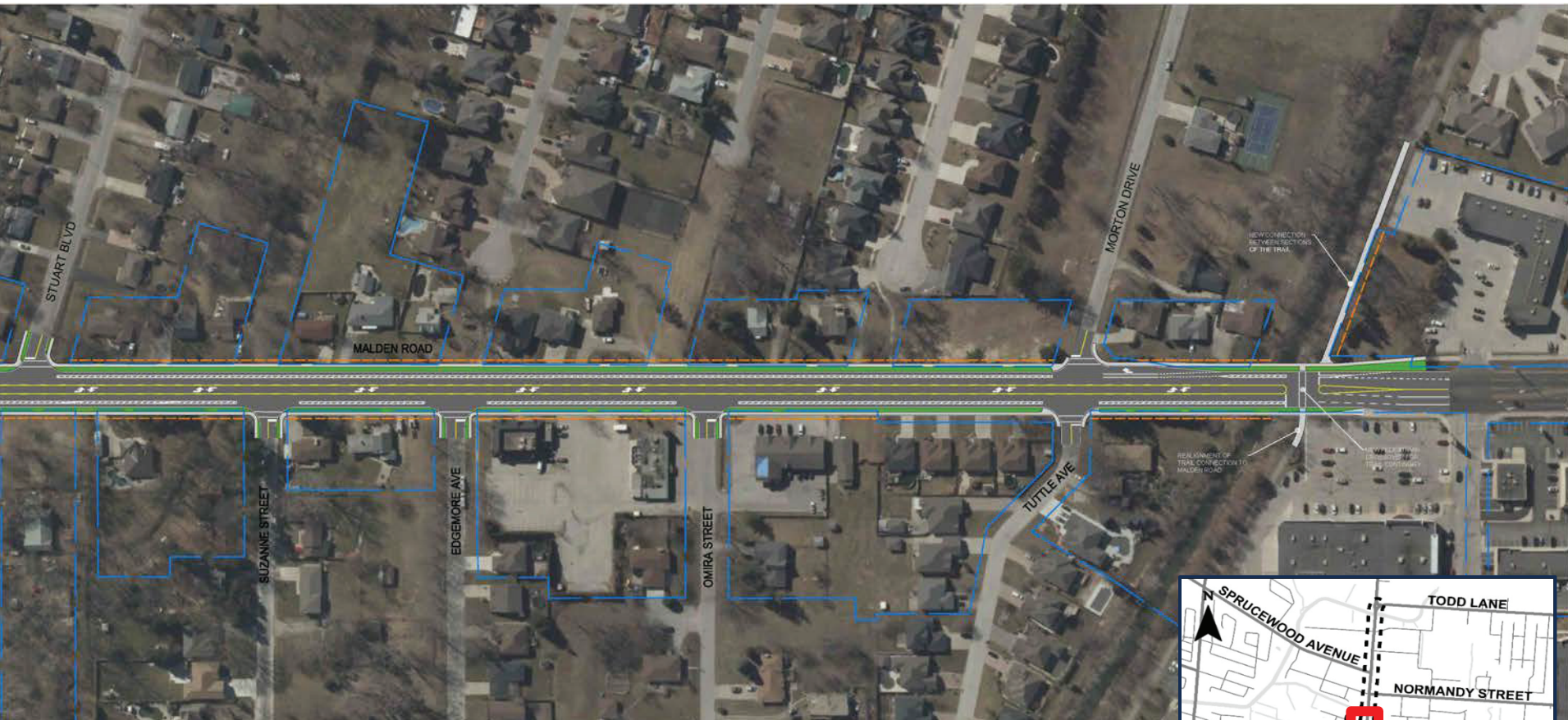









Malden Road at Hollinger-Reaume-Stuart



	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

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



Next Steps

- ❖ Review input received from this PCC
- ❖ Continue to consult with impacted property owners
- ❖ Commence property acquisition in 2021
- ❖ Begin Detailed Design of corridor improvements in 2021
- ❖ Commence construction in 2022, subject to funding and approvals

Thank you for attending!

If you have any questions, concerns or comments, please provide them to a member of the project team:

Peter Marra, P.Eng.

Director of Public Works

Town of LaSalle

Phone: 519-969-7770 ext. 1475

Email: pmarra@lasalle.ca



Kevin Welker, P.Eng.

Project Manager

Stantec Consulting Ltd.

Direct: 226-919-5979

Email: kevin.welker@stantec.com



Malden Road Improvements – PCC Transcript

SLIDE 1 (Introduction)

Welcome to the Public Consultation Centre (PCC) for the Malden Road Transportation, Public Safety and Urban Design Improvements Municipal Class Environmental Assessment Addendum.

This study will assess the need for corridor improvements to Malden Road/County Road 3 from Todd Lane to the north, to Meagan Drive to the south.

Thank you for taking the time to watch this presentation and learn more about this study! Your input is valuable to us. This presentation will be available on the Town's website until Friday, February 5, 2021.

SLIDE 2 (Purpose of this PCC)

The purpose of this PCC is to:

- Review the 2009 Class EA Study Recommendations
- Review Municipal Class EA and Addendum Requirements
- Analyze what has changed from 2009-2020 to determine if an addendum to the EA approved in 2009 is required
- Analyze existing and future traffic volumes and safety along the corridor
- Consider Active Transportation Improvements; and,
- Present the preferred corridor design

We encourage your participation and comments throughout the study.

