



The Corporation of the City of Sarnia

Notice of Study Commencement

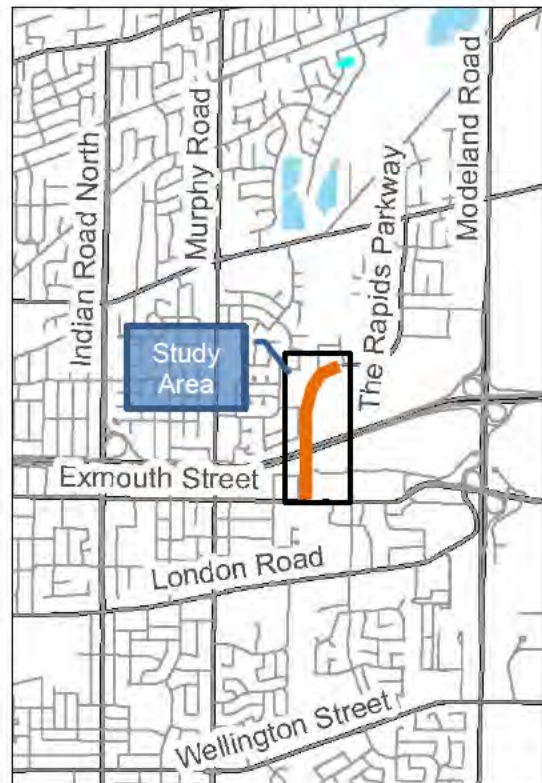


The Rapids Parkway Extension / Nature Trail Environmental Assessment

The City of Sarnia has retained IBI Group to undertake a Schedule 'C' Environmental Assessment (EA) Study to extend The Rapids Parkway and Howard Watson Nature Trail from Sandpiper Drive to Exmouth Street under Highway 402 in the study corridor shown on this map. This EA Study will select a preferred road and trail design needed to serve travel demands of motorists, cyclists, pedestrians and transit expected from planned development in the surrounding area between Highway 402 and Blackwell Road.

The road / trail extension has been planned since the mid-1990's, and is included in the City of Sarnia Official Plan, Development Area 1 Secondary Plan and the Transportation Master Plan. In 2018, to meet federal government funding requirements to build new servicing, the City also conducted an EA study to extend sanitary sewer and water servicing in the planned road corridor.

The new Study will document the planning and decision-making process leading to the preferred road / trail design. It will incorporate the significant environmental inventory work conducted for the previous sanitary and water servicing EA study, with further assessments to be made on drainage, noise mitigation, landscaping and how best to accommodate pedestrians and cyclists along the Nature Trail.



Opportunities for Public Involvement

The Study will be conducted in accordance with the requirements of the Municipal Class Environmental Assessment (EA) process as amended to 2015, including consultation opportunities with the general public, agencies and involved stakeholders. The first of two planned Public Information Centres will be advertised in the Sarnia Observer and on the City's web site in June. Anyone wanting to be added to the Study mailing list to receive notice about these meetings, provide input into the Study or have any questions should contact

David Jackson, Manager of Development and Transportation
City of Sarnia
Phone: 519-332-0527 ext. 3279
david.jackson@sarnia.ca

Information collected by this Study will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



The Corporation of the City of Sarnia

Notice of Study Commencement



**The Rapids Parkway Extension / Nature Trail
Environmental Assessment – Study Area**





IBI GROUP
203 – 350 Oxford Street West
London ON N6H 1T3 Canada
tel 519 472 7328 fax 519 472 9354
ibigroup.com

April 2, 2019

AGENCY

RE: CITY OF SARNIA - THE RAPIDS PARKWAY AND TRAIL EXTENSION CLASS ENVIRONMENTAL ASSESSMENT

The City of Sarnia has retained IBI Group to undertake a Municipal Class Environmental Assessment (EA) study for the extension of The Rapids Parkway and Howard Watson Nature Trail from Sandpiper Drive to Exmouth Street under Highway 402, as shown on the attached study area map. It will select a preferred Parkway / Trail extension design needed to serve travel demands expected from planned development in the surrounding area of Sarnia for motorists, cyclists, pedestrians and transit. This EA study follows on the sewage and water infrastructure EA conducted for the City as a separate infrastructure study in 2018 to serve this development, and conducted at that time to meet federal government funding requirements.

The Parkway / Trail Extension EA will use environmental inventories collected as part of the 2018 infrastructure EA. It will assess environment impacts of the extension, confirm the preferred design and identify possible mitigation measures. Timing of The Parkway / Trail extension is uncertain as it is dependent on the pace of growth in the surrounding planned development area, and on Ministry of Transportation plans to repair the Highway 402 underpass, but is expected within the next 10 years.

Need and justification for The Parkway / Trail extension was confirmed in the City's 2014 Transportation Master Plan, satisfying Phase 1 and 2 of the Municipal Class EA process. It has also been planned since the mid-1990's and is included in the City of Sarnia Official Plan and Development Area 1 Secondary Plan. This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (EA) process for Schedule C undertaking, as amended to 2015. This will include opportunities for consultation with the general public, involved agencies, First Nations and stakeholders.

Your organization has been identified as having potential interest in this study, so we ask that the attached Response Form be completed and returned to our office along with any further response information by May 30, 2019. If you have any questions or require further information about this study, please contact:

David Jackson, Manager of Development and Transportation
City of Sarnia
Phone: 519-332-0527 ext. 3279 | Email: david.jackson@sarnia.ca

Yours truly

IBI GROUP

Rob Cascaden, P.Eng.
Project Manager

Encl.

cc. David Jackson, City of Sarnia



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203 – 350 Oxford Street West
London ON N6H 1T3 Canada
tel 519 472 7328 fax 519 472 9354
ibigroup.com

April 2, 2019

FIRST NATIONS

RE: CITY OF SARNIA - THE RAPIDS PARKWAY AND TRAIL EXTENSION CLASS ENVIRONMENTAL ASSESSMENT

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Your community has been identified as having potential interest in this study, so we ask that the attached Response Form be completed and returned with the enclosed self-addressed stamped envelope to our office along with any further response information by May 30, 2019. If you have any questions or require further information about this study, please contact:

David Jackson, Manager of Development and Transportation
City of Sarnia
Phone: 519-332-0527 ext. 3279 | Email: david.jackson@sarnia.ca

Yours truly

IBI GROUP

A handwritten signature in blue ink, appearing to read 'Rob Cascaden', written over a light blue horizontal line.

Rob Cascaden, P.Eng.
Project Manager

Encl.

cc. David Jackson, City of Sarnia

CITY OF SARNIA LETTERHEAD

April 3, 2019

ADJACENT PROPERTY OWNERS

RE: CITY OF SARNIA - THE RAPIDS PARKWAY AND TRAIL EXTENSION CLASS ENVIRONMENTAL ASSESSMENT

The City of Sarnia has retained IBI Group to undertake a Municipal Class Environmental Assessment (EA) study for the extension of The Rapids Parkway and Howard Watson Nature Trail from Sandpiper Drive to Exmouth Street under Highway 402, as shown on the attached study area map. It will select a preferred Parkway / Trail extension design needed to serve travel demands expected from planned development in the surrounding area of Sarnia for motorists, cyclists, pedestrians and transit. This EA study follows on the sewage and water infrastructure EA conducted for the City as a separate infrastructure study in 2018 to serve this development, and conducted at that time to meet federal government funding requirements.

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Need and justification for The Parkway / Trail extension was confirmed in the City's 2014 Transportation Master Plan, satisfying Phase 1 and 2 of the Municipal Class EA process. It has also been planned since the mid-1990's and is included in the City of Sarnia Official Plan and Development Area 1 Secondary Plan. This study is being conducted in accordance with the requirements of the Municipal Class Environmental Assessment (EA) process for Schedule C undertaking, as amended to 2015. This will include opportunities for consultation with the general public, involved agencies, First Nations and stakeholders.

As a property owner located adjacent to the study area, you have been identified as having potential interest in this study. We ask that you submit any initial questions or comments by May 30, 2019 to the City's study contact as follows:

David Jackson, Manager of Development and Transportation
City of Sarnia
Phone: 519-332-0527 ext. 3279 | Email: david.jackson@sarnia.ca

Yours truly

THE CORPORATION OF THE CITY OF SARNIA

David Jackson, P.Eng., PMP
Manager of Development and Transportation

Encl.
cc. IBI Group

Response Form

Please Return in Provided Stamped Self-Addressed Envelope

Project Name:

The Rapids Parkway / Nature Trail Extension Environmental Assessment

Project Description:

Municipal Class Environmental Assessment to select the preferred design and examine impacts of extending The Rapids Parkway and Howard Watson Nature Trail to Exmouth Street in Sarnia.

Project Location:

Sarnia, ON

Key Plan of Project Location attached

Name of Aboriginal Community: _____

Please Check Appropriate Box

Please send additional information on this project:

☐

We would like to meet with representatives of this project:

☐

We have no concerns with this project and do not wish to be consulted further:

☐

Proponent: City of Sarnia

The Rapids Parkway / Nature Trail Extension EA
Notice of Commencement

Mail-Out April 4, 2019
Agencies and First Nations List

County of Lambton
Emergency Medical Services,
3958 Petrolia Line, RR4
PETROLIA, ON N0N 1R0

Lambton Kent District School Board
Jim Costello, Director
200 Wellington Street
SARNIA, ON N7T 7L2

County of Lambton
Public Works Department,
789 Broadway Street
WYOMING, ON N0N 1T0

St. Clair Catholic School Board
Lisa Demers, Superintendent of Education (Sarnia)
420 Creek Street
WALLACEBURG, ON N8A 4C3

County of Lambton
Planning & Development,
789 Broadway Street, Box 3000
WYOMING, ON N0N 1T0

Aamjiwnaag First Nation
Chris Plain, Chief
978 Tashmoo Avenue
SARNIA, ON N7T 7H5

County of Lambton
Administration Department,
789 Broadway Street, Box 3000
WYOMING, ON N0N 1T0

Kettle & Stony Point First Nation
Jason Henry, Chief
6247 Indian Lane
LAMBTON SHORES, ON N0N 1J1

Ministry of Transportation
Jodi Lucente, Corridor Management Planner
659 Exeter Road
LONDON, ON N6E 1L3

Chippewas on the Thames First Nation
Myeengun Henry, Chief
320 Chippewa Road
MUNCEY, ON N0L 1Y0

Ministry of Environment, Conservation and Parks
Anneleis Eckert, EA Coordinator
733 Exter Road
LONDON, ON N6E 1L3

Onedia Nation of the Thames
Jessica Hill, Chief
2210 Elm Avenue
SOUTHWOLD, ON N0L 2G0

Ministry of Environment, Conservation and Parks
Mike Moroney,
1094 London Road
SARNIA, ON N7S 1P1

Moravian of the
Thames First Nation
Denise Stonefish, Chief
14760 School House Line, RR3
THAMESVILLE, ON N0P 2K0

Ministry of Natural Resources & Forestry
Kyle Stanley, Management Biologist
615 John Street N.
AYLMER, ON N5H 2S8

Munsee-Delaware Nation
Roger Thomas, Chief
289 Jubilee Road, RR1
MUNCEY, ON N0L 1Y0

Ministry of Tourism, Culture and Sport
Brooke Herczeg, Heritage Planner
900 Bay Street, 9th Fl.
TORONTO, ON M4A 2E1

Walpole Island First Nation
Dan Miskokomon, Chief
117 Tahgahoning Road
WALLACEBURG, ON N8A 4K9

St. Clair Region Conservation Authority
205 Mill Pond Crescent
STRATHROY, ON N7G 3P9

Historic Saugeen Metis
Chris Hachey,
204 High Street, Box 1492
SOUTHAMPTON, ON N0H 2L0

Town of Plympton-Wyoming
Erin Kwarciak, Clerk
546 Niagara Street, Box 250
WYOMING, ON N0N 1T0

Metis Nation of Ontario
1100-66 Slater Street
OTTAWA, ON K1P 5H1

The Rapids Parkway / Nature Trail Extension EA
Notice of Commencement

Mail-Out April 4, 2019
Agencies and First Nations List

Bluewater Trails Committee
Mike Kelch, Chair
email only

Sarnia Environmental Advisory Committee (SEAC)
Brandy Fenwick, Chair
264 East Street North
SARNIA, ON N7T 6X7



CIVIC CORNER

UPCOMING SARNIA COUNCIL MEETINGS

www.sarnia.ca

Monday, April 15, 2019 - 4:00 p.m. Council Chambers – Regular Council Meeting.

Monday, May 6, 2019 - 4:00 p.m. Council Chambers – Regular Council Meeting.

Agendas are available on the City's website and through the Clerk's Department, 2nd Floor, City Hall.

Citizen Recruitment – Sarnia Heritage Committee

The City of Sarnia is seeking applicants for the Sarnia Heritage Committee. The Sarnia Heritage Committee advises City Council on the conservation of the City's built heritage. It meets the first Thursday of each month at 12:00 p.m. at City Hall.

All applications must be received by 12:00 Noon, on Tuesday, April 16, 2019. Applications must be submitted using the online application form available at <https://clerks.smartsarnia.com> or in person at the Clerk's Department, 2nd Floor, City Hall.

For more information about the Heritage Committee please contact Max Williams – 519-332-0330 Ext. 3293 – max.williams@sarnia.ca

Dated April 6 2019
Dianne Gould-Brown, City Clerk

CITY OF SARNIA NOTICE OF PUBLIC MEETING

Please be advised that public meetings to consider the below-noted applications will be held by Sarnia City Council in the Council Chambers at City Hall on **Monday, May 6, 2019 at 4:00 p.m.**

Persons wishing to speak to these applications are requested to notify the City Clerk on or before noon **Wednesday, May 1, 2019** in order to be placed on the agenda, although anyone in attendance will be given an opportunity to address Council on this matter. Please be advised that the applicant has submitted Rezoning Application 2-2019-85 of 2002 and Draft Plan of Subdivision Application CD1-2019 to:

Area Map

1. Amend Zoning By-law No. 85 of 2002 to change the zoning on the subject lands from 'Interim Use 1 (IU1)' to a site-specific 'Urban Residential 4-24 (UR4-24)' Zone, to permit single detached, semi-detached and multiple attached dwellings.
2. Amend Zoning By-law 85 of 2002 to add a site-specific 'Urban Residential 4-24 (UR4-24)' Zone to provide regulations for single detached, semi-detached and multiple attached dwellings
3. Approve Draft Plan of Subdivision Application No. SD1-2019 (see attached) that includes the following:
 - 87 residential building lots for single detached dwellings
 - 1 block for condominium townhouse development
 - 4 municipal roads (Streets 'A', 'B', 'C' and 'D')
 - The Rapids Parkway extension
 - Blocks for one foot reserves



The development of the lands is subject to the approval of the rezoning application referenced above.

The property is located on the south side of The Rapids Parkway in Development Area 1. More specifically, it is located north of Highway 402, east of the Howard Watson Nature Trail, south of The Rapids Parkway and west of Highway 40, as shown on the Area Map.

A Draft Plan of Subdivision, Planning Justification Report, Traffic Impact Assessment, Noise Control Feasibility Study and Geotechnical Investigation were submitted with these applications. These documents are available in Community Development Services and Standards at Sarnia City Hall, located on the third floor at 255 Christina Street North, and can be viewed at: <http://planning.smartsarnia.com/>

ADDITIONAL INFORMATION

Information about the applications is available on the City's Community Engagement

The Corporation of the City of Sarnia



Notice of Study Commencement

The Rapids Parkway Extension / Nature Trail Environmental Assessment

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david.jackson@sarnia.ca

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website at www.planning.smartsarnia.com and at the Community Development Services and Standards Department, 3rd Floor, City Hall, anytime during business hours from 8:30 a.m. to 4:30 p.m. (Tel. 519 332-0330 Ext. 3295). Forward emails to planning@sarnia.ca.

Copies of the comments of City Hall Departments and other agencies who have reviewed the application, the Community Development Services and Standards Department's planning report and the proposed zoning by-law amendments will be available at the Planning & Building Department, 3rd Floor, City Hall, on or after **Friday, May 3, 2019**.

Council agendas (with staff report) are posted on the City's website at www.sarnia.ca or can be obtained from the Clerk's Department, 2nd Floor, City Hall, on **Friday, May 3, 2019**.

PLANNING ACT INFORMATION FOR REZONINGS

If you wish to be notified of the decision of the Council of The Corporation of the City of Sarnia on a proposed zoning by-law amendment, you must make a written request to the City Clerk.

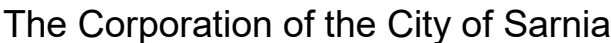
- i. If a person or public body would otherwise have an ability to appeal the decision of the Council of The Corporation of the City of Sarnia to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Council of The Corporation of the City of Sarnia before the by-law is passed, the person or public body is not entitled to appeal the decision.
- ii. If a person or public body does not make oral submissions at a public meeting or make written submissions to the Council of The Corporation of the City of Sarnia before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

PLANNING ACT INFORMATION FOR SUBDIVISIONS

If a person or public body does not make an oral submission at a public meeting or make a written submission to the Council of the Corporation of the City of Sarnia in respect to the proposed Plan of Subdivision before the approval authority gives or refuses to give approval to the plan of subdivision, the person or public body:

- a) is not entitled to appeal the decision of the Council of the Corporation of the City of Sarnia, to the Local Planning Appeal Tribunal; and
- b) may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there is reasonable grounds to do so.

If you wish to be notified of the decisions of the Council of the Corporation of the City of Sarnia in respect of the rezoning, proposed plan of subdivision or proposed plan of condominium, you must make a written request to the City of Sarnia, P.O. Box 3018, 255 Christina St. North, Sarnia, Ontario. N7T 7N2.



Public Information Centre No. 1

June 18, 2019

The Rapids Parkway Extension / Nature Trail Environmental Assessment



Please sign-in to assist us in keeping a record of those who have an interest in this project.

[illegible]



The Corporation of the City of Sarnia
Public Information Centre No. 1
June 18, 2019



**The Rapids Parkway Extension /
Nature Trail Environmental Assessment**

COMMENT SHEET

We invite you to provide any comments that would be beneficial in assisting the study team in this important City initiative. We request your comments and opinions be dropped off in the box provided at the sign-in table, or mailed back before **July 2, 2019**, Attention: David Jackson, Manager of Development / Transportation, City of Sarnia, 255 Christina Street North, Sarnia, ON, N7T 7N2. You can also fill in this Comment Sheet on the study web site located at:
<https://engineering.smartsarnia.com/rapids-parkway-extension/>

Do you support the planned Rapids Parkway Extension? *Please use reverse side for additional comments.*

Yes ☐ Why _____

No ☐ Why _____

.1 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension? *Please use reverse side for additional comments.*

Yes ☐ Why _____

No ☐ Why _____

.1 Do you support the study's proposed roadway / trail design under Highway 402? *Please use reverse side for additional comments.*

Yes ☐ Why _____

No ☐ Why _____

.2 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road? *Please use reverse side for additional comments.*

No ☐

Yes ☐ What are your concerns?



The Corporation of the City of Sarnia
Public Information Centre No. 1
June 18, 2019



**The Rapids Parkway Extension /
Nature Trail Environmental Assessment**

ONLINE COMMENT SHEET

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You can also fill in this Comment Sheet on the study web site located at:
<https://engineering.smartsarnia.com/rapids-parkway-extension/>

.1 Do you support the planned Rapids Parkway Extension?

Yes ☐ Why _____

No ☐ Why _____

.2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?

Yes ☐ Why _____

No ☐ Why _____

.3 Do you support the study's proposed roadway / trail design under Highway 402?

Yes ☐ Why _____

No ☐ Why _____

.4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?

No ☐

Yes ☐ What are your concerns?

Welcome

The Rapids Parkway Extension / Nature Trail Environmental Assessment

Public Information Centre No. 1
Tuesday, June 18, 2019

Thank you for coming.
Please sign-in.

We want to hear from you!

Please feel free to discuss any questions
or comments with the Project Team from
the City of Sarnia and IBI Group.

Comment Sheets are available.



Howard Watson Trail – May 2019

Photo Source: IBI Group



Comment forms, available at
the sign-in desk, may be used
to provide your feedback
in more detail.

Study Purpose & Process

Phase 1 – Class Environmental Assessment Planning Process

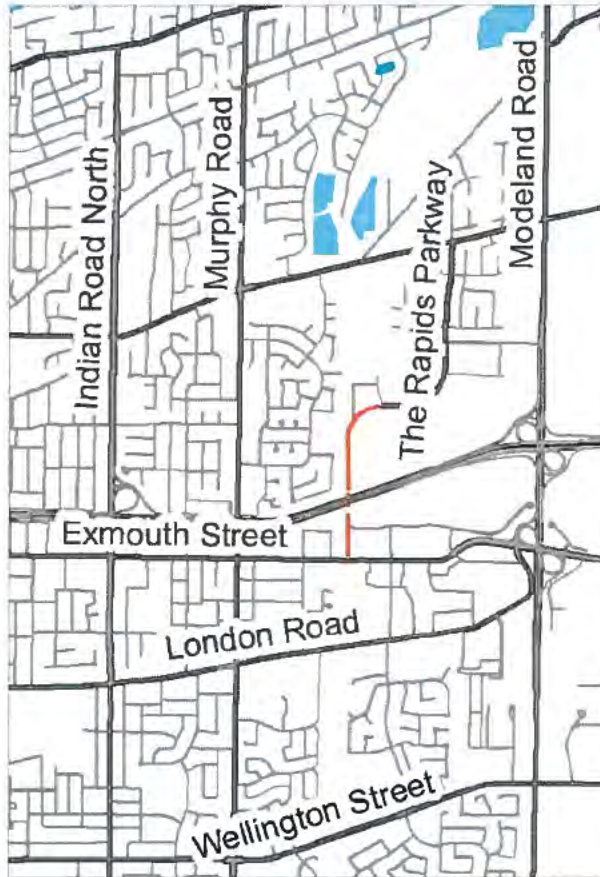
To review The Rapids Parkway and Howard Watson Nature Trail extension design alternatives building on the 2018 infrastructure Environmental Assessment.

- Mitigating the impact of the road extension of the nature trail;
- Finding the optimal location to relocate the trail;
- Designing the new trail and related landscaping features to offset the impacts;
- Allow the City to implement associated transportation improvements.



Study Area and Background

Two lane roadway with multipurpose trail



- Infrastructure Crossing of Provincial Highway 402 Corridor Screening Report, completed in February 2019 – to extend sanitary and water servicing;
 - Species at Risk Report;
 - Watershed Report Card;
 - Land Use Planning Review;
 - Background Documents Review
 - Stages 1 & 2 Archaeological Assessment Report
 - Public Consultation
- Traffic Study, 2017
- Transportation Master Plan, 2014 – strategic direction and implementation strategies;

Environmental Conditions

Natural Heritage Features, Species at Risk, Socio-Economic, Cultural



Photos Source: IBI Group

Environmental Conditions

The following environmental inventories were completed in 2016 to 2018 and remain valid:

- Natural Heritage Environment;
- General Physiography;
- Tree Inventory
- Natural Heritage Features: Areas of Natural and Scientific Interest (ANSI)
- Species at Risk (SAR) Screening
 - Aquatic Habitat;
 - Breeding Birds Habitat and Migratory Birds;
- Socio-Culture Environment
 - Adjacent Land Use
 - Cultural Heritage Screening
 - Stages 1 and 2 Archaeological Assessment
 - Source Water Protection
 - Geotechnical Conditions – Contamination Overview



Photo Source: IBI Group

Stormwater & Drainage

- Stormwater runoff from the existing Bluewater Trail corridor is collected by ditches on both the east and west sides of the trail.
- The majority of the corridor between the overpass and Exmouth St. drains south to a pair of existing DICB which are connected to the Exmouth St. storm sewer.
- The ditches within the old rail corridor north of the overpass are very flat but have an overall slope to the north.
- The proposed Rapids Parkway profile will be designed to maintain the north-south drainage break at approximately the location of the overpass.
- With a full road extension to Exmouth Street (Alternative A) a new storm sewer system will be installed south of the bridge to collect the runoff from the Rapids Parkway corridor and outlet to the existing Exmouth St. trunk storm sewer
- The Rapids Parkway corridor north of the bridge will be serviced by a new storm sewer system which will drain north to Sandpiper Drive and connect to the 1200mm trunk storm sewer proposed as part of future residential development. The inclusion of the Rapids Parkway corridor area has already been accounted for in the downstream storm sewer and stormwater management sizing.
- If a partial extension (Alternative B) is selected, the new storm sewer installed between Quinn and the overpass would be directed north to avoid the need to install storm sewer from Quinn to Exmouth St.

Options for stormwater quality control will be further reviewed but could include 1 or more of the following:

- Oil and grit separator(s);
- Shallow road side swales for sedimentation prior to runoff entering the storm sewer system;
- Directing runoff to suitable landscape areas;

Accommodation for runoff for any external areas currently draining the railway ditches will be provided



Traffic Noise

The following Traffic Noise information is from the Ontario Ministry of Environment, Conservation and Parks:

Traffic noise levels are affected by traffic volume, vehicle types (cars or trucks), vehicle speed, pavement type and condition, road gradient, and the general condition of the vehicles (e.g., exhaust noise). How people perceive traffic noise is affected by:

- Personal perception of noise;
- Distance from noise source to receiver;
- Ground absorption of the noise (i.e. vegetation);
- Noise barriers located between the source and receiver (i.e. noise walls, berms);
- Atmospheric conditions.

Ministry policy recommends the following for a sensitive noise receiver in the rear yard (outdoor living space) of a home:

- If noise from the new road is forecast to result in noise levels of less than 60 decibels at the receiver, noise control measures "may" be required; and
- If over 60 decibels, then noise control measures "should" be required.

The Parkway / Trail Extension study will forecast road noise from the new road to determine if, where and what type of noise mitigation may be needed. This may include acoustic sound barrier fencing, commonly called noise walls such as the one currently provided along The Rapids Parkway corridor as shown here.



Photo Source: IBI Group

Traffic Conditions

Traffic forecasts and recommendations summarized from *The Rapids Parkway Extension Traffic Study, October 2017.*

Planned developments in east Sarnia will add the following new trips in the area:

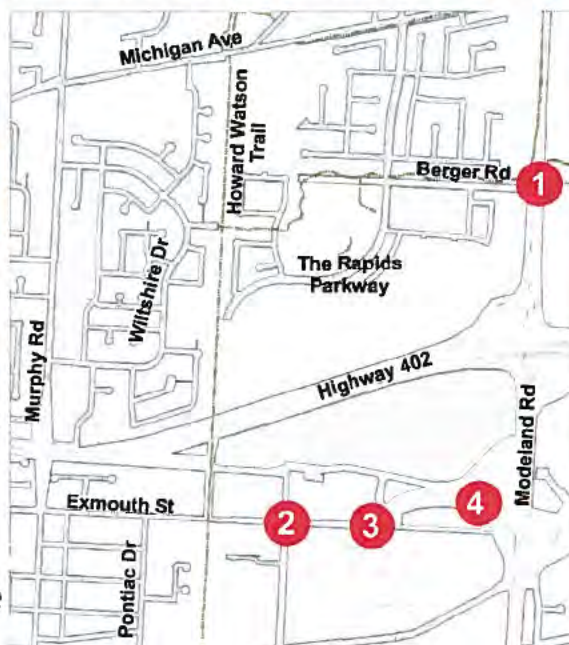
New Traffic Period	Total New Trips
Weekday AM Peak Hour	1506
Weekday PM Peak Hour	2890
Typical Saturday Peak Hour	4130

With these intersections over capacity and congested:

1. Modeland Road and Berger Road
2. Lambton Mall Road and Exmouth Street
3. Exmouth Street & London Line and Barclay Drive
4. London Road/Southbound Highway 40 Off-Ramp and London Line

Extending The Rapids Parkway is required to avoid these congested conditions. Adding traffic signals may also be an option at:

- The Rapids Parkway / Quinn Drive (with a roundabout option)
- Exmouth Street / The Rapids Parkway
- Quinn Drive / Lambton Mall Road



The 2017 Parkway / Trail Extension Traffic Study has been updated to determine impacts of:

- Terminating The Rapids Parkway Extension at Quinn Drive rather than Exmouth Street;

To Exmouth Street has significant benefits for accessing commercial developments in the area,

- When will The Rapids Parkway need to be extended?

Within the next 5 years, by 2024 base on about 50% of the surrounding planned development built-out.

This is primarily due to the lack of alternative access to the developments in the area.

- Roundabout option at The Rapids Parkway / Quinn Drive intersection.

If The Rapids Parkway terminates at Quinn Drive, the Quinn / Lambton Mall Road should be a roundabout instead of a signalized intersection.

Trail Design

One of the key goals of this project is to **maintain and enhance the Howard Watson Nature Trail** through the study area. A variety of design elements will be incorporated to achieve this:

- Upgrading the surface of the trail to improve accessibility
- Introducing a variety of trail amenities such as benches, trees and / or wayfinding signage
- Shifting the road alignment away from the trail north of Highway 402 to maintain the trail in a naturalized state for as long as possible
- Buffering the trail with vegetation and landscape where the roadway runs adjacent to the trail

In addition to the improvements along the trail, the trail crossing at Exmouth Street will also be improved with a signalized crossing and crossride. This will be implemented as an interim improvement prior to the road reconstruction and reinstated as a fully signalized intersection when the road is built.

Trail Design Elements

Photo Source: IBI Group



Photo Source: IBI Group

Exmouth Street Intersection Trail Crossing Improvement



Trail Design

Underneath Highway 402, the trail may either be located between the existing bridge piers or outside of the bridge piers. The feasibility of these alternatives is still being explored with the Ministry of Transportation of Ontario (MTO). These alternatives will be further refined over the course of the project, including identifying the need for, and type of, separation between the roadway, trail and bridge piers.

Option A – Outside Piers



Option B – Inside Piers



Bridge Options

The feasibility of these alternatives is still being explored with the Ministry of Transportation of Ontario (MTO).

The feasibility of these alternatives is still being explored with the Ministry of Transportation of Ontario (MTO).



Next Steps

Phase 2 – Alternative Solutions and Choosing a Preferred Solution

- Review and consider input / opinions received during this study;
- Finalize preliminary road / trail design to demonstrate we are listening;
- Prepare study recommendations;
- Obtain approvals from Ministry agencies and other stakeholder groups;
- Host Second Public Information Centre in the fall to present our preferred design on the basis of what we have heard, external agency approvals and design guidelines we are required to follow to reach a positive active transportation goal for the road / trail extension.

We remain available for further feedback or questions throughout the whole process.



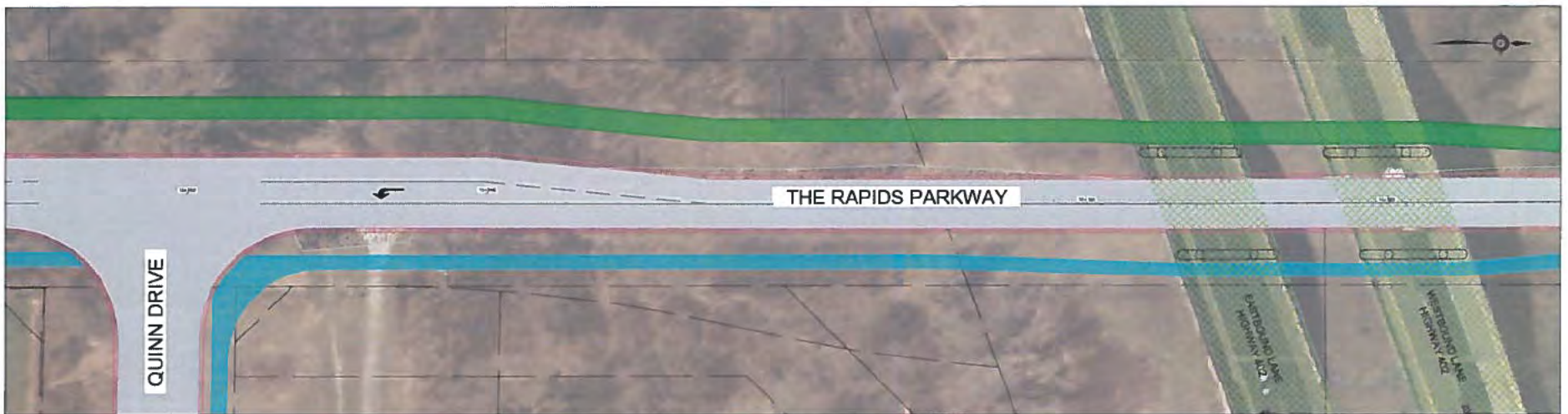
David Jackson
Manager of Development and
Transportation, City of Sarnia

Email: David.Jackson@sarnia.ca or
Phone: 519-332-0527 ext. 3279

Or visit www.smartsarnia.com for additional information.



DRAFT - CONCEPTUAL ONLY



LEGEND:

ROADWAY		CURB & GUTTER		EX RIGHT OF WAY / PROPERTY LINE	
MULTI-USE PATH		SIDEWALK		EX HYDRO LINE / POLE	



IBI GROUP
200 - 250 Colborne Street West
London ON N6A 1T3 Canada
Tel 519 472 7328 Fax 519 472 9254
info@ibi.com



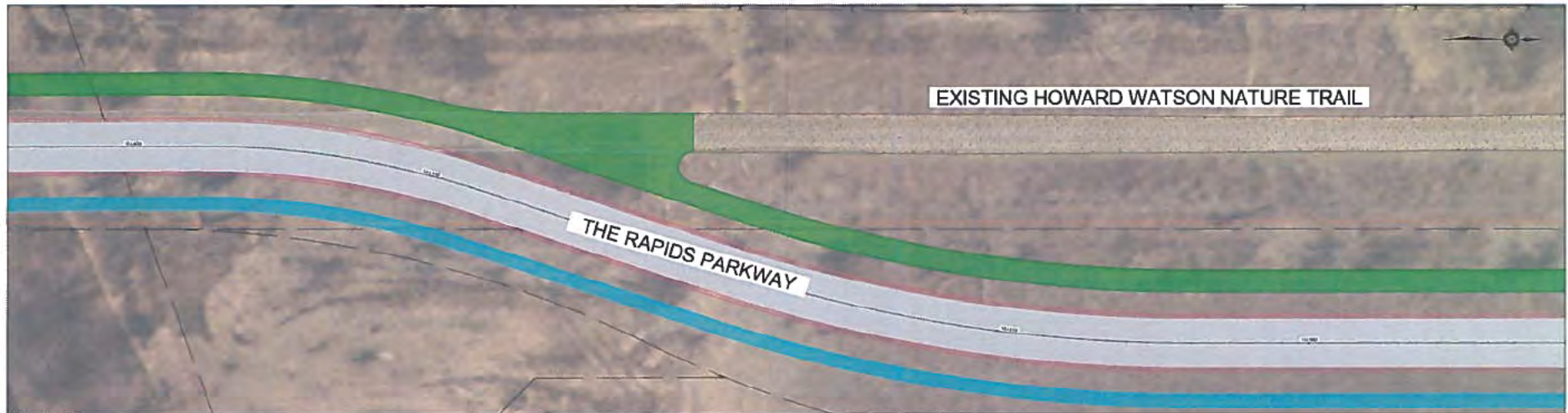
THE RAPIDS PARKWAY EXTENSION/
NATURE TRAIL ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION CENTRE - No. 1

PROJECT NO.
120368

DRAFT NO.

OPTION 1 - PLAN VIEW

1 OF 3



DRAFT - CONCEPTUAL ONLY



LEGEND:

ROADWAY		CURB & GUTTER		EX RIGHT OF WAY / PROPERTY LINE	
MULTI-USE PATH		SIDEWALK		EX HYDRO LINE / POLE	



IBI GROUP
203 - 350 Central Street West
London ON N6H 1Y3 Canada
888 519 4722 FAX 519 472 9254
info@ibi.com



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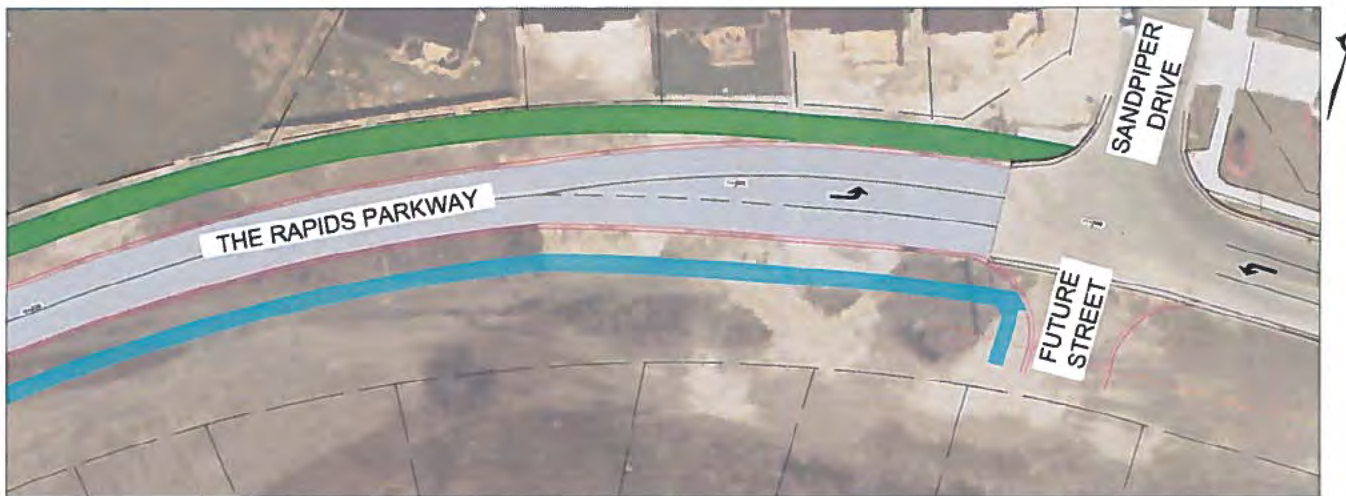
OPTION 1 - PLAN VIEW

PROJECT NO.
120368

SHEET NO.
2 OF 3



DRAFT - CONCEPTUAL ONLY



LEGEND:

ROADWAY		CURB & GUTTER		EX RIGHT OF WAY / PROPERTY LINE	
MULTI-USE PATH		SIDEWALK		EX HYDRO LINE / POLE	



BIR GROUP
203 - 350 Colborne Street West
London, ON N6A 1T3 Canada
tel 519 472 1328 fax 519 472 8544
birgroup.com

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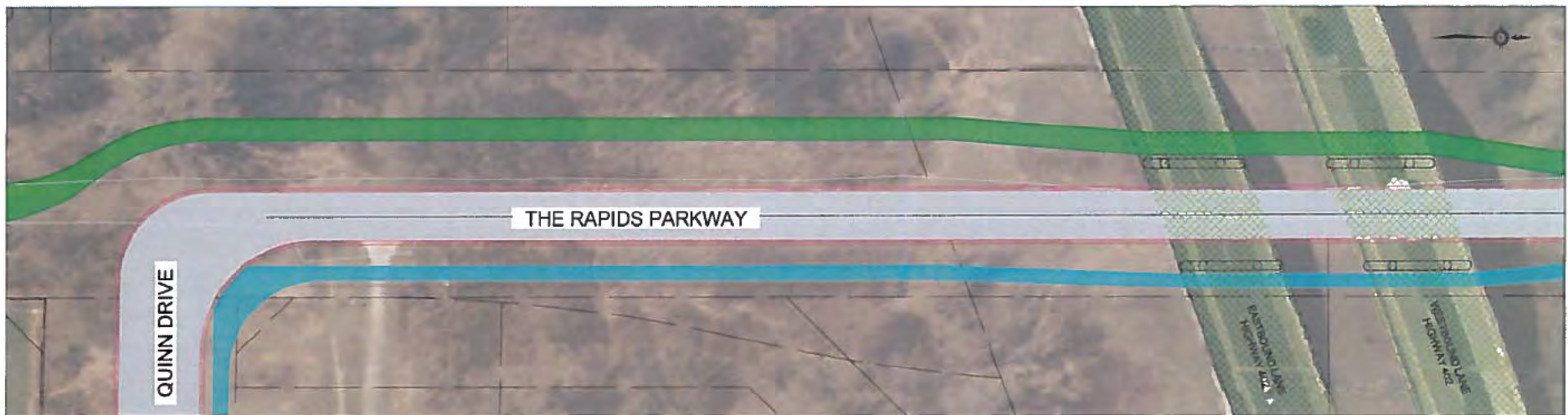
PROJECT No.
120368

OPTION 1 - PLAN VIEW

PAGE No.
3 OF 3



DRAFT - CONCEPTUAL ONLY



LEGEND:

ROADWAY		CURB & GUTTER		EX RIGHT OF WAY / PROPERTY LINE	
MULTI-USE PATH		SIDEWALK		EX HYDRO LINE / POLE	



IBI GROUP
201 - 310 Colborne Street West
London, ON N6A 1T3 Canada
tel 519 472 7225 fax 519 472 9354
info@ibi.com

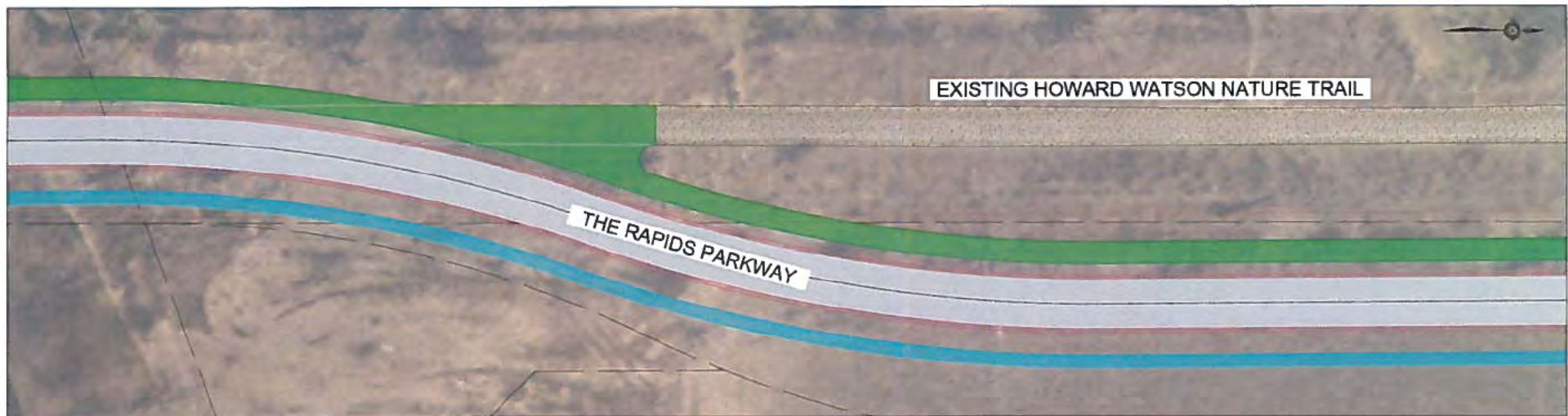


THE RAPIDS PARKWAY EXTENSION/
NATURE TRAIL ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATION CENTRE - No. 1

OPTION 2 - PLAN VIEW

PROJECT No.
120368

SHEET No.
1 OF 3



DRAFT - CONCEPTUAL ONLY



LEGEND:

ROADWAY		CURB & GUTTER		EX RIGHT OF WAY / PROPERTY LINE	
MULTI-USE PATH		SIDEWALK		EX HYDRO LINE / POLE	



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London, ON N6A 1T3 Canada
tel 519 472 7328 fax 519 472 9354
info@ibi.com