SLIDE 3 (2009 Class EA - Background)

In 2009, a Schedule C Municipal Class EA was completed by the Town of LaSalle and Essex County for the Malden Road/County Road 3 study area. Our study area for the Addendum review process is consistent with 2009.

The preferred design summarized in the Environmental Study Report included:

- Widen Malden Road from 2 lanes to 5 lanes from just north of Todd Lane to Normandy Street
- Widen Malden Road to 3 lanes (one lane in each direction plus a continuous two-way left turn lane) 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
- Implement sidewalk on the west side of Malden Road, and multi-use path on the east side of Malden Road south of Cahill Drain

To date, the 5-lane widening of Malden Road, north of Normandy Street, has been completed. Other improvements recommended by the 2009 Environmental Study Report have not been implemented.

SLIDE 4 (Municipal Class EA Process)

The Municipal Class EA process frames the planning and implementation of municipal infrastructure. The process requires that a project be reviewed where a 10-year period has occurred between filing of the EA report and commencement of construction.

The 2009 Schedule C EA completed Phases 1 through 4 of the Municipal Class EA process. To date, Phase 5 has been completed for the 5-lane widening of Malden Road, north of Normandy Street.

SLIDE 5 (Addendum Requirements)

The Town of LaSalle retained Stantec Consulting Ltd. to complete a 10-year review of the Environmental Study Report to determine if the recommendations for the study area are still relevant based on current environmental conditions, changes in traffic patterns and land use/development, and updated municipal and provincial planning policies.

If significant modifications are required, an Addendum to the 2009 Environmental Study Report will be written to describe the purpose of the changes, along with environmental impacts and mitigation. If an Addendum is required, it would be published and available for a 30-day public comment period.

SLIDE 6 (Changes from 2009-2020)

Changes in the study area and planning policy have the potential to impact the recommendations of the 2009 EA, and have been reviewed as part of this study. These include:

- The construction of a roundabout at the Malden Road and Todd Lane intersection
- Incorporation of roadway and streetscape improvements between Normandy Street and Todd Lane
- An updated Town of LaSalle Official Plan, which identifies Malden Road as a “Mixed-Use Corridor”. The updated plan also provided revised land use/development policies
- Introduction of transit in 2016/2017
- Updated traffic information and plans, which guide improvements to the transportation network, including the Transportation & Active Transportation Master Plan, and the County-Wide Active Transportation Master Plan.

SLIDE 7 (County of Essex Official Plan)

In 2014, the County of Essex prepared an Official Plan which outlines how land should be used and the ways in which the County should grow in order to meet future

community needs until 2031. The Official Plan recognizes the importance of continual development and improvements to Malden Road to add to the existing accessible and active transportation system within the County, while continuing to recognize the increase in traffic the corridor has and will continue to experience.

SLIDE 8 (County Wide ATMP)

The County Wide Active Transportation Study (or CWATS) was prepared in 2012 with the intent of connecting the 7 local municipalities within the County with a planned active transportation system. The Plan identifies Malden Road as a Candidate Route for the active transportation network, and proposes implementation of a Multi-Use Trail/Pathway along the corridor.

As CWATS was adopted after the 2009 Malden Road/CR 3 EA was completed, there are a variety of recommendations, such as active transportation connections between Malden Road/CR 3 and Normandy Street, Todd Lane, and Reaume Road, that were not assessed as part of the 2009 design recommendations.

SLIDE 9 (Town of LaSalle Transportation ATMP)

In 2020, the Town of LaSalle adopted the Transportation and Active Transportation Master Plan, serving as a guiding document for facilitating multi-modal transportation improvements (pedestrians, cyclists, transit users and motorists).

The master plan proposes On-Road Route active transportation facilities along the Malden Road corridor.

SLIDE 10 (Land Use)

The Official Plan guides the land-use designations in the Town of LaSalle to ensure we can meet the needs of our community today and in the future.

Designations along Malden Road envision a vibrant pedestrian and transit-oriented corridor with a mix of land uses which support investment in transit and complete communities. Referencing the figure on the right side of the screen, there are three approved land designations in the Study Area:

- The 'LaSalle Town Centre District' north of Cahill Drain
- A 'Mixed Use Corridor' south of Cahill Drain to Laurier Parkway, and;
- A 'Residential District' from Laurier Parkway to Meaghen Street.

SLIDE 11 (Natural Environment)

The study area is a mixed-use urban corridor, with potential for Species at Risk (SAR) plants, reptiles and birds to occur, although limited suitable habitat is present. There are several large ornamental trees that have been identified along Malden Road, and will be taken into consideration during the design phase.

There are five watercourses which intersect with the study area: Turkey Creek/Grand Marais Drain; Cahill Drain; Normandy Drain; Tourangeau Drain, and; Bessette Drain. There are no critical Species at Risk fish habitat documented in these drains, although there is potential for Northern Sunfish, Pugnose Minnow and Spotted Sucker (endangered/threatened) to be present in the Cahill Drain and the Tourangeau Drain.

SLIDE 12 (Cultural Heritage)

A Cultural Heritage Assessment Report was completed, and identified one property with Cultural Heritage Value or Interest, under Ontario Regulation 9/06 of the *Ontario Heritage Act*.