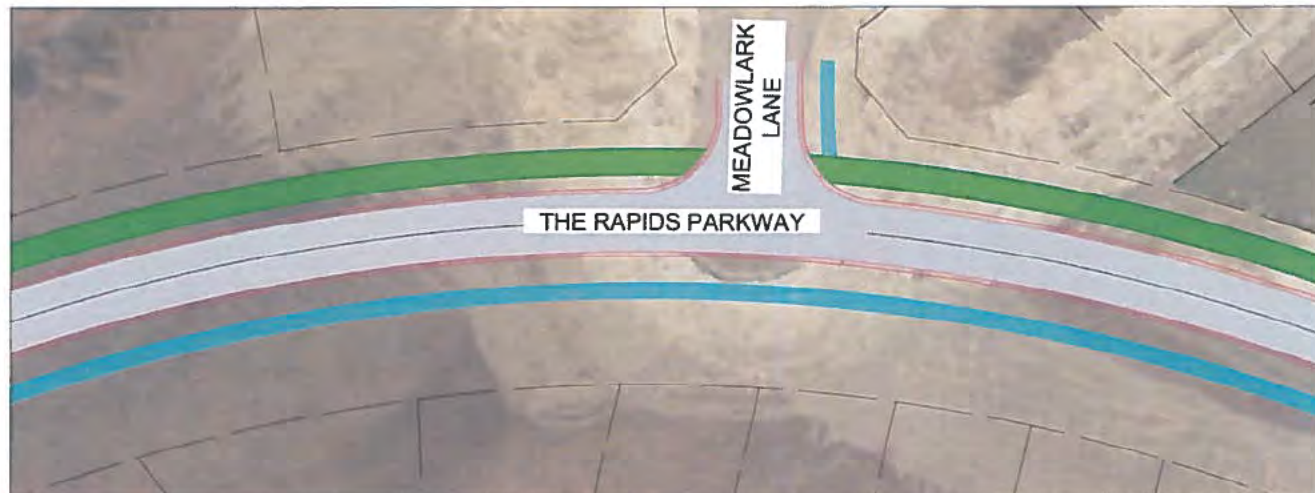


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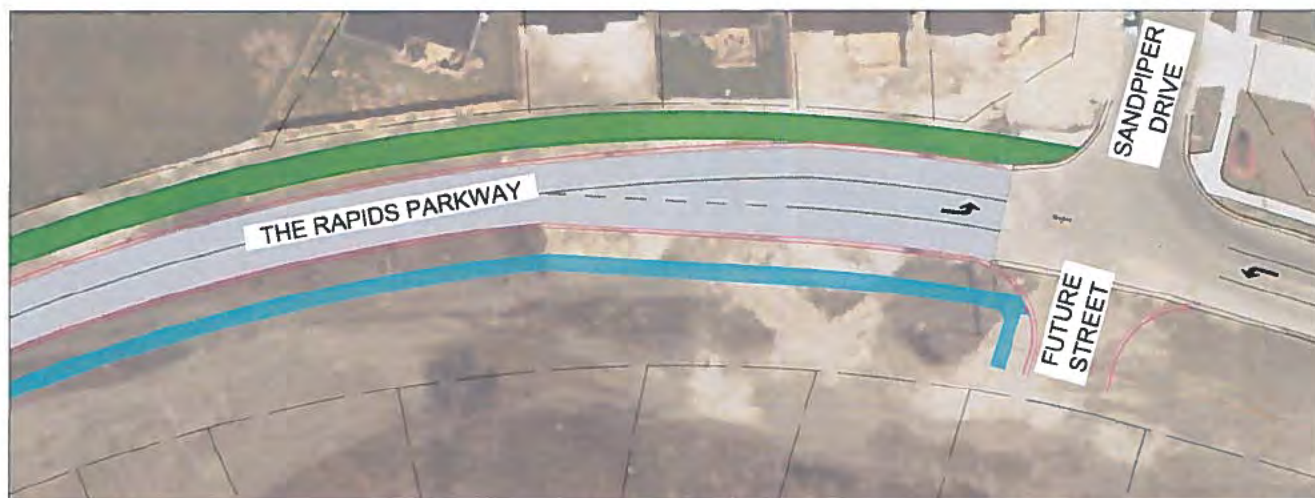
OPTION 2 - PLAN VIEW

PROJECT No.
120368

SHEET No.
2 OF 3



DRAFT - CONCEPTUAL ONLY



LEGEND:

ROADWAY		CURB & GUTTER		EX RIGHT OF WAY / PROPERTY LINE	
MULTI-USE PATH		SIDEWALK		EX HYDRO LINE / POLE	



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202 - 200 Colborne Street West
London, ON N6A 1T3 Canada
tel 519 472 7228 fax 519 472 9254
info@ibi.com

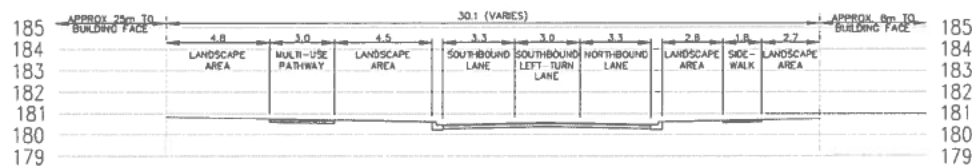


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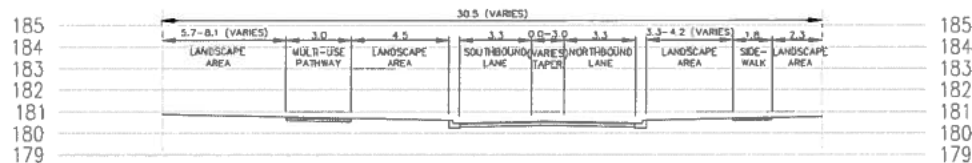
OPTION 2 - PLAN VIEW

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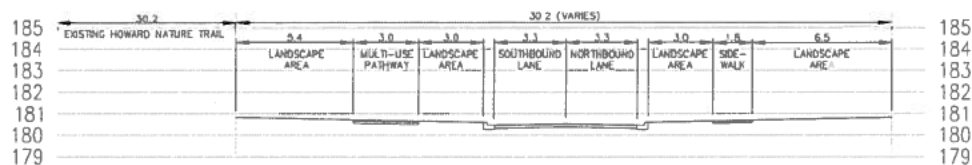
HEET No.
3 OF 3



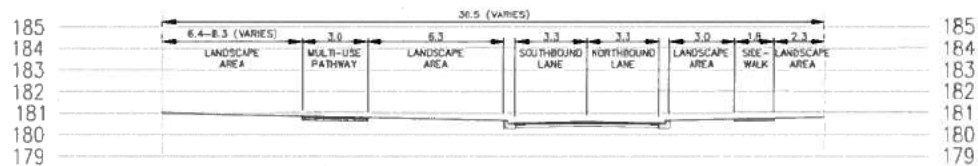
**TYPICAL SECTION
EXMOUTH STREET TO QUINN DRIVE**



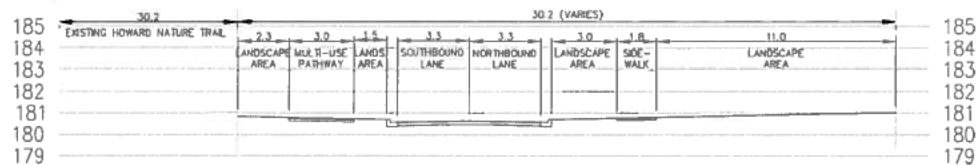
**TYPICAL SECTION
QUINN DRIVE TO 402 OVERPASS**



**TYPICAL SECTION
402 OVERPASS TO MEADOWLARK LANE**



**TYPICAL SECTION
QUINN DRIVE TO 402 OVERPASS**



**TYPICAL SECTION
402 OVERPASS TO MEADOWLARK LANE**



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June 18, 2019

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Nature Trail Environmental Assessment**



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Feedback Form link located
bottom of webpage

- .1 Do you support the planned Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☐ Why _____

No ☒ Why Because every other city is making cars the last option. Bad planning on top of bad planning!!

- .2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☒ Why If you have to build the road, then you have to extend the trail.

No ☐ Why _____

- .3 Do you support the study's proposed roadway / trail design under Highway 402? Please use reverse side for additional comments.

Yes ☐ Why _____

No ☒ Why Because I am against the plan.

- .4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road? Please use reverse side for additional comments.

No ☐

Yes ☒ What are your concerns?

Increased car traffic at that intersection will be a nightmare.

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Please ensure that I am on the mailing list



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- .1 **Do you support the planned Rapids Parkway Extension?** Please use reverse side for additional comments.

Yes ☒ Why IMPORTANT FOR ADDITIONAL TRAFFIC ACCESS (IN AND OUT) TO THE RAPIDS AREA

No ☐ Why _____

- .2 **Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?** Please use reverse side for additional comments.

Yes ☒ Why IT IS IMPORTANT TO KEEP TRAIL ACCESS THROUGH THE CITY

No ☐ Why _____

- .3 **Do you support the study's proposed roadway / trail design under Highway 402?** Please use reverse side for additional comments.

Yes ☒ Why SEEMS TO BE A GOOD USE OF AVAILABLE SPACE - LIMITED BY EXISTING STRUCTURE

No ☐ Why _____

- .4 **Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?** Please use reverse side for additional comments.

No ☒

Yes ☐ What are your concerns?



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- .1 Do you support the planned Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☒ Why

It's necessary to address road congestion and emergency egress, however it also represents a loss to the natural environment in this area.

No ☐ Why

- .2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☒ Why

but the current proposal is not a nature trail - it's a pedestrian walkway + cycle path. Significant tree + shrub planting is necessary to offset paved surfaces.

No ☐ Why

- .3 Do you support the study's proposed roadway / trail design under Highway 402? Please use reverse side for additional comments.

Yes ☐ Why

We prefer the option that locates the cycle + pedestrian trails "outside" ~~the~~ the piers of the overpass - i.e. provide separation from the road

No ☐ Why

- .4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road? Please use reverse side for additional comments.

No ☐

I like roundabouts and my wife finds them "intimidating".

Yes ☐ What are your concerns?



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- .1 **Do you support the planned Rapids Parkway Extension?** Please use reverse side for additional comments.

Yes ☐ Why _____



No ☐ Why

LIVE AT PINEVIEW APTS. TO CLOSE TO OUR BUILDING

- .2 **Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?** Please use reverse side for additional comments.

Yes ☐ Why _____



No ☐ Why

SAME AS ABOVE

- .3 **Do you support the study's proposed roadway / trail design under Highway 402?** Please use reverse side for additional comments.

Yes ☐ Why _____



No ☐ Why

SAME AS ABOVE

- .4 **Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?** Please use reverse side for additional comments.

No ☐



Yes ☐ What are your concerns?

CONCERNED ABOUT EXIST & ENTRANCE TO OUR PARKING LOT

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- .1 Do you support the planned Rapids Parkway Extension?** *Please use reverse side for additional comments.*

Yes ☐ Why _____

No ☒ Why To close to my residence

- .2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?** *Please use reverse side for additional comments.*

Yes ☐ Why _____

No ☒ Why Same as above

- .3 Do you support the study's proposed roadway / trail design under Highway 402?** *Please use reverse side for additional comments.*

Yes ☐ Why _____

No ☒ Why _____

- .4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?** *Please use reverse side for additional comments.*

No ☐

Yes ☒ What are your concerns?

Traffic impossible already.

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- .1 **Do you support the planned Rapids Parkway Extension?** Please use reverse side for additional comments.

Yes ☒ Why

It will alleviate a lot of problem traffic areas.

No ☐ Why

- .2 **Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?** Please use reverse side for additional comments.

Yes ☒ Why

so there is no break in the trail

No ☐ Why

- .3 **Do you support the study's proposed roadway / trail design under Highway 402?** Please use reverse side for additional comments.

Yes ☒ Why

It all seems to work to save the integrity of the trail

No ☐ Why

- .4 **Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?** Please use reverse side for additional comments.

No ☒

Yes ☐ What are your concerns?



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- .1 **Do you support the planned Rapids Parkway Extension?** *Please use reverse side for additional comments.*

Yes ☐ Why _____

No ☒ Why any loss of this precious asset will set a precedent

- .2 **Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?** *Please use reverse side for additional comments.*

Yes ☒ Why preserves a separate trail

No ☐ Why _____

- .3 **Do you support the study's proposed roadway / trail design under Highway 402?** *Please use reverse side for additional comments.*

Yes ☒ Why probably best compromise

No ☐ Why _____

- .4 **Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?** *Please use reverse side for additional comments.*

No ☒

Yes ☐ What are your concerns?



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- .1 **Do you support the planned Rapids Parkway Extension?** *Please use reverse side for additional comments.*

Yes ☒ Why

- Only one entrance in & out

No ☐ Why

- .2 **Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?** *Please use reverse side for additional comments.*

Yes ☒ Why

No ☐ Why

- .3 **Do you support the study's proposed roadway / trail design under Highway 402?** *Please use reverse side for additional comments.*

Yes ☒ Why

It looks like the best solution.

No ☐ Why

- .4 **Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?** *Please use reverse side for additional comments.*

No ☒

Yes ☐ What are your concerns?



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- .1 Do you support the planned Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☒ Why It might take some traffic away from Murphy

No ☒ Why Besides the trail reforming I have no business with this.

- .2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☒ Why It might make me bike around more

No ☐ Why _____

- .3 Do you support the study's proposed roadway / trail design under Highway 402? Please use reverse side for additional comments.

Yes ☐ Why _____

No ☐ Why _____

- .4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road? Please use reverse side for additional comments.

No ☐

Yes ☒ What are your concerns?

Concerns of more road kill (butterflies, snakes, rabbits) decline of nature.

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- .1 Do you support the planned Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☐ Why

No ☐ Why

Concerned about extreme increase in traffic from Quin Drive Area / Stores that will now use it because of shortest route to go North. Increased traffic around schools & poor layout of school driveway

- .2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☒ Why

No ☐ Why

- .3 Do you support the study's proposed roadway / trail design under Highway 402? Please use reverse side for additional comments.

Yes ☐ Why

No ☐ Why

(walking/biking)
Concerned about safety in the dark as no neighbours are front and centre to see anything happening.

- .4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road? Please use reverse side for additional comments.

No ☐

Yes ☒ What are your concerns?

North concerns

Concerned about the Berger Intersection with increased traffic. Need to

Increased traffic from Wiltshire people as shorter route as well

move the school driveways of St. Pat's & St. Anne's farther away from Berger St.

A NIGHTMARE - for vehicles entering/exiting school driveways

- for neighbours trying to exit their streets (Bridlepath and Newcastle the road)

A stoplight will only make the situation worse

Also concerned about the speed along Rapids Pkwy.

Need to bypass unneeded traffic Northbound
→ vehicles will take the extension Northbound rather than Modeland, making Rapids Pkwy more of an express way.

By decreasing congestion in area ②③④
you will increase congestion greatly at ①

Signal Crossing at Exmouth crossing will encourage cars to avoid the area and have them take Rapids Pkwy Northbound.



The Corporation of the City of Sarnia
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June 18, 2019



**The Rapids Parkway Extension /
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ONLINE COMMENT SHEET

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You can also fill in this Comment Sheet on the study web site located at:
<https://engineering.smartsarnia.com/rapids-parkway-extension/>

.1 Do you support the planned Rapids Parkway Extension?

Yes ☒ Why Creating multiple access points to this subdivision is a good thing.

No ☐ Why _____

.2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?

Yes ☒ Why The HWT is a well used north/south off road trail and one of the few off road trails in Sarnia.

No ☐ Why _____

.3 Do you support the study's proposed roadway / trail design under Highway 402?

Yes ☒ Why I support the trail design that goes on the west side of the overpass pillars.

No ☐ Why _____

.4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?

No ☐

Yes ☒ What are your concerns?

There needs to be hard barriers between the traffic and the trail users. Trees close to the road will also help slow traffic down.

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Public Information Centre No. 1

June 18, 2019

**The Rapids Parkway Extension /
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2019.07.03
ID-R-9

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- .1 Do you support the planned Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☐ Why _____

No ☒ Why I DON'T BELIEVE THAT SARNIA'S BEST KEPT (over)

- .2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension? Please use reverse side for additional comments.

Yes ☒ Why SINCE THE CITY HAS DECIDED TO BUILD A ROAD ON THE (over)

No ☐ Why _____

- .3 Do you support the study's proposed roadway / trail design under Highway 402? Please use reverse side for additional comments.

Yes ☐ Why _____

No ☒ Why I WOULD LIKE TO SEE THE NEW TRAIL (over)

- .4 Are you concerned about any roadway / trail extension impacts south ^{OF} to the Exmouth Road? Please use reverse side for additional comments.

No ☐

Yes ☒ What are your concerns?

I WOULD HATE TO SEE THIS PIECE OF NATURAL (over)

① SECRET, THE HOWARD WATSON NATURE TRAIL - SHOULD BE DESIGNATED SO IF FEW PEOPLE CAN GET TO THE SHOPPING AREAS A LITTLE FASTER THAN BY GOING MODELAND RD.

② EXISTING HOWARD WATSON NATURE TRAIL IT IS OBLIGATED TO EXTEND THE TRAIL ALONG SIDE THIS ROADWAY. IF NOT THE TRAIL WILL HAVE AN OPEN SPOT WITHIN THE EXISTING TRAIL AND THE TWO PARTS WILL NOT MEET.

③ PIECE THAT WILL GO UNDER THE 402 HWY BRIDGE TO BE ON THE WEST SIDE OF THE BRIDGE SUPPORT PILLERS AND NOT NEXT TO THE ROADWAY LIKE A SIDEWALK IS. I ALSO BELIEVE THAT THE ROAD EXTENSION SHOULD TURN AND JOIN INTO QUINN DRIVE WITH A ROUNDABOUT AT QUINN + LAMBTON MALL RD. TO BRING THIS NEW ROAD OUT UNTO EXMOUTH WILL CREATE 3 STOPLIGHTS WITHIN $\frac{1}{4}$ MILE ON THE BUSIEST STREET & THE BUSIEST BECTION OF THIS STREET IN SARNIA CAUSING MORE TRAFFIC CONGESTION

④ BEAUTY FURTHER DESTROYED BECAUSE PEOPLE CAN'T GET AROUND SARNIA FACT ENOUGH, I UNDERSTAND THAT THE CITY ALREADY HAS AN OPTION TO PUT A ROAD THROUGH THE EXMOUTH TO LONDON RD SECTION OF THE TRAIL. WITH LAMBTON MALL RD & PONTIAC DR BOTH GOING FROM EXMOUTH TO LONDON RD. WHY ~~BE~~ PUT ANOTHER STREET BETWEEN THEM TO DO THE SAME THING. THE CITY HAS MAJOR PROBLEMS LOOKING AFTER THE EXISTING STREETS SO WHY ADD MORE TO SATISFY SHOPPERS NEEDS. LEAVE THE HOWARD WATSON NATURE TRAIL ALONE SO THAT THE WALKERS + BIKE RIDERS CAN EXERCISE IN PEACE, NOT LISTENING TO OR SMELLING CAR & TRUCK EXHAUST.



The Corporation of the City of Sarnia
Public Information Centre No. 1

June 18, 2019



**The Rapids Parkway Extension /
Nature Trail Environmental Assessment**

ONLINE COMMENT SHEET

We invite you to provide any comments that would be beneficial in assisting the study team in this important City initiative. We request your comments and opinions be dropped off in the box provided at the sign-in table, or mailed back before **July 2, 2019**, Attention: David Jackson, Manager of Development / Transportation, City of Sarnia, 255 Christina Street North, Sarnia, ON, N7T 7N2. Email to: david.jackson@sarnia.ca



You can also fill in this Comment Sheet on the study web site located at:
<https://engineering.smartsarnia.com/rapids-parkway-extension/>

.1 Do you support the planned Rapids Parkway Extension?

Yes ☒ Why TO PROVIDE ADDITIONAL ENTRY/EXIT TO BIG BOX STORES + MALL
I BELIEVE THIS WILL LESSEN TRAFFIC CONGESTION ON EXMOUTH.

No ☐ Why _____

.2 Do you support the extension of the Howard Watson Nature Trail along The Rapids Parkway Extension?

Yes ☒ Why THERE IS ROOM FOR THE TRAIL + ROADWAY TO CO-EXIST
THE CITY NEEDS THIS ROADWAY!

No ☐ Why _____

.3 Do you support the study's proposed roadway / trail design under Highway 402?

Yes ☒ Why IF TRAIL CAN BE PUT OUTSIDE OF OVERPASS SUPPORTS.
IF IT CANT WILL NEED SEPARATION!

No ☐ Why _____

.4 Are you concerned about any roadway / trail extension impacts south to the Exmouth Road?

No ☒ I BELIEVE THERE WILL BE LESS EXMOUTH TRAFFIC. YOU COULD
HAVE NO LEFT TURN ON SOUTH BOUND TRAFFIC TO EXMOUTH.

Yes ☐ What are your concerns? _____

SHOULD HAVE ADDITIONAL ENTER TO QUIN DRIVE FROM
HWY 40 - EXMOUTH RAMP, AGAIN THIS WOULD TAKE TRAFFIC
FROM EXMOUTH.

CONGESTION IN WALMART AREA IS A HAZARD!
~~THE~~ BUSY TIMES EG. CHRISTMAS IF A EMERGENCY OCCURRED (FIRE)
EMERGENCY VEHICLES HAVE NO WAY IN OR OUT!

THE CONCERNS OF ROADWAY NEIGHBOURS COULD BE TAKEN CARE
OF IF PROPER DISTANCES ARE OBSERVED AND TREES LEFT IN
PLACE.



The Corporation of the City of Sarnia

Public Information Centre No. 1

June 18, 2019

The Rapids Parkway Extension /
Nature Trail Environmental Assessment



Please sign-in to assist us in keeping a record of those who have an interest in this project.

First and Last Name	Business / Organization (if applicable)	CONTACT INFORMATION		Add me to the project mailing list.	
		Address	Email or Telephone No.		
Monica Coombs	/	<div></div>		<input checked="" type="radio"/> Yes	<input type="radio"/> No
Michael Harris	/			<input checked="" type="radio"/> Yes	<input type="radio"/> No
DAVID R Brown	/			<input checked="" type="radio"/> Yes	<input type="radio"/> No
Elizabeth Curnern				<input checked="" type="radio"/> Yes	<input type="radio"/> No
Sally Graham	/			<input type="radio"/> Yes	<input checked="" type="radio"/> No
Kean Henry	/			<input checked="" type="radio"/> Yes	<input type="radio"/> No
				<input type="radio"/> Yes	<input type="radio"/> No
				<input type="radio"/> Yes	<input type="radio"/> No
				<input type="radio"/> Yes	<input type="radio"/> No
				<input type="radio"/> Yes	<input type="radio"/> No



The Corporation of the City of Sarnia

Public Information Centre No. 1

June 18, 2019

The Rapids Parkway Extension / Nature Trail Environmental Assessment



Please sign-in to assist us in keeping a record of those who have an interest in this project.

[illegible]



The Corporation of the City of Sarnia

Public Information Centre No. 1

June 18, 2019

The Rapids Parkway Extension /
Nature Trail Environmental Assessment



Please sign-in to assist us in keeping a record of those who have an interest in this project.

First and Last Name	Business / Organization (if applicable)	CONTACT INFORMATION		Add me to the project mailing list.	
		Address	Email or Telephone No.		
Cindy Hughes		<div></div>		<input checked="" type="radio"/> Yes	<input type="radio"/> No
Larry Stevens				<input checked="" type="radio"/> Yes	<input type="radio"/> No
Richard T Platt				<input checked="" type="radio"/> Yes	<input type="radio"/> No
Bill Knight				<input checked="" type="radio"/> Yes	<input type="radio"/> No
Wade Sandri				<input type="radio"/> Yes	<input checked="" type="radio"/> No
Jeff and Laura Bissell				<input type="radio"/> Yes	<input type="radio"/> No
Margaret Matheson				<input checked="" type="radio"/> Yes	<input type="radio"/> No
Kendra Donkers				<input checked="" type="radio"/> Yes	<input type="radio"/> No
Katherine Moore		<div></div>		<input type="radio"/> Yes	<input checked="" type="radio"/> No
Brendan, Liz, Jo Jo Bain				<input checked="" type="radio"/> Yes	<input type="radio"/> No



The Corporation of the City of Sarnia

Public Information Centre No. 1

June 18, 2019

The Rapids Parkway Extension /
Nature Trail Environmental Assessment



Please sign-in to assist us in keeping a record of those who have an interest in this project.

First and Last Name	Business / Organization (if applicable)	CONTACT INFORMATION		Add me to the project mailing list.
		Address	Email or Telephone No.	
LLOYD MARSHMENT	RETIRED			Yes No
PARAT RAMAT	C.O.S.			Yes No
Paul McCormack	RETIRED			Yes No
BARRY GAT/644	"			Yes No
MARY JEAN O'DONNELL	SL Chamber of Commerce Tourism Sarnia Lambton			Yes No
Jim Curry	retired			Yes No
Alynn Cole	"			Yes No
Gord Watkins + Bev W.	" * 2			Yes No
Geoffrey B. Bala	Retired			Yes No
Barry Latta				Yes No



The Corporation of the City of Sarnia

Public Information Centre No. 1

June 18, 2019

The Rapids Parkway Extension /
Nature Trail Environmental Assessment



Please sign-in to assist us in keeping a record of those who have an interest in this project.

First and Last Name	Business / Organization (if applicable)	CONTACT INFORMATION		Add me to the project mailing list.
		Address	Email or Telephone No.	
Bruce Robins	retired	<div></div>		<input checked="" type="radio"/> Yes <input type="radio"/> No
Chris Boue	retired.			<input type="radio"/> Yes <input type="radio"/> No
Dawn Marie Houston Silvestro				<input type="radio"/> Yes <input type="radio"/> No
Marcie Myers	St. Clair Catholic DSB			<input checked="" type="radio"/> Yes <input type="radio"/> No
Donald McCulloch				<input checked="" type="radio"/> Yes <input type="radio"/> No
Beth and John Reurnk	St Clair Catholic			<input checked="" type="radio"/> Yes <input type="radio"/> No
Doreen Houke				<input checked="" type="radio"/> Yes <input type="radio"/> No
Scott Hall	CLASS			<input checked="" type="radio"/> Yes <input type="radio"/> No
Mary Martin	LWI			<input checked="" type="radio"/> Yes <input type="radio"/> No
Charles Potter	Retired LWI			<input checked="" type="radio"/> Yes <input type="radio"/> No

From: Larry and Tracey Luth [REDACTED]
Sent: June-28-19 9:30 PM
To: Engineering Department <engineering@sarnia.ca>
Subject: Rapids Parkway Extension - Comments

> I think a trail use survey would provide valuable information to the city and the Bluewater Trail Committee when making decisions about the use of the trail and the design needs. Our property backs onto the trail and it is well used by, bikers, runners and walkers at all hours of the day and night. My concern is the width of the trail at the overpass.

>

> Thank you for your work on this project.

>

> Larry Luth
[REDACTED]

> Sarnia

From: dave Vernier [REDACTED]
Sent: Monday, April 15, 2019 9:31 AM
To: David Jackson
Subject: Rapids parkway extension

To whom it may concern:

Unfortunately the planning department of my city seems to lack a realistic future vision. As one of the people who originally opposed this plan in the 90's; I wish to point out glaring problems.

First of all; back then the planning department designated the extension as an Arterial road (like Murphy and Modeland) Why would you put a high speed road that enters at the Christian School and then goes past three other schools. A designation as a Collector road would be more appropriate.

Secondly, why would you have this rapids road exit at Exmouth ? There is a lot of traffic already on this road and putting in another set of lights (read, Murphy, Pontiac and Mall road) would only add to the congestion. I suggested back then to extend the road running next to Home depot as an alternative connection point. This would serve several purposes. The curves would slow people down and restrict usage to mainly residents of that area. Also this eliminate the need for another set of lights on Exmouth.

I realize that once a plan has been approved that staff are reluctant to change but when the original plan was bad; I believe it is incumbent upon the current staff to fix the problem not stubble blindly on. I realize that this e-mail is probably a waste of time but at lest I can say that it was brought to the intention of the current staff.

Thanks David Calligan

From: HARRY MENNEGA [REDACTED]
Sent: Sunday, June 16, 2019 9:49 PM
To: david.jackson@sarnia.com
Subject: nature trail

Rapids Parkway Extension/Nature Trail

Dear sir,

I am a resident at Pineview Senior Apartments at 1310 Exmouth Street, and live close to the nature trail.

Please sent me information on the Rapids Parkway Extension plan as it affects the nature trail.

Thank you in advance.

Yours,

Harry Mennega

[REDACTED]

From: [REDACTED]

Sent: Thursday, June 20, 2019 11:08 PM

To: David Jackson

Subject: Notice of Public Information Centre: The Rapids Parkway Extension / Nature Trail Environmental Assessment

Mr. Jackson,

Please accept my formal objection to the Rapids Parkway Extension. The justification for the project is "dumb" and "short sighted", in my opinion.

Please review the reality of the city's "planning" at the Wal-Mart site to support my assessment of "dumb" and "short sighted" for the above mentioned project.

Thank you.

Daniel Ostojic

Response Form

Project Name:

The Rapids Parkway / Nature Trail Extension Environmental Assessment

Project Description:

Municipal Class Environmental Assessment to select the preferred design and examine impacts of extending The Rapids Parkway and Howard Watson Nature Trail to Exmouth Street in Sarnia.

Project Location:

Sarnia, ON

Key Plan of Project Location attached

Name of Agency: St. Clair Catholic District SB

Please Check Appropriate Box

Please send additional information on this project:



We would like to meet with representatives of this project:



We have no concerns with this project and do not wish to be consulted further:



Proponent: City of Sarnia

IBI GROUP RECEIVED		
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Response Form

Project Name:

The Rapids Parkway / Nature Trail Extension Environmental Assessment

Project Description:

Municipal Class Environmental Assessment to select the preferred design and examine impacts of extending The Rapids Parkway and Howard Watson Nature Trail to Exmouth Street in Sarnia.

Project Location:

Sarnia, ON

Key Plan of Project Location attached

Name of Agency: St. Clair Region Conservation Authority

Please Check Appropriate Box

Please send additional information on this project:



We would like to meet with representatives of this project:



We have no concerns with this project and do not wish to be consulted further:



Proponent: City of Sarnia

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Rita Monteleone

From: Michael Kelch [REDACTED]
Sent: Monday, April 8, 2019 12:49 PM
To: Rita Monteleone
Subject: Re: Response Form - Bluewater Trails

Rita,

Our group will rely on updates from the City of Sarnia on this project. I assume you will be keeping them well-apprised along the way.

Mike J. Kelch

Chairman, Bluewater Trails Committee

On Apr 8, 2019, at 11:24 AM, Rita Monteleone <RMonteleone@IBIGroup.com> wrote:

<CTR_Agency-ResponseForm.docx>

Response Form

Project Name:

The Rapids Parkway / Nature Trail Extension Environmental Assessment

Project Description:

Municipal Class Environmental Assessment to select the preferred design and examine impacts of extending The Rapids Parkway and Howard Watson Nature Trail to Exmouth Street in Sarnia.

Project Location:

Sarnia, ON

Key Plan of Project Location attached

Name of Agency:

Town of Plympton-Wyoming

Please Check Appropriate Box

Please send additional information on this project:

☐

We would like to meet with representatives of this project:

☐

We have no concerns with this project and do not wish to be consulted further:

☒

Proponent: City of Sarnia

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Response Form

Please Return in Provided Stamped Self-Addressed Envelope

Project Name: **The Rapids Parkway / Nature Trail
Extension Environmental Assessment**

Project Description: Municipal Class Environmental Assessment to select the preferred design and examine impacts of extending The Rapids Parkway and Howard Watson Nature Trail to Exmouth Street in Sarnia.

Project Location: Sarnia, ON

Key Plan of Project Location attached

Name of Aboriginal Community: Chippewas of the Thames

Please Check Appropriate Box

Please send additional information on this project:

☒

We would like to meet with representatives of this project:

☐

We have no concerns with this project and do not wish to be consulted further:

☐

Proponent: City of Sarnia



CHIPPEWAS OF THE THAMES FIRST NATION

April 30, 2019

David Jackson
Manager of Development and Transportation
City of Sarnia
255 North Christina Street
PO BOX 3018
Sarnia, Ontario N7T 7N2

RE: The Rapids Parkway and Trail Extension Class Environmental Assessment

Dear Mr. Jackson,

We have received correspondence regarding the above-mentioned work permit, dated August 17, 2018. The proposed work will be conducted within the Big Bear Creek Additions to Reserve (ATR) land selection area, as well as COTTfN Traditional Territory.

In our review of the information provided, we have identified minimal concerns with your project. We ask that if there are any changes to this project that are of a substantive nature that you keep us informed.

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 meet with you to review COTTfN's Consultation Protocol.

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

Sincerely,

A handwritten signature in dark ink, appearing to read "Fallon Burch", is written over a red circular stamp.

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

c: Rob Cascaden, P.Eng, Project manager, IBI Group



STUDENT TRANSPORTATION
CHILD CARE
ENERGY & ENVIRONMENTAL
COMMUNITY USE OF SCHOOLS

Mr. Rob Cascaden, P.Eng.
Project Manager
IBI Group
203-350 Oxford Street West
London, Ontario
N6H 1T3

May 1, 2019

RE: Letter from IBI Group regarding The Rapids Parkway and Trail Extension Class Environmental Assessment

Dear Rob,

Chatham Kent Lambton Administrative School Service (CLASS) is a shared services organization owned equally by the Lambton Kent District Board (LKDSB) and the St. Clair Catholic District School Board (SCCDSB). One of the shared services we provide is student transportation for approximately 17,000 students to schools operated by these Boards throughout our district.

Today CLASS has over 50 school buses transporting students to SCCDSB schools located on the Rapids Parkway. There are also several additional school buses transporting students to the two French language schools within the subdivision. The inability for traffic (school buses and passenger vehicles) to exit the subdivision to the south of the schools creates a bottleneck at the intersection of Berger Road and The Rapids Parkway for passenger vehicles and school buses as they compete for access/egress to and from the school sites.

We are most eager to see the extension of The Rapids Parkway south connecting with Exmouth Street to provide alternatives for exiting the subdivision and traffic congestion relief; specifically, for times associated with school arrival and departures.

Items we would specifically like to identify that are associated with this study / initiative:

- **Traffic capacity along The Rapids Parkway**: we are supportive of additional lanes along this road to support the current volume and potential additional traffic due to continued development and the additional access to Exmouth Street.
- **Intersection of Berger and The Rapids Parkway**: we are supportive of the review of converting the current stop signs to traffic lights at this intersection to most effectively control traffic at high volume as part of the extension project.
- **Future updates**: we would respectfully request to be added to all future notifications regarding the project status, design, decisions and any associated project timelines moving forward.

Trusting this response provides a clear picture of the impacts to transported students within our district that can be considered as these projects take form. If there are any further questions on this matter, do not hesitate to contact me directly.

Sincerely,



Kent Orr
General Manager
(519) 627-6860 - 1-877-330-4287
kent.orr@cklass.ca

cc: David Jackson, Manager of Development and Transportation - City of Sarnia
Brian McKay, Superintendent of Business - LKDSB
Amy Janssens, Associate Director - Corporate Services – SCCDSB



Parks and Recreation * 3rd Floor * City Hall
255 Christina Street North
Sarnia Ontario N7T 7N2
Telephone: (519) 332-033- x 202
FAX: (519) 332-0776
Email: bluewatertrails@sarnia.ca
Internet: www.bluewatertrails.com

Minutes of Meeting Wednesday May 8th/2019
Sarnia City Hall: Committee Room #2

Present: IBI Group Zibby Petch, IBI Group Rob Cascaden, David Jackson, Michael Kelch, Doug Mathany, Ati Powell, Winston Ramharry, Anne Marie Gillis, Rachel Veilleux, Albert Versluys, Ken Stothers, Paul McCormack, Brittany Jenkins

Regrets: Manjit Singh Brar, Karina DeLorey, Ryan Chamney, Joanne Dunn, Corey Saunders, Steve Loxton

Approval of Agenda:

Approval of Minutes:

Committee Reports: Mike Kelch attended a recent Lambton County Trails Committee Meeting and, as result of the meeting, Chair of BWT Mike Kelch recommends that the BWT committee consider updating its Terms of Reference. David noted that Sarnia's Clerks Department is planning to review all Committees of Council, and suggested BWT speak with Clerks Dept. first before moving forward with any proposed changes to the Terms of Reference (in case Clerks wanted to create a standard template). That is the reason for the "staff report back".

Motion: requesting revision of the Terms of Reference on the basis of City Staff's report back. Moved by: Mike Kelch, Seconded by: Anne Marie Gillis. Carried.

2. Continuing Business:

Rapids Parkway Extension: Zibby Petch and Rob Cascaden of IBI Group presented information on two options that incorporate the Howard Watson Nature Trail along the road extension. BWT members expressed a preference to have the trail on the outside of the posts, distancing cyclists and other pedestrians from the roadway but also dedicating the centre to the Rapids Parkway as it is a necessary, direct link in preventing overload at area intersections. Members discussed handrails, accessibility and wayfinding/signage. Members outlined trail paving preferences where trail transitions to a multi-use pathway. Environmental assessments have determined that no aquatic or endangered species will be at-risk. The property considered is free of archaeological concern, therefore no further archaeological assessment is recommended. As the Highway 402 bridge Structural Analysis is pending, an interim crossing solution for where HWT crosses Exmouth Street is a possibility. Public Involvement Consultation for Rapids Parkway Extension begins June 2019.

3. On Hold Business and Correspondence: Moved to June agenda

4. Action Items: Moved to June agenda

5. New Business: Motion to place garbage can at Retford Ave crossing (HWT @ Suncor Trail)
Moved by: Anne Marie Gillis, Seconded by: Mike Kelch. Carried.

6. Adjournment: 1:00pm

- 7. Next Meeting:** Wednesday, June 12th, 2019.
12:00pm- 1:00pm
Sarnia, City Hall,
Committee room #2

Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416.314.7643

Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416.314.7643

16 May 2019

EMAIL ONLY

Rob Cascaden, P. Eng.
Project Manager
IBI Group
203 – 350 Oxford Street West
London, ON N6H 1T3
Rob.Cascaden@IBIGroup.com

MTCS File : **0009459**
Proponent : **City of Sarnia**
Subject : **Notice of Commencement**
Project : **The Rapids Parkway and Trail Extension**
Municipal Class Environmental Assessment – Schedule C
Location : **The Rapids Parkway and Howard Watson Nature Trail, from Sandpiper Drive to Exmouth Street (under Highway 2), City of Sarnia**

Dear Mr. Cascaden:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of 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 City of Sarnia is proposing the extension of The Rapids Parkway and the Howard Watson Nature Trail so as to serve travel demands by motorists, cyclists, pedestrians and transit that will result from the anticipated development of the surrounding area. The timing of the extension is dependent upon the pace of growth, but is expected to occur within the next 10 years and will include repairs by the Ministry of Transportation to the Highway 402 underpass.

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

This EA project may impact archaeological resources and should be screened using the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeology@ontario.ca. If the EA project area exhibits

archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether this EA project may impact cultural heritage resources. The Clerk for the City of Sarnia can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist in completing the checklist.

The draft [MTO Ontario Heritage Bridge Guidelines for Provincially Owned Bridges](#) screening criteria have also been established for cultural heritage evaluation of bridges under the Class EA for Provincial Transportation Facilities. These guidelines may apply as the project involves the Highway 402 underpass.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and the City of Sarnia for review, and make it available to local organizations or individuals who have expressed interest in review.

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 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,

Katherine Kirzati
Heritage Planner
katherine.kirzati@ontario.ca

Copied: David Jackson, City of Sarnia

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 as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) 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*.



IBI GROUP
203 – 350 Oxford Street West
London ON N6H 1T3 Canada
tel 519 472 7328 fax 519 472 9354
ibigroup.com

May 24, 2019

Ms. Katherine Kirzati
Heritage Planner

Ministry of Tourism, Culture and Sport
Programs and Services Branch
401 Bay Street, Suite 1700
TORONTO, ON M7A 0A7

Dear Ms. Kirzati:

MTCS FILE: 0009459
PROPONENT: CITY OF SARNIA
PROJECT: THE RAPIDS PARKWAY AND TRAIL EXTENSION MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT - SCHEDULE C

Thank you for your response to our EA Notice of Study Commencement (MTCS file: 0009459) dated May 16, 2019. Please be advised that the study area for this current roadway/trail extension EA is within the same study area for the Infrastructure Crossing of Provincial Highway 402 Corridor EA (MTCS file: 0008803) prepared in 2018. The Archaeological Assessment screening for that project resulted in preparation of Stage 1 and 2 Archaeological Assessments conducted by Timmins Martelle Heritage Consultants Inc. and submitted to MTCS. The Cultural Heritage Value screening for that project concluded there are no features of value in the study area and this will be reported in the new roadway/trail extension EA.

As a result of these recent and directly related investigations, the current roadway/trail extension EA does not include any further cultural heritage investigations. If you have any further comments or questions, please forward to Rob Cascaden, of IBI Group at Rob.Cascaden@IBIGroup.com or 519-472-7328 extension 63002.

Yours sincerely
IBI GROUP

Rob Cascaden, P.Eng.
Associate | Office Lead

733 Exeter Road
London ON N6E 1L3
Tel.: 519 873-5000
Fax: 519 873-5020

733, rue Exeter
London ON N6E 1L3
Tél.: 519 873-5000
Fax: 519 873-5020

May 30th, 2019

The Corporation of the City of Sarnia
255 North Christina Street
PO BOX 3018
Sarnia, Ontario
N7T 7N2

Attention: Mr. David Jackson, Manager of Development and Transportaton

Re: Notice of Commencement Rapids Parkway and Trail Extension Class EA -Sarnia

Dear Mr. Jackson:

This letter acknowledges the Ministry of Environment, Conservation and Parks (MECP) receipt, with thanks, of the Notice of Commencement for the Rapids Parkway and Trail Extension Class EA.

Based on the information submitted to date, the MECP have identified the following key project details with respect to the proposed undertaking:

Aboriginal Consultation

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before the City of Sarnia may proceed with this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of consultation to project proponents while retaining oversight of the process.

The City of Sarnia's proposed project may have the potential to affect Aboriginal or treaty rights protected under section 35 of Canada's *Constitution Act 1982*. Where the Crown's duty to consult is triggered in relation to the City of Sarnia's proposed project, the MECP is delegating the procedural aspects of rights-based consultation to the City of Sarnia through this letter. The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information you have provided to date and the Crown's preliminary assessment the City of Sarnia is required to consult with the following communities who have been identified as potentially affected by your proposed project:

Aamjiwnaang First Nation	<p>Aamjiwnaang First Nation 978 Tashmoo Ave. Sarnia, ON N7T 7H5 519-336-8410 Chief Chris Plain chief@aamjiwnaang.ca Other Contacts: Sharilyn Johnston, Environment Coordinator sjohnston@aamjiwnaang.ca Christine James, Environment Worker cjames@aamjiwnaang.ca (same mailing address for all)</p>	Sarnia, ON
Bkejwanong Territory (Walpole Island First Nation)	<p>Bkejwanong Territory 117 Tahgahoning Road R.R.#3 Wallaceburg, ON N8K 4K9 519-627-1481 Chief Dan Miskokomon drskoke@wifn.org Other Contacts: Dean Jacobs, Consultation Manager Walpole Island Heritage Centre 2185 River Road R.R.#3 Wallaceburg, ON N8K 4K9 519-627-1475 dean.jacobs@wifn.org and Janet Macbeth, Project Review Coordinator janet.macbeth@wifn.org</p>	Wallaceburg, O
Chippewas of Kettle and Stony Point First Nation	<p>Chippewas of Kettle and Stony Point First Nation 6247 Indian Lane, R.R.#2 Forest, ON N0N 1J1 519-786-2125 Chief Jason Henry jason.henry@kettlepoint.org Other Contact: Valerie George Consultation Officer valerie.george@kettlepoint.org</p>	Forest, ON

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link:

<https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's *Environmental Assessment Act* is available online at:

www.ontario.ca/environmentalassessments

You must contact the Director of Environmental Assessment and Permissions Branch (Director) under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- Aboriginal or treaty rights impacts are identified to you by the communities;
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right;
- Consultation has reached an impasse;
- A Part II Order request or elevation request is expected.

The Director can be notified either by email, mail or fax using the information provided below:

Email:	enviropemissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Assessment and Permissions Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the City of Sarnia will be asked to play should additional steps and activities be required.

Source Water Protection

As per the recent amendments to the Municipal Engineers Association (MEA) Class Environmental Assessment parent document approved October 2015, proponents undertaking a Municipal Class EA project must identify early in the process whether a project is occurring within a source water protection vulnerable area. This must be clearly documented in an ESR. If the project is occurring in a vulnerable area, then there may be policies in the local Source Protection Plan (SPP) that need to be addressed (requirements under the Clean Water Act). The proponent should contact and consult with the appropriate Conservation Authority/Source Protection Authority (CA/SPA) to discuss potential considerations and policies in the SPP that apply to the project.

Please include a section in the report on Source Water Protection. Specifically, it should discuss whether or not the project is located in a vulnerable area or changes or creates new vulnerable areas and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to drinking water (this should be consulted on with the appropriate CA/SPA). Where an activity poses a risk to drinking water, the proponent must document and discuss in the Project File Report/ESR how the project adheres to or has regard to applicable policies in the local SPP. If creating or changing a vulnerable area, proponents should document whether any existing uses or activities may potentially be affected by the implementation of source protection policies. This section should then be used to inform and should be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. As a note, even if the project activities in a vulnerable area are deemed not to be a drinking water risk, there may be other policies that apply and so consultation with the local CA/SPA is important.

Climate Change

The City of Sarnia is strongly encouraged to include climate change in this EA. Climate change should be considered in the context of mitigation and the context of adaptation. The Ministry has recently released a guidance document to support proponents in including climate change in environmental assessments. The guide can be found online: <https://www.ontario.ca/page/considering-climate-change->

environmental-assessment-process. It should be noted that Climatic Features is identified in Appendix 2 of the Municipal Class EA page 2-7 (2015).

Part II Order Request Form

Please note that as of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order as per O. Reg. 152/18. Accordingly, please include those details when conveying information regarding the Part II Order process such as on the Notice of Completion. The following sample text would cover this requirement in the Notice of Completion for this project:

"As of July 1, 2018, a Part II Order Request Form must be used to request a Part II Order in accordance with O. Reg. 152/18. The Part II Order Request Form is available online on the Forms Repository website (<http://www.forms.ssb.gov.on.ca/>) by searching "Part II Order" or "012-2206E" (the form ID number)."

Conclusion

Thank you for the opportunity to comment on this project. Please keep this office fully informed of the status of this project as it proceeds through the Class EA process. All future correspondence with respect to this project should be sent to my attention, as I am this ministry's one window contact for this project, Craig Newton, Regional Environmental Planner / Regional EA Coordinator at (519) 873-5014 or by email at craig.newton@ontario.ca

A draft copy of the Environmental Study Report (ESR) should be sent to the appropriate MOECC regional office before the City of Sarnia issues its notice of completion of the final report. Allow a minimum of 30 days for MECP's technical reviewers to provide comments on the draft ESR.

When the ESR is finalized, please send the Notice of Completion and final documentation to me.

Should you or any members of your project team have any questions regarding the material above, please contact me directly.

Yours truly,



Craig Newton
Regional Environmental Planner / Regional EA Coordinator
Ministry of Environment, Conservation and Parks
733 Exeter Road
London ON, N6E 1L3
519-873-5014

cc Mr. Shawn Morrison, District Manager, MECP Sarnia District
Mr. Rob Cascaden, Project Manager, IBI Group, London



IBI GROUP
203 – 350 Oxford Street West
London ON N6H 1T3 Canada
tel 519 472 7328 fax 519 472 9354
ibigroup.com

May 30, 2019

Mr. Craig Newton
Regional Environmental Planner / Regional EA Coordinator
Ministry of Environment, Conservation and Parks
Southwest Region
733 Exeter Road
LONDON, ON N6E 1L3

Dear Mr. Newton:

PROPONENT: CITY OF SARNIA
PROJECT: THE RAPIDS PARKWAY AND TRAIL EXTENSION MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT - SCHEDULE C

Thank you for your response to our EA Notice of Study Commencement dated May 30, 2019. Please be advised that the study area for this current roadway/trail extension EA is within the same study area for the Infrastructure Crossing of Provincial Highway 402 Corridor EA prepared in 2018; and the Transportation Master Plan completed in June 2014.

The first study, Infrastructure Crossing of Provincial Highway 402 EA, includes a Watershed Report Card, as per the St. Clair Conservation Authority; and the Rapids Parkway Species at Risk Assessment (July 5, 2016) completed by Pollutech Enviroquatics Limited including tree inventory and assessment. Comments received from First Nations were from the Historic Saugeen Metis stated the project was outside their traditional territory; and Chippewas of the Thames First Nations also responded and sent the same response for our records. Aamjiwnaag First Nation, Kettle & Stony Point First Nation, Onedia Nation of the Thames, Moravian of the Thames First Nation, Munsee-Delaware Nation, Walpole Island First Nation have not responded previously or to-date.

As a result of these recent and directly related investigations, the current roadway/trail extension EA includes First Nations contacts as part of our ongoing communications strategy. It will also address Source Water Protection and Climate Change policies.

If you have any further comments or questions, please forward to Rob Cascaden, of IBI Group at Rob.Cascaden@IBIGroup.com or 519-472-7328 extension 63002.

Yours sincerely
IBI GROUP

Rob Cascaden, P.Eng.
Associate | Office Lead

cc: Sean Morrison, District Manager (Via Email)
David Jackson, City of Sarnia, Manager of Development and Transportation

From: David Jackson <david.jackson@sarnia.ca>
Sent: Aug-08-19 9:35 PM
To: Barber, Dan (MTO) <Dan.Barber@ontario.ca>
Subject: Sarnia - Rapids Parkway Extension EA

Hello Dan,

IBI is working on an Environmental Assessment for the City of Sarnia for the extension of The Rapids Parkway under Highway 402. The major question we are looking to answer through this EA is if we can install the multi-use trail on the outside of the columns. The road extension will disrupt an existing nature trail and so we want to do whatever we can to install the trail network away from the road. IBI says they submitted something to you guys a while ago, I'm just curious who I can follow up with on the status? This component is the critical path for the EA which we are looking to complete by the end of this year.

Thanks

David



David Jackson

Acting Director of Engineering
City of Sarnia

255 Christina Street North
Sarnia, ON N7T 7N2
Phone: 519-332-0527 Ext. 3279
www.sarnia.ca



From: Barber, Dan (MTO) [<mailto:Dan.Barber@ontario.ca>]
Sent: Monday, August 19, 2019 9:53 AM
To: David Jackson
Cc: Lucente, Jodie (MTO); Rudra, Malvika (MTO)
Subject: RE: Sarnia - Rapids Parkway Extension EA

Hi David,

I spoke with Jodie Lucente, Corridor Management Planner responsible for this file to provide an update and she provided the following update.

MTO is currently completing review of the most recent EA submissions regarding the proposal for the Rapids Parkway municipal road extension, and comments should be available within the next few days.

At this time, as previously identified, MTO does not object to the installation of a multi-use trail on the outside of the columns, provided all technical information and studies can demonstrate and verify that this placement can be accomplished without impact to the integrity of the existing structure, as well as without impeding any future needs when the existing structure is replaced.

I have also cc'd Malvika Rudra, as she has taken on the role as Head of Corridor Management as of today, August 19th, 2019. Either Jodie or Malvika would be appropriate contacts.

Regards,
Dan

Don Drackley

From: Sandra Hayman
Sent: Thursday, October 10, 2019 3:20 PM
To: jodie.lucente@ontario.ca
Cc: Don Drackley; David Jackson
Subject: RE: Rapids Parkway
Attachments: Underpass Option 2_2019-09-20.pdf

Hi Jodie,

On behalf of the City of Sarnia, we are sending the following response to the MTO's comments of August 29, 2019 (below):

In consideration of your comments and suggestions, we have developed a revised alternative for the trail/roadway crossing under Hwy. 402. Please find attached, Option 2. The originally designed structure spanned two rail tracks. This option places the proposed trail between the piers and abutments and as such adds no additional loading to the existing piers.

It is noted that the original crossing spanned a provision for twin track rail operations and would be designed for any rail loading influence on the foundation. As such the removal of the tracks and replacement with a roadway cross section on the former rail alignment will not add any additional operational loads on the piers. Traffic protection for the piers can be added if required by the Ministry.

The placement and grading of the trail behind the piers removes the need for any additional fill influencing the pier foundations (deep piled foundations). Further the addition of a low modular block retaining wall will not add additional load to the foundations and can be easily removed for structure replacement.

If required by the Ministry a safety railing can be added along the top of the wall.

The retaining wall can be constructed without impact on the existing bridge structure and maintains lateral support to the existing piles of the abutment foundations.

Regarding drainage, we are anticipating that the area under the underpass will be designed as a high point, thereby eliminating the need for a storm sewer. Details are being worked on and will be presented at the next PIC.

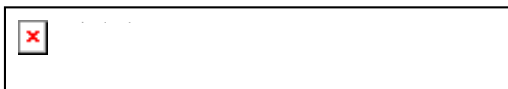
We trust that this revised alternative addresses your concerns.

Sandra Hayman P. ENG

Associate – Office Lead, London

IBI GROUP

Suite 203 - 350 Oxford Street West
London ON N6H 1T3 Canada
tel +1 519 472 7328 ext 63003



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From: Lucente, Jodie (MTO) [<mailto:Jodie.Lucente@ontario.ca>]
Sent: Thursday, August 29, 2019 11:06 AM
To: David Jackson
Cc: Rudra, Malvika (MTO); Santos, Paul (MTO)
Subject: Rapids Parkway

Good morning David,

The Ministry of Transportation has completed review of the preliminary submissions for the City of Sarnia proposal to extend the Rapids Parkway beneath Hwy 402, and provides comments below:

Structural

Underpass Section - Sheet 1 of 1 (see attached Plan A)

- Concrete slope protection should be identified on the remaining embankment
- Railing shall be provided to prevent pedestrians from going down the slope onto the roadway
- MTO requires final review/approval of any new “Jersey Wall” type barrier
- Structural Engineer retained by City must verify that the existing piers are capable of resisting additional loading – report will require MTO review/approval.

Planning & Design

Underpass Section - Sheet 1 of 1 (see attached Plan B)

- it may be beneficial for the City to look at installing a retaining wall system on the inside of the piers toward the abutments that would remove the concerns of Jersey barrier and also pier issue with soil bearing as per the attached.
- Asphalt for grass median suggested beyond “Jersey Wall” type barrier

Geotechnical Section

- MTO’s Geotechnical Guidelines for Investigation must be used for the proposed crossing.
- New infrastructure should not interfere with any proposed new construction along Highway 402, this would include the removal and replacement of the existing Highway 402 structure at some future date.
- A monitoring program for settlement shall be implemented in the location of the infrastructure crossing.
- The infrastructure shall be deep enough to prevent frost damage to the infrastructure that could affect Highway 402.

General Concerns/Notes

How will drainage be designed/treated for the proposed trail/sidewalks, as well as the proposed driving lanes with CC&G? MTO is concerned that additional storm sewer infrastructure may later be identified as required within the footprint to accommodate and prevent ponding. If so, there may be no space to accommodate such without creating conflicts during future removal of the existing piers/footing when the bridge replacement occurs.

We look forward to further review and discussion regarding this proposal. Should you have any questions, please do not hesitate to contact me directly.

Regards,

Jodie

Jodie Lucente | Corridor Management Planner
Highway Corridor Management | West Region | Ministry of Transportation

659 Exeter Road, London ON N6E 1L3

☎ Phone: 519.873.4129 | 📠 Fax: 519.873.4228 | ✉ Email: jodie.lucente@ontario.ca



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From: "Mentley, Ryan (MTO)" <Ryan.Mentley@ontario.ca>
Date: January 17, 2020 at 4:03:10 PM EST
To: Sandra Hayman <SHayman@IBIGroup.com>
Cc: David Jackson <david.jackson@sarnia.ca>, "Secord, David (MTO)" <David.Secord@ontario.ca>
Subject: Rapids Parkway

Hi Sandra,

The Ministry of Transportation has completed a review of the attached 'Underpass Option 2_2019-09-20' for the City of Sarnia proposal to construct a new road (Rapids Parkway extension) under Highway 402.

MTO has no concerns with you moving forward with the Municipal Class Environmental Assessment (EA) process, please continue to consult with MTO as you finalize the EA and design.

Additionally, MTO has the following comments regarding design:

- The existing piers adjacent to the proposed Rapids Parkway, need to be analysed for the vehicle collision load as specified in the current Canadian Highway Design Code.
- Retaining walls to be considered for the embankments;
 - Conventional concrete retaining walls.
 - Proprietary system listed on Designated Sources for Materials 9.70.56 with at least a Medium Site Performance Rating (foundation investigation needs to confirm that the site is suitable for an RSS wall).
- A pedestrian railing is required at the top of the new retaining wall.
- Geotechnical reports (retaining walls, bank stabilization, foundation investigations, etc.).
- Per your last email, drainage details will be reviewed/submitted during design.
- MTO will require a legal agreement with the City of Sarnia of which future discussions will be required.

Feel free to contact our office with any questions you may have.

Thank you,

Ryan Mentley
Corridor Management Planner (A)
Highway Corridor Management Section
Ministry of Transportation
659 Exeter Rd, London ON, N6E 1L3
Tel: (519) 873-4543
Fax: (519) 873-4228
Ryan.Mentley@Ontario.ca



From: [Alister Brown](#)
To: [Alister Brown](#)
Subject: FW: rapids parkway
Date: Tuesday, March 10, 2020 12:03:04 PM

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

From: David Jackson
Sent: November 6, 2019 12:53 PM
To: Todd Nantais [REDACTED]
Subject: RE: rapids parkway

Hello Todd,

We are hoping to have a second public meeting and present the work done to date before the end of the year. The key component of the project is working with the MTO and we are waiting for some feedback from them before the process can move to the next step.

You will see some notification once we do move to the next step.

The Environmental Assessment will discuss the topic of drainage at a high level but the details will have to be sorted out during the detailed design which is planned for next year.

David

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

From: Todd Nantais [REDACTED]
Sent: November 4, 2019 7:50 PM
To: David Jackson <david.jackson@sarnia.ca>
Subject: Re: rapids parkway

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Hi David

Could you please let me know if any further information has been made available? Just wondering.

Drainage continues to present problems currently on the trail area. Wondering what considerations were made.

thanks!
Todd

> On Apr 12, 2019, at 10:12 AM, David Jackson <david.jackson@sarnia.ca> wrote:

>

> Hello Todd,

>

> Thanks for your interest in this project, we will add you to our contact list so you will continue to receive future correspondence about it.

>

> The purpose of this Environmental Assessment is to address the types of issues you have identified below. The Environmental Assessment will be completed over the course of this year. Additional information will be provided throughout the process and we will hold two public meetings, the first one should be around June.

>

> As the project progresses and you see additional information coming out feel free to reach out if you have additional questions.

>

> Thanks

>

> David

>

>

>

>

> David Jackson

> Manager of Development / Transportation City of Sarnia

> 255 Christina Street North

> Sarnia, ON N7T 7N2

> Phone: 519-332-0527 Ext. 3279

> www.sarnia.ca

>

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>

> -----Original Message-----

> From: Todd Nantais [REDACTED]

> Sent: Thursday, April 11, 2019 7:43 PM

> To: David Jackson

> Subject: rapids parkway

>

> Hi David

> I just received the notice about the extension assessment. I did have some questions about the proposal. I'm located at 687 Winchester Crescent adjacent to the trail.

>

> - The proposal documents to date have been inconsistent about the exact design of the roadway and trail. Is there a high detail plan document that the city has had produced?

>

> - The current plans do not seem to address issues of drainage, traffic safety, or noise. Are there plans in place to address these issues?

>

> - What changes, if any, will be made to legacy CN rail line elevation. As noted in previous Perch creek drainage assessment, any modifications to the CN rail embankment will impact provincial flooding and drainage. Is there an application to modify these municipal drains?

>

> - What modifications will be made to the existing 402 overpass to account for the safety of drivers and pedestrians crossing through this corridor?

>

> - How will the existing pathway and natural area buffer be maintained between the rapids parkway roadway and the homeowners?

>

> that's all that come to mind for now. much appreciated!

>
> Todd Nantais
> [REDACTED]

From: [Jenna Allain](#)
To: [Sandra Hayman](#)
Cc: [Alister Brown](#); [David Jackson](#); [Don Drackley](#); [Rita Monteleone](#); drackleyd@gmail.com
Subject: RE: The Rapids Parkway Extension/Nature Trail EA-Source Water Protection
Date: Thursday, April 9, 2020 10:09:46 AM
Attachments:

Good Morning Sandra,

My apologies for the delay. We have reviewed the Draft ESR as it pertains to the vulnerable areas of the Thames-Sydenham and Region Source Protection Region and are confident that the planned road/trail extension will not impact the delineation of these areas. This information will be shared with the Thames-Sydenham and Region Source Protection Committee at their next meeting scheduled for June 12th, 2020.

We will keep the Draft ESR on file and it may be considered if future remodeling work is undertaken to re-evaluate vulnerable areas. If any future changes to vulnerable areas are undertaken, appropriate pre-consultation and public consultation will be undertaken.

Warm Regards,

Jenna

Jenna Allain, M.Sc.

Source Protection Coordinator
Thames-Sydenham and Region Drinking Water Source Protection



allainj@thamesriver.on.ca | www.sourcewaterprotection.on.ca
519.451.2800 Ext. 223
Upper Thames River Conservation Authority
1424 Clarke Road London, Ontario, N5V 5B9

>>> Sandra Hayman <SHayman@IBIGroup.com> 4/8/2020 4:19 PM >>>

Hi Jenna,

I am just following up on your review of this document. We would like to finalize our final draft of the ESR.

Thanks,

Sandra Hayman P. ENG

Associate - Manager, Civil Engineering



The Corporation of the City of Sarnia

Public Information Centre #2

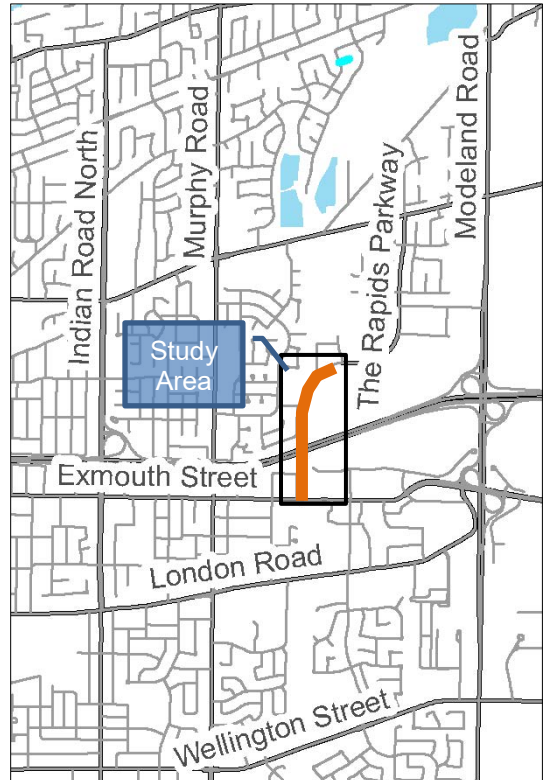
The Rapids Parkway Extension / Nature Trail Environmental Assessment



The City of Sarnia is undertaking a Schedule 'C' Environmental Assessment (EA) Study to extend The Rapids Parkway and Howard Watson Nature Trail from Sandpiper Drive to Exmouth Street under Highway 402 in the study corridor shown on this map. This EA Study will select a preferred road and nature trail design to serve travel demands of motorists, cyclists, pedestrians and transit expected from planned development in the surrounding area between Highway 402 and Blackwell Road. The road / trail extension has been planned by the City since the mid-1990's.

The study is being undertaken in accordance with the requirements of a Schedule 'C' project as outlined in the Municipal Engineers Association's *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011 and 2015).

The Study has prepared preferred design concepts for the road/trail extension, including evaluation criteria and recommendations for traffic management, trail design, stormwater management, noise attenuation and mitigation of natural impacts. This information will be available for public review and comment at the following website:



Date: Friday May 15, 2020

Online: Speak Up Sarnia <https://www.speakupsarnia.ca/>

Study team members will monitor and respond to emails to provide information and answer questions regarding the Study purpose and process, traffic conditions, environmental conditions, preliminary road and nature trail designs and impact mitigation (i.e. noise, vegetation, drainage).

Following the PIC, in consideration of the comments received, the project team will confirm the preferred alternative design concept. An Environmental Study Report (ESR), which documents the EA process undertaken, will be compiled and made available for 30-day public review.

Also available on the **Speak Up Sarnia** site is a comment sheet/survey to provide feedback for final design purposes.

Anyone with questions about this virtual Public Information Centre should contact

Alister Brown, Manager of Development/Transportation
City of Sarnia
Phone: 519-332-0527 ext. 3359
alister.brown@sarnia.ca

For additional information on the project visit the Engineering section on www.smartsarnia.com.

Information collected by this Study will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



CIVIC CORNER

www.sarnia.ca UPCOMING SARNIA COUNCIL MEETINGS

Monday, June 1, 2020 at 10:00 a.m., with members participating by video/teleconference.

Electronic submissions are required to be submitted to the Office of the City Clerk by email at clerks@sarnia.ca in advance of the meeting and will be provided to Members of Council at the meeting.

PUBLIC NOTICE OF PESTICIDE USE FOR GYPSY MOTH CONTROL

The City of Sarnia is conducting an aerial spray program to control European Gypsy Moth (*Lymantria dispar*) along the following municipal roads/parks and private owned properties.

Area Map 1: Canatara Park, Lake Chipican Drive
Area Map 2: Oak Acres Park
Area Map 3: Lakeshore Rd East of Modeland Rd
Area Map 4: Colborne Rd N of Michigan, S of Cathcart Blvd East to Errol Rd and Ridgewood Dr

Area maps and updated spray dates can be viewed at:
<https://www.sarnia.ca/gypsy-moth-control-program/>

The aerial spray program, to be carried out by helicopter, will be applying the biological pesticide Foray 48B Biological Insecticide Aqueous Suspension, active ingredient is *Bacillus thuringiensis* v. *kurstaki* (Btk), Registration No. 24977 under the Government of Canada's Pest Control Products Act (S.C. 2002 c. 28).

Application of the pesticides will occur early mornings before 8 a.m. Two applications of the pesticides will occur approximately 7 days apart.

The proposed earliest commencement date is May 20, 2020, weather permitting, and ending June 15, 2020.

For further information, please contact:
Parks and Recreation
parksandrecreation@sarnia.ca or 519-332-0330 ext. 3209
Collect calls will be accepted

City of Sarnia Public Information Centre #2 The Rapids Parkway Extension / Nature Trail Environmental Assessment

The City of Sarnia is undertaking a Schedule 'C' Environmental Assessment (EA) Study to extend The Rapids Parkway and Howard Watson Nature Trail from Sandpiper Drive to Exmouth Street under Highway 402 in the study corridor shown on this map. This EA Study will select a preferred road and nature trail design to serve travel demands of motorists, cyclists, pedestrians and transit expected from planned development in the surrounding area between Highway 402 and Blackwell Road.

The road / trail extension has been planned by the City since the mid-1990's.

The study is being undertaken in accordance with the requirements of a Schedule 'C' project as outlined in the Municipal Engineers Association's Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015).

The Study has prepared preferred design concepts for the road/trail extension, including evaluation criteria and recommendations for traffic management, trail design, storm water management, noise attenuation and mitigation of natural impacts. This information will be available for public review and comment at the following website:

Date: Friday May 15, 2020 – June 5, 2020
Online: Speak Up Sarnia <https://www.speakupsarnia.ca/>

Study team members will monitor and respond to emails to provide information and answer questions regarding the Study purpose and process, traffic conditions, environmental conditions, preliminary road and nature trail designs and impact mitigation (i.e. noise, vegetation, drainage).

Following the Public Information Centre consultations, comments received will be considered and the project team will confirm the preferred alternative design concept. An Environmental Study Report (ESR), which documents the EA process undertaken, will be compiled and made available for 30-day public review.

Also available on the **Speak Up Sarnia** site is a comment sheet/survey to provide feedback for final design purposes.

Anyone with questions about this virtual Public Information Centre should contact:
Alister Brown, Manager of Development/Transportation
City of Sarnia
Phone: 519-332-0527 ext. 3359
alister.brown@sarnia.ca

For additional information on the project, visit the Engineering section on www.smartsarnia.com.

Information collected by this Study will be used in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

CITY OF SARNIA NOTICE OF RESCHEDULED AND SCHEDULED PUBLIC MEETINGS

Meeting Date: June 1, 2020
Time: 10:00 A.M

Location: This will be a virtual meeting. Details on how to view and participate in these meetings are available on the City's new virtual website at www.virtualsarnia.ca

Preamble

Please be advised that due to the current COVID-19 pandemic and the Provincial Emergency Order prohibiting public gatherings of five or more people, City Hall is closed to the public until further notice. During this time Members of Council will be participating virtually in meetings and will be considering planning applications at these meetings.

For persons who would like to address Council during these virtual meetings, a delegation request form must be completed and submitted to the Office of the City Clerk at clerks@sarnia.ca by noon on May 27, 2020. Delegation Request Forms can be found at www.virtualsarnia.ca. Should you NOT be able to access a computer, please call 519-332-0330 ext.3320 to speak with a staff member in the Office of the City Clerk regarding alternative options of making your comments known.

Submitting Correspondence or Receiving Information

You could also submit written correspondences before noon on May 25, 2020 by:

- Emailing** to the Community Development and Standards Department at planning@sarnia.ca, or
- Regular mail** to P.O. Box 3018, 255 Christina Street North, Sarnia ON, N7T 7N2 or
- Dropping Off** your comments in the mailbox on the right-hand side of the Christina Street entrance to City Hall.

You may also request information through anyone of these three options.

Written correspondence sent in or request for information must include your full name, address, phone number and the item/application on the agenda that you are writing about. People wishing to speak to these applications are asked to follow the process outlined in this section.

Virtual Council meetings will be available for live viewing through the City's Facebook page and will be live streamed at www.virtualsarnia.ca.
Special Note for the Rescheduled Meetings for Official Plan Amendment No. 20 & Zoning By-law Amendment No. 13-2019-85 of 2002

If you have previously submitted written comments on Applications 1 & 2 below for the previously scheduled March 23, 2020, Council Meeting, these comments are kept on file and will be provided to Council with all other comments and reports as part of the Agenda Package for the above-noted virtual meeting. It is therefore not necessary for you to re-submit your correspondence.

Applications

Applications No. 1 & 2 are Official Plan Amendment No. 20 & Zoning By-law Amendment No. 13-2019-85 of 2002 applications submitted by Elison Developments Inc. respecting a parcel of land located at the south-east corner of 1249 London Road, fronting onto Afton Drive. Please Note that the Public Meetings for these applications were rescheduled from March 23, 2020, to June 1, 2020.

AREA MAP

The above-noted applications were submitted to the City to permit an 11-storey residential apartment tower, with 133 residential units in addition to a 92.9 sq.m (1,000 sq. ft.) ground floor commercial space.

More specifically, the applicant is proposing to:

- Amend the City's Official Plan as it applies to the site, to change the designation from "Commercial Centre" to "Mixed Use"; and
- Amend the City's Zoning By-law No. 85 of 2002 to change the zoning of the lands from a "Commercial Centre 1 (CC1-4)" Site Zone to a new site-specific "Commercial Centre 1-24 (CC1-24)" Zone.

The Applicant also plans to sever the parcel from the rest of the commercial centre holdings for it to be a separate lot. Afton Drive will be the frontage and main access to the proposed severed parcel.

Application No. 3 is a Zoning By-law Amendment No. 5-2020-85 of 2002 Application submitted by Sarnia & District Humane Society for the rezoning of the land they presently occupy on the south side of 131 Exmouth Street, as shown on the Area Map.

AREA MAP

This application is to amend the site specific "Waterfront 1-1 (W1-1) Zone" in the City's Zoning By-law No. 85 of 2002, to allow the expansion of uses by the Humane Society to include indoor/outdoor dog kennels, grooming salon and veterinary clinic.

The proposed development would require minor additions to the building and alterations to the site, to be done through the Site Plan Development Agreement process. Approval by City Council is also required to amend the Lease Agreement to allow the proposed uses.

ADDITIONAL INFORMATION FOR ALL APPLICATIONS

Information about these applications is available on the City's Community Engagement website at www.planning.smartsarnia.com or by contacting staff of the Community Development Services and Standards Department, 3rd, Floor, City Hall, anytime during business hours from 8:30 a.m. to 4:30 p.m., 519 332-0330 ext.3293 or by email to planning@sarnia.ca.

Copies of the Planning Report with all comments received, the proposed official plan and zoning by-law amendments and Council Agendas are posted on the City's website at www.sarnia.ca. If you do not have access to a computer, but still would like copies of this material, please call the Clerk's Department at 519-332-0330 ext.3320 to speak with a staff member before 4:00 p.m. on Friday, May 29, 2020 to arrange to pick-up a copy.

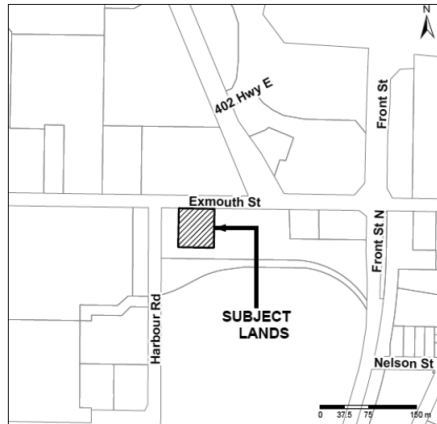
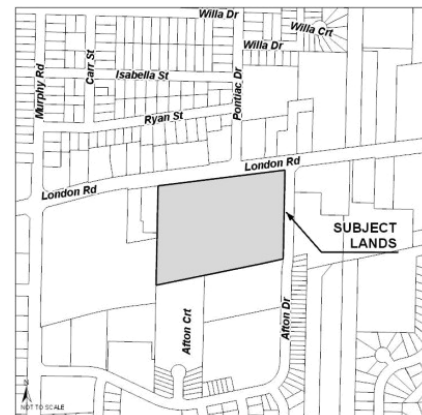
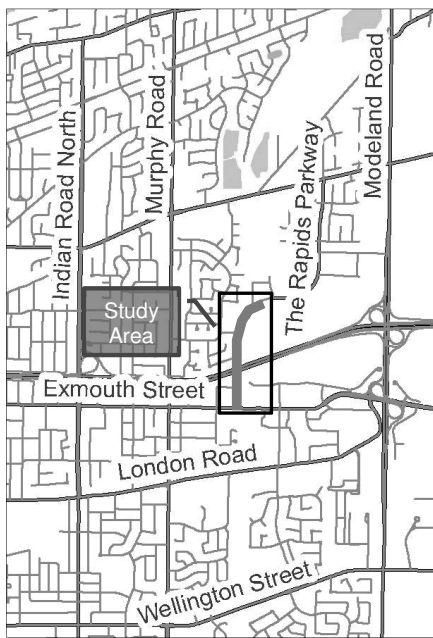
PLANNING ACT INFORMATION FOR OFFICIAL PLAN AMENDMENTS

- If you wish to be notified of the adoption of the proposed official plan amendment, or of the refusal of a request to amend the Official Plan, you must make a written request to the City of Sarnia, P. O. Box 3018, 255 Christina St. North, Sarnia, Ontario. N7T 7N2
- If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Sarnia before the proposed official plan amendment is adopted, the person or public body:
 - is not entitled to appeal the decision of the County of Lambton (the approved body for Official Plan Amendments) to the Local Planning Appeals Tribunal; and
 - may not be added as a party to the hearing of an appeal before the Local Planning Appeals Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

ZONING BY-LAW AMENDMENTS

If you wish to be notified of the decision of Council on a proposed zoning by-law amendment, you must make a written request to the Office of the City Clerk.

- If a person or public body would otherwise have an ability to appeal the decision of Council to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to Council before the by-law is passed, the person or public body is not entitled to appeal the decision.
- If a person or public body does not make oral submissions at a public meeting or make written submissions to Council before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.



The Rapids Parkway Extension / Nature Trail Environmental Assessment
Mail-Out for Public Information Centre No. 2

Names of those who wished to be placed on mailing list / kept informed

Company Name	Contact Name
	Todd Nantais
	Larry & Tracey Luth
	David Calligan
	Cindy Hughes
ESSO	Joanne Dunn
	Stefanie Bunko
	Harry Mennega
	Monica Coombs
	Michael Harris
	David Brown
	Elizabeth Cameron
	Ken Henry
SCCDSB	Eliza Garrett
	Michelle Parks
	Larry Stevens
	Richard Platt
	Bill Knight
	Margaret Matheson
	Kendra Donkers
	Brenda, Liz, Bo Bain
	Barry Gavigav
Sarnia Lambton	Mary Jean O'Donnell
	Jim Curry
	Glynn Cole
	Gord & Bev Walking
	Cathy Blake
	Bruce Robbins
St. Clair Catholic District School Board	Marcie Myers
	Donal McClintock
	Beth & John Reurink
	Dorren Houle
CLASS	Scott Hall
Lambton Wildlife Inc.	Mary Martin
Lambton Wildlife Inc.	Craig Potter
Parkview Seniors Apartments	
AGENCIES	
MECP (SW Region)	EANotifications@swregion
MECP (Sarnia)	Lane Chevalier

The Rapids Parkway Extension / Nature Trail Environmental Assessment
Mail-Out for Public Information Centre No. 2

Names of those who wished to be placed on mailing list / kept informed

Company Name	Contact Name
Ministry of Transportation	Ryan Mentley
St. Clair Conservation Authority	stclair@scrca.on.ca
Authority	J. Allan
Lambton Kent District School Board	Kent Orr
St. Clair Catholic District School Board	Lisa Demers
Sarnia Environmental Advisory Committee	Brandy Fenwick
Ministry of Tourism, Culture and Sport	Katherine Kirzati
Chippewa on the Thames First Nation	Fallon Burch

Welcome

The Rapids Parkway Extension /
Nature Trail Environmental
Assessment

Public Information Centre No. 2
May 15, 2020

We want to hear from you!

**Please feel free to discuss any
questions by clicking on a name
under the 'Who's Listening'**

A survey is available to provide
feedback.



Howard Watson Trail – May 2019

Photo Source: IBI Group



A survey is available
for feedback

Study Purpose & Process

Phase 3 – Class Environmental Assessment Planning Process

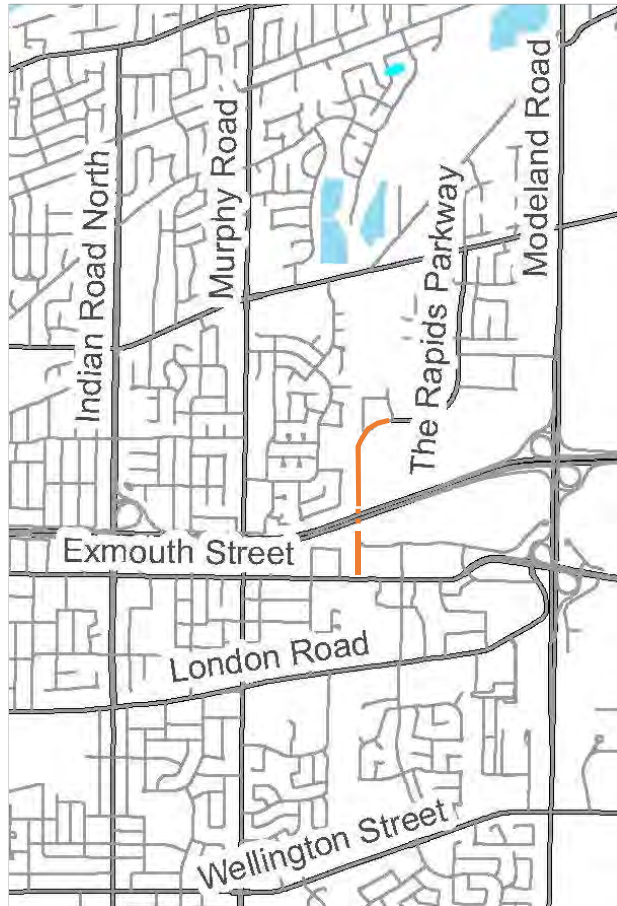
Study Purpose: to review The Rapids Parkway and Howard Watson Nature Trail extension alternative design concepts building on the 2018 infrastructure Environmental Assessment.

- Mitigating the impact of the road extension of the nature trail;
- Finding the optimal location to relocate the trail;
- Designing the new trail and related landscaping features to offset the impacts; and
- Enabling the City to implement associated transportation improvements.



Study Area and Background

Two lane roadway with multi-purpose trail



Previous Studies:

- Infrastructure Crossing of Provincial Highway 402 Corridor Screening Report, completed in February 2019 – to extend sanitary and water servicing;
 - Species at Risk Report;
 - Watershed Report Card;
 - Land Use Planning Review;
 - Background Documents Review;
 - Stages 1 & 2 Archaeological Assessment Report; and
 - Public Consultation
- Traffic Study, 2017 and 2019 Addendum;
- Transportation Master Plan, 2014 – strategic direction and implementation strategies.

Comments Summary

From Public Information Centre #1 – June 2019

Do you support the planned Rapids Parkway Extension?

Yes	No
<ul style="list-style-type: none"> • Important to create an additional access in and out of the Rapids area; • Alleviate congestion from Murphy Road and Exmouth; • It will provide additional entry / exit to big box stores and mall. 	<ul style="list-style-type: none"> • Loss of natural environment; • Concern about driving speeds; • Increased traffic around schools at St Patrick's and St. Anne's; • Increase traffic from Quinn Drive / the mall; • Increase traffic at Pineview Apartments.



Photos Source: IBI Group

Comments Summary

From Public Information Centre #1 – June 2019

Do you support the extension of the Howard Watson Trail along the Rapids Parkway Extension?

Yes	No
<ul style="list-style-type: none"> • It is important to keep the trail access through the City; • The HWT is a well used north/south off road trail and one of the few off road trails in Sarnia; • Significant tree and shrub planting is necessary to offset paved surfaces; • There is room for the roadway and trail to coexist. 	<ul style="list-style-type: none"> • Only one 'No' response was received: too close to Pineview Apartments.



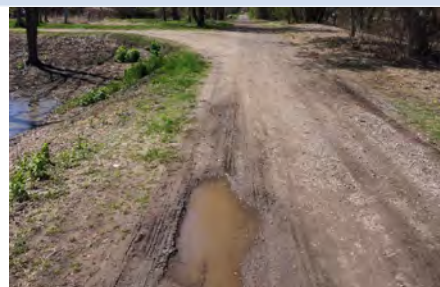
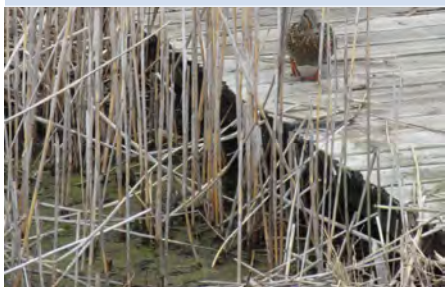
Photos Source: IBI Group

Comments Summary

From Public Information Centre #1 – June 2019

Do you support the study's proposed roadway / trail design under Highway 402?

Yes	No
<ul style="list-style-type: none"> Seems to be a good use of available space; It all seems to work to save the integrity of the trail; Prefer cycle and pedestrian trail 'outside' the piers of the overpass, i.e. provide separation from the road; Support the trail design that goes on the west side of the overpass pillars. 	<ul style="list-style-type: none"> Concerns about safety, dark, no neighbours are front and centre to see anything happening; By extending the road out onto Exmouth Street will create three stoplights within a quarter mile on the busiest street and the busiest section of Exmouth Street. Road extension should turn and join at Quinn Drive with roundabout at Quinn and Lambton Mall Road.

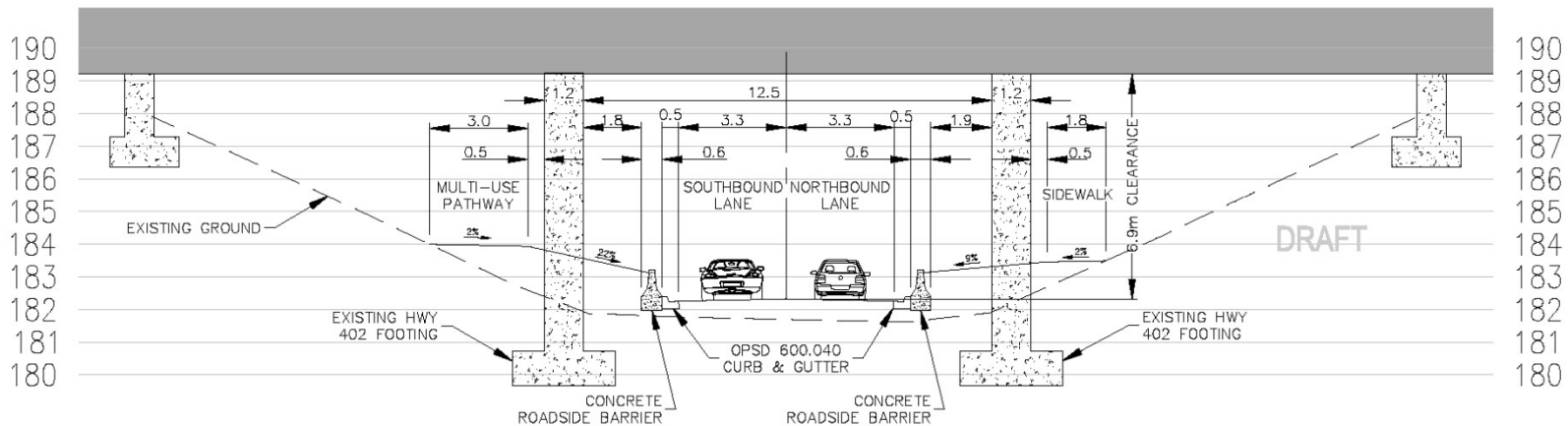


Photos Source: IBI Group

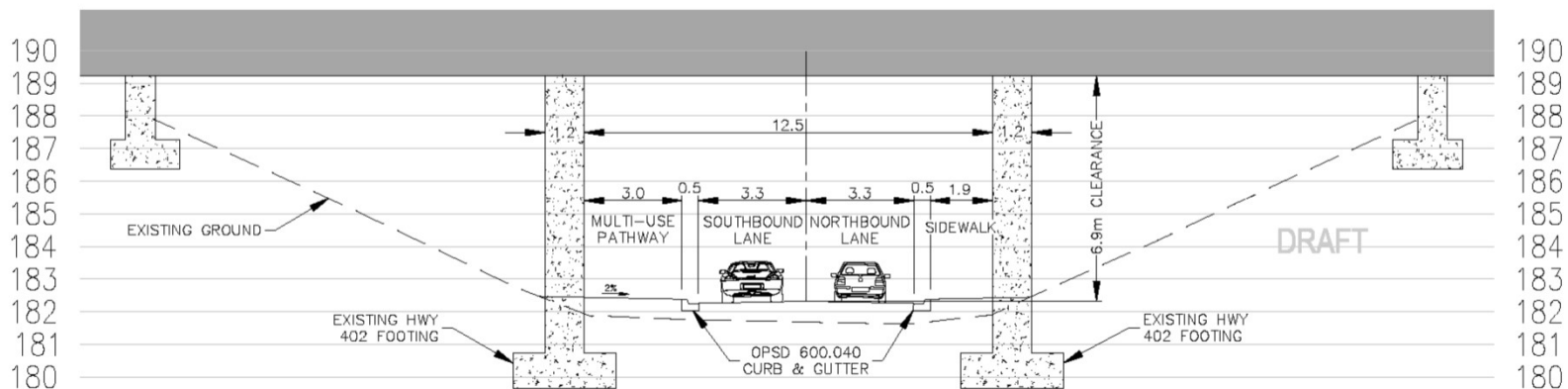
Alternative Design Concepts

Design Alternative #1: Corridor Alignment Under Hwy 402

The feasibility of these alternatives were explored with the Ministry of Transportation of Ontario (MTO).



OPTION 1



OPTION 2

Alternative Design Concepts

Design Alternative #1: Based upon comments from the MTO, the following Option is recommended.



Advantages:

- Minimizes conflicts between traffic and trail users.
- Mitigates structural concerns.
- Trail currently crosses under Hwy 402. Users are accustomed to it.

Disadvantages:

- Snow/Ice buildup during winter. Mitigate with grading/drainage design.
- Unwanted activities can cause safety concerns. Mitigate with surveillance/lighting.

Alternative Design Concepts

Design Alternative #2: Extension to Quinn Drive vs. Exmouth Street

Extension to Quinn Drive only (Not Recommended)

Advantages

- Less costly
- Less vegetation clearing. However this may be required in any case for stormwater management/drainage improvements.

Disadvantages

- Vehicle trips would redistribute to 2 intersections to East (Lambton Mall Rd & at Barclay Drive)
- Exmouth St & Lambton Mall Rd would operate above capacity during Saturday peak hours
- Issues for motorists seeking to access existing and future retail along Quinn Drive.