A Stage 1 archaeological assessment was completed. While segments of the corridor have been disturbed or disrupted, any areas which remain undisturbed will require a Stage 2 archaeological assessment as there remains potential for archaeological resources.

SLIDE 13 (Transportation)

A traffic assessment was completed to identify transportation problems and opportunities in the corridor. The assessment analyzed several factors, including:

- Existing multi-modal transportation network facilities
- Existing traffic volumes for weekday AM and PM peak hours
- Intersection capacity operations for weekday AM and PM peak hours
- Collision history and safety analysis for intersections and mid-block links
- Geometric review of intersections in the study area
- Projected future (2041) roadway traffic conditions
- Roadway alternative recommendations, including the Previously Approved Cross Section (2009)
- Active Transportation

SLIDE 14 (Traffic)

The corridor has available capacity during the morning peak hours, with the southbound lane of Malden Road approaching capacity south of Normandy Street during the PM peak hour. This figure displays the volume/capacity along Malden Road during PM peak hours.

SLIDE 15 (Safety)

Safety for all modes of travel along Malden Road is of the utmost importance to the Town of LaSalle. Collision data was collected from the corridor for the period from 2014-2019.

Intersection safety improvements will consider upgrades to pedestrian crossings, removal of channelized right turns, and inclusion of crossings for cyclists.

Highlighted in red on the right side of the figure, a greater number of collisions occur in the northern portion of the corridor at the Sprucewood Avenue and Normandy Street intersections.

SLIDE 16 (Existing Active Transportation)

The Previously Approved Cross Section from the 2009 Environmental Study Report, included a mix of on-road bike lanes, shared cycling/vehicle lanes, and multi-use pathways. The southern portion of Malden Road has an existing multi-use pathway on the east side of the corridor, with a curb ramp connecting the pathway to the road. Cycling facilities along the rest of the corridor are shared with mixed-traffic. The on-road facilities do not provide a designated bicycle lane on the corridor.

SLIDE 17 (Alternative Solutions)

Several alternative solutions were analyzed to address future traffic conditions in the study area. Based on the review completed by the project team, the Improved Alternative with Three-Lane Cross-Section, which was Previously Recommended in the 2009 Environmental Study Report, is still the recommended alternative, with the addition of planned extensions of Reaume Road and Diotte Street.

Slide 18 (Recommended Solution)

Based on the assessment of the changes between 2009 and 2020, the recommended alternative solutions from the 2009 Environmental Study Report are still applicable today. These include:

- Widen Malden Road between Cahill Drain and Meagan Drive to three lanes
- 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
- Implement sidewalk on the west side of Malden Road, and multi-use path on the east side of Malden Road south of Cahill Drain

In addition to the recommendations from the 2009 Environmental Study Report, the current design also includes the implementation of 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. Furthermore, the introduction of buffer on road bike lanes and sidewalks on both sides of Malden Road have been introduced.

These Alternative Solutions will be refined during the Detailed Design Phase.

Slide 19 (Recommended Solution)

The existing conditions of the corridor and recommended solutions are presented on the figure, showing the roundabouts, signalized intersections and unsignalized

intersections. The intersection improvements for Bouffard Road and Reaume Road and an alignment adjustment at Laurier Drive/Laurier Parkway are also identified. Further along the corridor, the Town is looking to manage entrance and intersection spacing so that individual properties can develop/redevelop as per the approved land use designations, while safely moving motorists, cyclists, pedestrians, and transit riders.

Slide 20 (Review of Addendum Requirements)

As previously noted, an addendum is only required if significant modifications are made to the Environmental Study Report and its findings. Based on the 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

the recommendations summarized in the 2009 Environmental Study Report are still relevant. 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 focus of this study is to move forward the opportunity to connect cycling facilities along Malden Road and enhance pedestrian crossings.

Slide 21 (AT Considerations)

The study assessed the opportunities and constraints for including Active Transportation facilities along the Malden Road corridor.

Along Malden Road, there are opportunities to increase, connect, enhance, and provide Active Transportation facilities, crossings and connections. These opportunities align with the recommendations of the Town of LaSalle planning documents, such as the Transportation and Active Transportation Master Plan, as well as LaSalle's Transportation and Age Friendly Active Transportation Master Plan.

Constraints were identified, including right-of-way space, limited opportunity for protected crossing locations, connectivity with other parallel corridors, and discontinuous or inconsistent facilities.

The opportunities and constraints shape the alternative solutions considered for the corridor, and drive the preferred solution to be tailored specifically to the elements of the corridor being studied.

Slide 22 (AT Considerations)

The existing active transportation conditions and opportunities are presented on the figure. This includes the opportunities to link the existing trail network to improve connectivity across Malden Road, along with protected crosswalk improvements, and intersection improvements. The figure shows future roadway connections, as well as cycling improvements identified in the Transportation Master Plan. The images along the bottom of the screen display the existing corridor.