Extension to Exmouth Street (Recommended)

Advantages

- Intersections to the east would operate within capacity
- Better access to motorists accessing existing/future retail along Quinn Drive

Disadvantages

- More costly
- Slightly more vegetation clearing

Alternative Design Concepts

Design Alternative #3: The Rapid Parkway / Quinn Drive Modern Roundabout

Option 1-Signalized Intersection (not recommended)

Advantages:

- Drivers familiar with using signalized intersections

Disadvantages:

- Long term operational costs
- Longer delays
- Speeding to get through intersection

Option 2-Roundabout (Recommended)

Advantages:

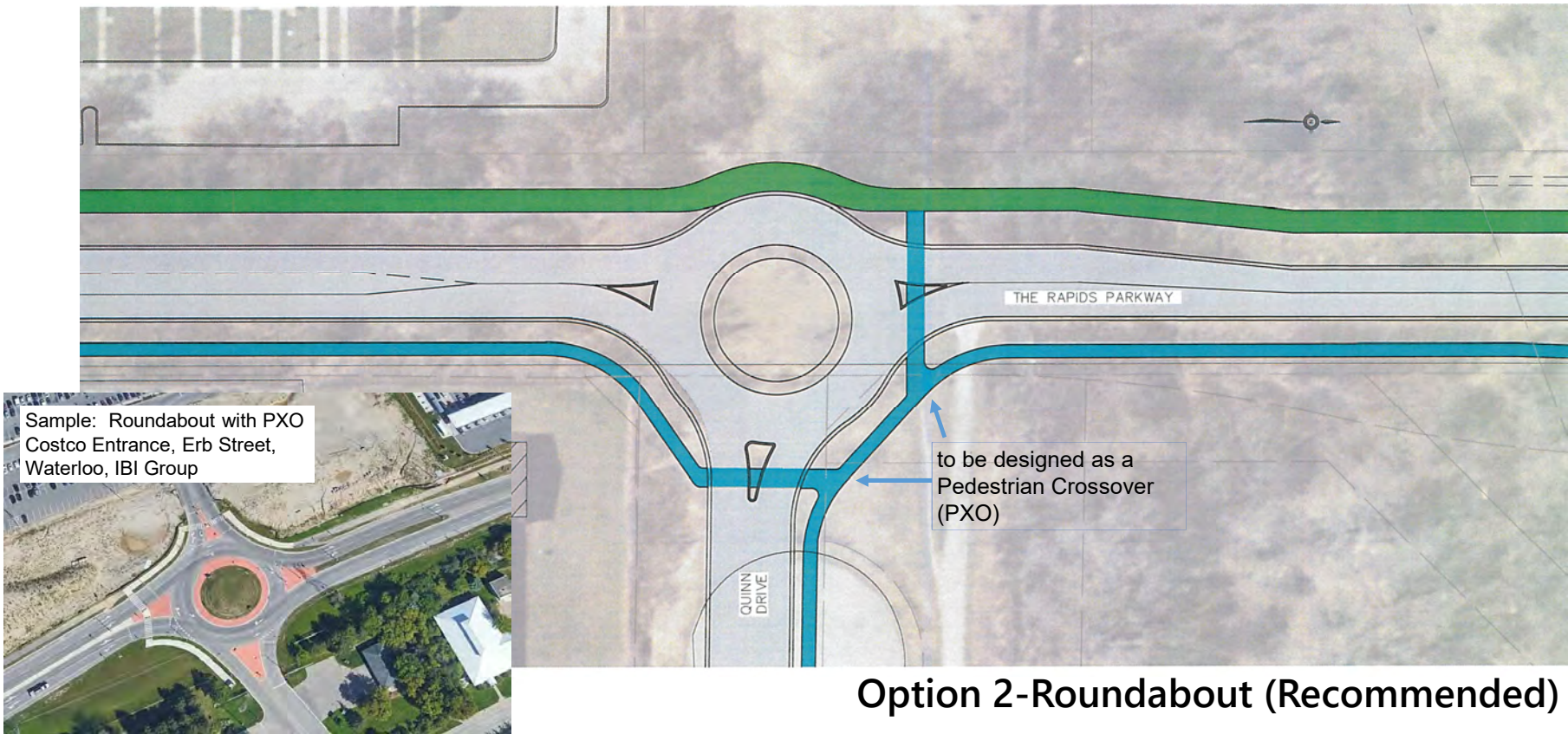
- Improved safety performance
- Less delay
- Shorter queues
- Reduced speeds
- Improved aesthetics
- Effective as traffic calming measure

Disadvantages:

- Learning curve for drivers

Alternative Design Concepts

Design Alternative #3: The Rapids Parkway / Quinn Drive Modern Roundabout



LEGEND:

ROADWAY

MULTI-USE PATH

CURB & GUTTER

SIDEWALK

EX RIGHT OF WAY /
PROPERTY LINE

Alternative Design Concepts

Design Alternative #4: Exmouth Street Crossing

Alternatives were examined to improve the ease of the mid-block trail crossing at Exmouth Street.

Option 1: a marked and signed pedestrian crossover (PXO)

- Not recommended for vehicle traffic greater than 7500/day.
- Exmouth St at the Howard Watson Trail has approximately 10,300 vehicles/day
- **Not recommended**

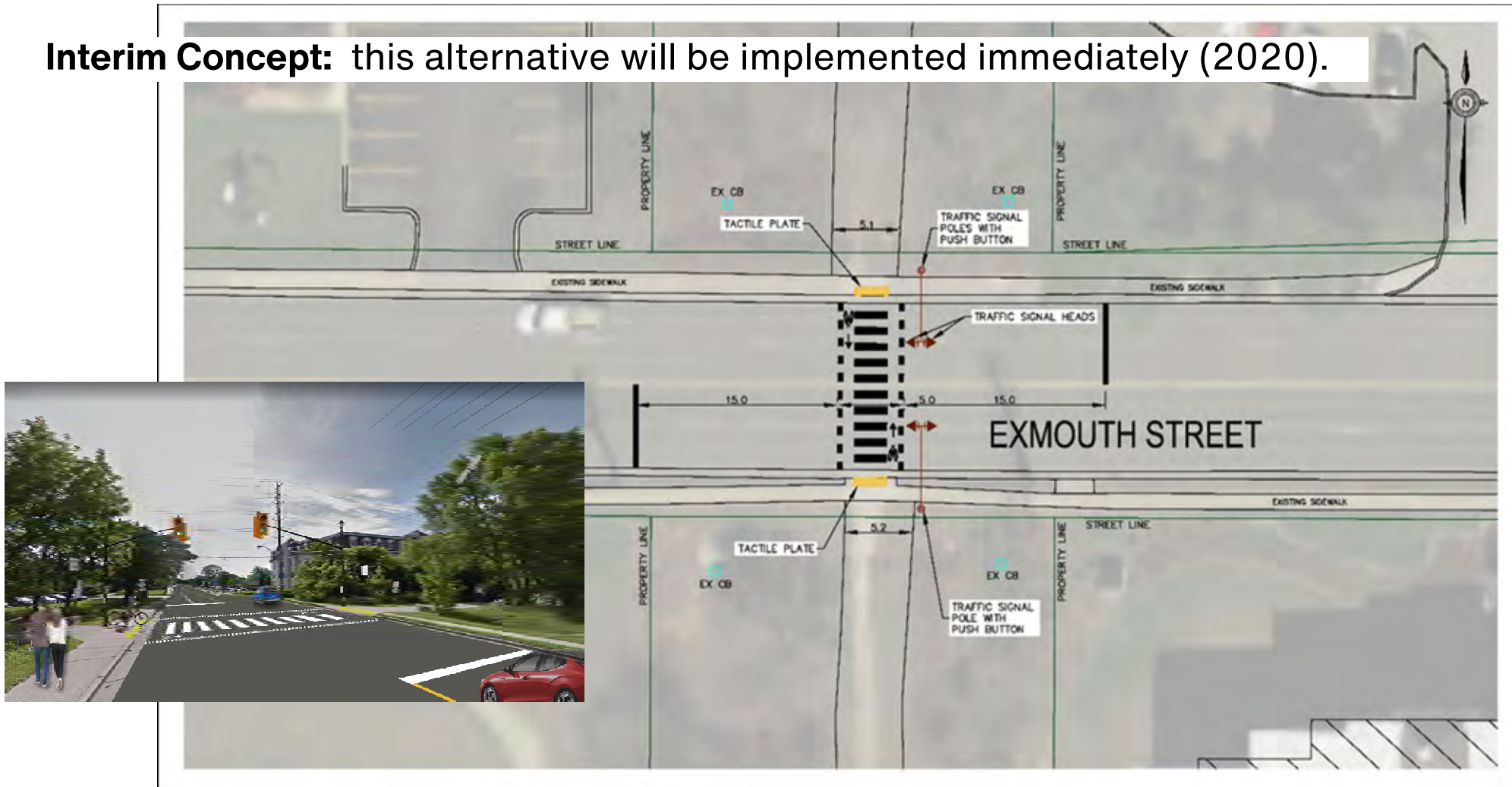
Option 2: a midblock pedestrian signal

- Recommended due to high vehicle traffic
- **Recommended**

See Interim/Ultimate Concepts Figures

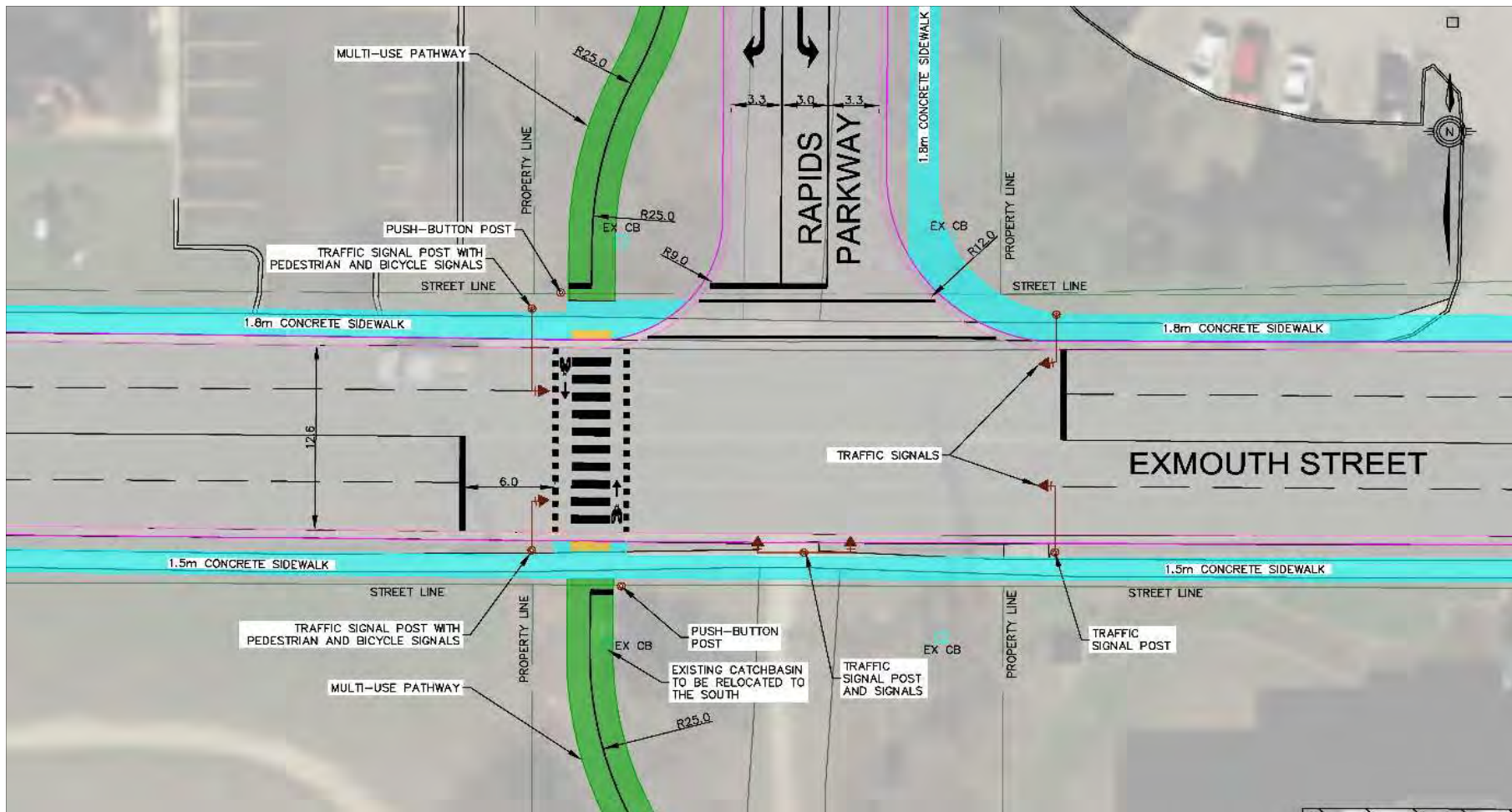
Design Alternative #4 - Exmouth Street Crossing

Interim Concept: this alternative will be implemented immediately (2020).

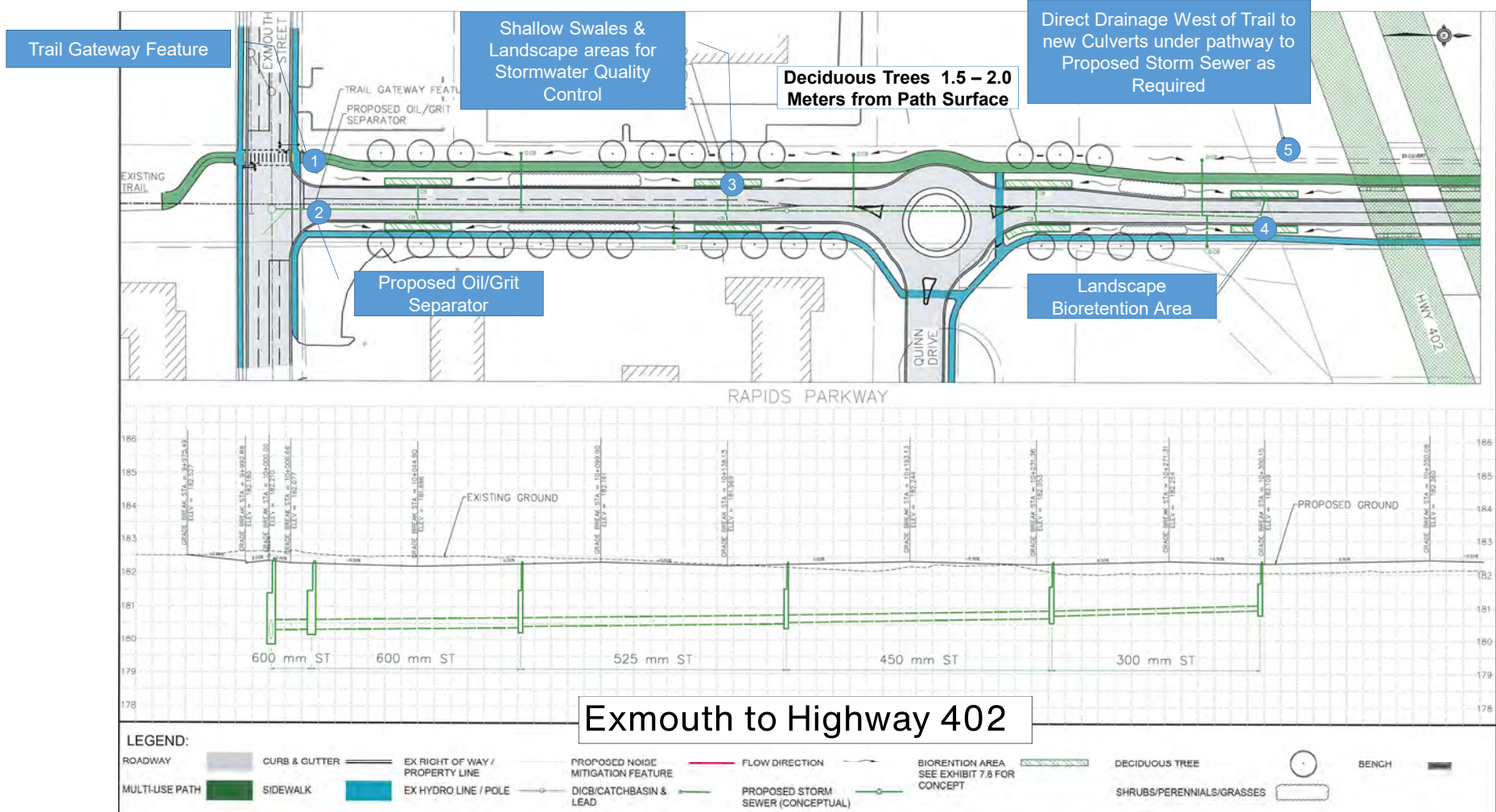


Design Alternative #4 - Exmouth Street Crossing

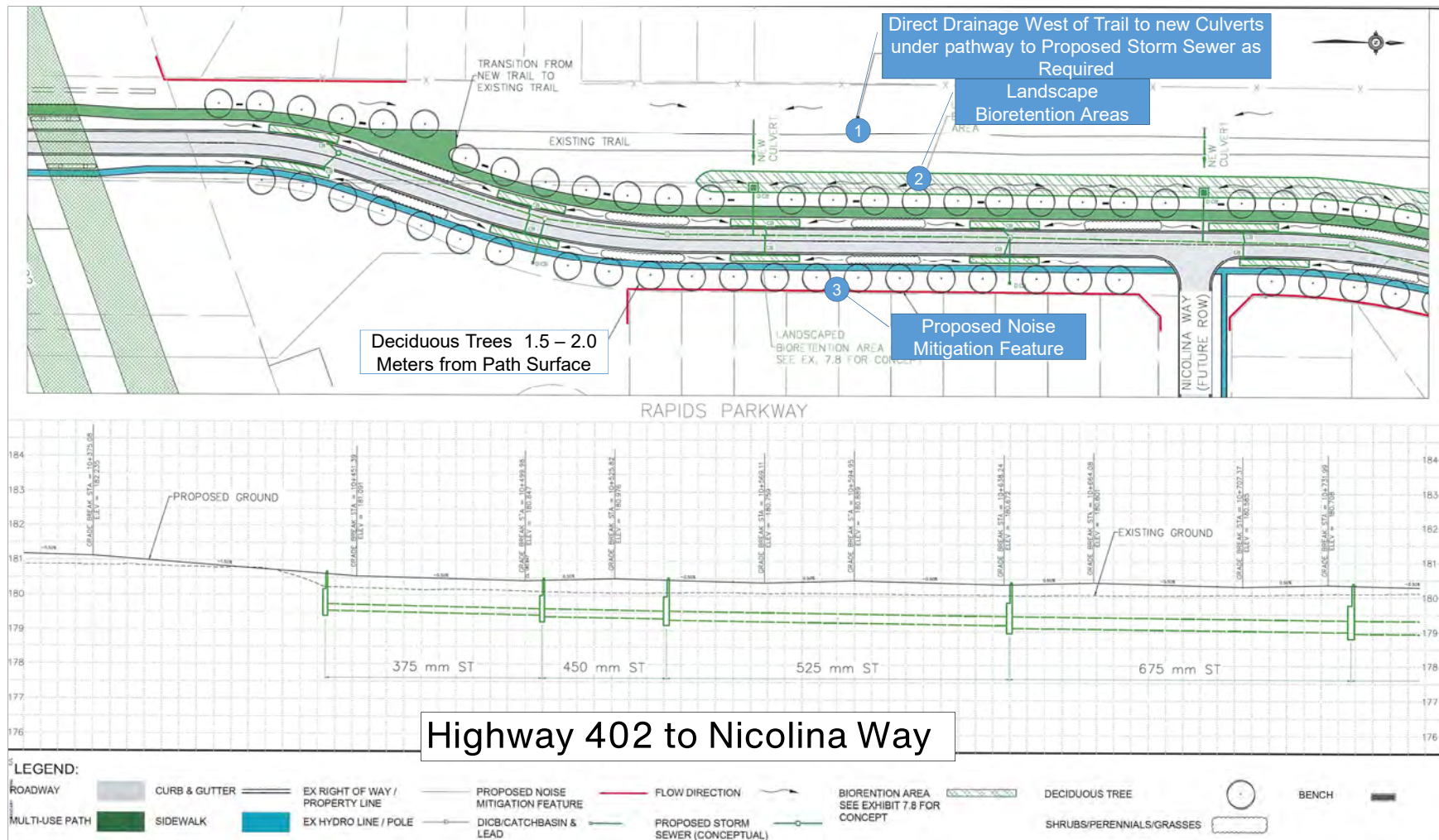
Ultimate Concept: this alternative will be implemented at the time of the road construction (2021)



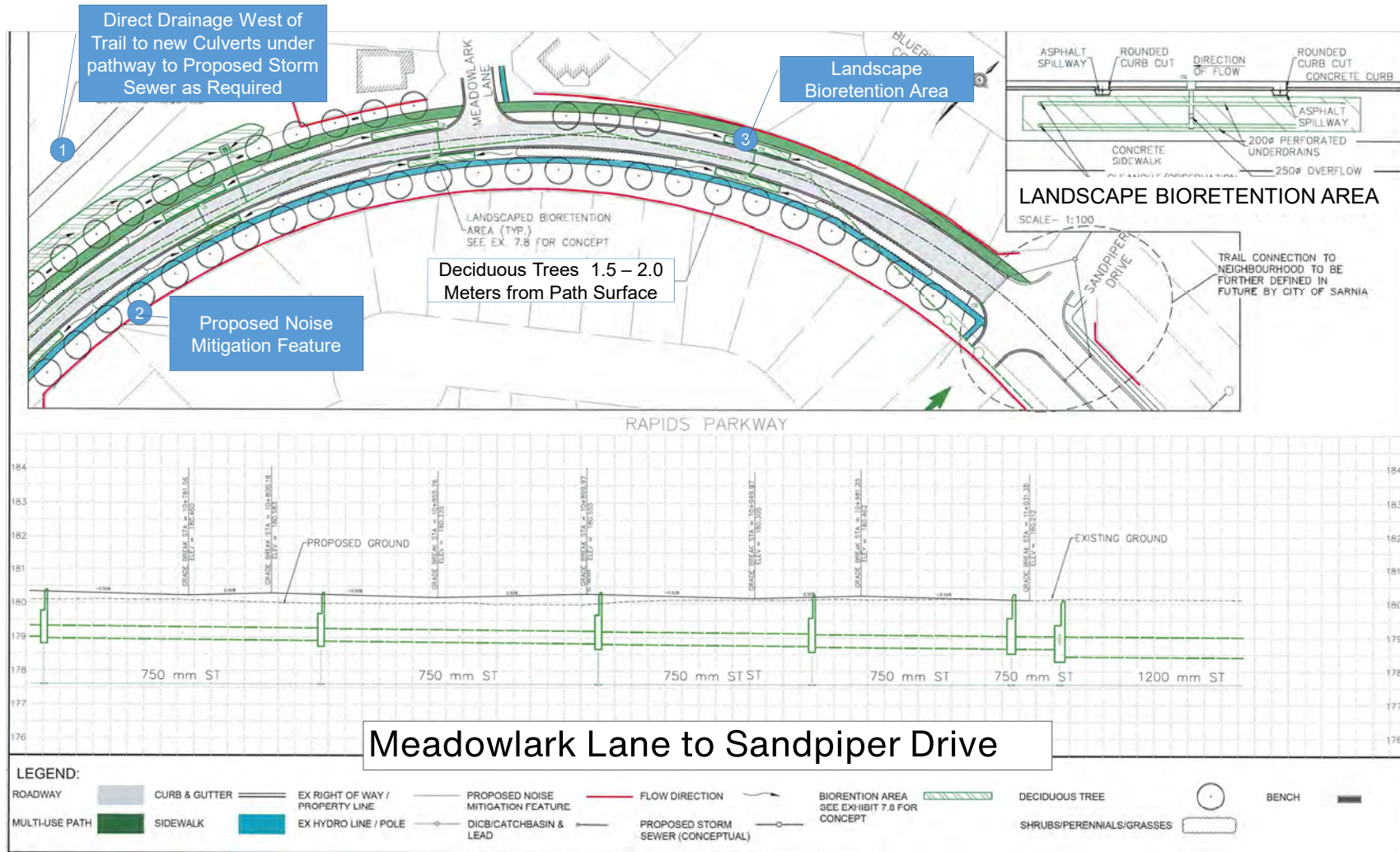
Preliminary Preferred Design



Preliminary Preferred Design



Preliminary Preferred Design



Native Species: Trees, Shrubs and Grasses

Typical native species to be used in proposed landscaping

Trees

Red Oak
Quercus rubra



Red Maple
Acer rubrum



Basswood
Tilia americana



Shagbark Hickory
Carya ovata



Black Chokeberry
Aronia melanocarpa



Meadowsweet
Spiraea alba



Bush Honeysuckle
Diervilla lonicera



Canada Bluejoint
Calamagrostis canadensis



Shrubs

Grasses

Results of Evaluation of Preferred Alternative

FACTOR	CRITERIA	DESCRIPTION/RESULTS
SOCIAL ENVIRONMENT (TRANSPORTATION CONDITIONS)	<ul style="list-style-type: none"> • Design • Constructability • Safety • Servicing/Utilities • Transportation/Traffic 	<ul style="list-style-type: none"> • Accommodates all users • Follows City design standards • Incorporates Previous Traffic Studies (2017 & 2019) and Transportation Master Plan Recommendations • Improves level of services • Accounts for vehicular and active transportation considerations • Has regard for public health and safety • Accounts for Noise Mitigation
NATURAL ENVIRONMENT	<ul style="list-style-type: none"> • Natural Heritage Environment • General Physiography • Tree Inventory • Areas of Natural and Scientific Interest (ANSI) • Species at Risk (SAR) 	<ul style="list-style-type: none"> • Inventories gathered in the Infrastructure Class EA (2018) remain valid and were used in concept. • Concept notes the requirement for a Tree Management Plan to preserve/replace trees • No ANSI's present • No SAR aquatic habitat present • Migratory Bird Act to be adhered to prior to construction
SOCIO-CULTURAL ENVIRONMENT	<ul style="list-style-type: none"> • Adjacent Land Use • Cultural Heritage Screening • Stage 1 & 2 Archaeological Assessment • Source Water Protection • Geotechnical Conditions (Contamination Overview) 	<ul style="list-style-type: none"> • Heritage Screening and Archaeological Work undertaken in the Infrastructure Class EA (2018) remains valid (no further work req'd) • Potential effects to surface water considered in design with the use of bioswales/oil-grit separators • Legislation followed to avoid effects of drainage on source water resources • No methane issues detected

Next Steps

Phase 4 – Preferred Solution; Environmental Study Report

- Review and consider input / opinions received during this study;
- Finalize preliminary road / trail design;
- Prepare study recommendations;
- Obtain approvals from Ministry agencies and other stakeholder groups;
- Submission of Environmental Study Report to Ministry of the Environment, Conservation and Parks (MECP)

We remain available for further feedback or questions throughout the whole process.



Alister Brown
Manager of Development and
Transportation, City of Sarnia

Email: Alister.Brown@sarnia.ca or
Phone: 519-332-0527 ext. 3359

Or visit www.smartsarnia.com for
additional information.



The Corporation of the City of Sarnia
Public Information Centre No. 2
May 15, 2020



**The Rapids Parkway Extension /
Nature Trail Environmental Assessment**

COMMENT SHEET

The purpose of this Public Information Centre is to present a preferred design concept for The Rapids Parkway Extension and Nature Trail improvements. It also demonstrates what the Study Team has heard from interested agencies, stakeholders and the public. Please review the displays, ask questions, and provide input as part of the final phase of this important study. Comments should be received no later than **June 5, 2020**.

Are you: Member of the General Public ☐ Resident within the Study Area ☐
 Member of Community Group ☐ Agency Representative ☐

Do you support The Rapids Parkway Extension design? Yes ☐ No ☐

Please list concerns:

Does The Rapids Parkway Extension and the Nature Trail Improvements provide safe and attractive cycling and pedestrian facilities? Yes ☐ No ☐

If no, please provide concerns:

Does the road design provide appropriate traffic speeds for safety? Yes ☐ No ☐

If no, please provide concerns:

Public Information Centre No. 2

May 15, 2020

**The Rapids Parkway Extension /
Nature Trail Environmental Assessment**

Do you see benefits of the proposed road extension?

Yes ☐ No ☐

If no, please provide concerns:

OPTIONAL: *If you wish to be contacted*

Contact Information:

First Name: _____ **Last Name:** _____

Email: _____

**Mailing
Address:**

Information collected by this Study will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Rapids Parkway Extension / Nature Trail

Environmental Assessment- FAQ

Thus far, we have seen a significant and passionate engagement from the public on this project. For that, we thank every one of our citizens who have taken the time to inform themselves on this project and provide their valuable feedback. There have been a number of common questions within the responses received to date, and we would like to provide some of those answers in a Q and A format so that continued feedback can be received from an informed point of view. Please review below.

Q: Why is this access being provided to residents of Development Area 1?

A: Ongoing growth in Development Area 1 has advanced to the point where it is now time for the City of Sarnia to follow through with their original commitment to the developers and residents of that area. The access is being provided because it is planned, funded and merited through continued growth and development. The Rapids Parkway was planned and exists as the only collector road in the subdivision. By definition, a collector road connects local roads to arterial roads. The completed traffic study has further supported the original plan noting that there will be benefits to the overall traffic congestion related to the major commercial area.

Q (Common Concern): I am concerned about safety on the trail and its proximity to the proposed road.

A: As with any engineering design, safety is held paramount in the decisions that form the final result. This preliminary concept of our preferred design alternative is no exception. We have proposed to keep the portion of the trail that is adjacent to the roadway to the absolute minimum required for passage under Highway 402. The existing trail will remain in the same location, unscathed immediately to the North and South of the underpass, respectively. While the proposed design will modify the trail as it exists today, the disturbance will be kept to an absolute minimum. Where modification is required, the concept provides 2.9m (9.5') of separation between the closest edge of the trail to the back edge of the curb. To further facilitate this from a community safety standpoint, the planned road width has been reduced from the original plan, which benefits pedestrian and cyclists through increased separation and reduced driving speeds on the single lane roadway. The trail is also proposed as being 3.0m wide through this section, an increase from the approximate 2.5m surface width in the existing state to reduce the risk of incidental contact between users through this zone.

Q: Why not spend money on repaving other roads in need before building this one?

A: The cost of the road is almost fully funded by Development Charges and direct contributions from the residential properties that have been constructed in Development Area 1. Under the provincial legislation, these funds are subject to certain rules and have to be used for a development growth related project. In short, the money being used for this project cannot be used towards improving existing roads or infrastructure.

Q: Why is an Environmental Assessment being completed if the road extension has already been confirmed?

A: The option of providing a road beneath Highway 402 has already been confirmed through the planning process for Development Area 1, through the Official Plan and through the Transportation Master Plan. With a thorough understanding of what the Howard Watson Nature Trail means to our community, staff have elected the Class EA process to properly identify and address all environmental and social impacts. The purpose of this EA is provide the most favorable solution possible for the road extension and its interaction with the existing nature trail.

Q: What environmental considerations are being provided?

A: We are fully committed to identifying and understanding our environmental impact. We have engaged the Upper Thames River Conservation Authority (UTRCA) as the local Source Water Protection Agency to identify any and all considerations required in the region for protecting source water.

Further, an environmental screening report and a species at risk study have been undertaken. These comprehensive studies identify sensitive trees, wildlife and vegetation in the project area and outlines the required accommodations to protect them, which includes, but is not limited to; providing alternative habitat, relocation or replanting, avoiding construction windows for habitat sensitivity or disruption of vegetation. A detailed landscaping plan will be completed as part of the final design for this project. The City's Environmental Advisory and the Bluewater Trails Committees would be integral as part of that process to ensure the unique characteristics of the Howard Watson Natural Trail are maintained to the best of efforts.

Q: How will additional noise be addressed for adjacent residents?

A: A noise study was completed as part of the Class EA process. The recommendations of the study towards protecting existing residential areas from increased noise will be incorporated into the final detailed engineering design.

Q: Why does this project propose to pave this section of the Howard Watson Nature Trail?

A: As the trail is adjacent to a road for this section, it will be treated and maintained as a city facility with the multi-use trail being used for more commuter related active transportation. As such, it will be plowed during the winter months.

From: [Alister Brown](#)
To: ["Bill Hoad"](#)
Subject: RE: Extensions under 402
Date: Monday, May 18, 2020 11:21:56 AM

Hi Bill,

Thanks for reaching out on the project. We appreciate the support.

The existing trail is approximately 2.5m wide, but as you will know, varies in certain areas due to foliage, overgrowth, etc. The intent of the design is to keep disturbance of the existing trail to a minimum. The portion that we need to modify is being proposed as 3.0m wide in order to provide a bit more space for maneuverability, and for safe interaction between cyclists and pedestrians.

Thanks for the note on the PDFs as well, we will see if we can make some adjustments there.

Kind Regards,
Al

Alister Brown
Manager of Development/Transportation
City of Sarnia
255 Christina Street North
Sarnia, ON N7T 7N2
Phone: (519) 332-0527 Ext. 3359
www.sarnia.ca

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

From: Bill Hoad [REDACTED]
Sent: Friday, May 15, 2020 11:39 PM
To: Alister Brown <alister.brown@sarnia.ca>
Subject: Extensions under 402

Hello

The layout looks pretty good. How wide is the new section of the trail and how wide is the original trail?

Some of the engineering drawings would be easier to read if they were blacker.

When you open the pdf files using Firefox and then expand them ctrl+ you can slide the image across the screen. When you open them with Microsoft Edge and then expand them ctrl+ they will not slide so you can only see the enlarged centre of the drawing.

The Howard Watson Nature Trail is a real gem for cyclists. Over the years I estimate I have ridden 2,000 km on the trail. Even the dogs are well behaved.

Bill Hoad

From: [Alister Brown](#)
To: ["Lloyd Marshment"](#)
Subject: RE: Rapids Parkway Extension on Howard Watson trail
Date: Friday, June 5, 2020 2:15:46 PM

Good Afternoon Lloyd,

Thanks for reaching out on the project, you've brought forth some excellent points here.

With respect to the traffic considerations, adding the signal means that the traffic signal configuration on Exmouth Street between Murphy Road and Lambton Mall Road will be the same as that of London Road immediately parallel to it. The option that is being presented for consideration as part of the EA process is based on review of a traffic study completed in 2017, and amended in 2019. If it suits, I would be happy to provide that to you for your own interest and review. The purpose of the study, in summary was to compare the alternatives of extending the Rapids Parkway to Quinn Drive, versus extending to Exmouth. The study has concluded that this intersection, while not mandatory, will have a positive benefit in reducing the stress on other intersections in the area. It is recommended, in conjunction with the roundabout at Quinn and the Rapids Parkway, that there will be an intersection upgrade (potentially a roundabout) at Quinn and Lambton Mall Road as you mentioned.

The drainage issue is also to be fully addressed as part of this project. There are some existing issues closer to the highway 402 overpass that are to be addressed and will be integrated as part of a full scale drainage plan which will be split between north and south drainage boundaries at the highway. The area north of 402, including the entirety of the former CN rail corridor is tributary to the existing storm water management facility just east of Modeland Road and the infrastructure will be provided, through this project to ensure good drainage conditions to facilitate transport to this treatment facility. The area south of highway 402 will also include improvements to the drainage infrastructure and facilities that meet today's standards for quality control of storm water runoff.

Best efforts will be put in place to compensate and re-naturalize all vegetation disrupted as part of the construction activities. Admittedly, the change will be noticeable in the short term, but through replanting and establishment of a new vegetated buffer, we will see the natural aspect of the trail returned through this project. As you note, the trail is proposed to be a paved, multi-use pathway through this section north of the highway 402, similar to the pathway that runs from the trail through development area 1 and across to the Suncor Nature Area. While a deterrent for some, this does come with the added benefit of winter maintenance, which will provide a safer way for this portion of the trail to be used by more of our citizens year round.

I hope that I have provided fair considerations to your well thought out points here. If you wish to discuss anything in further detail, please do not hesitate.

Kind Regards,
Al

**Alister Brown**

Manager of Development/Transportation
City of Sarnia
255 Christina Street North
Sarnia, ON N7T 7N2
Phone: (519) 332-0527 Ext. 3359
www.sarnia.ca



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From: Lloyd Marshment [REDACTED]
Sent: Thursday, June 04, 2020 9:25 PM
To: Alister Brown <alister.brown@sarnia.ca>
Subject: Rapids Parkway Extension on Howard Watson trail

Dear sir,

As a daily user of the Howard Watson trail for many years I was appalled at the proposed extension of the Rapids Parkway over a portion of the trail to Exmouth St. Since it is now going to happen I would like to put my ideas of how this should be done out there. In my opinion extending this road out to Exmouth St. is not the way to go. If this road exits onto Exmouth St. at the trail location you will have 4 stoplights within 1/4 mile of each other at Barclay Rd., Lambton Mall Road, this new exit and Pontiac St. Exmouth St is the busiest street in Sarnia and this section down to Indian Rd is the busiest section on this street. With 4 stoplights so close together you will have nothing but traffic backups. Think of Toronto. The stoplight that has been erected to enable trail users to cross Exmouth St will operate only when some one want to get across the street and not continuous as the other streets named previously lights are working.

I believe that the extension should be routed unto Quinn Drive and a roundabout installed at Lambton Mall Road to ease traffic congestion as I expect a lot of this traffic will be using Lambton Mall Road to get to the mall or the grocery stores and shopping on London Road. The traffic moving up Quinn Dr. to Barclay or Walmart could be monitored to see if in the future a roundabout would be required at this intersection to move traffic along.

As far as the trail re-construction it will not likely be as well drained as the old railroad bed was. If the trail is re-constructed on the level of the road a lot of existing trees, plantlife, etc will be gone and with the drawing of the new trail passing under the highway the new trail will basically be a sidewalk beside this new road. Many people including me use the trail because it affords the users peace and quiet and we don't have to listen to or smell the exhaust of motor vehicles and the sand or tiny stones that make up the surface of the trail are definitely easier on the knees and feet than concrete is. If you are a regular trail user you will know that there

are a lot of seniors using the trail to stay healthy etc.

Thank you for reading this.

Lloyd Marshment

[REDACTED]

[REDACTED]

[REDACTED]

From: [Saorgus Mc Ginley](#)
To: [Alister Brown](#)
Cc: [David Jackson](#); [Bill Dennis](#); [Brian White](#); [Dave Boushy](#); [George Vandenberg](#); [Margaret Bird](#); [Mike Stark](#); [Nathan Colquhoun](#); [Terry Burrell](#); [Chief Administrative Officer](#); [Mike Kelch](#); [Mike Bradley](#)
Subject: Re: Rapids Parkway Extension
Date: Thursday, May 28, 2020 6:23:53 PM
Attachments: [image001.jpg](#)

Thanks, for your equally fast response to my questions, Al.

Good luck with the rest of the project.

Regards,

Saorgus

On Thu, 28 May 2020 at 16:16, Alister Brown <alister.brown@sarnia.ca> wrote:

Good Afternoon Saorgus,

Thank you for the prompt response.

The expansion to London Road, while included in the TMP, was previously deemed not necessary for exploration at this time and as such has been excluded from the current study. When the time comes to update the TMP, this possible extension will be revisited and assessed for its longer term value, though it is not anticipated to be required at any point moving forward.

The purpose of this specific public consultation activity is to evaluate the solution that is being recommended within the Environmental Assessment report. The consultant has already taken the TIS into consideration and is recommending the solution that is up for public discussion. Is it this report, once finalized with the public input, that will be presented to council with a recommendation from City Staff. Your input throughout the process has been greatly appreciated and will be included in the final version of the report.

I thank you once again for your continued interest and as always you are welcome to contact me directly with any further comment.

Regards,
Al



Alister Brown

Manager of Development/Transportation
City of Sarnia
255 Christina Street North
Sarnia, ON N7T 7N2
Phone: (519) 332-0527 Ext. 3359
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From: Saorgus Mc Ginley [mailto:REDACTED]
Sent: Thursday, May 28, 2020 3:37 PM

To: Alister Brown <alister.brown@sarnia.ca>

Cc: David Jackson <david.jackson@sarnia.ca>; Bill Dennis <bill.dennis@sarnia.ca>; Brian White <brian.white@sarnia.ca>; Dave Boushy <dave.boushy@sarnia.ca>; George Vandenberg <george.vandenberg@sarnia.ca>; Margaret Bird <margaret.bird@sarnia.ca>; Mike Stark <mike.stark@sarnia.ca>; Nathan Colquhoun <nathan.colquhoun@sarnia.ca>; Terry Burrell <terry.burrell@sarnia.ca>; Chief Administrative Officer <cao@sarnia.ca>; Mike Kelch <mjkelch@icloud.com>; Mike Bradley <mike.bradley@sarnia.ca>

Subject: Re: Rapids Parkway Extension

Thank you for your much appreciated detailed response to my letter, Alister.

I was pleased with the fact that consideration is being given to providing access to the Rapids extension to the two properties on Exmouth immediately next to the junction. This tallies with my own thinking.

Certainly, I agree that some costs incurred in having to separately handle the sewer extension to Exmouth would reduce the savings by only extending to Quinn. However, this assumes that the sewer extension can await the MOT's decision to proceed.

I note, for the record, that by extending Rapids only to Quinn, the traffic on Lambton Mall Road (LMR), between Exmouth and Quinn should be reduced somewhat. Admittedly, not nearly as much as if it were extended to Exmouth.

I understand your point that only Area 1 development taxes would be spent on the project. However, should these not be limited to spending on actual Area 1 issues, only. What do the current problems with accessing the business properties on LMR have to do with Area 1? I also believe that the fact that the taxes are classed as "development dollars" does not relieve us of the need to spend the money in the wisest manner possible.

The current access problems at LMR should have been anticipated when that development to the east was opened up and approved by the City. Nothing much has changed, since, to have made the situation worse than was to be expected. As it is unlikely that this situation will improve any time soon, is there not a case for seeking some resolution other than the future reduction in traffic flow. I would expect this latter may only provide a short term improvement. As more businesses open up to the north the traffic flow could return to similar levels once again. Thus, a long term solution that addresses the root cause/s of the problems at LMR should be sought

The possibilities of a mid-road turning lane, traffic lights at Quinn sequenced with those at Exmouth or the construction of a collector road, in the area, leading to an opening further to the east on Quinn and other possible options should be considered. If any option proves viable, then it should be asked as to who should pay for it. Whose problem is it? Is this the City's responsibility or that of the business owners? It may also be worth looking at providing an access onto Quinn for the area to the west of LMR.

Am I right to infer that the eventual extension of Rapids Parkway beyond Exmouth and along the HWNT to London, and possibly further, is in the plans? If so, is this a factor in the recommendation to Council?

I suggest that approval be given to the extension of Rapids Parkway to Quinn, only, at this time. Leave the option to extend further to Exmouth open for future consideration pending the completion of further studies noted above. These studies need not be completed until the MOT decides to proceed with its work on the span over the Howard Watson Nature Trail.

This decision permits the MOT to proceed with the mods to the span over the Howard Watson Nature Trail (HWNT) whenever the MOT gets around to doing it. This could be many years in the future given that it is already more than 30 years since the plan was first mooted to the MOT. Nor

does it appear that there is anything driving the MOT to do the work any time soon. Now that the City has already decided to install the pedestrian crossing at the junction of the HWNT with Exmouth there is no reason for Sarnia to make a final decision on the rest of the plan until the MOT has decided to complete its work on the span. Is it not better to wait in order to provide for other developments which may occur in the meantime?

In closing, I am at a loss to understand why the traffic studies and a full discussion of their conclusions was not part of the package presented for comments by the public. Without it, the expected feedback could have been of a mundane nature and of limited value to Council prior to their approval of the proposal. I believe Council would want as much good feedback as possible on proposals so that they're better able to make good decisions. It may be an idea for Council to set a policy, adjusted in accordance with the nature and stage of a proposal, before future proposals are released for comments by the public. This would better serve to avoid the public being taken by surprise with prior Council decisions.

Regards,

Saorgus

On Thu, 28 May 2020 at 10:32, Alister Brown <alister.brown@sarnia.ca> wrote:

Good Morning Saorgus,

Thanks for reaching out again, I apologize for the delay in response. We appreciate the continued interest in the project. The idea you have put forth is certainly given consideration, as the 2019 study in its entirety was focused on evaluating these alternatives. Through the process of the Schedule 'C' Environmental Assessment (EA) all public input will be taken into consideration as this project moves forward, including this latest.

Having said this, I would like to make a few respectful counter points to your communication below.

For the included recipients, I have provided the full statement of the traffic study here for reference:

- *Although not strictly necessary from a capacity standpoint, the full extension of The Rapids Parkway to Exmouth Street does present significant benefits for accessing the commercial developments in the area;*

While the body of the traffic study also notes:

- *The capacity analysis shows that the reduced extension is most problematic towards the intersection of Lambton Mall Road & Exmouth Street (operating above capacity during the Saturday peak hour) due to a substantial amount of left-turning traffic being redirected there.*

- *However, with the reduced extension there are several movements approaching capacity and with long delays. Overall, conditions at the intersection of Lambton Mall Road & Exmouth Street as well as along Quinn Drive are generally better with the full extension in place. As such, while the reduced extension is operationally feasible, it may pose problems for people seeking to access the existing and proposed retail establishments in the area along Quinn Drive.*

- *Traffic around this commercial area is the main traffic concern for residents in the City. The traffic study noted that directing all of the Rapids Parkway traffic into these already busy intersections would increase the delays at those intersections while extending the new road to Exmouth would help disperse general traffic in the area.*

Thus, you are correct in that the traffic study has stated the full extension is not *strictly necessary*. Following a comprehensive review and taking the above into consideration we have drawn the conclusion that this option provides the most relief to traffic in the area.