Slide 23 (AT Solutions)

The Project Team reviewed alternative solutions to see if there was a better option than the 2009 multi-use trail recommendation given the changes to active transportation guidelines since then. Three alternative solutions were developed and assessed for cycling facilities in this segment, including:

- In-Boulevard Multi-Use Path on the East Side, Sidewalk on the West Side
- On-Road Buffered Bike Lanes with Separated Sidewalks
- Two-Way Cycle Track on the East Side with Separated Sidewalks

The figure on the right side of the screen displays of the potential Malden Road improvements.

Slide 24 (AT Solutions)

We've provided conceptual designs of the active transportation alternative solutions. The current slide shows a design for the 'In-Boulevard Multi-use Path on the East Side, Sidewalk on the West Side' alternative. This is similar to the previous EA recommendation.

The Multi-use Path on the east side of the corridor would be 3.5m, with a 1.5m sidewalk on the west.

Slide 25 (AT Solutions)

The current slide shows a conceptual design for the 'On-Road Buffered Bike Lanes with Separated Sidewalks' alternative.

This includes 1.5m on-road bike lanes, and a buffer between the options for lane buffers include pavement markings, flexible bollards or raised planter boxes to provide separation between the roadway and cycling lanes.

Slide 26 (AT Solutions)

The current slide shows a conceptual design for the 'Two-Way Cycle Track on the East Side with Separated Sidewalks' alternative.

This includes a 3.5m two-way cycle track on the east side of the corridor, and the lane buffer planter option as a barrier between the roadway and cycling lanes.

Slide 27 (Cycling Facility Assessment)

To determine the most appropriate cycling facility for the Malden Road corridor, the cycling facility selection process outlined in the *Ontario Traffic Manual (OTM) Book 18: Cycling Facilities* was followed. The selection process focuses on:

- Vehicular speed
- Vehicular volume
- Number of accesses onto roadway
- Availability of on-street parking

Slide 28 (Alternative Solutions Criteria)

Each Active Transportation Alternative Solution has also been evaluated using the factors shown on this slide, including:

- Natural environment, which considers terrestrial & aquatic habitat, wildlife and climate change;
- Socio-economic environment, which considers property acquisition/impacts, business operations, streetscapes & aesthetics, accessibility, active transportation, and municipal and provincial planning
- Cultural environment, which considers archaeological resources, built cultural resources & landscapes, Indigenous Lands & Treaty Rights
- Technical considerations, which considers constructability & utilities, traffic operations, road safety for all road users, maintenance & operations, and capital cost

Comments received from agencies, stakeholders and members of the public are also considered.

Slide 29 (Recommended Cycling Facility)

Of the three Active Transportation Alternative Solutions, the most appropriate for this corridor was determined to be the '*on-road buffered bike lanes with separated sidewalks on Malden Road*' from the Cahill Drain to the southern study limits.

As mentioned earlier, these will be buffered bike lanes, with an approximately 1.0m painted buffer. During Detailed Design, the Town may choose to refine the width, and include pre-cast concrete curbs and flexible bollards within the buffer to separate cyclists from mixed-traffic.

Slide 30 – Design Drawings Introduction

The following four slides are included to present the preliminary design of the proposed corridor improvements from south of Laurier Parkway to Morton Drive/Cahill Drain. It is important to note that these drawings are at a "preliminary" level of design and will be further refined in the next phase of the project, where detailed design work will be completed.

For this level of design, the drawings provide the basic locations of the new boulevards, sidewalks, curbs, and roadways.

There is a legend on each exhibit. You will see the new right-of-way limit along Malden Road is an orange dashed line; this line is light blue for the side streets. These lines will help you see where property is impacted, refined as required from the 2009 Environmental Study Report. Sidewalks are light gray, and the proposed boulevard space is shaded green. Turning lanes are shown with arrows and intersection treatments are also highlighted.

You will also see how the line work drawn extends along the side streets to tie intersection improvements into the existing road platform.

A larger version of these drawings is available on the Town's website for download to allow you to take more time to review and zoom in and out to see further detail. The purpose of this presentation is to provide you with the highlights.

Slide 31 – Design Drawings – Malden Road South Limit

South of Laurier Parkway we have proposed to retain the two-way left turn lane, and add a 1.5m bike lane with a 1.0m buffer from traffic lanes along each side of Malden Road, as well as a sidewalk on the west side. The intersection improvements include shifting Laurier Parkway northward, to improve sightlines and safety through the intersection, while adding turning lanes to the north and west legs. North of the intersection with Laurier Parkway, Malden Road improvements will include the addition of a two-way left turn lane as well as the bike lanes, buffers, and sidewalks.

Slide 32 – Design Drawings – Malden Road at Bouffard Extension

Malden Road, at the planned Bouffard Road Extension, proposed improvements include the addition of 1.5m bike lanes with 1.0m buffer from traffic lanes and sidewalks along both sides of the road. Intersection improvements include the relocation of the east leg of Bouffard Road further north to better align with the west leg of the intersection. Traffic signals will also be added to the redesigned intersection. Palmer Avenue would be redirected to meet the new segment of Bouffard Road, as it would be too close to the new intersection otherwise. The former east leg of Bouffard Road is to be redirected to the new east leg alignment of Bouffard, and the original segment will be given a new street suffix.

Slide 33 – Design Drawings – Malden Road at Hollinger-Reaume-Stuart

The Hollinger-Reaume-Stuart segment of Malden Road, as with all other areas along the corridor, we propose adding 1.5m bike lanes with a 1.0m buffer from traffic lanes, and sidewalks, on both sides of Malden Road, with the two-way left turn lane for the entire length. The Reaume Road intersection improvements include adding traffic signals, reconstructing the intersection and crosswalks to accommodate turning lanes,

and reserving land for expansion, turn lanes, and a future east leg extension of Reaume Road.

Slide 34 – Design Drawings- Malden Road at Cahill Drain

Improvements along Malden Road in the area of Cahill Drain include 1.5m bike lanes with a 1.0m buffer from traffic lanes and sidewalks along both sides of Malden Road, with a two-way left turn lane for the entire length. Morton Avenue improvements include adding a right turn lane for southbound traffic. A new trail connection has been recommended from Naples Crescent to Malden Road, as well as a new Pedestrian Crossover. This will complete the walking trail between Brunet Park and the LaSalle Conservation Lands, including access to the foot bridges across the Drain and Turkey Creek.

Slide 35 (Next Steps)

In terms of next steps, the project team will:

- Review input received from this PCC
- Continue to consult with impacted property owners
- Commence property acquisition in 2021
- Begin Detailed Design of corridor improvements in 2021
- Commence construction in 2022, subject to funding and approvals

The Town is excited about the improvements planned for Malden Road and look forward to implementing these changes. We are also very interested in hearing your comments and understanding your concerns, and would like to hear from you. We understand that impacts to property, street trees, construction noise, traffic impacts during construction are concerns you may be thinking about. These concerns will be further addressed as the recommended plan gets further refined during detailed design. We will work with property owners to answer questions along the way.

Slide 36 (Thank you)

We encourage you to submit any comments or questions to the project team by Friday, February 5, 2021.

Thank you for watching this video presentation and for your interest in the Malden Road Transportation, Public Safety and Urban Design Improvements project! Your input is important to us.

Malden Road Transportation, Public Safety and Urban Design Improvements

Class Environmental Assessment Addendum

ONLINE PUBLIC CONSULTATION CENTRE
DECEMBER 21, 2020 TO FEBRUARY 5, 2021



Purpose of this Public Consultation Centre

Review of 2009 Class EA Study Recommendations

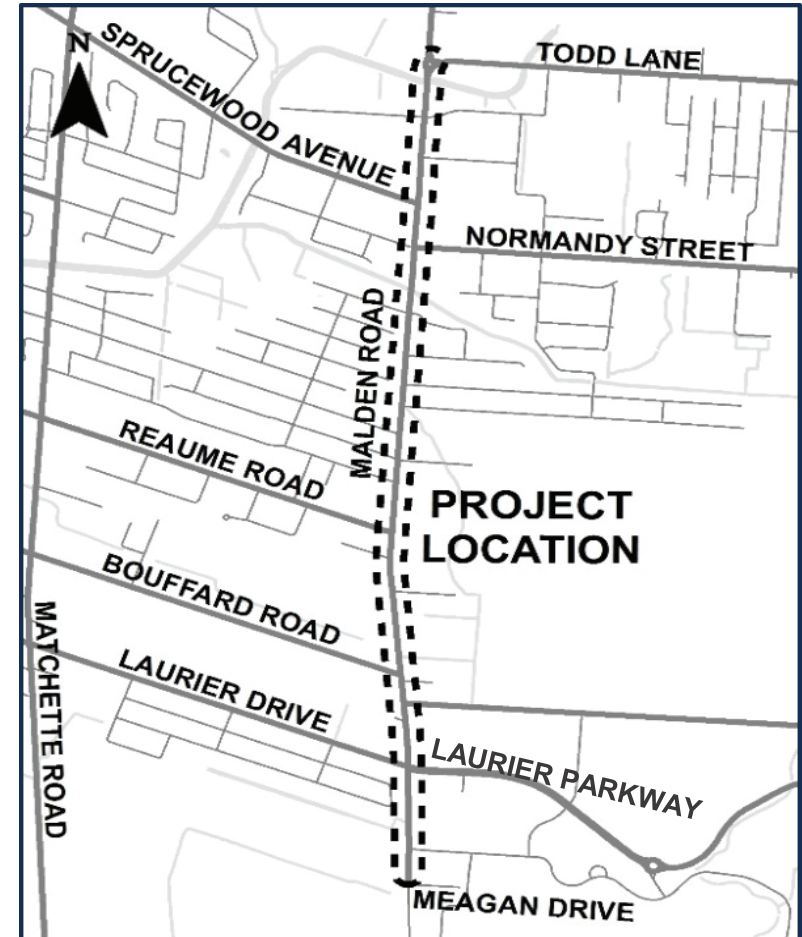
Municipal Class Environmental Assessment and Addendum Requirements

2009-2020: What Has Changed?