It is worth noting, that the required underground infrastructure being installed as part of the road extension project extends to Exmouth Street. As such there are immediate cost efficiencies to be taken advantage of as opposed to phasing the road extension project. Aside from comparing present and future dollar values and having to account for separate study, consultation, and construction mobilization costs, a single extension will avoid disrupting the same area of the beloved Howard Watson Nature Trail on separate occasions.

The addition of a traffic signal along Exmouth street will not come without challenges, however the addition of this set means that Exmouth would have the same configuration as London Road parallel to it. The signal would be configured, from a traffic engineering standpoint, to function effectively with other signals along Exmouth for the traffic patterns. It will also be designed and configured safely under the ultimate condition such that the interaction between trail users and traffic is harmonious. We are currently commissioning an interim pedestrian crossing at that intersection based on feedback from the Bluewater Trails Committee that this has been a challenging crossing for users.

The access points for the two properties you mention have been identified due to their proximity to the proposed signal and for their existing poor sightlines for access. The property owners will be consulted to provide a solution to their satisfaction, including a potential access onto the proposed Rapids Parkway extension for the residents at Pineview. This extension also provides us with a much needed opportunity to lower the existing hump on Exmouth Street which lies directly in between the aforementioned properties and this will have an immediate and positive impact, not only for those properties, but for many adjacent properties on either side.

Finally, as you alluded, there may be significant up front savings from reduced cost of the road, and signals, however these costs are budgeted and available through development charges. These are not tax dollars, they are paid directly by developers and homeowners in Area 1 to date, earmarked for development related projects under the relevant legislation. These funds were paid with the understanding that the City of Sarnia would follow through on its assurances in the Official Plan and Transportation Master Plan and we are pleased to do that in a way that best benefits the community.

I hope I have provided some reasonable justification, beyond those listed traffic studies, for our decision to extend to Exmouth Street, rather than Quinn Drive at this juncture.

Please feel free to reach out to me directly should have any further consideration for this discussion.

Kind Regards,

Alister



Alister Brown

Manager of Development/Transportation

City of Sarnia



255 Christina Street North

Sarnia, ON N7T 7N2

Phone: (519) 332-0527 Ext. 3359

www.sarnia.ca

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From: Saorgus Mc Ginley [REDACTED]

Sent: Sunday, May 24, 2020 6:58 PM

To: Alister Brown <alister.brown@sarnia.ca>

Cc: David Jackson <david.jackson@sarnia.ca>; Bill Dennis <bill.dennis@sarnia.ca>; Brian White <brian.white@sarnia.ca>; Dave Boushy <dave.boushy@sarnia.ca>; George Vandenberg <george.vandenberg@sarnia.ca>; Margaret Bird <margaret.bird@sarnia.ca>; Mike Stark <mike.stark@sarnia.ca>; Nathan Colquhoun <nathan.colquhoun@sarnia.ca>; Terry Burrell <terry.burrell@sarnia.ca>; Chief Administrative Officer <cao@sarnia.ca>; Mike Kelch <mikelch@icloud.com>; Mike Bradley <mike.bradley@sarnia.ca>

Subject: Rapids Parkway Extension

Al,

I suggest, as I had in 2018, that the Rapids Parkway be initially extended only to Quinn and not to Exmouth.

The further extension to Exmouth could be done later, at no additional cost over that originally estimated, if actual subsequent experience showed this to be justified. Traffic studies in 2017 and 2019 show that "it is not strictly necessary from a traffic capacity standpoint" for Rapids to be extended further to Exmouth.

My reasons for supporting the extension to Quinn, only, are,

- It avoids a needless additional interruption to traffic flow along Exmouth.
- It avoids interaction with traffic to/from Rapids for Nature Trail users crossing Exmouth.
- It avoids major access problems for residents of Pineview Apartments (1310 Exmouth) and the customers of Needham Spine Clinic (1298 Exmouth). The traffic lights at the junction of Rapids with Exmouth, which is very close to their driveways, will

make the current difficulties egressing and entering these properties immeasurably worse. If the extension were to proceed then something will have to be done to mitigate the problems caused by it.

- There would be significant savings, in road and traffic lights costs, by not extending Rapids Parkway to Exmouth.

There may come a time later when the extension of Rapids to Exmouth can be justified, based on prevailing traffic flows at the time, but just not now.

Regards,

Saorgus Mc Ginley

From: [Todd Nantais](#)
To: [Alister Brown](#)
Cc: [Sandra Hayman](#)
Subject: Re: Rapids Parkway Environmental Assessment
Date: Monday, May 18, 2020 9:03:58 PM

Thanks for the quick response. It's greatly appreciated that the drainage was considered.

Regards,
Todd

Sent from my iPhone

On May 15, 2020, at 1:29 PM, Alister Brown <alister.brown@sarnia.ca> wrote:

Good Afternoon Todd,

Thanks for reaching out on the project. As you note, the Environmental Assessment does acknowledge the drainage component and requirements for improvement on the west side of the Howard Watson Nature Trail, with the adjacent properties being there. This area will be included in the trail modifications and design, to improve the surface drainage conditions on the west side of the trail. The ultimate solution will be provided at the detailed design stage and will consider the feedback received during the EA process. Given that, we appreciate your input and will certainly look to incorporate a design that effectively conveys drainage from the trail property into the storm water management infrastructure. The detailed design process will begin later this year, following the conclusion of the EA. You are more than welcome to keep in touch during that process.

Kind Regards,
Al



Alister Brown
Manager of Development/Transportation
City of Sarnia
255 Christina Street North
Sarnia, ON N7T 7N2
Phone: (519) 332-0527 Ext. 3359
www.sarnia.ca



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From: Todd Nantais [REDACTED]
Sent: Thursday, May 14, 2020 5:38 PM
To: Alister Brown <alister.brown@sarnia.ca>; SHayman@ibigroup.com
Subject: Rapids Parkway Environmental Assessment

Hello Alister, Sandra,
I had a query regarding the Rapids Parkway Environmental Assessment.

My residence is alongside the path at the planned drainage. The current design appears to place a "new culvert as required", storm sewers and a bio-retention area at an elevation that is near the basement elevations for the adjoining Wiltshire properties. There are no study profiles with elevations noted that include basements of the adjoining properties.

Would you be able to clarify this for the Wiltshire area residents? Was this evaluated as part of this study?

My address is at 687 Winchester Crescent for reference. The basements are currently at an elevation approximately 2M below the existing trail level.

thanks for your assistance. I hope you can understand the concern.

Also of note, the study also oddly shows the new road going under the 402 at 182.5M on Exhibit 7.6 and the then at 181M at the same point on Exhibit 7.7.

Todd Nantais
[REDACTED]

From: [dave Vernier](#)
To: [Alister Brown](#)
Subject: RE:
Date: Wednesday, May 13, 2020 12:55:41 PM
Attachments: [9FDE519673BF49F1A178F970AB2E2385.png](#)

Thank you for such a prompt response. In the past there tended to be a pattern of ignoring concerns so I am glad to see that things have changed. Have a good day.

Sent from [Mail](#) for Windows 10

From: [Alister Brown](#)
Sent: May 13, 2020 8:40 AM
To: '[dave Vernier](#)'
Subject: RE:

Good Morning Dave,

Thanks for reaching out on the extension project. I wanted to respond back immediately and provide an update as you were an early respondent and I wanted to explain this period of public engagement. The open session public engagement will run from this Friday, May 15th through to June 5th. During which time we will be collecting feedback through a number of channels, including email, so yours will certainly be included in the review of feedback. We will compile all of the comments received, and address them accordingly in our final proposal for the project. Any one that wishes to receive follow up correspondence is welcome to and has the right to request that. If I am understanding correctly, I believe that you would fall into that category? If that is the case, I will leave the commenting on the road extension there for now, until we are into the comment review in June.

As far as the drainage issue goes, I understand your concerns. When the access for drainage to Michigan ditch was cut off, it was actually re-routed, back in mid to late 90's and now drains through the development area to the East via the former D2C drain enclosure. Having said that, we are aware of some issues in the area due a number of factors which have interrupted the intended drainage pattern between highway 402 and the new outlet, which can lead to standing water in the ditch area adjacent to the trail. This area will be part included in the trail modifications and extension, to improve the surface drainage conditions on the west side of the trail.

I hope this is a satisfactory response for now. As I mentioned, if you wish to be contacted for follow up at the conclusion on the public input period, you are entitled to that.

Kind Regards,

Al

**Alister Brown**

Manager of Development/Transportation
City of Sarnia
255 Christina Street North
Sarnia, ON N7T 7N2
Phone: (519) 332-0527 Ext. 3359
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From: dave Vernier [mailto:gork212000@yahoo.ca]

Sent: Tuesday, May 12, 2020 5:11 PM

To: Alister Brown <alister.brown@sarnia.ca>

Subject:

Rapids parkway expansion.

Hello : My name is David Calligan and I live on Winchester cres. Backing onto the nature trail. Comment about the expansion plan. Objected to it many years ago and still have not changed my mind. This plan represents poor planning as it adds to the traffic problem on Exmouth as well as being a danger since it begins at the Christian school and then passes three other schools on route with the dangers inherent in bussing and student activity. The original plan was to designate this new road as an Arterial link rather than a collector (which is all it should be). (yes I know the difference in the designations). Also there is an existing road next to Home Depot which should be utilized since it would go behind the Retirement home. Add in the necessary road curvatures as it would go under the overpass before linking up with rapids parkway and the result would be slower, localized traffic and a safer environment for all concerned. I am sure that in its wisdom, city planners, as in the past will ignore this alteration.

On another topic: The city abandoned the drainage ditch which runs along the trail behind mine and many other homes in the Wiltshire subdivision. This abandonment has led to springtime flooding of large portions of our backyards. (in my case there was water seepage into my basement resulting in many thousands of dollars in repairs to the exterior basement walls as well as damage in the basement itself. Sometimes I feel I pay taxes for nothing. This channel was at one time tied into the drainage ditch along Michigan ave. Would be nice if the city at least came in once every decade or so and at least cleaned out the ditch. It has now become a source of mosquitos (perhaps West Nile).

Would be nice to get an e-mail back but I will not hold my breath. Thanks for allowing me to vent and have a good day.

Yours sincerely David Calligan

Sent from [Mail](#) for Windows 10

Summary Report

09 May 2018 - 07 June 2020

Speak Up Sarnia

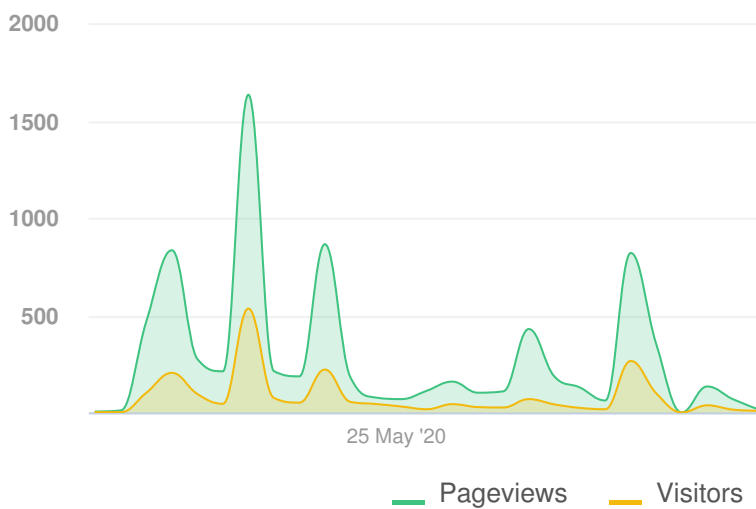
PROJECTS SELECTED: 1

Rapids Parkway Environmental Assessment

FULL LIST AT THE END OF THE REPORT



Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
2.3 k	533	
NEW REGISTRATIONS		
26		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
429	1.4 k	2 k

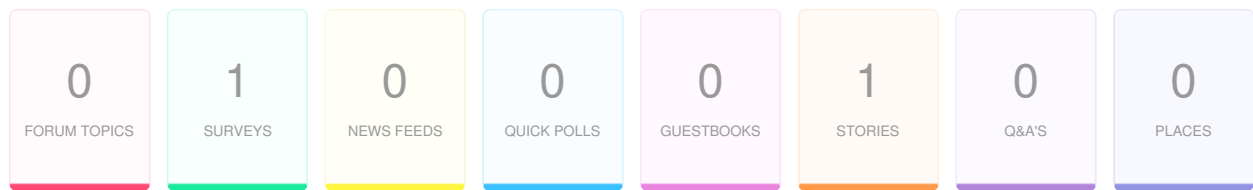
PARTICIPANT SUMMARY

ENGAGED	429 ENGAGED PARTICIPANTS				(%)
		Registered	Unverified	Anonymous	
INFORMED	Contributed on Forums	0	0	0	Rapids Parkway Environmen... 429 (21.5%)
	Participated in Surveys	70	359	0	
	Contributed to Newsfeeds	0	0	0	
	Participated in Quick Polls	0	0	0	
AWARE	Posted on Guestbooks	0	0	0	
	Contributed to Stories	0	0	0	
	Asked Questions	0	0	0	
	Placed Pins on Places	0	0	0	
	Contributed to Ideas	0	0	0	
* A single engaged participant can perform multiple actions				* Calculated as a percentage of total visits to the Project	

ENGAGED	1,368 INFORMED PARTICIPANTS				(%)
		Participants			
INFORMED	Viewed a video	154			Rapids Parkway Environmen... 1,368 (68.5%)
	Viewed a photo	0			
	Downloaded a document	389			
	Visited the Key Dates page	33			
AWARE	Visited an FAQ list Page	44			
	Visited Instagram Page	0			
	Visited Multiple Project Pages	883			
	Contributed to a tool (engaged)	429			
	* A single informed participant can perform multiple actions				

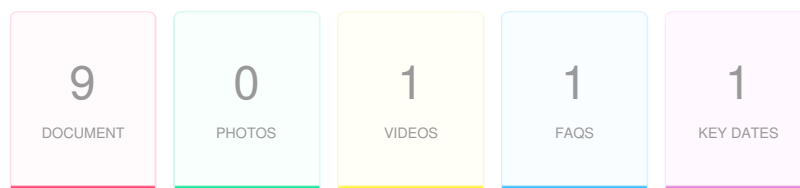
ENGAGED	1,996 AWARE PARTICIPANTS				
		Participants			
	Visited at least one Page	1,996			Rapids Parkway Environmen... 1,996
INFORMED					
AWARE					
* Aware user could have also performed an Informed or Engaged Action				* Total list of unique visitors to the project	

ENGAGEMENT TOOLS SUMMARY



SURVEYS SUMMARY		TOP 3 SURVEYS BASED ON CONTRIBUTORS	
1	Surveys	<div>429</div> <div>Contributors to</div> <div>Rapids Parkway Environmental Assessment</div>	
429	Contributors		
437	Submissions		

INFORMATION WIDGET SUMMARY



DOCUMENTS	
9	Documents
389	Visitors
929	Downloads

TOP 3 DOCUMENTS BASED ON DOWNLOADS		
238 Downloads	212 Downloads	125 Downloads
Design Concept - Plan View	Rapids Parkway Extension - Project Overview	Howard Watson Nature Trail

VIDEOS	
1	Videos
154	Visitors
170	Views

TOP 3 VIDEOS BASED ON VIEWS	
170 Views	
Rapids Parkway EA Presentation	

FAQS	
1	Faqs
44	Visitors
44	Views

TOP 3 FAQS BASED ON VIEWS	
44 Views	
Rapids Parkway Environmental Assessment	

KEY DATES	
1	Key Dates
33	Visitors
34	Views

TOP 3 KEY DATES BASED ON VIEWS	
34 Views	
Rapids Parkway Environmental Assessment	

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
m.facebook.com	778
thesarniajournal.ca	150
www.facebook.com	82
www.theobserver.ca	76
www.sarnia.ca	73
www.google.com	54
l.facebook.com	40
engineering.smartsarnia.com	31
www.google.ca	29
android-app	10
www.lambtonoutdoorclub.org	4
lm.facebook.com	4
www.bing.com	3
webmail1.cogeco.ca	2
www-theobserver-ca.cdn.ampproject.org	2

SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Rapids Parkway Environmental Assessment	1978	1349	410



Rapids Parkway Environmental Assessment

SURVEY RESPONSE REPORT

09 May 2018 - 08 June 2020

PROJECT NAME:

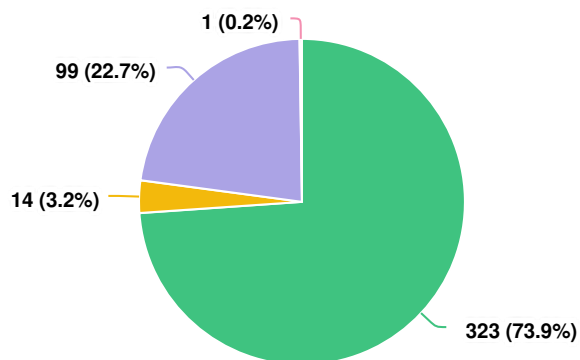
Rapids Parkway Environmental Assessment



SURVEY QUESTIONS



Q1 Are you a:



Question options

- Member of the General Public
- Member of a Community Group
- Resident within the Study Area
- Agency Representative

Optional question (437 response(s), 1 skipped)

Question type: Radio Button Question



Q2 Please indicate your group below

SR1656__ 5/14/2020 06:26 PM	Bernard family
Kmac02 5/14/2020 07:06 PM	Member of Bernard family
tflinseman 5/15/2020 10:36 PM	Bluewater Trails, Bluewater Triathlon
Catt0932 5/16/2020 06:43 PM	Climate Action Sarnia Lambton
survey 5/18/2020 10:48 AM	Lambton Outdoor Club
15nature21 5/18/2020 11:47 AM	Lambton Wildlife Inc.
Quacky78 5/18/2020 12:59 PM	I live beside this trail
Teapot 5/18/2020 04:21 PM	Climate Action Sarnia Lambton
Opeongo/432 5/18/2020 06:15 PM	Climate Action Sarnia/Lambton
Tresquez10! 5/23/2020 07:57 PM	Sarnia Sustainability Association
Doctor Woodward 5/25/2020 12:32 PM	prefer not
Vijaypatel 5/29/2020 08:44 PM	Lived on Stathis Blvd
Kentmi 5/31/2020 11:38 PM	Lambton Wildlife Inc.
Nico 6/03/2020 08:31 PM	Lambton Outdoor Club and Lambton Wildlife

Optional question (14 response(s), 424 skipped)

Question type: Single Line Question



Q3 Please indicate your Agency below

Pat Teahan

Student Transportation Services

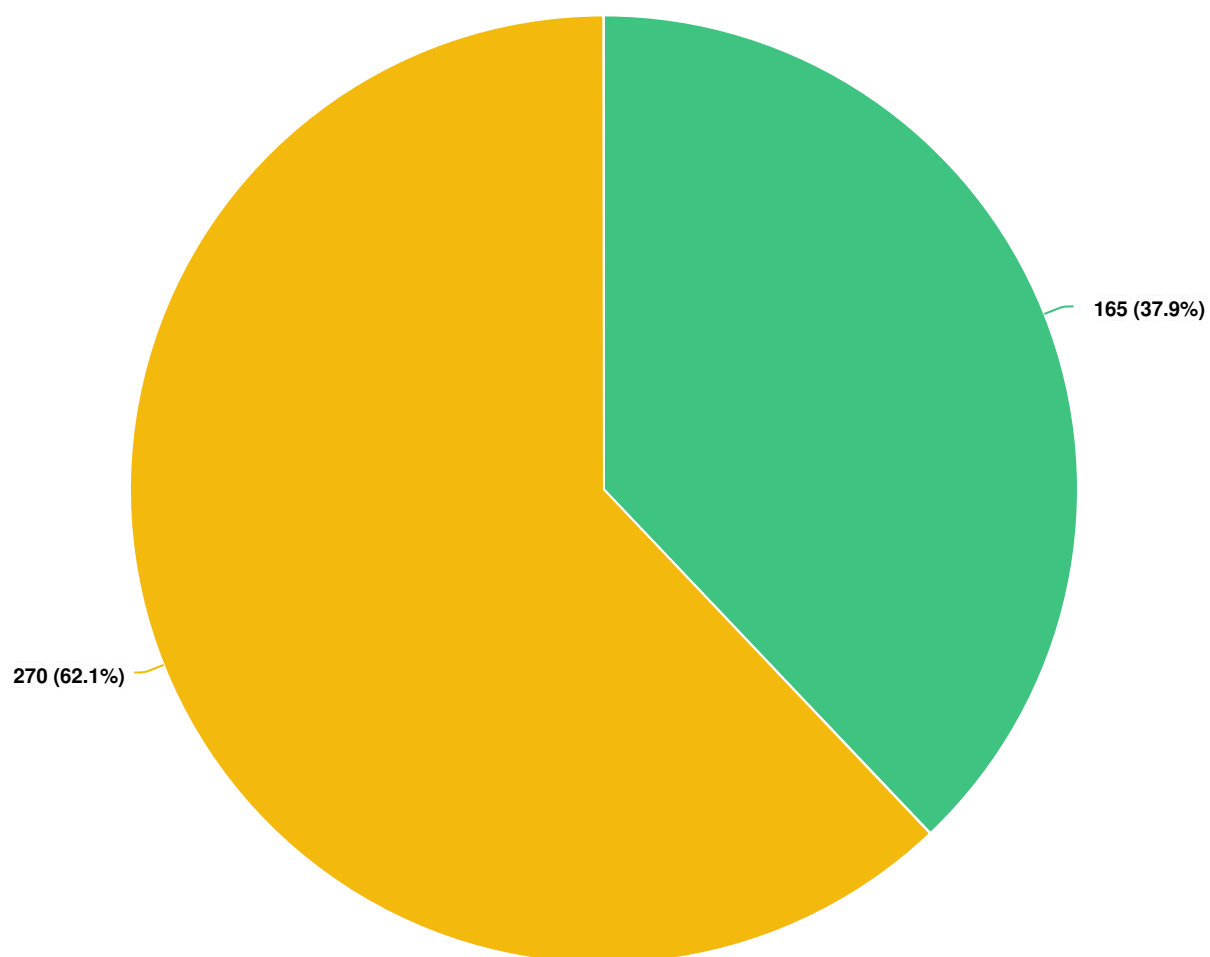
5/15/2020 08:47 AM

Optional question (1 response(s), 437 skipped)

Question type: Single Line Question



Q4 Do you support the Rapids Parkway Extension design?



Question options

☒ Yes ☐ No

Optional question (435 response(s), 3 skipped)

Question type: Radio Button Question



Q5 Please list any concerns with the Rapids Parkway Extension design.

[REDACTED]
5/14/2020 03:24 PM

I love there and my kids like to play on the rail with no traffic and I do not like the idea of cars being about to drive where kids go to play

[REDACTED]
5/14/2020 03:33 PM

it is absolutely wild to think that the City would consider destroying the nature trail in this area, I appreciate the city is claiming they are going to preserve it, but I have zero confidence they will. This trail is one of the few trails in existence in Sarnia (the only one I can think of) and to put a roadway that will lead to one of the busiest streets in Sarnia and think this will be anything but a sidewalk beside a busy road is insane. I dont for a second believe this was planned since the 1990's.

[REDACTED]
5/14/2020 04:00 PM

You're proposing to take out an existing trail, replace it with a road, and add a sidewalk beside it and calling that a trail. Please do not take away nature trail space for more unnecessary roadway.

[REDACTED]
5/14/2020 04:48 PM

I don't want a road built over the existing trail.

[REDACTED]
5/14/2020 06:26 PM

My family strongly oppose this project and have for a long time, I support them.

[REDACTED]
5/14/2020 08:15 PM

As a frequent user of the Howard Watson Nature Trail, and also a frequent vehicle commuter, I feel this is a harmful and unnecessary extension. This will ruin both the "nature trail" portion of the "Howard Watson Nature Trail" as well as introducing excess traffic to an already congested stretch through The Rapids. Vehicle drivers can take the extra 3-4 minutes to access north Sarnia via Murphy or Modeland, which are adequately designed for the traffic load and not congested. Why are we proposing unnecessary increased public expenditures in a time where we have already overspent our means?

[REDACTED]
5/14/2020 08:43 PM

It places the parkway too close to a through fare- it's disruptive to wildlife and takes away the beauty of the trail.

[REDACTED]
5/14/2020 09:24 PM

Increased through traffic in a residential/school zone

[REDACTED]
5/14/2020 09:43 PM

We need to keep the trail an natural trail this whole road will mess up the environment

[REDACTED]
5/15/2020 07:09 AM

We will lose the nature trail along with the natural plants and animals.

[REDACTED]
5/15/2020 08:03 AM

Noise pollution, property devaluation, exhaust pollution, privacy issues, theft, vandalism, water and drainage issues, destruction of wildlife habitat, loss of wildlife, destruction of fauna and flora, possibly of pedestrians/motor vehicle collisions so many issues!!!

[REDACTED]
5/15/2020 09:18 AM

The Howard Watson TRAIL. by Erin I am writing this to convey my stance on the new road extension to be built on the HWT in 2021. The trail was made possible for the public through many years of hard work by a dedicated councilman: Howard Watson, whom the trail is fondly named after. It was



designed to be a non motorized trail for all of the residents to enjoy via walking, running and biking. If we go forward with the extension then we as a city will forever lose the treasured and somewhat historical nature trail that so many pedestrians use. I fear that the floral and tree canopy which lines the trail will be demolished and torn out after years of it growing to provide room for a paved path and road. The beauty of Sarnia, brights grove and Wyoming has been connected through the making of this nature trail. Many pedestrians enjoy using this trail due to its beauty which has grown around the path through its 32 years. By turning part of it into a road, we are decreasing the selling points of our city. It will no longer be a nature trail, and instead will be a path beside a busy road with the only features being the depressing grey of concrete. For those homeowners in the affected sections of trail, I, and others, worry about the decreased value of their homes. Whenever a property is up for sale, the trail becomes a good selling point (as stated on the Bluewater trails website article entitled: 'The Howard Watson Trail - A Difficult Birth' under section: 'update as of 2019'). A very busy street (which it will become) behind a house can ruin a property's value and increase traffic noise for those living there. What once was a peaceful walking trail, will now become a noisy street leading to big box stores. This is something which I think planners should've taken into account. Some of the issues to discuss is also how much the city of Sarnia is planning to spend on this "project". All across the city, residents have voiced complaints over proper maintenance of roads (observed on comments by citizens on Facebook articles on this project). It seems in poor taste to try to add another road when you can barely maintain the ones we are currently using. We need to put more funding into maintenance, instead of projects the city does not need. Some for this project might argue that by putting this road on the trail that it will make it safer for pedestrians to use. Unfortunately that is not true. The allure of the trail is that it is void of motorized vehicles. By adding a busy street to a popular trail, you are increasing the likelihood of road collision involving pedestrians. This project will be taking away one of the few safe places people can get away from traffic. Especially one as long as the HWT, which is roughly 16 km. In conclusion, there can be hundreds of reasons as to why we as a city shouldn't follow through with this project. In this short argument, I have brought forward a few strong points. We shouldn't let this nature trail become a thing of the past, especially to give way for poorly placed big box stores. We need to re-affirm our commitment to preserving our connected, intact, 16 km long nature trail. I know many people, including myself, who use this rare trail as an escape from the traffic and noise. PLEASE keep this city green!

This trail area is full of wildlife and greenery. It should remain intact, as is.

5/15/2020 09:24 AM

5/15/2020 09:29 AM

Waste of money as we do not have traffic issues in sarnia, but we do have terrible roads which should be fixed before making new ones. Also, it's such a shame to pave the little nature we have left to make one neighbourhood's drive to Walmart a few minutes shorter.



[REDACTED] 5/15/2020 09:34 AM	It's a terrible idea and the convenience it's being designed for is not worth the destruction and disruption of the land, eco system, tranquility. People can get to the shopping center easily enough. Please don't be ridiculous.
[REDACTED] 5/15/2020 09:34 AM	This trail is a nice spot to go for a run or walk without worrying about vehicle traffic. It's also one of the few spots in Sarnia you can run on a soft surface, which has less impact on your body's joints.
[REDACTED] 5/15/2020 09:57 AM	This area is one of the few places I can walk my rescue dog without her worrying about cars. She has been hit by one and freaks out whenever they are around. Please don't destroy this peaceful area.
[REDACTED] 5/15/2020 10:33 AM	Please don't take away our trail. We hike & bike on that trail all spring, summer and fall.
[REDACTED] 5/15/2020 12:10 PM	Paving over a beautiful trail for quicker access to stores? We have adequate access to these locations right now. I have no desire to run and bike and walk right beside car engines which is why I use the path in the first place.
[REDACTED] 5/15/2020 12:11 PM	A nature trail is a place of peace and home to critters and animals. If we make it a road we disrupt the living things that ALREADY LIVE THERE to make our drive to Walmart 5 minutes shorter. Let us keep the little green spaces we have!!!! Preserving nature is more important than making our drive easier.
[REDACTED] 5/15/2020 12:12 PM	There is no need to pave the path and ruin the nature
[REDACTED] 5/15/2020 12:32 PM	It should be left as a nature trail, no road should be built
[REDACTED] 5/15/2020 12:56 PM	I've used the trail for years. Living in the Exmouth Pontiac area adding traffic there is a horrible idea even with a light. And taking the nature trail away from the seniors there that like the bird watching, exercise etc isn't right, I think running a road through there takes out all aspects of it being a nature trail and just makes it a wide sidewalk.
[REDACTED] 5/15/2020 01:08 PM	
[REDACTED] 5/15/2020 01:57 PM	Paving over a well loved and used nature trail to benefit big box stores, increase road traffic and disadvantage local stores is a problem.
[REDACTED] 5/15/2020 02:32 PM	Loss of natural habitat to animals. Loss of nature trail for public enjoyment/leisure. One of the only places left in Sarnia that's not completely paved and commercialized.
[REDACTED] 5/15/2020 02:34 PM	I live at Pineview Apts for Seniors. I have a number of concerns but this is first on my list...How will we get out of our parking lot when the light goes up just passed our entrance?? When lights are red cars will be lined up in front of our exit. When lights are green there will be bumper to bumper traffic blocking us. This is already a high traffic area (Exmouth St.) and will only be worse when we have a new road leading into it.
[REDACTED] 5/15/2020 02:52 PM	It will take away from the purpose of the trail. It is for recreational purposes not vehicular traffic.
.. 5/15/2020 04:35 PM	This will lead to further traffic congestion on Exmouth Street. A 3rd traffic light within such a short distance span, on a residential section of Exmouth Street,



5/15/2020 05:22 PM

is a terrible idea.

I'm concerned with negative environmental impacts and further fragmentation of natural habitat for native reptiles and birds. Increased habitat fragmentation has been shown to benefit invasive species and be detrimental to native species.

5/15/2020 05:35 PM

My family and a lot of our neighbors in the area use this trail all the time for the convenience of being away from traffic, yet close to nature in the middle of Sarnia. It saves tons of time for bikers cutting through town, and offers plenty of traffic-free space for kids to spend time walking/biking/exploring in nature. There are so many other roads that need work done, having traffic next to this will definitely take away the beauty of it. I think many people that are for this road don't use the trail, and for those that live on Sandpiper Lane..you bought your house there. I'm sure the 4min commute to Exmouth isn't so excruciating that all of those that use the trail need to share it with traffic so you can get to Walmart sooner ♀

5/15/2020 06:11 PM

Why do we need more roads for a shrinking population? There is already hardly any natural areas in the city, you want to destroy one of the best ones we have?

5/15/2020 07:55 PM

Paving over parts of the trail only benefits the big box stores and encourages motorists to use the trail. These actions do not benefit the runners/walkers/cyclists of the Bluewater area

5/15/2020 08:25 PM

Paving the trail

5/15/2020 09:05 PM

Removing/ altering the nature of the trail. Wildlife habitats destroyed General peaceful atmosphere of the nature trail impeded by traffic

5/15/2020 10:28 PM

There is no need for a road; existing roads currently handle the traffic without any problem. Instead of building new roads, the city should use this money to repair the many old, crumbling roads that already exist.

5/15/2020 10:36 PM

this project will infringe greatly on the nature trail. Nature being the key word. The traffic will interfere with song birds and their habitat in a significantly long part of the trail. I am concerned about the noise level from traffic which will be intensified going under/through an overpass.

5/15/2020 11:16 PM

The beauty of the nature trail is the escape from road ways, we have been so fortunate to have that in our city. Better off expanding Murphy and exmouth intersection and modifying the way traffic flows from west bound 402 traffic and modleland south traffic/ exmouth merge. Please protect the beautiful nature trail we have. It takes 5 minutes tops to get out of the Rapids neighborhood to the commercial areas of the mall/walmart/superstore... that's no inconvenience of a drive.

5/15/2020 11:35 PM

Disturbance to wildlife and those living nearby

5/16/2020 12:04 AM

Depleting the nature trail and what a nature trail is all about

5/16/2020 12:16 AM

It should remain a trail. So many people use this due to the safety away from roads. People live to explore the environment and nature.



[REDACTED]
5/16/2020 01:55 AM

The trail is made for non motorized vehicles!. It's a great trail to walk run or bike . The trail is there to encourage people to exercise in nature. With the new design you are taking away natural beauty.

[REDACTED]
5/16/2020 09:02 AM

Taking away our running trails.

[REDACTED]
5/16/2020 12:38 PM

We enjoy the trail the way it is. There is no need to add a road and allow cars to use it. It should remain strictly for bike and pedestrian access. It is one of Sarnia's best features

[REDACTED]
5/16/2020 12:58 PM

There are many roadways to this area of Sarnia, and the addition of this one would increase congestion while compromising the environment. The Nature trail is enjoyed as it is.

[REDACTED]
5/16/2020 01:05 PM

The "Nature Trail" has been turned into a sidewalk, where is the "nature"?

[REDACTED]
5/16/2020 01:05 PM

Yet another dead end red light on exmouth. Not in favour

[REDACTED]
5/16/2020 01:09 PM

I do not support the expansion whatsoever. My concerns are that the project creates a much less attractive and less safe "nature" trail for bikers and pedestrians to frequent and enjoy. They would be walking and biking alongside a busy road polluted with significant vehicle exhaust. This project is short sighted and detrimental to the Sarnia community. A decision was made to do this expansion over 20 years ago and things have changed. This is not a smart or sustainable move for our city.

[REDACTED]
5/16/2020 01:56 PM

Destroys our nature and trail to walk, run and bike.

[REDACTED]
5/16/2020 02:01 PM

Compromises the attractiveness of the nature trail

[REDACTED]
5/16/2020 02:50 PM

Part of the reason Rapids Parkway is so enjoyable is that there are no cars around. You can see and hear birds. Breath cleaner air. Enjoy the quiet of the surroundings.

[REDACTED]
5/16/2020 02:52 PM

Destroying nature Unnecessary Destroying habitat

[REDACTED]
5/16/2020 03:39 PM

environmental concerns

[REDACTED]
5/16/2020 04:15 PM

It's not needed and does not benefit the users of the trail. In fact it turns the trail into a sidewalk. Additionally it dumps more traffic into Exmouth near a school and senior's residences.

[REDACTED]
5/16/2020 06:43 PM

It is intended to be a nature trail! Not an asphalt trail.

[REDACTED]
5/16/2020 08:06 PM

I believe the nature trail should be left to nature, having cars cutting through is an extra risk to pedestrians and diminishes the peace and quiet of walking or cycling.



5/17/2020 02:43 AM

The Rapids Parkway should not be extended. Period. The Howard Watson Nature Trail is a much needed greenway that enables residents of the East End to enjoy a trail away from the hustle and bustle of traffic. Paving over the existing trail with a road will prioritize motor vehicle traffic over the health, peace and well being of runners, families walking with young children and nature enthusiasts. A cursory glance at the Google Maps image of Sarnia reveals a stunning lack of nature trails and greenways for a city of its size. Why replace one of the few that exists with yet another road, of which Sarnia already has too many?

5/17/2020 12:29 PM

Nature. What about the beautiful nature we have? To be replaced with more pollution? It takes 5 minutes to get from one end of Sarnia to the next, we don't need another road.

5/17/2020 03:29 PM

Preserve corridor belts of nature to address the need these areas have for biodiversity and the health of our community. Preserve the little remaining nature Sarnia has.

5/17/2020 04:02 PM

It destroys the trail to pave over it, and it disrupts the "nature" by building a road in beside it.

5/17/2020 04:44 PM

It is unnecessary and would severely decrease the value of one of the few natural spaces left within the city. My entire life I have enjoyed escaping the city to the Blackwell trail, and the surrounding developments have been disturbing to the natural landscape. This road would further decrease the natural value of the trail that many citizens hold. I don't want this space to turn into yet another sidewalk beside a busy street. The trail shouldn't suffer at the hands of poor planning in regards to the busy street of Quinn drive and the blocked in school.

5/18/2020 06:23 AM

This is a beautiful trail used by many we have limited trails and nature remaining in town and should not be paving over them to allow access to Walmart on a pla. Designed twenty years ago

5/18/2020 09:06 AM

Nature trail is a great space to walk, run, bike etc. However, adding a road beside the trail is unsafe, and unnecessary. It takes away from the beauty of a 'nature' trail.

5/18/2020 10:00 AM

Harmful to nature, unnecessary

5/18/2020 10:05 AM

There is no need to connect and pave a way to big business. We need to be focused on more local small businesses. Walmart gets enough support as it is.

5/18/2020 10:08 AM

I often use the nature trail and would hate to see a roadway put in adjacent to the trail. Destroying some of the natural surroundings just for convenience is a waste.

5/18/2020 10:09 AM

We need specific trails and routes for daily activity!!!!

5/18/2020 10:09 AM

I enjoy the peace and quiet of being able to access the trail right behind our house. It is always very busy and filled with families and young ones biking, walking etc. I think it would be such a shame to shorten the access for bikers and walkers and would increase danger.



<div></div> <p>5/18/2020 10:10 AM</p>	<p>Destroying nature, has always been a quiet trail and now it will be a high traffic road. Fix existing roads with problems before building this new one</p>
<div></div> <p>5/18/2020 10:16 AM</p>	<p>You'd be taking away from a well used nature trail.</p>
<div></div> <p>5/18/2020 10:16 AM</p>	<p>It is a part of nature in its natural form that city can enjoy and the animals . We don't want to ruin that for a paved road !</p>
<div></div> <p>5/18/2020 10:19 AM</p>	<p>Why do we need a road there why can't we keep something for cyclists, walking and rollerblading only. There's plenty of roads...</p>
<div></div> <p>5/18/2020 10:19 AM</p>	<p>The nature trail is one of the only areas for people to walk and bike without the impediment of traffic, for those without cars this is a safe way to travel, for families it's a safe way to get outside and get activity</p>
<div></div> <p>5/18/2020 10:20 AM</p>	<p>No need to pave this trail. Leave it for the public to enjoy walking in the closest thing to Nature we have in the city.</p>
<div></div> <p>5/18/2020 10:22 AM</p>	<p>No need for a road extension and destruction of a peaceful nature trail.</p>
<div></div> <p>5/18/2020 10:22 AM</p>	<p>greenspace in Sarnia is already limited, I think the city needs more trails, not fewer.</p>
<div></div> <p>5/18/2020 10:24 AM</p>	<p>Not very environmental friendly taking away from the inhabitant. It will be busy and I believe accidents will happen with bikers and walkers that use this trail. So sad. There has to be another way</p>
<div></div> <p>5/18/2020 10:25 AM</p>	<p>Having a secluded walk way from Walmart by lows and Home Depot will encourage questionable people to linger and steal.</p>
<div></div> <p>5/18/2020 10:29 AM</p>	<p>This is taking away yet another one of our trails that I walk daily to be with nature! This is destroying a beautiful part of the city that so many citizens use to get away from traffic!</p>
<div></div> <p>5/18/2020 10:29 AM</p>	<p>Increase of through traffic on rapids and around the schools. Loosing a part of the nature trail. The people that live in Wiltshire that have purchased their houses based on having nothing behind them.</p>
<div></div> <p>5/18/2020 10:30 AM</p>	<p>loss of natural feature of trail at a critical point in its length</p>
<div></div> <p>5/18/2020 10:36 AM</p>	<p>I want to preserve our beautiful trail!</p>
<div></div> <p>5/18/2020 10:37 AM</p>	<p>We walk the trail every day. Kids learn to ride their bikes on it. We are often encouraged to get out and participate in getting healthy and exercise. I don't want to do this beside a stupid road that doesn't need to be there</p>
<div></div> <p>5/18/2020 10:40 AM</p>	<p>Leave it be</p>
<div></div> <p>5/18/2020 10:46 AM</p>	<p>Would like to see the roads that are in existence now actually get paved rather than spending money on new ones that will then deteriorate like the rest of them!</p>



[REDACTED] 5/18/2020 10:48 AM	We have so little green space. This road plan is not need to shave a few seconds off a trip to commercial area. It will only create another bottle neck in the area.
[REDACTED] 5/18/2020 10:50 AM	Leave it and keep it as a trail no walkway or road please
[REDACTED] 5/18/2020 10:52 AM	Loss of nature habitat Loss of outdoor recreation for the public such as walking and/or biking trails Heightened pollution Excess noise
[REDACTED] 5/18/2020 10:55 AM	We use this trail at least 2-3 times a week and it's my tout to work when I walk/ride my bike. We have very limited trails in Sarnia, it would be a shame to destroy this section
[REDACTED] 5/18/2020 10:58 AM	Cars too close to pedestrians
[REDACTED] 5/18/2020 11:11 AM	To give quicker access to walmart when that original road design should have been better planned. Leave the nature trail alone.
[REDACTED] 5/18/2020 11:25 AM	-loosing part of the travel.and the impact on the surrounding environment and animals.
[REDACTED] 5/18/2020 11:28 AM	I do not support this extension. This extension should have been thought about and another plan put into place before building all of those homes.
[REDACTED] 5/18/2020 11:28 AM	There should be no car motorized vehicles allowed on the"Nature Trail". The proposal turns "Nature Trail" into yet another road. We need more nature trails and less roads.
[REDACTED] 5/18/2020 11:30 AM	Destroying the enjoyment of those using the trail for exercise ,nature walks etc. new road way would create noise that would disrupt the seniors home residents. The increased traffic would create safety hazards.
[REDACTED] 5/18/2020 11:31 AM	Traffic and a nature trail should never be this close together!
[REDACTED] 5/18/2020 11:33 AM	It will destroy the ecosystem and I don't think a road is needed there. The present access from modeland is good enough for those living in that subdivision and if they don't think so, the can move.
[REDACTED] 5/18/2020 11:39 AM	The trail is a beautifully preserved natural environment that prioritizes animal and plant life enjoyment for all Sarnia residents. Paving it over takes away our place to REMOVE ourselves from the asphalt and concrete world we are trying to get away from. This is sacred ground both emotionally and spiritually for those who share it on a daily basis.
[REDACTED] 5/18/2020 11:43 AM	we need the green space for nature. We do not need to distroy the area just for some convenience for a few. Why benefit a few when there is more work that can be done to benefit more of the community.
[REDACTED] 5/18/2020 11:47 AM	The Sarnia residents need to conserve natural spaces that remain. Putting a polluting highway beside a nature trail is such a bad idea. Please reconsider!
[REDACTED] 5/18/2020 11:54 AM	- pollution of vehicles, unnecessary traffic, keep green spaces green.



5/18/2020 11:59 AM

I use the nature trail regularly.

5/18/2020 12:05 PM

The planned development was a terrible idea from the beginning. A road should not be put over the trail. There is absolutely no need for this destruction of nature.

5/18/2020 12:06 PM

This area allows for members of the community to be in nature whilst participating in physical activity. To take this away would be extremely disappointing. By adding this extension it would create an extreme amount of traffic near neighbourhoods with very young children adding the potential for unnecessary and avoidable accidents occur. I have grown up in these neighbourhoods and to see these trails be taken away would be terrible.

5/18/2020 12:07 PM

Convenience should never over ride nature. Leave it alone. People can drive the extra 5 minutes.

5/18/2020 12:08 PM

We need to keep it natural...it is an oasis away from traffic!!

5/18/2020 12:10 PM

Environmental/residential concerns linked directly to the respective expansion in question. As a city, Sarnia does not experience major traffic issues enough to restructure environmental space so we can create ease for the sake of convenience. You can drive from one side of the city to the other in a matter of 10-15 minutes. I'd like the money to be spent more wisely. I'd like council to direct their time and decision-making efforts more wisely.