Traffic Analysis and Safety Review

Active Transportation Improvements

Preferred Corridor Design

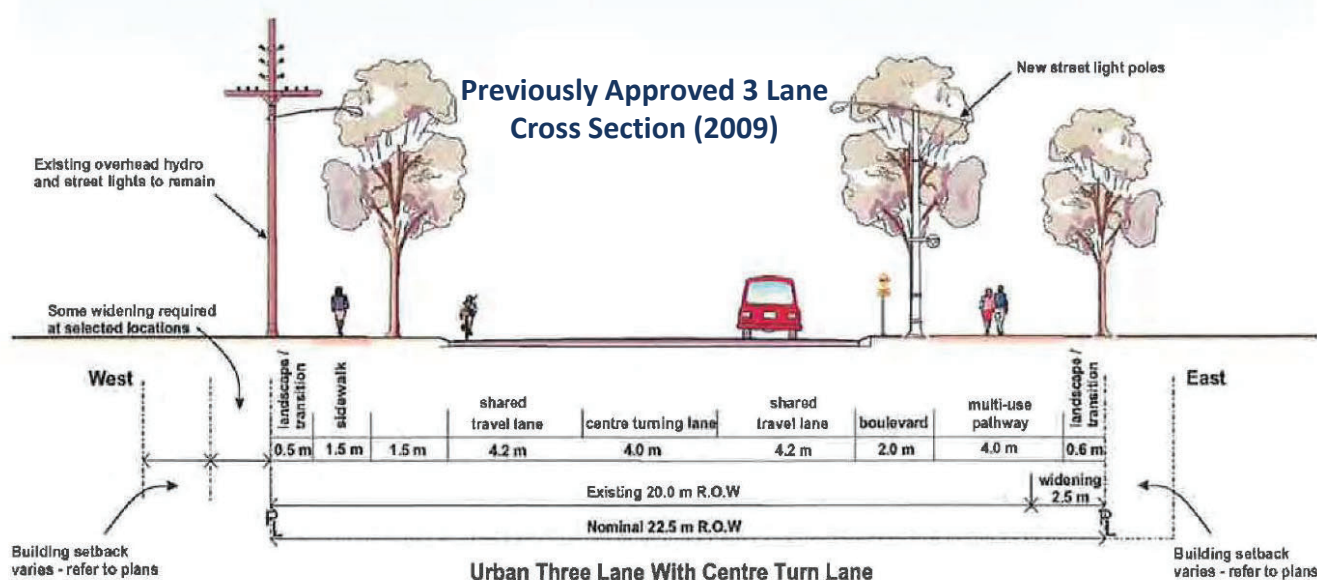


2009 Class EA - Background

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.



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.



Review of Addendum Requirements



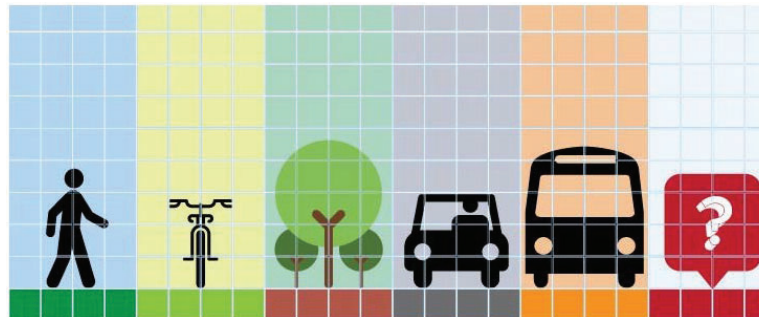
Based on the review of information relating to:

- Existing environmental conditions for the study area
- Changes in traffic patterns and land use/development
- Updated municipal and provincial planning policies

the recommendations summarized in the 2009 Environmental Study Report are still relevant.

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.

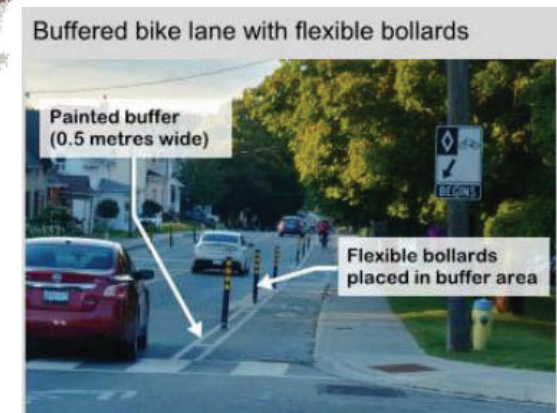
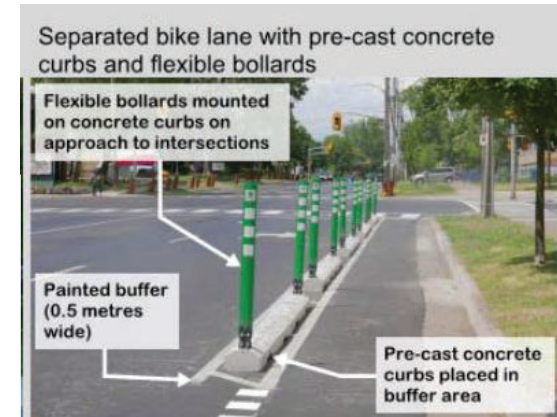
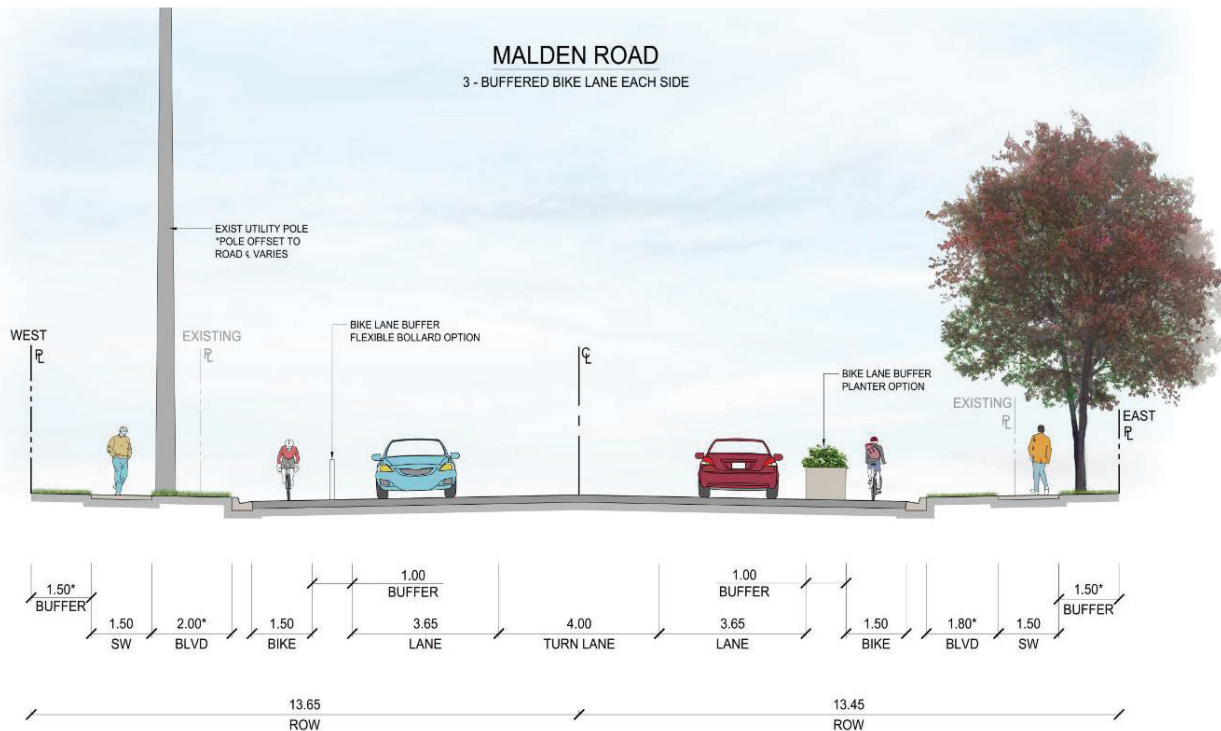
In line with LaSalle's Transportation and Age Friendly Active Transportation Master Plan, the focus moving forward is the opportunity to connect cycling facilities along Malden Road and enhance pedestrian crossings.



Recommended Cycling Facility



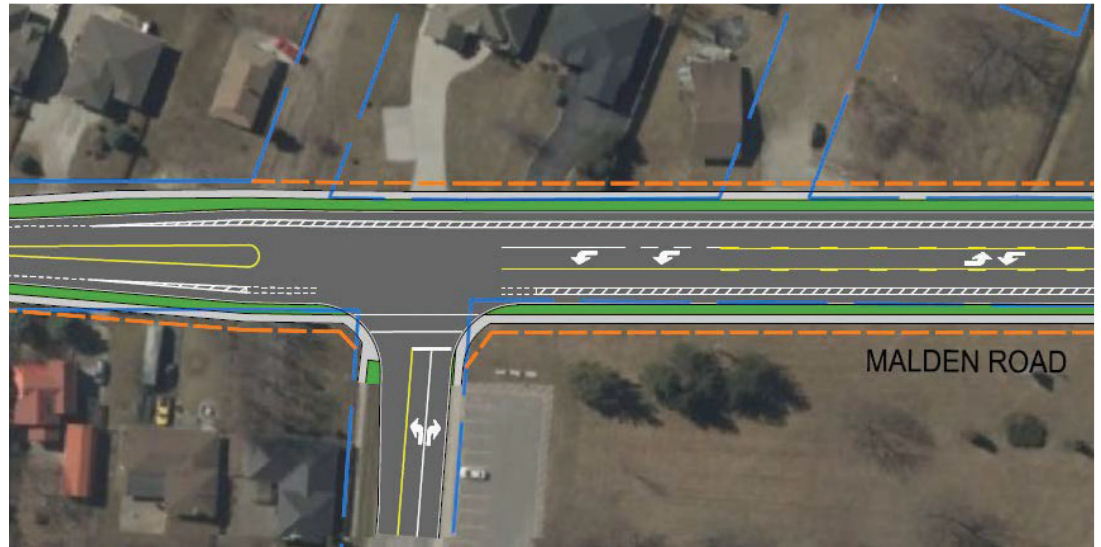
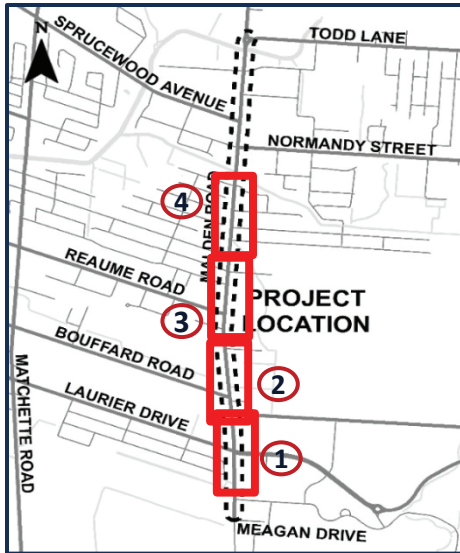
On-road buffered bike lanes with separated sidewalks on Malden Road from the Cahill Drain to the southern study limits.