5/18/2020 12:10 PM

It's a NATURE trail ! We don't pave NATURE trails for roads ! This will affect numerous species with loss of habitat, noise and decreased air quality. Since COVID has started, shopping habits have changed with many people now shopping line. We don't need another access road for consumerism

5/18/2020 12:13 PM

This is going to disrupt the nature trails function as it is currently, and make it incredibly more dangerous for walkers, runners, or any body else who uses that trail by forcing them to be in closer contact with vehicle traffic, effectively ruining the function of the trail.

5/18/2020 12:14 PM

I enjoy having a nature trail. I don't want any more concrete and pavement. Nature is so important to preserve. We are losing so many natural things. Some things are better left alone and undisturbed.

5/18/2020 12:17 PM

Walmart and the city designed the embarrassingly horrible one way in and one way out of that plaza..... I am not willing to ruin free pedestrian space and wildlife for your mistakes!

5/18/2020 12:32 PM

Effect on natural habitat of trail.

5/18/2020 12:36 PM

It will ruin a successful trail. That encourages fitness, health and well being!

5/18/2020 12:42 PM

I do not think that the quietness of the trail can be preserved if the extension were to go through. It doesn't appear that traffic is sufficiently heavy to warrant taking a nature path away in exchange.

5/18/2020 12:59 PM

It's stealing access away from the walmart plaza; I use this trail every day as I have no car to get to work



[REDACTED] 5/18/2020 01:33 PM	The proposed design destroys Sarnia's only continuous nature trail. Unchecked urban development without due consideration to preserving nature in a practical fashion will further damage Sarnia's reputation in the province and further make the case that our city and its residents do not care about sustainability or the environment. With current the outlook on social and political climates this diminishes the chances of future quality investment in Sarnia, and further cements us as the 'toxic valley'
[REDACTED] 5/18/2020 01:39 PM	Please don't add car traffic to any part of the Howard Watson trail
[REDACTED] 5/18/2020 01:42 PM	Detrimental to the nature trail
[REDACTED] 5/18/2020 01:44 PM	Howard Watson should remain unpaved. Move the connection somewhere else
[REDACTED] 5/18/2020 01:47 PM	Destruction of natural habitats. Change of traffic patterns to negatively impact neighbours backing onto trail and their privacy.
[REDACTED] 5/18/2020 01:47 PM	It should be kept a nature trail and keep the wildlife protected also peaceful trail to walk in the heart of Sarnia.
[REDACTED] 5/18/2020 01:57 PM	I do not feel the trail should be touched at all. Hundreds of people use this daily. The whole idea is to enjoy nature, not more man made upgrades
[REDACTED] 5/18/2020 02:19 PM	My husband, my golden retriever and myself walk the trail daily. We absolutely love this slice of nature that is also a part of our home. It would pain us greatly to see this extension happen. Please keep this NATURAL habitat in its natural state and do not go forth with the extension. So much farmland and other natural habitats have already been demolished for the construction of the rapids.
[REDACTED] 5/18/2020 02:48 PM	The planning from day 1 was not well thought out. Putting Walmart and shopping plaza in a dead end zone, makes no sense. the congestion of traffic is inexcusable (because of poor planning). Now the residents of the newer forming subdivision need another route out of their area also, and the combination or these 2 developments should have been planned around the gem of our Trail.
[REDACTED] 5/18/2020 03:31 PM	No need to change the current state of the trail. We can spend the extra 3 minutes driving to get lowest and Walmart...etc
[REDACTED] 5/18/2020 04:21 PM	The plan is flawed because it is destroying a peaceful trail that gets us away from roads and traffic noise and urban sprawl.
[REDACTED] 5/18/2020 04:28 PM	Takes away from nature trail space which is required to ensure proper room for volume on trail, paves over soft surface trail without car traffic which is optimal for runners and walkers
[REDACTED] 5/18/2020 04:34 PM	Concern for the environment and preserving the nature trail
[REDACTED]	Too close to, the road..let's keep things "at natural". It's better for the mind



5/18/2020 04:55 PM

and soul. We need to be away from traffic, the noise, the fumes as much as possible. Cars that get out of control could end up endangering people on that path.

5/18/2020 05:03 PM

1. Decrease in people's property values (i.e. houses backyards facing the Howard Watson Nature Trail near Wiltshire Park). If this seeks approval, you should lower the property taxes in this area. I would certainly not want to live here with busy Exmouth traffic travelling near my home. 2. Noise Disruption in originally quieter neighbourhoods and parks. 3. House Vacancies. Run the risk of people moving to quieter areas. Did you contact every household that will be impacted by this road expansion? What are their thoughts and opinions? 4. Safety. Developing a motorized road will lead to increased traffic flow and increased traffic velocity (i.e. over 30 km/h). Driving right behind a community public park (Wiltshire Park) could impact the public park's safety (i.e. increased risk of children getting hit by motorized vehicles). 5. Increase in people's property taxes. More square footage of roads leads to increased costs on maintenance, snow removal, road salt accumulation, road cleaning, utilities (if installing traffic lights which can also pose a safety concern if we have strong winds or a future ice storm). 6. Environmental Concerns. Habitat loss; additional road salt accumulation leaking into nearby streams, ponds and lakes; increases in the city's carbon footprint (there is a positive correlation between increased square footage of roads and traffic usage thereby increasing GHG emissions from combustion engine run vehicles); natural vegetation depletion (i.e. tree and grass cutting); etc. 7. Other Negative Externalities. Aesthetics/ appearance for residential areas; risk of public confrontations; heavier pedestrian and traffic flow which could lead to congestion; potent smells and odours; etc. 8. Increased risk of public littering 9. Increased risk of car accidents 10. Increased risk of future developments in original residential quiet neighbourhoods

5/18/2020 05:24 PM

We live in sarnia where the next road over is neither far nor busy. This plan proposes paving over one of our few trails to make a road and calling a sidewalk a "trail". Not necessary

5/18/2020 06:01 PM

The extension will route a large increase in traffic in the area. The intersection of Berger and Rapids Pkwy is already very congested during school pick-up and drop off and many travellers struggle to understand how a 3-way stop works. I feel the increased traffic into the neighborhood will create a much larger problem at this intersection.

5/18/2020 06:15 PM

It would destroy one of the very few natural habitats for wildlife habitat as well as destroy people's ability to enjoy the peace and tranquility of 'being' in nature. A road (fumes, noise, traffic, large equipment digging up land, pavement, lights, winter plowing, salts on road, drainage issues) will clearly destroy natural habitat as well as our need to commune with nature.

5/18/2020 06:25 PM

Please, don't turn this beautiful trail into a road. We love the trail the way it's now: Natural, without vehicle fumes, noise and congestion. I oppose the Extension.

5/18/2020 06:25 PM

Paving over trails is my concern



[REDACTED] 5/18/2020 08:54 PM	Leave the trail as is. There are already 2 access points to Walmart. Many community members use this trail every day.
[REDACTED] 5/18/2020 09:02 PM	Path does not need to be paved for people to enjoy it.
[REDACTED] 5/18/2020 09:29 PM	Loss of natural habitat of species in the area, loss of recreational nature trail
[REDACTED] 5/18/2020 10:05 PM	If I understand correctly, the current pathway will be used for motorized vehicles, thus reducing our natural habitat and will increase road maintenance costs.
[REDACTED] 5/18/2020 10:17 PM	Ridiculous idea, leave the trail alone.
[REDACTED] 5/19/2020 07:06 AM	This road is only to give convenience to one subdivision. There is ample ways already for that subdivision to drive from their house to those shopping areas. There hasn't been an easy convenient access for anyone else for how many years and it has been fine. This too new seems like an exuberant waste of tax payers dollars just for the residents of the Rapids parkway subdivision. They can take Modeland road or Murphy road just like others have for years.
[REDACTED] 5/19/2020 12:05 PM	I can't walk on cement.
[REDACTED] 5/19/2020 02:35 PM	Should this project go through, my peaceful home will become unbearable with the amount of traffic that will pass directly behind my garden. The wildlife that live on the trail will have their habitats destroyed and the nature trail will be too dangerous for many adults, children and pets (high traffic volume, fumes from vehicles, noise pollution etc.). There are already two exits from the Rapids Parkway. Another is not needed. There are many more infrastructure projects that Sarnia should be spending its attention to at this time.
[REDACTED] 5/19/2020 02:55 PM	it will turn part of the howard watson trail into just another road. it will funnel traffic into an already overloaded exmouth st and quinn drive the problem arose when the smart centre was built at the end of quinn drive, it should have been east of modeland road
[REDACTED] 5/19/2020 08:28 PM	I'd like to understand why expanded access to Modeland and Michigan would not be sufficient. Berger is wide, you could add another outbound lane, or even have it reversible depending on time of day. I think it's a real shame to wreck the trail. You may plant bushes and trees, but the cars will be close by and the trail environment will never be the same.
[REDACTED] 5/19/2020 10:24 PM	Dangerous and loud
[REDACTED] 5/20/2020 10:03 PM	Concerns with the noise pollution that it will cause for those living in Winchester area - Wiltshire. Also concerns are Taking away green space that is currently useable and enjoyable. Also having he trail makes the Wiltshire area very appealing for living and increases property value, replacing with



5/20/2020 10:08 PM

road will affect this negatively.

Decrease in trail length and quality. Noise. Impact on wildlife habitat. Impact on local businesses. Drivers cutting through rapids

5/21/2020 01:01 AM

1) Noise pollution to Winchester cres in wiltshire residents, decreasing property value of Winchester Cres homes as they will now have a road and extra noise behind them 2) extra traffic onto the Exmouth St which is already busy area- even with a roundabout 3) why is the value and convenience of a newer neighbourhood (rapids) considered more important over an older one (Wiltshire). 4) Wiltshire has only 3 exits as well (Michigan and 2 exmouth) rapids has 3 - (2 to Michigan 1 to modeland (which is a main artery and quick exit to london line and exmouth). 5) trail is a well used recreational and enjoyable space and would be irresponsible and one sided if replaced with the rapids parkway extension. 6) residents in rapids purchased homes and the new builds Continue without this road extension! They chose to live there- why should they have easy access to Exmouth? Lots of neighbourhoods have to travel a little extra to get to a main road. This extension only benefits one neighbourhood and gives the rapids access to Michigan rd x2, modeland rd - why is it necessary to also have access to Exmouth st?

5/21/2020 04:11 AM

The increase in traffic along rapids pkwy with it being the only way to get to the houses and schools on that side adding this road will only increase traffic and pollution

5/21/2020 07:30 AM

Do not use a round a bout. We have many elderly drivers who struggle to navigate a stop light, a round a bout will be a disaster in a high traffic area like that

5/21/2020 08:09 AM

This extension is simply a further poor decision by city planners to attempt to correct past errors made in approval of both Rapids development and Quinn Drive development. The solution should not come at the cost of compromising the trail in any way.

5/21/2020 08:30 AM

You are putting more traffic in an already congested area that was never planned properly! This will only get worse!!!

5/21/2020 10:06 AM

I'm not sure what this proposal aims to achieve. The Quinn Drive corridor is congested and poorly designed as it stands already. With the added access from the North this will only add to the congestion in that area. Add to that the removal of recreational space that will be forever gone. It's a horrible plan no matter how you slice it. Nice attempt to spin the matter by calling the destruction of the Nature Trail an improvement. I'm assuming by 'stakeholders' you're referring to the business owners in the Quinn Drive corridor and not the homeowners and users of the Howard Watson trail. The increase amounts of traffic that would incur at either Quinn Drive and/or Exmouth St areas.

5/22/2020 01:01 AM

exmouth is already too busy already, too many crashes at pontiac already if this is for safety then stop at quinn,

5/21/2020 12:00 PM

5/21/2020 01:48 PM

Youre removing the nature from the nature trail. Displacing wild life, creating traffic in an area enjoyed by families and individuals exercising or travelling



[REDACTED]

5/21/2020 06:12 PM

to and from work.

The parkway should be for pedestrian and cyclists only. Having cars go by is reducing the enjoyment and value of the trail. Don't ruin it!!!

[REDACTED]

5/21/2020 08:35 PM

Infringing on personal space. Noise pollution . You name it.

[REDACTED]

5/21/2020 09:52 PM

It's impossible to solve a problem by creating a bigger problem. The City needs to think creatively about getting the most amount of traffic in and out of the Walmart area without disrupting the majority of residents' lives. A southbound offramp from modeland to Quinn? The design will increase traffic on Rapids Pkwy. Substantially! And far more than you can imagine. Look at a map of Sarnia (especially north of the proposed road) and determine which households will use this road to get to Home Depot. The answer is far too many, considering the residential street with three schools. There will be accidents; children will likely be hurt. This design will also result in a cascading effect - leading to an extension to London Road, then Wellington Street and Confederation. It will become a speedway to quickly get from one point of the city to another. That's not what you want and it's not what the people of Sarnia want. This all assumes that a problem even exists. Is there a problem? A few weeks every year there are some backups, but does that really warrant this incredible expense and rethinking of traffic flow? Perhaps people just need to take a few extra minutes to pick up their groceries - a 10 minute drive isn't that much worse than a 5 minute drive.

[REDACTED]

5/21/2020 09:57 PM

The extension should connect to the Quinn Road at Home Depot, allowing a percentage of Mall area traffic to be diverted from busy Exmouth and London Road. Feeding additional traffic into the busiest part of Exmouth Street is ludicrous. Especially with 2 seniors home within 100 meters of the new proposed intersection.

[REDACTED]

5/22/2020 06:36 AM

Would increase traffic through the smaller neighbourhood. More road wear, noise and repairs

[REDACTED]

5/22/2020 09:30 AM

With the addition of a road in this area my family loses access to the nature trail closest to our home (via the park). Also, we walk this path from Wiltshire subdivision to London Road regularly in the nice weather to visit family members living in Wellington Park area

[REDACTED]

5/22/2020 10:07 AM

-loss of unique Carolinian forest -irreversible -loss of safe biking and walking paths -loss of escape from roads and infrastructure -more traffic in quiet area

[REDACTED]

5/22/2020 12:06 PM

1. No room for social distancing 2. Ruins the whole purpose of the trail

[REDACTED]

5/22/2020 01:37 PM

Disturbance of nature trail

[REDACTED]

5/22/2020 03:06 PM

This is an unnecessary reason to destroy the Howard Watson trail and it's exclusive access by trail users and only adds to their safety concerns.

[REDACTED]

lights where the extension crosses Exmouth street are too close to present



5/22/2020 03:18 PM

day lights at Pontiac Court.

5/22/2020 10:24 PM

I live in the Pineview Seniors Building along side the trail. I walk this trail all the time and sure don't look forward to walking on a sidewalk along side a busy road. This would not be what I consider a nature trail.

5/23/2020 11:03 AM

This is one of the few areas in the city where it is quiet to walk through. Once you get past a certain section there is little to no noise pollution. If you would only allow e-bikes that would be acceptable but gas engines which are noisy just take away from the last quiet place in the city to walk and relax.

5/23/2020 07:49 PM

Gets rid of a beautiful nature trail!!! Affects students particularly because they used that trail a lot to run for gym class!

5/23/2020 07:57 PM

Lack of action to compensate for habitat destruction, unnecessary use of tax dollars (which should go to fixing the many damaged roads we currently have, and the planting or more native wildflowers and trees. What currently is being done isn't adequate and is very evident by the increasing incidences of wildlife seen in residential areas due to deforestation; ie. coyotes, pigeons, raccoons, etc. This will cause an increase in zoonotic disease, injuries to pets and humans, meddling, etc.)

5/23/2020 08:18 PM

There are few nature trail and this trail is used by the community. The parkway will destroy the natural habiit. The pathway is canopy and provides shade for walkers and we need the trees. Too many trees are dying to disease or being removed for new development.

5/23/2020 08:39 PM

We need more nature trails and places where residents can safely walk and exercise what we do not need is another road and destroying a important part of our community

5/23/2020 11:00 PM

You are taking away sarnia's only in city nature trail that is loved by students and the community

5/24/2020 03:11 AM

It is a beautiful trail that is used by so many people every day and is an important place for so many. Whether it's to walk your dog, go for a jog, or simply see the nature. It is something that should be left as is, it would be a travesty to turn the best nature trail into a road. It is not just a trail you would be paving over, it is a piece of so many of my fellow sarnians every day lives. There are so many roads, we don't need to add one more.

5/24/2020 09:38 AM

I am concerned that we are taking away too many of our natural hiking spaces and manicuring them to be to urbanized. This trial is lovely how is is left for hikers, bikers and nature.

5/24/2020 10:55 AM

Nature and wildlife destruction, many students use this trail to get to school safely, more concerns about car accidents with minors

5/25/2020 09:25 AM

I suggest, as I had in 2018, that the Rapids Parkway be initially extended only to Quinn and not to Exmouth. The further extension to Exmouth could be done later, at no additional cost over that originally estimated, if actual subsequent experience showed this to be justified. Traffic studies in 2017 and 2019 show that "it is not strictly necessary from a traffic capacity standpoint" for Rapids to be extended further to Exmouth. My reasons for supporting the extension to Quinn, only, are, 1. It avoids a needless



additional interruption to traffic flow along Exmouth. 2. It avoids interaction with traffic to/from Rapids for Nature Trail users crossing Exmouth. 3. It avoids major access problems for residents of Pineview Apartments (1310 Exmouth) and the customers of Needham Spine Clinic (1298 Exmouth). The traffic lights at the junction of Rapids with Exmouth, which is very close to their driveways, will make the current difficulties egressing and entering these properties immeasurably worse. If the extension were to proceed then something will have to be done to mitigate the problems caused by it. 4. There would be significant savings, in road and traffic lights costs, by not extending Rapids Parkway to Exmouth. There may come a time later when the extension of Rapids to Exmouth can be justified, based on prevailing traffic flows at the time, but just not now.

Any design that introduces more pavement in my city is a concern.

5/25/2020 12:32 PM

Access, intersection control and impact on trail

5/27/2020 01:01 AM

Destroys natural habitat which is the essence of the attractiveness of the trail. Puts unnecessary extra traffic on Exmouth Street. Encourages unnecessary through traffic in Rapids subdivision. Fails to solve the access issue considering future development and final volumes. Is based on out-dated traffic studies which no longer apply.

Unnecessary use of tax dollars, inadequate compensation for wildlife habitat reconstruction, trail in Sarnia that is highly beneficial to the sustainable travel of citizens

5/27/2020 11:23 PM

Destruction of the nature trail. A sidewalk is not a nature trail.

5/28/2020 08:01 AM

It is not the direction Council should be taking. It was suppose to be nature trail.

5/28/2020 06:08 PM

Why would we put the limited natural areas within the city core at risk? Motor vehicle use needs to decline not increase. Covid-19 reminds us how fragile our economy is and how short-sighted our presumptions. We need more nature, quiet and places for healing. If we are to be a greener city, policy needs to lead the way. I, for example, find it madness that local fast food outlets (e.g. Wendy's) refuse to allow cyclists or pedestrians to use the drive-through. As a city, we could take a page from the Netherlands: cyclists and pedestrians have equal or greater rights than motorists everywhere (e.g. if a developer wants to build a road, a level bike and pedestrian path of at least as direct a route must be built, including superhighways and access to Schiphol airport)

5/28/2020 08:33 PM

The trail will be destroyed and despite your assurances that native plants will be moved elsewhere, the animals and plants in the area will suffer. Please leave the trail as a recreational only space.

5/29/2020 10:18 AM

Heavy traffic, pollution, Risks to pedestrians, loss of natural habitat, noise,

5/29/2020 10:39 AM



[REDACTED]
5/29/2020 03:04 PM

I'm tired of the city prioritizing personal cars over pedestrian spaces

[REDACTED]
5/29/2020 03:19 PM

I am a senior and live at Pineview. My patio overlooks the trail with very little space between. This is one of the main reasons I chose to live here. If new road goes thru as proposed myself and others will be subject to traffic, noise, litter, easy access for crime, loss of green space wildlife etc. So many take advantage of and use the trail. Can nothing else be done ,PLEASE!

[REDACTED]
5/30/2020 09:34 AM

I walk my dogs in that area every day and I love how quiet it is. There are just people walking their dogs, runners, bikers and people with their kids. There is no noise or cars driving down there and it is one of the only trails we have. We do not need a road to go down that way. Sarnia has enough side streets and you can just quickly take the high way to Exmouth If needed.

[REDACTED]
5/30/2020 01:49 PM

I do not want to see any of the current HW trail damaged or destroyed. So I wish to comment on the destruction of part of the nature trail in order to build an extension to Rapids Parkway. I want to stop them the extension of the road all the way to London Road (Exmouth to London Road) - the next section in the city plan. We need to save this section of the trail - for ecological reasons as well as public enjoyment. This trail is vital to our community's natural heritage.

[REDACTED]
5/31/2020 01:01 AM

It doesn't matter. Many streets need to be fixed b4

[REDACTED]
5/31/2020 04:29 PM

You will be destroying the full grown trees that have been here for a long time that give beautiful shade when you walk down the trail. It gives a nice canopy overhead that shades the hot sun when it is really hot and humid. The trail will be a lot narrower for walking to give way for two way traffic. More noise and fumes from the vehicles will be brought to this area. It is noisy enough with the Hwy overhead and the Exmouth traffic combined, when you live in the upper levels of the High Rise Building facing it. It is noisy now and will be worse if this road goes through.

[REDACTED]
6/02/2020 08:52 AM

Safety for pedestrians and cyclists

[REDACTED]
6/02/2020 09:12 AM

Traffic echoing from highway and roadways around my complex. Already loud enough with highway behind. Also sarnia has few proper nature trails withing city limits why are we destroying this.

[REDACTED]
6/02/2020 09:32 AM

Design shifts that portion of the NATURE trail to a groomed, glorified sidewalk along a busy street. The beauty of the HW trail is it's wilderness feeling within the heart of the city.

[REDACTED]
6/02/2020 09:34 AM

We are already loosing so many beautiful areas of this city, when you take more away, you add more depression and push people out of your city.

[REDACTED]
6/02/2020 09:55 AM

I use the trail in order to not use the overpass on Murphy Rd. To go to work. I'll never have a reason to drive that extension.

[REDACTED]
6/02/2020 10:02 AM

Consider closing eastern Exmouth Pontiac intersection as part of this project Direct traffic to enhanced controlled western intersection. Too many



6/02/2020 10:43 AM

intersections too close together
Leave the green space

6/02/2020 11:01 AM

The Howard Watson Trail was intended to be a non-motorized trail for residents to enjoy nature. By placing a roadway there it would interfere with nature and be noisy and air quality would be affected. The city and developers of land on Quinn dr should have had a plan for traffic Before developing those properties!or was taking the Trail the plan to begin with!? This is a nature trail used by many people including children and families. The complex at Pontiac Court has many children and already is off busy Exmouth St. This would put another busy street right beside them.

6/02/2020 11:34 AM

6/02/2020 11:54 AM

We don't have many nature trails as is, where people can walk and enjoy the outdoors without any motor vehicles. Also, all the wildlife that lives there that would need to re home because of more commotion

6/02/2020 12:00 PM

I feel that the extensions of the highway in that area will drastically affect the natural wild life in this part of the Nature Trail. I also would like to point out that there are many families with young children that live right along side that trail and having a highway entrance would be a major safety concern. The safety of pedestrians both walking and cycling are put at a far greater safety risk that could be avoided without the Extensions.

6/02/2020 12:50 PM

Concerned about the traffic impact on Exmouth St. Will it cause traffic congestion East and West of the intersection?

6/02/2020 12:53 PM

We need more areas for nature. Don't take away what small amount we have

6/02/2020 01:19 PM

The Rapid Parkway Extension design seems to be a city street and walkway where a nature trail existed. This design does not represent a nature trail. This is not representative of a Nature Trail Improvement and should be described in a way that is more representative of what this design is. This is the destruction of a nature trail to make room for a city street. This new city street does not benefit most citizens of Sarnia or the environment. Few will realize the benefit of this proposed change.

6/02/2020 01:44 PM

Too much traffic sound. Not necessary

6/02/2020 02:35 PM

Nature. Wildlife.

6/02/2020 03:02 PM

Removal of vital natural habitat.

6/02/2020 03:03 PM

It is not needed. It is nice to have a quiet natural trail. The people that live on the border of this trail will be negatively impacted.

6/02/2020 03:31 PM

Why would you spend millions of dollars to tear up a nature trail that was intended for recreation and observing nature. Leave the the Howard Watson trail alone

We need to keep our trails for nature not cars



6/02/2020 04:04 PM

[REDACTED]

Unnecessary traffic, loss of green space

6/02/2020 06:57 PM

[REDACTED]

You are building a road with a sidewalk. There is no "Nature trail" improvement in the design.

6/02/2020 07:12 PM

[REDACTED]

Once we give up our green space it's gone forever.

6/02/2020 07:34 PM

[REDACTED]

Places vehicles in close proximity to elderly and very young citizens. The nature trail is just that, a chance for our residents to experience nature and have some tranquility in our otherwise hectic and concrete city. We as a community are moving towards encouraging bicycle and foot traffic and this is contrary to that.

6/02/2020 07:45 PM

[REDACTED]

Motorists alongside the trail are going to defeat the whole purpose of having a trail, as well as scare off or kill a lot of the wildlife. People use trails like this one because they are peaceful and away from all the noise

6/02/2020 09:07 PM

[REDACTED]

The purpose of the Howard Watson Trail is to give urban residents the opportunity to exercise in an environment that allows them to believe they are in more rural setting. By running the trail right next to the road the trail becomes a sidewalk. When I use the trail I am trying to get away from this. While this may not be possible right under the bridge it should not occur for the rest of the trail There should be a vegetation barrier between the trail and the road. The trail should also be wide enough to allow for safe distancing for users of the trail

6/02/2020 10:53 PM

[REDACTED]

The Howard Watson Trail should be preserved for nature and stay the way it is so people can explore while they walk

6/03/2020 01:04 AM

[REDACTED]

The world, Canada, and Ontario want and need less vehicle traffic not more to emit less CO2 and slowdown climate change. Less traffic means roads/streets are under-used. The pandemic and people working from home has proven this trend and that it is real. This road is simply not needed.

6/03/2020 07:51 AM

[REDACTED]

It is an accessible trail in many areas of the city that allow people all over to get out and enjoy its beauty and calmness while getting in some physical activity. Turning it into a road will drive a lot of people away from what they once enjoyed as a nature trail. Lets work on getting roads repaired that we have existing before building new ones that are only more manpower and taxes to care for.

6/03/2020 08:46 AM

[REDACTED]

It's fine, leave it alone.

6/03/2020 09:01 AM

[REDACTED]

I do not want any nature destroyed for more roads

6/03/2020 11:18 AM

[REDACTED]

It will take away the "nature" aspect for that part of the trail. Creating a motor vehicle intersection and a pedestrian/cyclist crosswalk in that particular part of Exmouth is going to cause horrible traffic jams due to the proximity to the

6/03/2020 12:40 PM



6/03/2020 12:55 PM

lights at Pontiac and Lambton Mall Rd. Especially during the holiday shopping period. I also believe that the city's bigger agenda is to construct a road along the rest of the trail south to Wellington and from north to Michigan.

6/04/2020 01:01 AM

The howard watson nature trail is a nature trail. Having a road run against it defeats the purpose. This change essentially makes the howard watson trail an unpaved sidewalk.

6/03/2020 01:54 PM

The howard Watson is one of the only non vehicle thoroughfares of Sarnia. To have a road there would be a travesty.

6/03/2020 02:34 PM

It will change the ecology, impact on wildlife, increase the noise, reduce housing values, the walking trails will no longer be peaceful and provide opportunity to be in a green space area with birds and wildlife. Wildlife will have to find new homes.

6/03/2020 04:25 PM

traffic congestion onto Exmouth St

6/03/2020 04:29 PM

I ride my bike down that trail on a regular basis. I avoid vehicular traffic as much as possible. I don't want to have to ride along the side of the road or on a glorified sidewalk

6/03/2020 07:55 PM

It'll kill animals. It'll hurt the environment because they will be cutting down trees. It will also kill a lot of the insects that depend on trees and bushes. A lot of the flowers will be gone. The birds won't have very many spots to be able to nest. People won't be able to enjoy it as much because there will be cars constantly driving past. If traffic lights and lights are put in it will waste energy and energy hurts the environment.

6/03/2020 08:31 PM

It will ruin the nature trail which provides Sarnia's residents an enormous amount of pleasure. It's a safe, healthy and economical way for many people to get to the mall and shopping areas. As a city we should be encouraging people to walk and ride their bikes whenever they can

6/03/2020 10:22 PM

The need for a road has not been demonstrated. The ending of the road creating a T Intersection on a blind hump in the busy Exmouth street will cause all kinds of traffic congestion especially with everyone turning left. Creating left turn lanes on Exmouth will only increase conjection on an already busy four lane road servicing Lambton Mall, Sting hockey games, Home Depot as well as Wal-Mart . Now you add cyclists to the mix who will be going straight through on the Howard Watson trail and you have accidents waiting to happen.

6/03/2020 10:39 PM

It looks like it's going to be built either way as I do oppose that removing of natural trails. However, in the design the trail is too close to the proposed road and there needs to be more trees and greenery so atleast simulate a nature trai I still or you might as well put a cement sidewalk and totally remove it

6/04/2020 01:01 AM

More emphasis should be placed on naturalization and green storm water management. This project should be Sarnia first green infrastructure project.

Will result in too much traffic along the trail. The picture that someone created to show what it would like is ridiculous. It only shows one car. There



6/03/2020 10:45 PM

will be a constant flow of cars to go shopping. That would be the reality. It would become sidewalk on another busy road. No nature. What about the ecosystem along the way. Lots of little critters along the trail. No peace. Find another way to Exmouth street that doesn't interfere with nature and recreation, something Sarnia needs more of.

6/04/2020 08:22 AM

This plan was conceived back when the city officially aquired the lands and was politically driven from the percieved need to recover court costs by developing the lands despite not having necessary infrastructure in place. It was then and remains poor planning. The area was given a precious gift when the nature trail was developed and it is truly one of this area's treasures. In my opinion if you're going to close off the portion of the trail that goes under the highway then you might as well take it all right from Michigan Ave to London Rd. The notion of a "paved trail" adjacent to a roadway is nothing more than a sidewalk and we have those already. This is not progress in my opinion it is exactly the opposite.

6/04/2020 08:51 AM

There is no need for road there. The trail is amazing and should stay the way it is.

6/04/2020 09:12 AM

We need to maintain the green space free of traffic for exercise and outdoor activities, not more environmentally disasterous cars/trucks

6/04/2020 09:20 AM

Doesn't make sense, especially to ruin the nature trail.

6/04/2020 10:11 AM

Live in Twin Lakes and use the trail for exercise

6/04/2020 03:59 PM

In my opinion not enough room for a road and a trail....the trail should be the priority.

6/04/2020 05:28 PM

1. This extension deteriorates the nature trail. I understand the new design is better than the old, however we are still paving over this beautiful nature trail to install what will be an undeniably busy road - a road with a paved sidewalk next to it. There is such little natural throughway space in Sarnia - let's keep the trail natural! 2. This solely benefits big box stores. These stores do not benefit our community - the money goes to big corporations (typically US-based). You're literally paving paradise to put up a (road to) a parking lot. Have we learned nothing? It's a four minute drive to go the "long way" to Walmart.

6/04/2020 06:48 PM

If this was being built on unused lands then it would be fine. This is the Howard Watson NATURE TRAIL. The only trail in Sarnia. We must preserve this to the fullest extent. I walk and bike on this trail regularly and have done so my entire life. So many memories. And so many others do the same. Please do not do this to us. Such a heartbreaking idea. So if that nature and animal devastation also upsets me. People living in the Rapids Parkway area have quick access to the Highway 40. How much time would they save by driving on the Howard Watson Trail? 2 minutes? Ridiculous! The millions it would cost to build this could be spent on Jackson Pool or something more appropriate for the Sarnia community.



[REDACTED]
6/04/2020 06:52 PM

I feel that this ruins the nature preservation, and it should only be used for a walking and biking path. It should not be used for motor vehicles.

[REDACTED]
6/04/2020 07:01 PM

We use the walkway every day, it's a safe place to walk and ride our bikes. Walking is what I do for exercise for my body as well as for my mind, walking beside cars is not an option for me. We taught our granddaughter how to ride her bike on the trail. It's a safe and quiet place for people to walk

[REDACTED]
6/04/2020 07:06 PM

It will destroy that section of the nature trail by turning it into a sidewalk beside a busy street. Many people enjoy using the trail every day. It will also increase traffic on an already busy area of Exmouth. Better to build a road parallel to Berger and take traffic out to Modeland.

[REDACTED]
6/04/2020 07:08 PM

I do not believe a vehicle road is necessary or desirable. The nature trail should not have a roadway beside it. I don't want to breathe in vehicle fumes while using the trail; that is why I prefer not to cycle on roadways where possible. This plan was made in the 1990 and much has changed since then. Extending to Exmouth is problematic since most collisions in Sarnia occur on Exmouth intersections already, adding yet another Exmouth intersection in such a short stretch of road is wrong. There is already suitable and ample easy access from this area to the Walmart, Lambton Mall area via Hwy 40. Post COVID we should be looking at promoting non-vehicle areas as is being done in other countries, e.g. Europe. Sarnia has declared a Climate Emergency - this is a perfect opportunity to start walking the talk. It would ruin the howard Watson trail. There doesn't need to be a road there.

[REDACTED]
6/04/2020 07:10 PM

[REDACTED]
6/04/2020 07:24 PM

We use that trail most every day to get outside in nature and enjoy the peacefulness of it, this will be taken away by vehicle traffic. Which cause pollution and noise pollution.

[REDACTED]
6/04/2020 08:41 PM

I do not feel this should connect to Sandpiper. Too much opportunity for problems. This is a very large school district with a large population of kids, school buses, bikes, etc

[REDACTED]
6/04/2020 10:23 PM

I am 93 years old and enjoy this peaceful walk with my small dog daily. It is safe and the flowers etc are beautiful. Having traffic would take away from a beautiful area. The trail needs to stay as a nature walk. You have other options to join existing traffic areas. It is like destroying a park.

[REDACTED]
6/04/2020 10:24 PM

Keep it the way it is. Would it be convenient, maybe but I'd rather have my nature trails traffic free please.

Optional question (255 response(s), 183 skipped)

Question type: Essay Question

Q6 Please provide any comments you may have related to the design

[REDACTED]
5/14/2020 12:06 PM

Cycling lanes are important.

[REDACTED]

Seems to be a discrepancy between the sections and pictorials. I prefer that



5/14/2020 03:36 PM

nature trail and sidewalk run at essentially same elevation as roadway, separated as much as possible. Pictorial shows nature trail as paved, that should be avoided.

5/14/2020 03:38 PM

We reside on Winchester and back onto the trail in close proximity to the transition from New Trail to Existing Trail. There is no noise mitigation strategy indicated for our property. There is already significant highway noise at this location, and we are concerned about additional traffic noise due to the new road and losing enjoyment of our backyard. We are also concerned that some of the trees/vegetation on the West side of the trail may be removed in the sewer construction process and would love to see additional trees/vegetation provided on the West side of the trail as well. Aside from those concerns, we do support the proposed design that separates the trail from the road and the round-about option. These appear to be the safest options.

5/14/2020 03:38 PM

The trail should be on the west side of the round concrete hyway supports to allow for distancing from roadway. The trail should be higher than the roadway with gentle slopes north and south of the 402 underpass. There should be some hedging or native plant screening between trail and road, to keep with the nature trail feel. The sidewalk on the opposite side should be similarly designed other than the screening is not necessary

5/14/2020 03:43 PM

concerns on the pie shaped property behind 256 Meadowlark that connects to Howard Watson trail....what is expected to go there? is this a connection for walking path to East side of street?

5/14/2020 04:25 PM

Please connect it to Quinn Drive.

5/14/2020 04:37 PM

My basement and backyard already flood continuously due to poor city planning in Wiltshire area. Likewise are all my neighbors along the current pathway. The current design only states that "drainage west of trail" to sewer will be "as required". This is not sufficient. The plan must clearly state that the drain west of trail WILL have culverts under pathway to the storm sewer. thanks, Todd Nantais

5/14/2020 05:06 PM

It would be nice if there could be some additional space left between the trail and the new road, or some barriers. Also have a designated crossing from the trail to quinn drive.

5/14/2020 05:30 PM

I think an extension would be wonderful and a great addition to the community here. Please make it not only accessible to cyclists and pedestrians but those with disabilities too.

5/14/2020 05:37 PM

As a life long Sarnia resident this has been a long time need. However, I do not understand why this road would not run north-south from Michigan to Exmouth.

5/14/2020 06:16 PM

Looks good. Unfortunately it won't be 4 lane traffic, but so be it.

5/14/2020 06:37 PM

I am a supporter as long as the HWT is not negatively affected

The one thing I wasn't thrilled about is how close the trail is to the new road.



5/14/2020 10:50 PM

[REDACTED]

5/15/2020 06:13 AM

[REDACTED]

5/15/2020 07:02 AM

[REDACTED]

5/15/2020 08:18 AM

[REDACTED]

5/15/2020 08:29 AM

[REDACTED]

5/15/2020 08:47 AM

[REDACTED]

5/15/2020 09:42 AM

[REDACTED]

5/15/2020 10:39 AM

[REDACTED]

5/15/2020 10:45 AM

[REDACTED]

5/15/2020 01:20 PM

[REDACTED]

5/15/2020 11:50 PM

[REDACTED]

5/15/2020 11:57 PM

Try and keep those more separated and have the trail still feel like you're in "nature". Also not a fan of paving the trail.

I'm happy to see that a crosswalk will be installed at Exmouth Street. That is something that has been needed for quite some time. It is unfortunate for the residents of the apartments adjacent the new roadway that this extension is necessary. I appreciate that native species will be planted. I have concerns for the animals in the area - specifically coyotes. So much of their natural habitat has already been impacted with the development of the Rapids subdivision. What is being done to ensure the animal species in the area are being considered?

Maintaining the Howard Watson trail is important to me.

I would like to see another round-about at the Exmouth Street terminus. This would be safer and improve traffic flow. There are too many lights on Exmouth Street already.

I think it is important that dedicated pedestrian and bike lanes are included in any expansion of the Rapids Parkway.

We have over 50 school buses at St Pats and St Anne. Having a second way for them to exit is a huge help.

Overall I support the proposed design concept. I do have a few concerns with respect to the roundabout: pedestrians have a hard time negotiating dynamic situations. During periods of high traffic volume, that constant motion makes it difficult for a vulnerable pedestrian to initiate a crossing. They require the motorist to yield and cue their crossing without a signalized crossing. I feel that that could be mitigated by locating the crossing further back from the roundabout itself. Also, I would like to see trees on both sides on the multi-use path to better denote that separated space if possible. Other than that, I think the design is great. I love that it keeps users separate and incorporates native species and bioswales to reestablish and maintain the ecological integrity of that corridor. Well done!

We have waited for this since late 80s. Please make sure there are sidewalks and that they are very wide so that there is room for people to go past those with an electric power wheelchair or a white cane swinging around dude to side.

This project will decrease traffic and while increasing safety at intersection of Murphy and Exmouth. The time has come to move forward of this.

This is fabulous news !!! My only concern is traffic flow/congestion on the Rapids Pkwy..especially with heavy school bus traffic during particular times of day with 3 large population schools in the area. Will the city consider traffic lights ??

Well done

I love the design. It is greatly needed. I live in the Rapids Parkway area and would love to bike to the Lambton College. Now I can't but would love to in the



5/17/2020 12:59 PM

future. Even to walk to Walmart it takes me 50 min and to drive only 3 mins. It's all about exercise and staying healthy. This new proposal will allow me to do exercise more .

I like the Roundabout at Quinn Drive idea. I also appreciate that the trail and multi-use path is separated from the roadway.

5/17/2020 02:25 PM

How will school guard crossings work with a round about? As well as road crossing at the trail from Sandpiper to Berger? I'm also concerned about school traffic using meadowlark and Sandpiper for school pick up and drop off. How can this be mitigated?

5/18/2020 08:09 AM

I am satisfied that the road will be kept to two lanes and not four.

5/18/2020 10:00 AM

I think this plan looks great and will ease traffic congestion

5/18/2020 10:22 AM

I think the people in the area are currently in a dangerous situation living in rapids with limited access to evacuating the area should there be an emergency.

5/18/2020 10:33 AM

The traffic situation is crazy! This needs to be done :)

5/18/2020 10:43 AM

We needed it 20 yrs ago... still need it today. Quinn Dr./ Walmart area a disaster... it's about time!

5/18/2020 10:44 AM

I think having a road there will ease congestion and keeping the trail is important. I like he design.

5/18/2020 10:45 AM

This is very necessary, I support a road in this area as congestion is a large issue. The road way will help ease this.

5/18/2020 10:48 AM

It's about time. Not only good for business but incorporates biking/walking into the design. Not to mention the fire risk that the rapids subdivision currently has with limited access egress.

5/18/2020 10:48 AM

Is the road connecting all the way to the crosswalk at exmouth. If so a further traffic assessment should be done. The crosswalk is on a hill in already very busy road. Not adding traffic lights to this new intersection would be a disaster. Also connect the road in front of winners. The 4 way stop at walmart backs up traffic. Or look at connecting walmart road to Modeland and placing traffic lights like the intersection going into Rapids. That off ramp from 402 onto Modeland which goes right into off ramp to London rd is stupid anyway. I don't think that the new road should go all the way to Exmouth St. I think it should turn left at Quinn Drive. Is it possible to have a tee intersection and have the option to turn right to a short street that accesses Pontiac Drive? Exmouth Street will have too many intersections in a short stretch between Lambton Mall Road and Pontiac Drive.

5/18/2020 11:00 AM

It would allow for easier traffic flow, and an additional route in the event of an emergency.

5/18/2020 11:06 AM

It's about time. I believe this is requires and can be done while still



5/18/2020 11:22 AM

maintaining the trail.

5/18/2020 11:31 AM

I think the convenience of having a direct route to rapids park is a great idea as long as we preserve the nature trail and try to make users of the trail feel safe while travelling.

5/18/2020 11:37 AM

I think this will be a great improvement to the road situation and access to the trail. I hope they make the amount of trail affected to the shortest stretch necessary to preserve the peacefulness of the wildlife feel of the trail, but I believe this is a good choice for access especially for emergency vehicles. that's not the only one that should be added. quinn drive should be extended to 40

5/18/2020 11:46 AM

Excellent idea - my concerns about buying in the area was lack of ways in and out in the event of an emergency. This will allow first responders faster access to parts of the subdivision

5/18/2020 11:51 AM

Looks good.

5/18/2020 11:59 AM

5/18/2020 12:32 PM

Can we look at the aesthetic of the bridge and the sound barrier wall? Can we do a little more than some green paint? If it meets safety standards perhaps clad it in stone... paint the sound barrier wall... add some decoration? Thanks

5/18/2020 01:09 PM

Greater access is needed to this area. This area is so congested and full of traffic at busy times. I feel this extension can be completed and still maintain the Howard Watson Trail

5/18/2020 02:47 PM

Need bushes between the trail and Rapids Parkway in the section south of the overpass. Otherwise it is just another City sidewalk.

5/18/2020 04:03 PM

access to schools from ex out his a great idea

5/18/2020 04:09 PM

This design is a significant improvement from past designs and happened with thoughtful public input. I congratulate the city on taking input from the public to achieve this plan.

5/18/2020 07:47 PM

Please pave the rest of the trail. I think it would be safer in the winter months to have a paved trail that can be plowed because when the snow freezes it becomes a dangerous icy path.

5/19/2020 12:47 AM

The design look just fine. So little of the trail is being disrupted. We need another egress from our neighbourhood, especially during school dismissal.

5/19/2020 12:00 PM

The route around from the Quinn Drive shopping area to our residence in the Cathcart/Murphy area is a long one, to say the least. A faster/ more convenient way to access that area from this end of town would be a great addition.

5/19/2020 01:28 PM

Needs to happen to help with traffic

5/19/2020 05:29 PM

I fully support the planning department of Sarnia in their reasonings for the various design ideas.



[REDACTED]
5/22/2020 01:01 AM

I grew up on the nature trail, and live on it now. The subdivision is in great need of another access point, and this proposal makes a lot of sense. Every effort should be made to preserve the nature trail through this project.
Looks good!

[REDACTED]
5/21/2020 08:20 AM

[REDACTED]
5/21/2020 08:20 AM

Extending Sandpiper Drive to Quinn Drive is something that should have been done a long time ago. Quinn ends near Home Depot & this would be the best location to join Sandpiper. The Howard Watson Trail could easily be modified if that was required. I like the idea of a roundabout to control traffic speed & reduce accidents. Having another entry & exit point off Quinn would reduce the traffic burden on the busy stretch of Exmouth street that now provides the two access points to Quinn.