Source: Town of LaSalle TMP presentation



Recommended Preliminary Design Drawings



Next Steps

- ❖ Review input received from this PIC
- ❖ Continue to consult with impacted property owners
- ❖ Commence property acquisition in 2021
- ❖ Begin Detailed Design of corridor improvements in 2021
- ❖ Commence construction in 2022, subject to funding and approvals



Thank you for attending!

If you have any questions, concerns or comments, please provide them to a member of the project team:

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Malden Road Improvements – PCC Executive Summary Transcript

SLIDE 1 (Introduction)

Welcome to the Public Consultation Centre (PCC) for the Malden Road Transportation, Public Safety and Urban Design Improvements Municipal Class Environmental Assessment Addendum.

Thank you for taking the time to watch this brief overview of the PCC! We strongly recommend you watch the full PCC presentation to understand the comprehensive MCEA process, and the specific conditions which have led to the recommendations of this study.

This presentation will be available on the Town's website until Friday, February 5, 2021.

SLIDE 2 (Purpose of this PCC)

This study will assess the need for corridor improvements to Malden Road/County Road 3 from Todd Lane to the north, to Meagan Drive to the south.

The purpose of this PCC is to:

- Review the 2009 Class EA Study Recommendations
- Review Municipal Class EA and Addendum Requirements
- Analyze what has changed from 2009-2020 to determine if an addendum to the EA approved in 2009 is required
- Analyze existing and future traffic volumes and safety along the corridor
- Consider Active Transportation Improvements; and,
- Present the preferred corridor design

SLIDE 3 (2009 Class EA - Background)

In 2009, a Schedule C Municipal Class EA was completed by the Town of LaSalle and Essex County for the Malden Road/County Road 3 study area. Our study area for the Addendum review process is consistent with 2009.

The preferred design summarized in the Environmental Study Report included:

- Widen Malden Road from 2 lanes to 5 lanes from just north of Todd Lane to Normandy Street
- Widen Malden Road to 3 lanes (one lane in each direction plus a continuous two-way left turn lane) 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
- Implement sidewalk on the west side of Malden Road, and multi-use path on the east side of Malden Road south of Cahill Drain

To date, the 5-lane widening of Malden Road, north of Normandy Street, has been completed. Other improvements recommended by the 2009 Environmental Study Report have not been implemented.

SLIDE 4 (Alternative Solutions & Recommended Solution)

Based on the assessment of the changes between 2009 and 2020, the recommended alternative solutions from the 2009 Environmental Study Report are still applicable today. These include:

- Widen Malden Road between Cahill Drain and Meagan Drive to three lanes
- 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

In addition to the recommendations from the 2009 Environmental Study Report, the current design also includes the implementation of 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.

Slide 5 (Review of Addendum Requirements)

As previously noted, an addendum is only required if significant modifications are made to the Environmental Study Report and its findings. Based on the review of information the recommendations summarized in the 2009 Environmental Study Report are still relevant.

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 focus of this study is to move forward the opportunity to connect cycling facilities along Malden Road and enhance pedestrian crossings.

Slide 6 (Recommended Cycling Facility)

Of the three Active Transportation Alternative Solutions presented in this PCC, the most appropriate for this corridor was determined to be the *'on-road buffered bike lanes with separated sidewalks on Malden Road'* from the Cahill Drain to the southern study limits.

Slide 7 – Design Drawings Introduction

The preliminary designs of the proposed corridor improvements from south of Laurier Parkway to Morton Drive/Cahill Drain are available on the Town's website for download to provide further detail. It is important to note that these drawings are at a "preliminary" level of design and will be further refined in the next phase of the project, where detailed design work will be completed. The drawings are separated into four segments in the presentation, including:

- Malden Road South Limit
- Malden Road at Bouffard Extension
- Malden Road at Hollinger-Reaume-Stuart
- Malden Road at Cahill Drain

Slide 8 (Next Steps)

In terms of next steps, the project team will:

- Review input received from this PCC
- Continue to consult with impacted property owners
- Commence property acquisition in 2021
- Begin Detailed Design of corridor improvements in 2021
- Commence construction in 2022, subject to funding and approvals

The Town is excited about the improvements planned for Malden Road and looks forward to implementing these changes. We are also very interested in hearing your comments, and understanding your concerns. We understand that impacts to property, street trees, construction noise, traffic impacts during construction are concerns you may be thinking about. These concerns will be further addressed as the recommended plan gets further refined during detailed design. We will work with property owners to answer questions along the way.

Slide 9 (Thank you)

As mentioned earlier, we encourage you to watch the full PCC presentation for a comprehensive understanding of our decision making process and recommended solutions. We also encourage you to submit any comments or questions to the project team by Friday, February 5, 2021.

Thank you for watching this video presentation and for your interest in the Malden Road Transportation, Public Safety and Urban Design Improvements project! Your input is important to us.