[REDACTED]
5/21/2020 08:30 AM

I agree with all of the recommendations

[REDACTED]
5/21/2020 08:32 AM

Roundabout is a great idea. The trail is essential to our city!

[REDACTED]
5/21/2020 09:00 AM

I like that bicycles are separate from pedestrian traffic and road traffic as that reduces the chance of bicycle-pedestrian and bicycle-automobile collisions, especially when it comes to passing. My only concern is that the sidewalk isn't wide enough. I see people walking and they have someone hanging on to them to give that person support like with autism or the elderly. They have to walk beside one another. On-coming people don't want to go on the grass due to tics or simply won't move. The sidewalks needs to allow for at least three people to comfortable walk beside one another (two one way and one the other) without anyone having to move over.

[REDACTED]
5/21/2020 09:22 AM

Hurry the hell up already , only one way in one way out, u ever try going anywhere in the morning when school are open, it's a bloody mess, horrible design to begin with just get it done, and to hell with the snakes & native grass

[REDACTED]
5/21/2020 11:48 AM

I find that most who object to this extension come from a place where change is bad. This is not a valid reason not to do something. The benefits to residents and Sarnia at large are clear. There are 3 way in/out of this large subdivision, safety long term is an issue. This extension is needed. Saving the spirit of the trail is a nice middle ground.

[REDACTED]
5/21/2020 12:13 PM

It maintains the Howard Watson trail which is great

[REDACTED]
5/22/2020 06:24 AM

This is a much needed improvement. Fantastic design, let's move forward.

[REDACTED]
5/22/2020 10:39 PM

It should connect Quinn dr as well to allowed for more traffic to get out of that very heavily congested area

[REDACTED]
5/26/2020 02:19 PM

Please ensure the sidewalk (part of the Howard Watson Nature Trail) is separated from the road, as depicted in the design. This is essential to ensure safety. Pave as little portion of the nature trail as necessary. Do NOT



go overboard on killing the 'nature' aspects of the trail. The road must be extended, this part of the project is inevitable and has been planned all along, but keeping the integrity of the nature trail is very important. Do not make this worse than it already is.

[REDACTED]

5/26/2020 03:28 PM

The revised cycling path on the West side of the proposed roadway is preferred. The pedestrian path is good. Is the future trail crossing over Exmouth for cyclists and pedestrians?

[REDACTED]

5/27/2020 01:01 AM

Future consideration for continuing the road and trail combo to the north all the way to Michigan Rd. Rapids Parkway could become a thoroughfare for other residents to the north of the city using this road that don't live in the Rapids area as a shortcut to avoid Modeland or Murphy Rds.

[REDACTED]

5/26/2020 09:00 PM

Much needed extension. Will help traffic flow in and out of the area.

[REDACTED]

5/26/2020 09:09 PM

It is clearly needed to ease congestion. Any accidents on Berger Rd or Michigan Ave cause extensive congestion and safety hazards. This will provide a secondary entrance/exit out of rapid parkway.

[REDACTED]

5/26/2020 09:28 PM

Looks great! Can't wait to see this happen.

[REDACTED]

5/27/2020 10:06 AM

THE DESIGN IS FINE. IT WAS FINE 9 YEARS AGO WHEN I SPOKE WITH KIM BRESEE. ITS FINE NOW. HIRE SOME TRADES. DIG! GET STARTED NOW STOP WITH THE ENDLESS SURVEYS AND STUDIES AND WASTE OF MONEY! I LIVE ON SANDPIPER AND WHEN THE ROAD IS BLOCKED AT RAPIDS, WE DON'T HAVE ANY EMERGENCY ROUTE WE ARE ALL EUCHRED. ITS BEEN 9 YEARS HELP MAKE OUR AREA SAFE PLEASE. I think its great!

[REDACTED]

5/27/2020 11:04 AM

[REDACTED]

5/27/2020 07:28 PM

Happy to see drainage put in place to drain west side of nature trail which is prone to having stagnant water

[REDACTED]

5/27/2020 10:43 PM

I like the idea of having the nature trail and the road separated by a green space.

[REDACTED]

5/29/2020 04:24 AM

Build the road asap please?

[REDACTED]

5/30/2020 01:05 AM

Finally.

[REDACTED]

5/29/2020 08:44 PM

Good to have it road and move trail beside is good option

[REDACTED]

5/29/2020 09:21 PM

Reduced traveling time and emissions

[REDACTED]

5/30/2020 08:31 AM

Recommended design alternative seems reasonable.

[REDACTED]

Great concept. I think it will be great if there is washroom and potable water



5/30/2020 10:08 AM

for people on trail and pets.

5/30/2020 10:47 AM

May reduce some traffic in school area.

5/30/2020 12:53 PM

The design of the extension seems to cover the major factors - safety, additional exit to Rapids Parkway, etc. while trying to mediate the negative impacts on the HWNT.

5/30/2020 03:08 PM

We support any plan that gives us safer trails for outdoor time with our children within walking distance from our home.

5/30/2020 08:11 PM

The design seems feasible yet could use a couple of clarifications. Not sure yet hope the Exmouth street portion would be lowered to the same level as the roadway east or west of the high section. Another additional point would be to install a guard rail between the round about and the path on the west side of the round about to prevent any vehicles from leaving the lane and possibly hitting someone walking.

5/31/2020 11:38 PM

I support the most recent design that combines green infrastructure (bioswales and bioretention areas) and native plants and trees into the project. I think a plant rescue should be done. I know there are some native plants that have just started to establish after phragmites control and seeding from Ontario Nativescape. I also think that the tree and plant list could be expanded to include a greater diversity of trees. For trees - I recommend including serviceberry and pawpaw for their edible fruits, black gum, blue beech, ironwood, cucumber magnolia, flowering dogwood, hackberry tree, and chinquapin oak. I would encourage getting trees from local genetic stock and from varying genetic diversity, as well as different (male and female) tree sexes. Local genetic stock is superior and has more genetic diversity (vs. cultivars which are genetic clones). Different tree sexes (male and female) are better for people with seasonal allergies, though female trees can make more of a mess. I would also like to see more native plants and shrubs used. Seeding/plugs from Ontario NativeScape are recommended. Ideal plant and shrub candidates include: Grasses: big bluestem (*Andropogon gerardii*) – sun, partial sun Canada wild rye (*Elymus Canadensis*) – sun, partial sun, shade tufted hairgrass (*Deschampsia cespitosa*) – sun, partial sun little bluestem (*Schizachyrium scoparium*) – sun Flowering herbaceous plants: wild columbine (*Aquilegia canadensis*) – sun, partial sun butterfly weed (*Asclepias tuberosa*) – sun white turtlehead (*Chelone glabra*) – sun, partial sun, shade showy tick-trefoil (*Desmodium canadense*) – sun, partial sun spotted Joe-pye weed (*Eupatorium maculatum*) – sun, partial sun oxeye sunflower (*Heliopsis helianthoides*) – sun wild bergamot (*Monarda fistulosa*) – sun, partial sun black-eyed Susan (*Rudbeckia hirta*) – sun, partial sun New England aster (*Symphotrichum novae-angliae*) – sun, partial sun Heart-leaved Aster (*Aster cordifolius*) - full sun White Heath Aster (*Aster pilosus*) - full sun Lance-leaved coreopsis (*Coreopsis lanceolata*) - full sun swamp milkweed (*Asclepias incarnata*) – sun, partial sun blue-flag iris - full sun Late Goldenrod (*Solidago gigantea*) - full sun Gray Goldenrod (*Solidago nemoralis*) - full sun Tall Meadow-Rue (*Thalictrum pubescens*) - full sun



Culver's Root (*Veronicastrum virginicum*) - full sun Nodding Onion (*Allium cernuum*) - sun to full shade Shrubs: red-osier dogwood (*Cornus sericea*) – sun, partial sun eastern ninebark (*Physocarpus opulifolius*) – sun, partial sun nannyberry (*Viburnum lentago*) – sun common elderberry (*Sambucus canadensis*) – sun, partial sun see: <https://cvc.ca/wp-content/uploads/2012/02/cvc-lid-swm-guide-appendix-b.pdf> for a good list or consult local experts and native plant nurseries for their stock. A greater diversity of trees, plants, and shrubs will be appealing to the eye, provide pollinator resources all year long (with staggered blooms throughout the year), attract a greater pollinator and ecological diversity, and more. Local experts will also be able to direct you to the Tiedje and Tiedje report which includes native (and non-native) plants that have been surveyed on the HWNT. Because the work is largely done to appease access to big-box stores, I think it will be of greater importance to stress value of the increased walkability/non-car centric focus and potential for native plant landscaping and use of green infrastructure with this project. This project has the potential to set a great precedence for developments that combine economic, community health and wellness and ecological health.

Please run a road from Modeland/Errol to Confederation along the old rail line. We NEED another way across town.

[REDACTED]

6/02/2020 09:03 AM

[REDACTED]

6/02/2020 09:09 AM

I like the way the roadway will push east on the north side of 402 overpass, impacting the trail less. The trail should be left alone north of the 402 overpass to Michigan road as much as possible

More trees and aesthetics needed

[REDACTED]

6/02/2020 09:11 AM

[REDACTED]

6/02/2020 10:20 AM

The design seems good. My concern is increased traffic on Michigan that could make turning from Blackwell or Blu Aire difficult. Blackwell is especially concerning as it's an almost blind intersection given the angle it joins Michigan. One, or both, may require traffic lights.

The entire road of rapids should be reduced to 40km/hr. People drive way too fast down the road already.

[REDACTED]

6/02/2020 10:52 AM

.

6/02/2020 01:22 PM

Provisions must be made to preserve the environment in the proposed areas.

[REDACTED]

6/02/2020 02:43 PM

I would like some thought put into retaining the wildflowers/plants/trees that are along the existing Trail. I know this could be difficult, but I am sure you got the experts in the community to properly replant the existing plants.

I only support this if the Bike Trail remains a vital part of the project.

[REDACTED]

6/02/2020 03:39 PM

[REDACTED]

6/02/2020 05:37 PM

This was in the books going back to about 1980 or better. It's the only way to cross the. 402 without spending thousands of dollars. This was clearly understood and accepted by LWI who then was managing the trail. The city has been very generous in its support of the trail concept. It's now time for the public to accommodate the long help plan.

I would like to see a paved path lead to the playground area on Wiltshire

[REDACTED]



6/02/2020 06:07 PM

Park from the trail ! Lots of moms and dads use that trail to go to the park with the kids in strollers, vey difficult pushing a strolling grass .

6/03/2020 01:01 AM

It appears to be a good mix of use supporting both vehicle and recreational use (pedestrians/cyclists).

6/03/2020 12:38 AM

Looks good. That section is pretty neglected. Traffic will help the less desirable activities that go on there.

6/03/2020 06:35 AM

Security in that area must be addressed to avoid additional undesirable behaviours happening. However, mitigation of that will likely push crime further south (it is already becoming worse), so security needs to be addressed across a wider area. Also, please address the lights/lane configuration at Mall Road and Exmouth as it is not efficient and leads to backups there.

6/04/2020 01:01 AM

Keep it clean, simple and small.

6/03/2020 09:16 AM

I think the raised walkways would have been better, but I understand they were not used because they impacted the structure too much. The design of the path needs to be natural as possible, with attention put towards it by the City AFTER the construction. I know that the area needs to be extended for traffic, but the natural heritage of the Howard Watson needs to be maintained. When the new multi-use path is installed, it will take years before the path is naturalized unless enough funding is set aside and attention is given by the City for maintenance. Lots of areas of the Rapids trails/walkways have dying trees, not maturing, afraid the same will happen here. Please ensure funding is set aside for the preservation and re-naturalization of the most important trail in Sarnia.

6/03/2020 02:17 PM

This extension was envisaged well before the mid 1990's, by the former Town of Clearwater. The former Town showed great planning foresight when they purchased the former railway corridor for a variety of purposes, one of which was to eventually provide for an access to and from what is now Development Area 1, along the closed railway corridor to London Road. This corridor was not acquired to provide solely for a nature trail. I suggest that the former Clearwater files regarding the purchase of the former railway corridor be consulted. It is important that this alternative access for Development Area 1 be constructed. This area has already lost one potential vehicular access from the Wiltshire subdivision via Retford Avenue due to NIMBYism. This extension has been planned for many years and has been incorporated into the Secondary Plan for Development Area 1 since the mid 1990's. Long term planning should prevail, to do otherwise would be impactive on traffic flows in and around the area. I have reviewed the design and its appears to me to be an excellent compromise to accommodate the needs of all affected parties.

6/03/2020 11:34 PM

If it allows access for all users, then it is a good plan

6/04/2020 08:46 PM

Use of existing underpass that was once for rail offers an excellent opportunity to use this for road access through this zone. This project is very



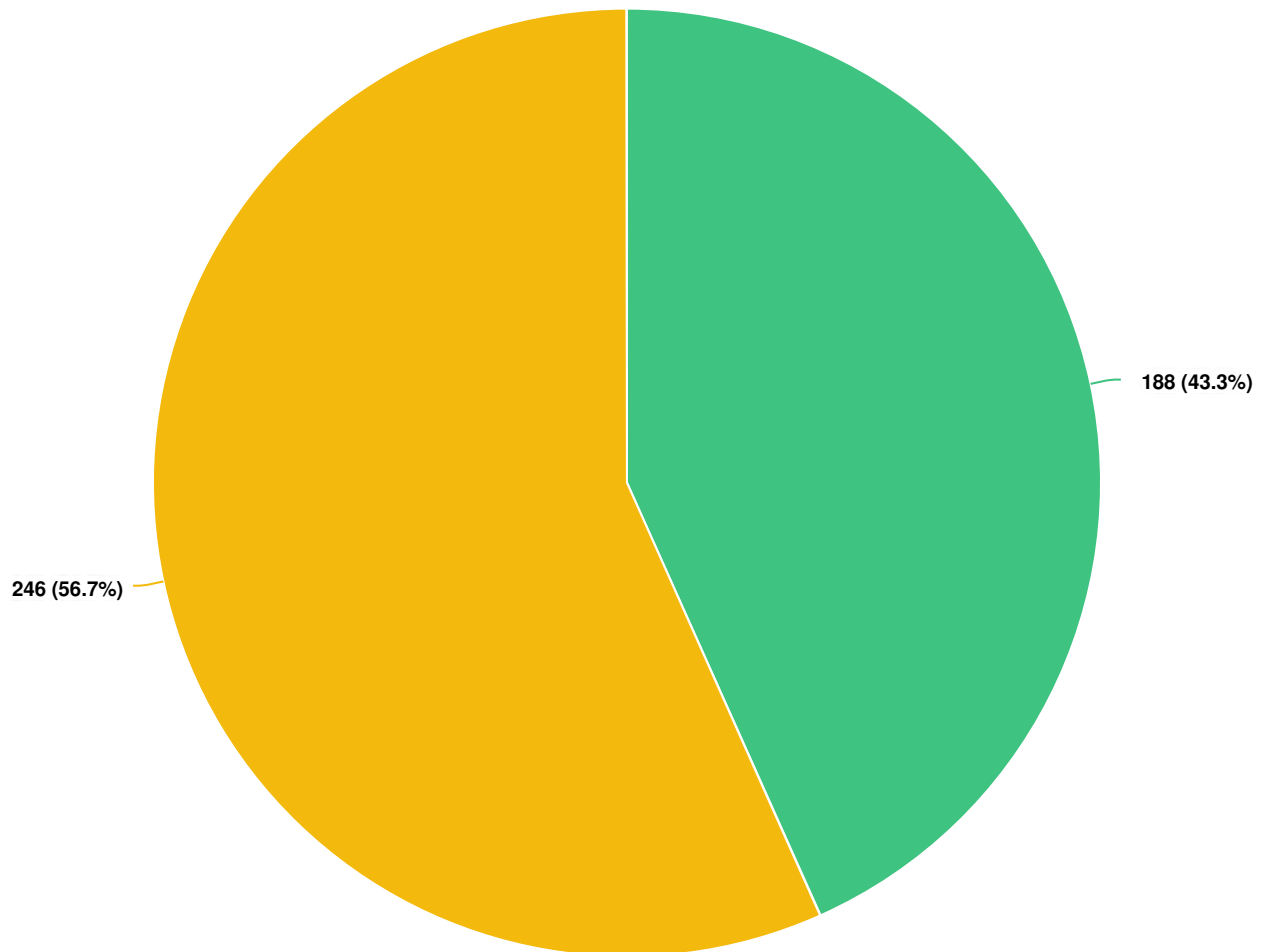
logical and should proceed.

Optional question (103 response(s), 335 skipped)

Question type: Essay Question



Q7 | Does the Rapids Parkway Extension and the Nature Trail Improvements provide safe and attractive cycling and pedestrian facilities?



Question options

☒ Yes ☐ No

Optional question (434 response(s), 4 skipped)

Question type: Radio Button Question



Q8 If no, please list any concerns.

[REDACTED]

5/14/2020 03:24 PM

This would be a disaster ! So many people go to the trail to enjoy riding their bikes walking letting their children have the freedom to bike or walk without constant worrying about traffic! Why ruin this?

[REDACTED]

5/14/2020 03:33 PM

That road is going to be like a highway. There will be no safe aspect of it. You are proposing to take a quiet, tranquil trail and make it into a sidewalk beside a busy road. To think this will be anything but a major thoroughfare is asinine and borders on negligence.

[REDACTED]

5/14/2020 03:43 PM

walking trails seems too narrow.....how will the connection be made to trail

[REDACTED]

5/14/2020 04:00 PM

Certainly not more attractive than the existing car-free trail.

[REDACTED]

5/14/2020 04:48 PM

It is already a safe trail, we don't need another road.

[REDACTED]

5/14/2020 06:26 PM

It's just a road in trails' clothing. Shame on you.

[REDACTED]

5/14/2020 08:15 PM

There is no significant median or noise reduction between trail and road. An inexperienced or young cyclist takes a spill or wrong turn, ends up on what is going to be a very busy road, and is toast. Minimal/no noise mitigation measures. Serious concerns about speeding and traffic congestion mixed with excess pedestrian/ cyclist traffic. The trail does not appear to be designed to be wide enough to accommodate social distancing or the eventual foot/bike traffic load as The Rapids areas continues to be developed and intensified.

[REDACTED]

5/14/2020 08:43 PM

Honestly, it seems less safe and definitely not attractive. I do not understand the need for this and I don't think it justifies the cost.

[REDACTED]

5/14/2020 09:24 PM

While separate, any increase in road traffic will cause a danger to cycling and pedestrian traffic.

[REDACTED]

5/15/2020 07:09 AM

Attractive? A paved path with a road running through it is not attractive. It is safer.

[REDACTED]

5/15/2020 08:03 AM

Increases the risk of pedestrian motor vehicle collision. Moving from no vehicles to sharing the space with traffic. It is inevitable.

[REDACTED]

5/15/2020 08:18 AM

Need round about at Exmouth Street as well for safety.

[REDACTED]

5/15/2020 09:18 AM

You are adding a busy road to a safe place for pedestrians to bike, walk and run. Of course it's not going to be safe. Come on...

[REDACTED]

5/15/2020 09:24 AM

Adding vehicles to an existing area does not make anything safer for pedestrians or cyclists.



[REDACTED]
5/15/2020 09:29 AM

Biking and walking near traffic is never as safe as without.

[REDACTED]
5/15/2020 09:34 AM

You're destroying it with these plans

[REDACTED]
5/15/2020 09:34 AM

You don't give enough information to make that decision, yet.

[REDACTED]
5/15/2020 09:57 AM

Added risk to active individuals who may get hit by cars. It's nice to walk without having to worry about traffic.

[REDACTED]
5/15/2020 12:10 PM

It is a safe place for families with young children to walk without having to worry about car traffic. I have no desire to breathe in exhaust fumes while I exercise and this is just about the only place to do that from my location. No, biking and walking beside traffic is inferior to the dedicated mixed use path currently present

[REDACTED]
5/15/2020 12:32 PM

Widening and paving the area for pedestrian and cycle would be nice but would take away from the nature. But adding a car lane. The cycle path and walk way are smaller than what we have now.

[REDACTED]
5/15/2020 01:08 PM

See above

[REDACTED]
5/15/2020 01:57 PM

It offers safe and effective pedestrian and cycling opportunities as it is now! The proposed changes, although new, do not significantly improve these specific components. Increased traffic in proximity to the trail would be a detriment

[REDACTED]
5/15/2020 02:32 PM

What's left of the Natural environment along this trail is much more attractive than another road and cycle lane

[REDACTED]
5/15/2020 02:52 PM

There is not enough room for a road to go under the overpass.

..
5/15/2020 04:35 PM

The 'nature' trail as it is works very well. There is nothing natural about putting a paved street for cars where the 'Nature' currently resides. To remove the natural surroundings for a worthwhile objective is one thing, but that will not be the result of this misguided project. Quinn Drive should be extended in the exact opposite direction, on the far side of the SuperCentre, so that there is a 2nd viable entrance to the complex. Having only one entrance to the area is already a poorly designed complete bottleneck as we all see every day. This project will do nothing to relieve that congestion, and in fact, is quite likely to exacerbate it further.

[REDACTED]
5/15/2020 05:22 PM

Not attractive, increased motor vehicle traffic.

[REDACTED]
5/15/2020 05:35 PM

I have used this trail since childhood, and bought my house so I was able to use it all the time. I will not use this trail anymore if a road is right there. I use it almost daily with my children to get off of the main roads and stay away from traffic.



<div></div> <p>5/15/2020 06:11 PM</p>	<p>removing all nature to add polluting cars is not attractive</p>
<div></div> <p>5/15/2020 07:55 PM</p>	<p>The current surface is softer than pavement, making it easier on runners and walkers joints. The current surface is also beneficial to cyclists as it is less likely to cause road rash in case of accidents</p>
<div></div> <p>5/15/2020 10:28 PM</p>	<p>Cyclists and pedestrians are already safe on the existing trail. Introducing cars generally decreases safety for both of these groups.</p>
<div></div> <p>5/15/2020 10:36 PM</p>	<p>safe - maybe, attractive - certainly not in the way a nature trail provides natural beauty. I am concerned about the noise level from traffic which will be intensified going under/through an overpass. Add to that the problem of litter from motorist that will make this area just like any other urban street - urban, not natural. There is also the issue of air pollution - I have asthma and I run and cycle on the HW trail so I can breathe fresh air, not exhaust from vehicles.</p>
<div></div> <p>5/15/2020 11:16 PM</p>	<p>It's no longer a "nature trail" it's a road with a bike path</p>
<div></div> <p>5/15/2020 11:35 PM</p>	<p>The trail was fine as is, maybe just clean up garbage more often</p>
<div></div> <p>5/16/2020 12:04 AM</p>	<p>A Nature trail is suppose to be just that, you and the nature around you. Not you and a 2 lane road beside you. I would call that a sidewalk</p>
<div></div> <p>5/16/2020 12:16 AM</p>	<p>The walkway should be much wider, wide enough for two way walking and then an actual separate bike lane.</p>
<div></div> <p>5/16/2020 01:55 AM</p>	<p>Its unsafe to bike when cars are flying by. Its not environmentally friendly. We dont need more cars.</p>
<div></div> <p>5/16/2020 09:02 AM</p>	<p>I want to run in nature, not beside traffic.</p>
<div></div> <p>5/16/2020 12:38 PM</p>	<p>If there is anyway cars or motorized vehicles are being added then the safety if pedestrians and cars are compromised. Sarnia is already not bike or pedestrian friendly. Do not take away the only good trail we have.</p>
<div></div> <p>5/16/2020 12:58 PM</p>	<p>Exposure to motorized vehicles can only increase risk to cyclists and pedestrians.</p>
<div></div> <p>5/16/2020 01:05 PM</p>	<p>It's just a sidewalk, if that is what you are set on building then be honest and stop calling it a nature trail.</p>
<div></div> <p>5/16/2020 01:09 PM</p>	<p>As discussed above, these so-called improvements are NOT in anyway improvements. They are disruptive and destructive the wildlife and detrimental to the many community members who use this trail on a regular bases. The proximity to vehicle traffic will cause safety concerns as well as have negative implications for public health.</p>
<div></div> <p>5/16/2020 01:56 PM</p>	<p>Having cars makes it a hazard on it own.</p>



<div></div> <p>5/16/2020 02:01 PM</p>	<p>Not attractive</p>
<div></div> <p>5/16/2020 02:50 PM</p>	<p>It will not make it any safer than it is right now. Adding cars just adds more risk. It is the Howard Watson Nature Trail. It is just that, A NATURE TRAIL. No cars. No asphalt. Just grass, dirt, trees, hills and valleys, birds and wildlife. Quit calling it the 'Rapids Parkway' Extension. Whoever named that little peace of road a 'parkway' had delusions of grandeur. Also there are no 'rapids' anywhere near there.</p>
<div></div> <p>5/16/2020 04:15 PM</p>	<p>It turns the Trail into a sidewalk. The Trail as-is reaches Exmouth and there is a connector east to Modeland and Wawanosh. There is no improvement to Trail access. This is all about vehicle access.</p>
<div></div> <p>5/16/2020 06:43 PM</p>	<p>Not a nature trail</p>
<div></div> <p>5/17/2020 02:43 AM</p>	<p>Although the "trail improvements" provide an attractive cycling route, it would be a mistake to pave over the nature trail to build a road.</p>
<div></div> <p>5/17/2020 12:29 PM</p>	<p>How are terrible drivers allowing safety for bike riders?</p>
<div></div> <p>5/17/2020 02:25 PM</p>	<p>My small children can no longer safely use the trail as it is beside a roadway instead of self contained.</p>
<div></div> <p>5/17/2020 03:29 PM</p>	<p>While attractive to human movement (cars, cycling) the joy of the nature trail will be lost to development (concrete, loss of habitat for animals and beneficial insects)</p>
<div></div> <p>5/17/2020 04:02 PM</p>	<p>It is already safe, this is not an improvement</p>
<div></div> <p>5/17/2020 04:44 PM</p>	<p>Yet another busy street to walk beside on a paved sidewalk is definitely not an "attractive facility". Anyone who agrees with this disgrace likely resides within the Rapids neighbourhood and wants to cut their trip to Walmart from a 5 minute drive down to 2. It's unfair to the people who walk and bike this trail for a mental break from the city to now be forced beside another busy street. I also don't feel safe walking on sidewalks underneath overpasses, because if a car careens off the road I'd be trapped within the walls of the overpass. We have few natural spaces left in this ever developing city. Let's preserve what we can for those who actually enjoy trees rather than skyscrapers and big box stores.</p>
<div></div> <p>5/18/2020 09:06 AM</p>	<p>Cars so close to the trail make conditions unsafe for those who use the trail, especially younger children. Also, the added exhaust fumes from cars are unhealthy/ unsafe.</p>
<div></div> <p>5/18/2020 10:00 AM</p>	<p>Unnecessary. Path is already safe.</p>
<div></div> <p>5/18/2020 10:09 AM</p>	<p>Don't take away our trail. People can drive around to get where they need to go.</p>
<div></div>	<p>Too close to the road.</p>



5/18/2020 10:09 AM

[REDACTED]

This will no longer be a trail for runners, walking dogs, a quiet walk, etc.

5/18/2020 10:10 AM

[REDACTED]

It is perfectly safe to use in the current condition for walking running and biking

5/18/2020 10:20 AM

[REDACTED]

The trail in the area is poorly maintained, I do not think a road would help the situation.

5/18/2020 10:22 AM

[REDACTED]

It will create a business of cars

5/18/2020 10:24 AM

[REDACTED]

Having a secluded walk way from Walmart by lows and Home Depot will encourage questionable people to linger steal and squat.

5/18/2020 10:25 AM

[REDACTED]

It makes people more vulnerable to collision with vehicles

5/18/2020 10:29 AM

[REDACTED]

People want to be able to walk, cycle, run, and be surrounded by nature. If I want to ride on a sidewalk, I'll go down Michigan road instead.

5/18/2020 10:29 AM

[REDACTED]

interface between cyclists/hikers and road traffic

5/18/2020 10:30 AM

[REDACTED]

Where we have cars we are not safe!

5/18/2020 10:36 AM

[REDACTED]

Won't be safe with a road there

5/18/2020 10:37 AM

[REDACTED]

More traffic more pollution to our small trail

5/18/2020 10:40 AM

[REDACTED]

why would you pave over a nature trail?

5/18/2020 10:46 AM

[REDACTED]

The plan is NOT attractive when it eliminates green space and not safe with the reduced path widths.

5/18/2020 10:48 AM

[REDACTED]

Need to keep as a trail

5/18/2020 10:50 AM

[REDACTED]

People can continue to bike/walk on the trail without the development of a road for motor vehicles

5/18/2020 10:52 AM

[REDACTED]

Nothing is as safe as the way it is right now.

5/18/2020 10:57 AM

[REDACTED]

Why must we break up Sarnia/Brights Grove's only extended trail. We've got plenty of roads. Many in poor condition. I use the trail and find it wonderful not to be on or near roads.

5/18/2020 10:58 AM



[REDACTED]
5/18/2020 11:28 AM

I use the trail daily along with a lot of other people. I feel like my safety is being impacted by putting a road in here. If there is a drunk drive and he/she hops the curb and starts driving on the multi-use trail then we will have a major accident...

[REDACTED]
5/18/2020 11:28 AM

Allowing motorized vehicles compromises the entire nature trail idea. This is called an improvement. It should be called a road. How can adding a road improve the air quality for cyclists and pedestrians to breath. Aging vehicular traffic compromises the safety of both cyclists and pedestrians.

[REDACTED]
5/18/2020 11:30 AM

Increased traffic.

[REDACTED]
5/18/2020 11:31 AM

Road is far too close to the trail for safety.

[REDACTED]
5/18/2020 11:33 AM

How can you enjoy nature while surrounded by motorists

[REDACTED]
5/18/2020 11:39 AM

The current state of the trail is well maintained and groomed. It is safe and level. To pave it over REMOVES the word 'trail' from the equation and turns it into something much less desirable.

[REDACTED]
5/18/2020 11:43 AM

cars speeding, children will be at risk, we start with just two lanes and then more lanes will need to be added changing even more of the area.

[REDACTED]
5/18/2020 11:47 AM

Pollution. And possible road accidents.. Removing serenity of the nature trail.

[REDACTED]
5/18/2020 11:59 AM

Traffic will be busy. Not safe for cyclists especially kids.

[REDACTED]
5/18/2020 12:05 PM

This simply is not a "nature trail improvement" a "nature trail improvement" may entail restoration work, and not putting in a road and paved bicycle road. I have never been considered about safety on the trail.

[REDACTED]
5/18/2020 12:06 PM

This is not good idea.

[REDACTED]
5/18/2020 12:08 PM

It includes vehicular traffic.

[REDACTED]
5/18/2020 12:10 PM

Increased exhaust close to a NATURE trail !!?? How can this be safer ?

[REDACTED]
5/18/2020 12:13 PM

I've listed them previously.

[REDACTED]
5/18/2020 12:32 PM

Disruption of natural habitat..

[REDACTED]
5/18/2020 12:42 PM

safe.. perhaps.. but not terribly attractive.

[REDACTED]

Leave it be



5/18/2020 12:59 PM

[REDACTED]

See above. Being reduced to a sidewalk or side lane on a main road is not safe or attractive.

5/18/2020 01:33 PM

[REDACTED]

It is great for cycling and pedestrians now. Introducing vehicles is not an improvement

5/18/2020 01:36 PM

[REDACTED]

Please don't add car traffic to any part of the Howard Watson trail

5/18/2020 01:39 PM

[REDACTED]

Takes away the "natural" aspect of the nature trail

5/18/2020 01:42 PM

[REDACTED]

The current trail only allows for pedestrians and bikes. As soon as you add traffic you add safety risks. Eliminate those risks by refraining from doing the extension. Moreover, more access to the rear of properties, this increases the potential for theft.

5/18/2020 01:47 PM

[REDACTED]

Noise and pollution from cars flying past as you walk

5/18/2020 01:47 PM

[REDACTED]

Vehicles should not be anywhere near the trail

5/18/2020 01:57 PM

[REDACTED]

It is already safe. Keep it natural.

5/18/2020 02:19 PM

[REDACTED]

I walk the trail daily with a dog who gets anxious around speeding cars. I am concerned that I will no longer be able to walk the section south of Exmouth if there is only bare lawn separating the trail from the cars.

5/18/2020 02:47 PM

[REDACTED]

Looks like it will smaller path width and I dont see why a road us necessary. Not like this roadway gains anything for the city except for more traffic in a quiet subdivision which will might cause some safety concerns in the areas within the subdivision. (Higher traffic volume and increase speed)
The attraction if a nature trail is the nature part.

5/18/2020 03:31 PM

[REDACTED]

Narrower and paved trail is a downgrade from the current soft surface

5/18/2020 04:21 PM

[REDACTED]

Not attractive due to road traffic and increased pollution

5/18/2020 04:28 PM

[REDACTED]

See above

5/18/2020 04:34 PM

[REDACTED]

If built, I would feel less safe when running, walking or biking on this trail. I am sure that other community members feel the same way.

5/18/2020 04:55 PM

[REDACTED]

An actual trail is safe and appealing, a sidewalk beside a road is not.

5/18/2020 05:03 PM

[REDACTED]

5/18/2020 05:24 PM



<div></div> 5/18/2020 06:15 PM	It is safe now! A road beside it will be unsafe.
<div></div> 5/18/2020 06:25 PM	Not safe for children. They could accidentally cross over and under a car. The beauty of the nature trail now is that it is safe without motorized vehicles.
<div></div> 5/18/2020 06:25 PM	The current system is fine
<div></div> 5/18/2020 09:02 PM	You can still cycle on dirt
<div></div> 5/18/2020 09:29 PM	Safe, yes. Attractive, no. Losing a nature trail in exchange for a bike path beside a busy street is not attractive.
<div></div> 5/18/2020 10:05 PM	What we have in place is just fine for those who use it.
<div></div> 5/18/2020 10:17 PM	Long corridor would encourage speeders, racing.
<div></div> 5/19/2020 07:06 AM	it doesn't put safety of hikers or kids first by putting a road down the middle of a trail, and dividing the two subdivision
<div></div> 5/19/2020 12:05 PM	Right beside a road. No peace and quiet. Not a nature trail at all. A sidewalk beside a road. So absolutely no
<div></div> 5/19/2020 02:35 PM	Any place that has to share space with a busy traffic flow is unsafe. As mentioned in the previous answer - noise and air pollution, collision potential.
<div></div> 5/19/2020 02:55 PM	heavy traffic and a nature trail do not belong together
<div></div> 5/19/2020 08:28 PM	Attractive No, not compared to the current trail. Same as above, the cars will be close by, emitting smelly exhaust fumes and noise.
<div></div> 5/20/2020 10:03 PM	By replacing part of trail with road - although it may have a path and trail extension there will also be vehicle traffic now which takes away safety that current pedestrians and cyclists feel.
<div></div> 5/20/2020 10:08 PM	The beauty of the trail comes from it's isolation and wildness
<div></div> 5/21/2020 01:01 AM	No! It provides a less safer pedestrian and cycling facility as it now includes vehicle traffic. It is good to see the pedestrian lights getting put up at exmouth now.
<div></div> 5/21/2020 04:11 AM	The part of the trail that extends through the rapids is heavily used mixing in cars with the amount of pedestrians is not safe people use this because there is no traffic now it will be a nightmare
<div></div> 5/21/2020 08:09 AM	The proposal is not a trail and should not be referred to as such; its a wide sidewalk.
<div></div>	It will be too small and congested. There is not enough space between the



5/21/2020 08:30 AM

[REDACTED]

5/21/2020 10:06 AM

[REDACTED]

5/21/2020 12:00 PM

[REDACTED]

5/21/2020 01:48 PM

[REDACTED]

5/21/2020 06:12 PM

[REDACTED]

5/21/2020 08:35 PM

[REDACTED]

5/21/2020 09:52 PM

[REDACTED]

5/21/2020 09:57 PM

[REDACTED]

5/22/2020 09:30 AM

[REDACTED]

5/22/2020 10:07 AM

[REDACTED]

5/22/2020 12:06 PM

[REDACTED]

5/22/2020 01:37 PM

[REDACTED]

5/22/2020 03:06 PM

[REDACTED]

5/22/2020 10:24 PM

[REDACTED]

5/23/2020 11:03 AM

road and trails. The traffic will be voluminous and disturbing. It was never intended for this purpose!!

I'm not sure what this proposal aims to achieve. The Quinn Drive corridor is congested and poorly designed as it stands already. With the added access from the North this will only add to the congestion in that area. Add to that the removal of recreational space that will be forever gone. It's a horrible plan no matter how you slice it. Nice attempt to spin the matter by calling the destruction of the Nature Trail an improvement. I'm assuming by 'stakeholders' you're referring to the business owners in the Quinn Drive corridor and not the homeowners and users of the Howard Watson trail. it will be way to busy, the drivers in this area are already rushing around, will be less safe for watson trail use, it was such a peaceful trail in the middle of town there is no good reason why a road is needed here Adding a road way on a nature trail is not attractive to those who enjoy the nature part of the trail.

Any nearby vehicle traffic is a detriment to the enjoyment. If local access is needed for the subdivision, then walking is better for everyone.

It's not nature anymore

The way it currently is is safer and more attractive.

More motor vehicle traffic means LESS SAFE cycling and pedestrian facilities

I suspect traffic to be busy

The safest would be for no cars at all.

Not enough room for social distancing, not intended as a busy road!!!!

No longer secluded trail

This will reduce the path size and have the added safety concern of vehicle traffic introduced.

Narrow sidewalk does not allow for 6 foot distancing, something that I feel is going to be in our future for many years.

Again - the noise of a cyclist, e-bike, runner, etc. is much lower than an petrol motorcycle, truck or car. This is the one *quiet* place in the city which has natural habitat in the city - if you can provide a map of other *quiet* places in the city to hike and walk which have natural - not manicured parkland - as part of the scenery which is accessible by bus and or walking and see how



[REDACTED]

5/23/2020 07:57 PM

accessible they are to most people in Sarnia you would see that putting a road through this area would be a major loss to the city.
Loss of natural shade and plants

[REDACTED]

5/23/2020 08:18 PM

Does not provide shade.

[REDACTED]

5/24/2020 03:11 AM

The trail is perfect and is safer now than it would ever be if it were ever to become a road. This would be outrageous.

[REDACTED]

5/24/2020 09:38 AM

I worry about putting cars into a place that is best left natural. It is going to make that area busy as well.

[REDACTED]

5/24/2020 10:55 AM

Why would you want to make a trail into a road? The trail is already safe, why add cars?

[REDACTED]

5/25/2020 12:32 PM

The existing trail is safer and more attractive . My concern is a reduction in green space and the promotion of automobile use

[REDACTED]

5/27/2020 01:01 AM

As much natural begitaions/separating as possible

[REDACTED]

5/27/2020 01:01 AM

See above

[REDACTED]

5/27/2020 05:08 PM

Destroys natural habitat which is the essence of the attractiveness of the trail.

[REDACTED]

5/27/2020 11:23 PM

Vehicles too close to cyclists and pedestrians

[REDACTED]

5/28/2020 08:01 AM

A nature trail does not have a parkway beside it.

[REDACTED]

5/28/2020 08:33 PM

Look how sanitized the nature is and how the road is king and pedestrian and cycling paths are accessories? Who is the extension really for? The automobile. And what is sacrificed? The natural bands. 2020 is a bit late to be designing pre-Jane Jacobs city plans.

[REDACTED]

5/29/2020 10:18 AM

It will be dangerous for runners and cyclists to compete with traffic despite the designated lanes that you are suggesting in the plan

[REDACTED]

5/29/2020 10:39 AM

Too close to road. Road shouldn't be on "nature trail"

[REDACTED]

5/29/2020 03:04 PM

Exposer to exhaust fumes and danger from traffic are not something that pedestrians and cyclists should have to put up with.

[REDACTED]

5/30/2020 10:47 AM

More traffic. Existing trail looks more natural.

[REDACTED]

If the nature is not preserved; there is an environmental concern...increased



5/30/2020 12:02 PM

[REDACTED]

5/31/2020 04:29 PM

[REDACTED]

6/02/2020 01:04 AM

[REDACTED]

6/02/2020 08:31 AM

[REDACTED]

6/02/2020 08:52 AM

[REDACTED]

6/02/2020 09:11 AM

[REDACTED]

6/02/2020 09:12 AM

[REDACTED]

6/02/2020 09:32 AM

[REDACTED]

6/02/2020 09:34 AM

[REDACTED]

6/02/2020 10:43 AM

[REDACTED]

6/02/2020 11:01 AM

[REDACTED]

6/02/2020 12:00 PM

[REDACTED]

6/02/2020 12:22 PM

[REDACTED]

6/02/2020 12:50 PM

[REDACTED]

6/02/2020 12:53 PM

[REDACTED]

6/02/2020 01:19 PM

[REDACTED]

traffic but decreased foliage to counteract that...and a road so close to a path once roamed without any vehicle traffic...massive adjustment
Young children will be closer to traffic when they are walking and playing along the trail. They don't always listen to parents, when it comes to their safety.

It does reduce the trail as it exists today, but we understand the need for this extension.

The trail should be atleast 5 meters from the roadway. The trail can have a tunnel that goes under the highway much like they have done in London and other cities.

Too close to the road in spots

Same as 3

Pets and Children safe walkway to.close to roads and traffic

The design is not attractive to me. It's not staying true to the existing nature/wilderness feel.

Allowing for less space and more road way, causes pedestrians to feel unsafe and may cause horrible accidents.

leave the green space

Anytime you add motorized vehicles to a walking and biking trail, it decreases safety. If bikers/walkers want to inhale exhaust, hey can bike/walk on any Sarnia street.

As mentioned above, far too many risks for pedestrians and those cycling. Also, to those living in the immediate surrounding areas.

People like the trail for the fact it doesn't parallel anything but houses and back yards. It's safe just not attractive... There is no good way to make it attractive unfortunately

Limited space for pedestrians and cyclists going under highway underpass

There is always another way in this city to get somewhere

The Nature Trail Improvement does not allow for a visceral nature experience - sights, sounds, smells. This design is not attractive in a nature sense. This new design increases pedestrian stress with having to be aware of vehicles or the sounds of vehicles rather than the stress relief associated with nature trails. I believe most people would choose the current design if asked which trail would you rather walk or bicycle ride, current or proposed.

There's no nature around the nature trail



6/02/2020 02:35 PM

[REDACTED]

There is not enough room for the concern of natural wildlife.

6/02/2020 03:02 PM

[REDACTED]

It is already a nice trail for biking, walking and jogging. Car/truck traffic is not wanted or needed.

6/02/2020 03:03 PM

[REDACTED]

Trail users will be at least a meter above the road at the underpass and could fall onto the roadway. The proposed street is non standard and the vehicles will be driving very close to the curb

6/02/2020 03:31 PM

[REDACTED]

The trail as it stands now is totally safe for pedestrians and cyclists. A road with a sidewalk is not totally safe or enjoyable.

6/02/2020 07:12 PM

[REDACTED]

Do we really think the City will build out as shown in the drawings or just band through a road and say the trail part was too expensive.

6/02/2020 07:34 PM

[REDACTED]

As I said the trail is a touch of the country in the city. If you are walking right next to a car you are hardly achieving this.

6/02/2020 10:53 PM

[REDACTED]

The project does not respect the natural setting of our nature trail.

6/03/2020 07:51 AM

[REDACTED]

Move Walmart to the country

6/03/2020 09:01 AM

[REDACTED]

Once you introduce vehicle traffic it is no longer safe. Plus the noise and pollution. There is no nature left. How is that attractive?

6/03/2020 12:40 PM

[REDACTED]

Pedestrians and cyclists are at risk from negligent drivers who will be driving against the trail. The trail then operates as a sidewalk instead of the pedestrian and cyclist safe thoroughfare it is currently

6/03/2020 12:55 PM

[REDACTED]

Cyclists and pedestrians are at risk from negligent drivers who could run off the road and cause injury. Having no cars on the trail is the safest way to ensure the safety of all users

6/04/2020 01:01 AM

[REDACTED]

Any type of vehicular traffic on the trail is not safe

6/03/2020 04:25 PM

[REDACTED]

Cars can hit people. People who walk and bike will have to worry about the cars.

6/03/2020 04:29 PM

[REDACTED]

For the reasons in question 4 regarding Exmouth intersection. The design under the 402 looks quite nice with separation of cyclists, pedestrians and motorized vehicles. The 402 itself needs major improvement on the road bed as there is quite an uneven hump over this proposed underpass. I would see the need to fix this before undergoing further expense on an unnecessary road. Leave the Howard Watson trail as is until the 402 is fixed.

6/03/2020 08:31 PM

[REDACTED]

It already is safe and more attractive cycling and pedestrian walking

6/03/2020 10:22 PM

[REDACTED]

Safe, yes. Attractive, no. The design concepts have the road and the "trail"



6/03/2020 10:39 PM

still too close together.

[REDACTED]

6/04/2020 01:01 AM

I don't see a nature trail in the picture. I only see a road and two sidewalks.
How is that considered an improvement to a nature trail.

[REDACTED]

6/03/2020 10:45 PM

It does not look like there is a cycling lane in the diagram, cyclists would have to either share the road with cars or the sidewalk.... not trail with pedestrians

[REDACTED]

6/04/2020 08:22 AM

People that use the trail as it stands today are families, dog walkers, cyclists and people that appreciate nature. Replacing the trail with a sidewalk takes away the safety factor of not being adjacent to traffic and enjoyment of being able to walk in the natural setting.

[REDACTED]

6/04/2020 08:51 AM

Adding vehicles removes the safety. Right now no one needs to worry about traffic and the issues it causes.

[REDACTED]

6/04/2020 09:12 AM

Drivers very seldom follow the actual prescribed laws in conjunction to cyclists and pedestrians in the Quinn drive area, let alone the rest of Sarnia, and the Rapids Parkway area is a large family neighbourhood with the trail being one of the safest places for younger children to walk and bike

[REDACTED]

6/04/2020 09:20 AM

It's not nature it's a road

[REDACTED]

6/04/2020 10:11 AM

unattractive

[REDACTED]

6/04/2020 03:59 PM

Not enough room for runners, walkers and bikers.

[REDACTED]

6/04/2020 05:28 PM

It is definitely a stretch to indicate that the addition of paving and lights on the trail provides "safety". For men, the nature trail is safe at any time of day. I am not a man, but I have friends and coworkers who use the trail in the wee small hours of the morning. As a woman - the trail is not safe at 4am, and that's fine. I can run on city streets in the wee small hours of the morning - traffic is light and it's fine. I am the one in danger from "no lights" and I'm saying - it's fine. I'll run in the street. I'm a woman, that's my life. But during daytime hours, let me keep the trail.

[REDACTED]

6/04/2020 06:48 PM

Same as my response in question number 3

[REDACTED]

6/04/2020 07:01 PM

You're taking away a part of nature by having the cars going through there.

[REDACTED]

6/04/2020 07:06 PM

It will destroy that section of the nature trail by turning it into a sidewalk beside a busy street.

[REDACTED]

6/04/2020 07:24 PM

The closeness to vehicles exhaust and noise. Also worry over small children being near cars and trucks. Once you open up a new road through there will be an increase in traffic through the rapids neighborhood

[REDACTED]

6/04/2020 08:41 PM

it impacts residential and school zones



don't change the trail!

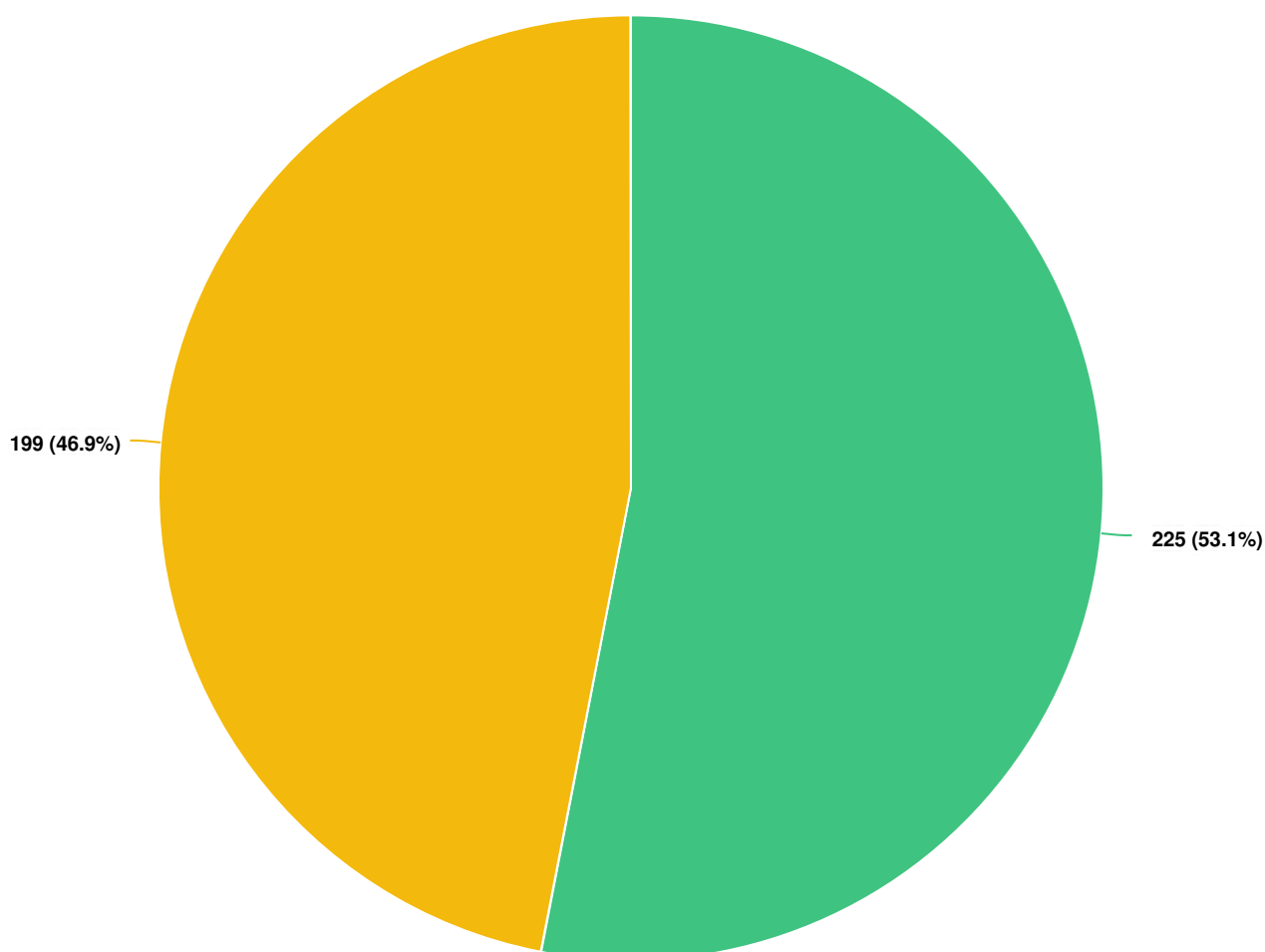
6/04/2020 10:24 PM

Optional question (203 response(s), 235 skipped)

Question type: Essay Question



Q9 Does the road design provide appropriate traffic speeds for safety?



Question options

☒ Yes ☐ No

Optional question (424 response(s), 14 skipped)

Question type: Radio Button Question



Q10 | If no, please list any concerns.

[REDACTED] No traffic for kids and families trying to bike and walk in nature !
5/14/2020 03:24 PM

[REDACTED] How can you ask this question based on the information provided? How does the public know what the speed will be? There is no barrier other then a boulevard between traffic and the pedestrian trail. Negligence claim waiting to happen. Cars will be flying down this road. No where for police to monitor traffic speeds either.

[REDACTED] winding roads.....it will turn into a race track.....hopefully there is a large boulevard between houses on Meadowlark/Bluebird to road....will there be a roundabout or 3 way stop at south end of meadowlark?

[REDACTED] Should not be a roadway at all. Much more dangerous for cyclists and pedestrians than existing nature trail.
5/14/2020 04:00 PM

[REDACTED] There is currently no car traffic on the trail so the planned road will be less safe than what is currently there.
5/14/2020 04:48 PM

[REDACTED] People are going to rip through here to get from Home Depot/LCBO/Walmart to home, no matter what is posted.
5/14/2020 08:15 PM

[REDACTED] This will likely be used as a through/short cut to the central shopping area from the north end, causing an increase in traffic with no additional traffic controls
5/14/2020 09:24 PM

[REDACTED] People will speed no matter what. Just because there is a sign doesn't mean it will be followed.
5/15/2020 08:03 AM

[REDACTED] This Should be a speed reduced area like Canatara park. 30 km/h
5/15/2020 08:18 AM

[REDACTED] No one follows the traffic speeds in Sarnia, do you honestly think they will here where lots of pedestrians are? You're asking for more collisions.
5/15/2020 09:18 AM

[REDACTED] Leave it as it is.
5/15/2020 09:34 AM

[REDACTED] See above
5/15/2020 09:34 AM

[REDACTED] Just a small point of concern, the rapids parkway maintains that consistent sweeping radius - which is an inducement fo speed. It would be great to see some additional calming measure taken to add more "friction". Either a slight jog in the roadway, a bump out to frame a pedestrian crossing, or perhaps a tabled crossing.
5/15/2020 09:42 AM

[REDACTED] People speed all over this city and are AWFUL at watching for pedestrians/cycle traffic already.
5/15/2020 12:10 PM

[REDACTED] I don't see the intersection at Exmouth? And have you done a traffic study on it?
5/15/2020 12:56 PM



<div></div> <p>5/15/2020 02:32 PM</p>	<p>Corridor will become yet another high risk area for animal crossings.</p>
<div></div> <p>5/15/2020 02:52 PM</p>	<p>Exmouth is a busy enough street without having yet another street crossing it. Bikes and pedestrians have a hard enough time crossing on the trail as it is.</p>
<div></div> <p>5/15/2020 06:11 PM</p>	<p>congestion under a bridge with cyclists trying to fit in, while you have destroyed the remaining nature, for shame.</p>
<div></div> <p>5/15/2020 07:55 PM</p>	<p>The new design encourages more motorists to utilize the trail system. Paving the nature trail will encourage dirt bikes/snowmobiles/mopeds/electric bikes to use the path.</p>
<div></div> <p>5/15/2020 10:28 PM</p>	<p>There is no need to introduce cars to this location. There is plenty of land already covered in asphalt to accommodate cars.</p>
<div></div> <p>5/15/2020 10:36 PM</p>	<p>drivers/traffic will not adhere to speed limits especially going to work or coming home from work. And police have demonstrated they do not have a visible presence at these times of the day.</p>
<div></div> <p>5/15/2020 11:16 PM</p>	<p>Car hits you at 40kms an hour can still kill u. No car hitting you because there isn't a road sounds safer. We have enough roads, just upgrade the ones we have.</p>
<div></div> <p>5/15/2020 11:35 PM</p>	<p>The whole project is a disturbance to wildlife</p>
<div></div> <p>5/16/2020 12:04 AM</p>	<p>Are people actually going to follow the posted speeds? Usually people go much faster than the posted speed</p>
<div></div> <p>5/16/2020 12:16 AM</p>	<p>Too secluded to patrol</p>
<div></div> <p>5/16/2020 01:55 AM</p>	<p>It doesn't look like they're stop signs or light . This can be dangerous for bikers.</p>
<div></div> <p>5/16/2020 12:38 PM</p>	<p>If there are any motorized vehicles being allowed I disagree and think it is a poor decision.</p>
<div></div> <p>5/16/2020 12:58 PM</p>	<p>Regardless of posted speed, exposure to motorized vehicles can only increase risk to cyclists and pedestrians.</p>
<div></div> <p>5/16/2020 01:05 PM</p>	<p>I don't know how I could judge that, I'm not a traffic engineer.</p>
<div></div> <p>5/16/2020 01:09 PM</p>	<p>Whether there are appropriate speeds for "safety" or not, the road design and proximity to the Nature Trail (which would no longer be a nature trail because you would be destroying the nature surrounding it) does not consider the health of Sarnia citizens who may choose to use the trail, and does not consider to negative implications for safety of citizens when it comes to air pollution as a result of increased traffic in this area.</p>
<div></div> <p>5/16/2020 01:56 PM</p>	<p>The signs are not big enough.</p>



[REDACTED]
5/16/2020 02:50 PM

If you are asking about 'traffic speeds for safety' you know nothing about safety. Drivers will drive any speed they want. If you don't think that is correct, drive around town at 50 kms and see how many pass you and how fast they do it. Designing a road to keep traffic slow just gives drivers an incentive to see how quick they can go through it. Look at Canatara Park. You had to put speed bumps in to slow the traffic down. Plus put boulders in the parking area to stop vehicles from driving over the peninsulas you had to put in to keep them from drag racing.
need no more traffic

[REDACTED]
5/16/2020 03:39 PM

[REDACTED]
5/16/2020 04:15 PM

Seriously, you think a speed sign post will do the trick? Kind of like the crosswalk signs at the Trail and Modeland?

[REDACTED]
5/16/2020 08:06 PM

People already speed through town and this will be viewed as a "short cut" and will undoubtedly have people speeding through.

[REDACTED]
5/17/2020 02:43 AM

There are more concerns than traffic speeds when paving over a nature trail to build a road. Has the committee considered other consequences such as increased air pollution? Noise pollution? Animal habitat destruction? Loss of public green space?

[REDACTED]
5/18/2020 09:06 AM

- while signs may be in place that doesn't mean drivers will abide by the designated limits

[REDACTED]
5/18/2020 10:19 AM

You cannot guarantee people will obey the speed limits

[REDACTED]
5/18/2020 10:22 AM

It will be used as a speedy shortcut.

[REDACTED]
5/18/2020 10:22 AM

I live near the rapids parkway, people speed down this road often. It would disrupt the species living on/near the trail.

[REDACTED]
5/18/2020 10:24 AM

It would be like going through any parks 20km needed posted

[REDACTED]
5/18/2020 10:29 AM

Should be slower like canatara shared path. Accident waiting to happen

[REDACTED]
5/18/2020 10:40 AM

This is a nature trail and used by a lot of our community, there is no need for more "access" to the box stores and faster route, absolutely ridiculous

[REDACTED]
5/18/2020 10:48 AM

it will only create another flood of cars into the commercial area. It will also increase traffic flows in a residential / school area.

[REDACTED]
5/18/2020 10:50 AM

Keep as a trail

[REDACTED]
5/18/2020 10:57 AM

No changes are safest



[REDACTED]

5/18/2020 10:58 AM

People rarely keep to the speed limit.

[REDACTED]

5/18/2020 11:00 AM

There is too long of a straight stretch from the overpass and north to Exmouth Street. This also affects too many private residence backyards in that stretch.

[REDACTED]

5/18/2020 11:25 AM

Busy area

[REDACTED]

5/18/2020 11:28 AM

People speed all over the city of sarnia. It doesn't matter what you set the speed limit at people will be flying through this section of road

[REDACTED]

5/18/2020 11:28 AM

You make an assumption that this is a done deal by asking this. No traffic at all is the correct amount of speed.

[REDACTED]

5/18/2020 11:33 AM

People I general don't follow posted speed limits. Plus with 2 high schools using this extension, there will be speeding

[REDACTED]

5/18/2020 11:43 AM

People will speed because they need to get there two seconds quicker

[REDACTED]

5/18/2020 11:47 AM

Traffic so near a nature trail is a dangerous design.

[REDACTED]

5/18/2020 12:05 PM

If there is no road then there is no issue here.

[REDACTED]

5/18/2020 12:06 PM

No.

[REDACTED]

5/18/2020 12:08 PM

I do NOT want to see vehicular traffic on the NATURE trail!!

[REDACTED]

5/18/2020 12:10 PM

Add 10-20 km/hr to that and maybe that will be more realistic. Ridiculous

[REDACTED]

5/18/2020 12:13 PM

Too fast and too much traffic near pedestrians, asking for pedestrian deaths.

[REDACTED]

5/18/2020 12:32 PM

No speed is acceptable.

[REDACTED]

5/18/2020 12:42 PM

sorry I'm not certain what the speeds are to be planned for? 50kph? perhaps 'safe' IF enforced.

[REDACTED]

5/18/2020 01:32 PM

Proximity to highway 40

[REDACTED]

5/18/2020 01:33 PM

Per above

[REDACTED]

5/18/2020 01:36 PM

Excessive speeds are a problem throughout the city. See no reason why it will different here



[REDACTED]
5/18/2020 01:47 PM

It's Sarnia, a road can say 50km and people are going to drive 70km +.
People don't slow down in school zones and pedestrians are not respected. I use to live in Alberta where all pedestrians had the right of way on any road at any time. Think of the increased foot traffic from students trying to access the retail area and Restaurant during lunch hour. Kids don't pay attention and neither do Sarnia drivers.

[REDACTED]
5/18/2020 01:57 PM

Again no vehicles

[REDACTED]
5/18/2020 02:19 PM

Too close to our dogs, our children biking and running along the path.

[REDACTED]
5/18/2020 02:47 PM

The traffic circle should slow some of the traffic down. I am concerned that Rapids Parkway has speeding cars already which may encounter a problem going south as they enter the bend where the new northerly section will turn south for the overpass.

[REDACTED]
5/18/2020 02:48 PM

If i understand the question , ...Exmouth is a busy thoroughfare and the spilling of more cars in that congested area will provide unsafe conditions for trail users and for people on the sidewalks

[REDACTED]
5/18/2020 03:31 PM

I see increase traffic and higher speeds occurring within the subdivision. And I dont think like the idea of speed bumps to slow down traffic. Dont think the people that have built in the areas over the years need to drive over them everyday.

[REDACTED]
5/18/2020 04:34 PM

Any road traffic is an increased risk and detrimental to the nature trail

[REDACTED]
5/18/2020 04:55 PM

That is a fast road, and with speeding it is not going to be safe

[REDACTED]
5/18/2020 05:03 PM

A new road will increase the speed limit from non-motorized to motorized type vehicles. The maximum speed limit in the City of Sarnia is 50 km/h. Hitting a pedestrian at 50 km/h is more life threatening then hitting a pedestrian at <20km/h according to science.

[REDACTED]
5/18/2020 06:15 PM

You're always going to have people who will speed and create noise and danger. We live near Canatara park and even with speed bumps, idiot drivers speed and cause accidents and danger for pedestrians, and cyclists. Drivers normally drive above speed limit. Who is going to enforce the speed limit?

[REDACTED]
5/18/2020 06:25 PM

Problem #1 - modeland rd & fixing city streets before new work is done

[REDACTED]
5/18/2020 09:02 PM

We don't need more roads.

[REDACTED]
5/18/2020 10:05 PM

Long corridor might be used for racing.

[REDACTED]
5/18/2020 10:17 PM

When do people truly abide by speed limits



5/19/2020 07:06 AM

[REDACTED]

People will speed no matter how many speed limit signs are put up.

5/19/2020 12:05 PM

[REDACTED]

it will become just another road with dangerous speeding traffic

5/19/2020 02:55 PM

[REDACTED]

It's never safe enough

5/20/2020 10:03 PM

[REDACTED]

no. Should have no traffic at all- keep as current trail. No appropriate traffic speeds will stop vehicle/pedestrian accidents.

5/21/2020 01:01 AM

[REDACTED]

Vehicular traffic should not be on the trail.

5/21/2020 08:09 AM

[REDACTED]

See point 5. not enough space in area. Will be too busy and will get quickly congested.

5/21/2020 08:30 AM

[REDACTED]

I'm not sure what this proposal aims to achieve. The Quinn Drive corridor is congested and poorly designed as it stands already. With the added access from the North this will only add to the congestion in that area. Add to that the removal of recreational space that will be forever gone. It's a horrible plan no matter how you slice it. Nice attempt to spin the matter by calling the destruction of the Nature Trail an improvement. I'm assuming by 'stakeholders' you're referring to the business owners in the Quinn Drive corridor and not the homeowners and users of the Howard Watson trail. all the cars will now use this new entrance and no longer use the entrances off modeland and michigan heck maybe you should put in a road in wiltshire park too

5/21/2020 10:06 AM

[REDACTED]

5/21/2020 12:00 PM

[REDACTED]

5/21/2020 01:48 PM

Regardless of the speed of the new roadway, you are adding traffic and vehicles to an area that currently has none. This will increase risk for all users of the trail. It will also create traffic delays for travellers at the new intersections.

[REDACTED]

5/21/2020 06:12 PM

A stop is required at the homedepot so that pedestrian traffic can cross to the shopping areas.

[REDACTED]

People always go faster than posted

5/21/2020 08:35 PM

[REDACTED]

5/21/2020 09:52 PM

You have three schools on this road at a big bend. The speed should be 40 kph. NO ONE will go 40 KPH.

[REDACTED]

5/21/2020 09:57 PM

Typical motor vehicles speeLWAYS dangerous or fatal to pedestrians

[REDACTED]

5/22/2020 06:36 AM

People will always speed. It's unavoidable.

[REDACTED]

Again vehicle/pedestrian shared space



5/22/2020 03:06 PM



too many traffic lights too close together.

5/22/2020 03:18 PM



I don't know the speeds but I sure hope it provides slow speeds, especially since there would be walkers and bikers along side of it. This is an extremely busy trail. I do know that there are speeders going up and down Exmouth Street all the time, and sure don't want that beside our building as well. There could be no road

5/22/2020 10:24 PM



The speeds are not the issue, the extension and idea is.

5/23/2020 08:39 PM



The introduction of traffic on existing green space

5/24/2020 03:11 AM



The whole point of the road is about encouraging speed. It's about getting in and out of a neighbourhood FASTER by motor vehicle. The psychology of the planners, therefore, is all about convenience and minimal impediment i.e. SPEED. All around we post signs to pretend speed isn't the psychology when impediments and well designed speed bumps are ignored. One could design speedbumps that slow the street down to 20-30 kms but then many wouldn't want to take it, right?

5/25/2020 12:32 PM



People don't obey traffic speeds and will roar down the stretch

5/28/2020 08:33 PM



No shoulders. Narrow road too close to pedestrians.

5/29/2020 10:18 AM



Maybe. Not sure.

5/29/2020 10:39 AM



It is difficult to get out of our streets now onto Rapids. This will make it more difficult

5/31/2020 04:29 PM



leave the green space

6/02/2020 08:52 AM



Lower speed limit

6/02/2020 10:43 AM



There are already concerns with speed and visibility when attempting to cross export street along the trail. Adding an additional turn off will only cause more difficulty for pedestrians and those cycling.

6/02/2020 10:52 AM



No appropriate speed for the damage of wildlife

6/02/2020 12:00 PM



Speeds through shouldn't pass 30kmph and needs to have speed bumps to discourage speeding through as the same happens at the Capel St

6/02/2020 12:53 PM



6/02/2020 03:02 PM



<div></div> 6/02/2020 03:31 PM	underpass. No speed restrictions are stipulated
<div></div> 6/02/2020 09:07 PM	It's a pretty closed off road people are gonna use it as a speed way
<div></div> 6/03/2020 01:04 AM	People don't listen or respect the rules of the road
<div></div> 6/03/2020 07:51 AM	speed limits will not be adhered to and won't be enforced
<div></div> 6/03/2020 09:01 AM	Bottleneck area . No matter what you do. Get all the speeder.
<div></div> 6/03/2020 12:40 PM	See comment for question 6
<div></div> 6/03/2020 12:55 PM	This is not an appropriate location for a road as it impedes on the potential safety of cyclists and pedestrians who use this corridor to avoid vehicles.
<div></div> 6/04/2020 01:01 AM	The presences of vehicles poses a risk to those using the thoroughfare
<div></div> 6/03/2020 02:34 PM	only if you limit speed to 20 km per hour
<div></div> 6/03/2020 04:29 PM	You need curves or speed bumps or stop signs to prevent the cars from going to fast and hitting animals on the road. No animals should be killed by cars on this road.
<div></div> 6/03/2020 07:55 PM	too congested
<div></div> 6/03/2020 08:31 PM	What speeds? 40 km/hr or 50 km/hr. Both much faster than any cyclist. The traffic lights at Exmouth will dictate how fast drivers will ultimately travel. Another road going to Modeland parallel to the 402 heading eastbound joining the merge lane which should continue South as a service lane all the way to the present exit to London road
<div></div> 6/03/2020 10:22 PM	It will be speeds are fast for being so close to the trail
<div></div> 6/04/2020 01:01 AM	People will speed as they usually do around town.
<div></div> 6/04/2020 08:22 AM	Actually I am uncertain as to the proposed speed limit but unless it is enforced at 40km/h or less than no.
<div></div> 6/04/2020 08:51 AM	Posted speeds are never followed. People will speed through causing potential issues.
<div></div>	walking



6/04/2020 10:11 AM

[REDACTED]

Yes and no. You can provide appropriate traffic speeds but people will still speed.

6/04/2020 11:50 AM

[REDACTED]

How fast would this be? 30km?

6/04/2020 06:48 PM

[REDACTED]

People ride their bikes through there with small children. They ride there with these children because it's safe, once you have cars going there you're gonna have to worry about these youngsters going onto the streets. Once again you're taking away from nature

6/04/2020 07:01 PM

[REDACTED]

There shouldn't be any road through there at all. Build a road parallel to Berger and take traffic out to Modeland instead.

6/04/2020 07:06 PM

[REDACTED]

I do not want a road with vehicle traffic.

6/04/2020 07:08 PM

[REDACTED]

I cannot comment on this, because I don't see the whole design.

6/04/2020 07:24 PM

[REDACTED]

this is a school district, with many kids... why would you intentionally put them in harms way? of course nobody in this town speeds, disobeys road signs

6/04/2020 08:41 PM

[REDACTED]

Curves, people in sarnia (not all) don't know how to take it easy.

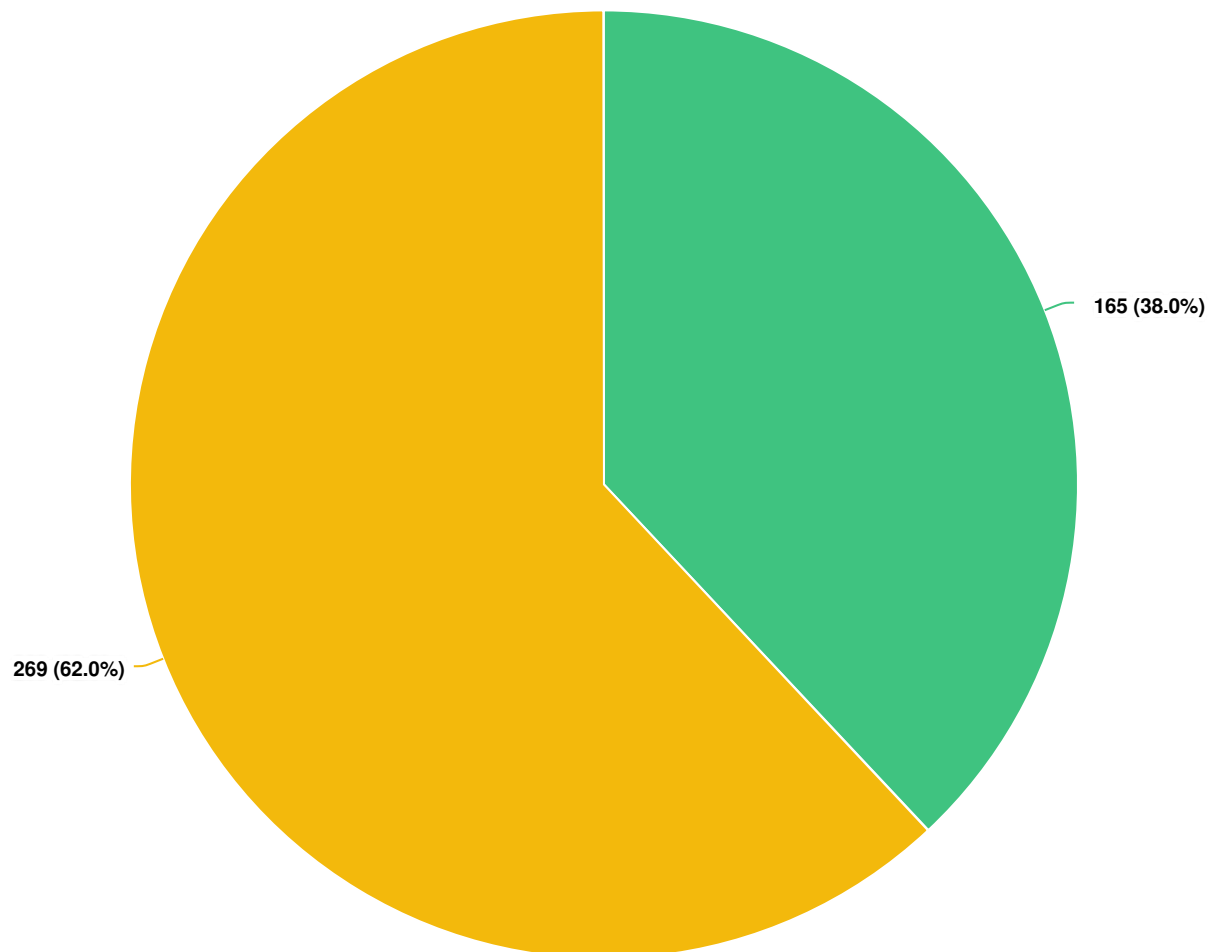
6/04/2020 10:24 PM

Optional question (134 response(s), 304 skipped)

Question type: Essay Question



Q11 Do you see benefit in the proposed road extension?



Question options

☒ Yes ☐ No

Optional question (434 response(s), 4 skipped)

Question type: Radio Button Question



Q12 | If no, please list any concerns.

[REDACTED] No need , keep it a NATURE trail ! We dint need this to happen!
5/14/2020 03:24 PM

[REDACTED] taking away a trail endangering the public increase traffic and pollution enforcement will be an issue trail looks more narrow then it is now this trail is very popular and helps provide a safe exercise space for a community that has very few other safe places to exercise this is basically a glorified sidewalk in the winter, all street snow will be pushed onto the sidewalk making it impossible to navigate pollution will increase in the area negative effect on wildlife, including endangered species like snakes that I can 100% confirm are there

[REDACTED] Actually think it could result in increase of traffic in the Stahis / Wanner area
5/14/2020 03:36 PM

[REDACTED] You're proposing to take out an existing trail, replace it with a road, and add a sidewalk beside it and calling that a trail. Please do not take away nature trail space for more unnecessary roadway.
5/14/2020 04:00 PM

[REDACTED] There are a very limited number of nature trails in Sarnia and there are already many roads in place that provide effective transit options for motor vehicules.
5/14/2020 04:48 PM

[REDACTED] If it ain't broke don't fix it. Spend taxpayer money where it's needed
5/14/2020 06:26 PM

[REDACTED] This is absolutely unnecessary and a waste of taxpayer dollars. The Quinn Drive plazas are already busy to capacity many days. They do not need the extra business, the surrounding community does not need the extras taxes, and the city is already reaping their taxes. I am truly baffled at the manufactured need for this extension. Just because "the city has planned this since the 1990s" is not justification on its own.
5/14/2020 08:15 PM

[REDACTED] Honestly- it's not that busy as is and it's just giving into big box stores and sprawl. Sarnia is better than this.
5/14/2020 08:43 PM

[REDACTED] Yes and no. Why do we need a road? The trail could be improved and better kept. In a city where we are talking about putting in bike lanes, why are we building more roads over natural landscapes and habitats?
5/15/2020 07:09 AM

[REDACTED] It will be used as a shortcut and cause unnecessary traffic and noise to the area.
5/15/2020 08:03 AM

[REDACTED] The only benefit is access to big box stores, that was POORLY placed. Do not tear up the only point to point nature trail we have in town to add a fucking road to Walmart.
5/15/2020 09:18 AM

[REDACTED] This will be a huge loss to our neighbourhood and the community who love the peaceful nature trail. Residents in the Rapids have access to Exmouth and all shopping needs already.
5/15/2020 09:24 AM

[REDACTED] Please see comment above. Nature, waste of money, fix current roads.
5/15/2020 09:29 AM



<div></div> <div>5/15/2020 09:34 AM</div>	<p>Stop encouraging people to be lazy and value convenience over land that is utilized for health and nature. Not worth it</p>
<div></div> <div>5/15/2020 09:34 AM</div>	<p>I can see how it can alleviate traffic on Quinn drive, but it takes away a big piece of the trail. The less trail taken away the better.</p>
<div></div> <div>5/15/2020 12:10 PM</div>	<p>See above</p>
<div></div> <div>5/15/2020 12:32 PM</div>	<p>There is no need for a road here. Leave the nature trail alone.</p>
<div></div> <div>5/15/2020 12:56 PM</div>	<p>I think it will add congestion to an already busy area</p>
<div></div> <div>5/15/2020 01:08 PM</div>	<p>It only benefits the store access.</p>
<div></div> <div>5/15/2020 01:57 PM</div>	<p>As stated above, increasing access to Walmart by car does not help facilitate a local buying philosophy and promotes car over alternative modes.</p>
<div></div> <div>5/15/2020 02:32 PM</div>	<p>See above for details</p>
<div></div> <div>5/15/2020 02:34 PM</div>	<p>I do not see any advantage to the road extension except to create more traffic on Exmouth St. Also people that walk and bike the trail will be losing the nature part of it which is enjoyed by all. No more trees, birds and wildlife...How sad is that??</p>
<div></div> <div>5/15/2020 02:52 PM</div>	<p>There's no logical reason for it in my opinion. Access should be off the Modeland road Exmouth area. It will just create more traffic congestion should this road go through.</p>
<div>..</div> <div>5/15/2020 04:35 PM</div>	<p>This is a very big mistake with regards to the traffic flow on Exmouth Street, which of course is a main artery for vehicle traffic in Sarnia.</p>
<div></div> <div>5/15/2020 05:22 PM</div>	<p>Walmart is already accessible by car and the recent improvements to the Howard Watson trail made the trail wheelchair accessible.</p>
<div></div> <div>5/15/2020 06:11 PM</div>	<p>Why do you need more roads for a stagnant or shrinking population, drive an extra 1-2 minutes and go down Modeland road.</p>
<div></div> <div>5/15/2020 07:55 PM</div>	<p>The purpose of the Bluewater trail is provide the runners, walkers, and cyclists of the Bluewater area with an extended nature trail away from traffic. This new plan does not benefit this community. By paving the trail, you are defeating the purpose of a nature trail. This action only benefits the big box stores and the moped community. Keep the trail as a nature trail</p>
<div></div> <div>5/15/2020 08:25 PM</div>	<p>Keep the trail and dont allow a road to pave over it</p>
<div></div> <div>5/15/2020 10:28 PM</div>	<p>We need fewer cars in the city of Sarnia, which has a declining population. Our current roads can easily accommodate all the city traffic. Use the money that is saved by cancelling this plan to fix the many, many crumbling and</p>



[REDACTED]

5/15/2020 10:36 PM

unsafe roads already in the city.

There are already 2 completely separate access points for traffic from the Rapids Parkway area. This is a residential area - there is no need for a thoroughfare for traffic. Further, my experience is that neither of the 2 access points for traffic is even close to being congested.

Listed above

[REDACTED]

5/15/2020 11:16 PM

[REDACTED]

5/15/2020 11:35 PM

Disturbing wildlife and their habitat

[REDACTED]

5/16/2020 12:04 AM

People bought in the rapids only having 2 ways out originally. Why should we ruin the nature trail so it's more convenient for them to get to Exmouth st. They can take Modeland and get there just as fast. Keep the nature trail a nature trail!

[REDACTED]

5/16/2020 12:16 AM

Most people in this area will walk or hop on a bike to go to Walmart but adding traffic into this, they'll now just get into their car.

[REDACTED]

5/16/2020 01:55 AM

A benefit would be more trails and less road.

[REDACTED]

5/16/2020 09:02 AM

It is strictly due to poor planning that this is being considered.

[REDACTED]

5/16/2020 12:38 PM

There are already roads available getting to that area. No need for other roads. However there are no safe trails that serve the same purpose. Its despicable that the city of Sarnia would want to remove one of its best outdoor features that serves the city and the neighborhood in that area. It is also a safe place for children, teenagers and families to walk together. Kids also use it to safely get to school. Adding a road would ruin it

[REDACTED]

5/16/2020 01:05 PM

This city should never have approved this road extension just so the developer could squeeze a few more houses onto the land and make a few more dollars. Building a road over a nature trail should not be permitted. We have hundreds of roads in Sarnia and only one nature trail.

[REDACTED]

5/16/2020 01:09 PM

This proposed road extension while may be designed to alleviate traffic in the rapids parkway area and school drop zones, is not beneficial to the community because it destroys one of the few intact and truly natural trails and wildlife areas that the public can enjoy. As a city looking to be a leader in sustainable initiatives for the future, and as a city who I would hope aims to be a model for green initiatives and for health of its citizens, there is no benefit to paving over natural spaces and creating another road which encourages further vehicle use and pollution and detracts from the natural beauty and peacefulness of this section of the Nature Trail which so many enjoy. Further, Sarnia-Lambton has already lost far too significant an amount of its natural wetlands for the sake of mere development and the building of subdivisions which those in true need of housing can ill-afford.

[REDACTED]

5/16/2020 01:56 PM

Once again. Our nature and trail is at stake.



[REDACTED]
5/16/2020 02:01 PM

Compromises the attractive environmental aspect of the trail.

[REDACTED]
5/16/2020 02:50 PM

There is no benefit to this plan. In fact the opposite. There is no need for another north/south road in this town. This is a small town. I tell people, "Sarnia is so small, we don't have rush hour. We have rush minute. If it takes you 14 minutes to cross town and you catch it at a bad time, it might take you 18 minutes". You need to repair / resurface other roads in town before you start adding roads that are not needed.

[REDACTED]
5/16/2020 03:39 PM

as above

[REDACTED]
5/16/2020 04:15 PM

It's a convenience not a necessity. Traffic finds its way out of box store street just fine. Maybe the inconvenience if there is any will encourage the use of local shops

[REDACTED]
5/16/2020 06:43 PM

It only benefits the north end residents

[REDACTED]
5/16/2020 08:06 PM

The only people it benefits are the vehicles who live in that neighborhood, the trails should be left for foot traffic and cyclists.

[REDACTED]
5/16/2020 08:11 PM

The design is fine, the whole project is the issue. The nature trail should not come at the cost of poor city planning years ago. Council should have had the foresight that this would create many traffic problems (I.e the Walmart plaza, and Home Depot). As well people who purchase a home in Rapids Parkway and even Twin Lakes, select their home knowing that they may have to drive a little extra to get to ammenities. A light at exmouth and the nature trail makes for too many lights along that section at exmouth. I feel for people who have their home on the trail in Wiltshire who now have a main thoroughfare through their backyard.

[REDACTED]
5/17/2020 02:43 AM

Again, loss of public green space, irreversible change to what is a peaceful walking trail, increased air pollution, increased noise pollution, increased vehicle traffic, increased animal mortality due to roadkill, and so many more. But above all, this ridiculous road would prevent children and families from playing freely in an open space, and limit their movement to a narrow sidewalk/path. At a time when COVID forces us all to maintain physical distance, and public health guidelines recommend outdoor physical activity for mental health benefits, why would Sarnia force walkers, runners and active families with young children onto a narrow path when a perfectly wide walking trail already exists?

[REDACTED]
5/17/2020 12:29 PM

Destroying nature is not helping the environment... we already have modeland with people going over 100.

[REDACTED]
5/17/2020 03:29 PM

The development of natural and rural areas of Sarnia-Lambton continues to devalue the importance of the delicate balancing act we must be aware of. The balancing act is the ability of humans to recognize the impact they are making on their environment. The continual expansion of Sarnia Lambton also devalues the importance of a strong city core resulting in the 'doughnut' city format (eg. Detroit) that relies on vehicles and pavement as the only



[REDACTED]

5/17/2020 04:44 PM

reliable form of transportation.

See my concerns in the comments above. What a shame that the city feels the need to pave every square inch of natural land it can find.

[REDACTED]

5/18/2020 09:06 AM

As stated above, the road will take away from the natural beauty, fresh air and calming aspect of the trail. It will create unsafe conditions for those who use the trail in such close proximity to automobile traffic. These changes will ruin the amazing trail that extends through sarnia/ BG and is used by so many.

[REDACTED]

5/18/2020 10:00 AM

Unnecessary

[REDACTED]

5/18/2020 10:05 AM

I would see the benefit as it being more aesthetically pleasing but it is not needed and a waste of tax payer dollars.

[REDACTED]

5/18/2020 10:08 AM

The current roadways in and out of rapids should be sufficient. It takes less than 6 minutes to exit from berger drive and drive to exmouth street as is.

[REDACTED]

5/18/2020 10:09 AM

If you take away half the nature trail, so many people will be losing their physical and mental reasons to get outside!

[REDACTED]

5/18/2020 10:09 AM

It will only benefit consumers, not residents of the area.

[REDACTED]

5/18/2020 10:10 AM

Fix the roads we already have, stop destroying natural green space

[REDACTED]

5/18/2020 10:16 AM

It's a waste of money and takes away from one of the great nature trails available in the area.

[REDACTED]

5/18/2020 10:16 AM

Do not agree with paved part to bring more people to wal mart . It takes away from nature and the element of beauty that houses are already taking over near it from natural habitats.

[REDACTED]

5/18/2020 10:19 AM

Why do we need a road there why can't we keep it solely how it is..

[REDACTED]

5/18/2020 10:19 AM

There is no need for this

[REDACTED]

5/18/2020 10:22 AM

For those living in the rapids, it is not a big deal for us to go on modeland to London road to access the big box stores.

[REDACTED]

5/18/2020 10:24 AM

It will only create havoc for our environmental creatures. Possibly a safety concern for people using the proposed trail

[REDACTED]

5/18/2020 10:25 AM

Having a secluded walk way from Walmart by lows and Home Depot will encourage questionable people to linger steal and squat.

[REDACTED]

5/18/2020 10:29 AM

No benefit, our city is not of substantial size for this extension to make any real difference. This just creates another chance for vehicle with pedestrian collisions.

[REDACTED]

It's going to increase the amount of through traffic through the



5/18/2020 10:29 AM

[REDACTED]

neighbourhood. It only takes me 5mins to get to Home Depot, Walmart, Lowe's. No need to get there quicker. Rather have a nature trail to enjoy. Again Nature Trail

5/18/2020 10:40 AM

[REDACTED]

see above

5/18/2020 10:46 AM

[REDACTED]

The current ways to the commercial area, Murphy and Modeland, are not so heavily traveled to warrant this extension.

5/18/2020 10:48 AM

[REDACTED]

Just more cars to deal with Not NO to the walkway or roads

5/18/2020 10:50 AM

[REDACTED]

See above list of concerns

5/18/2020 10:52 AM

[REDACTED]

Waiting in traffic is a way of life of for the big city some want Sarnia to become. You can't have it both way - expansion but no increase in traffic wait times and slow travelling. Don't live or work there is you don't like it.

5/18/2020 10:57 AM

[REDACTED]

What is the road for? To make it more convenient to shop? We've got roads galore. We want people to get out and exercise but it always seems a secondary consideration when it comes to city planning.

5/18/2020 10:58 AM

[REDACTED]

Leave trail alone

5/18/2020 11:11 AM

[REDACTED]

I only see safety concerns with this proposal. This is only benefiting the rich people that live in Rapids. Plus it will reduce the value of all the homes that back onto the trail along the proposed route.

5/18/2020 11:28 AM

[REDACTED]

As mentioned already. This then becomes yet another road and no longer a nature trail. Please keep our trail a trail and do not turn it into another road.

5/18/2020 11:28 AM

[REDACTED]

Traffic can exit via lambton mall road now this proposal would just move most of that traffic to the HW trail.

5/18/2020 11:30 AM

[REDACTED]

All I see are benefits for the big box stores

5/18/2020 11:33 AM

[REDACTED]

It is currently satisfactory for the numbers of people who access it. It is safe and free of any unnecessary signage or construction.

5/18/2020 11:39 AM

[REDACTED]

it will only benefit a few people, redesign Exmouth to have a better access

5/18/2020 11:43 AM

[REDACTED]

Detracting from a natural area. Pollution. Dangerous concept!

5/18/2020 11:47 AM

[REDACTED]

It takes away the nature trail that connects the South end of Sarnia to the North end. It's not necessary to put a road in there when Modeland and Indian are two ways for vehicles to get from North to South.

5/18/2020 11:59 AM

[REDACTED]

Where is the environmental planning? Do you have an inventory of ecological



5/18/2020 12:05 PM

[REDACTED]

5/18/2020 12:07 PM

[REDACTED]

5/18/2020 12:08 PM

[REDACTED]

5/18/2020 12:10 PM

[REDACTED]

5/18/2020 12:10 PM

[REDACTED]

5/18/2020 12:13 PM

[REDACTED]

5/18/2020 12:32 PM

[REDACTED]

5/18/2020 12:42 PM

[REDACTED]

5/18/2020 01:32 PM

[REDACTED]

5/18/2020 01:33 PM

[REDACTED]

5/18/2020 01:36 PM

[REDACTED]

5/18/2020 01:39 PM

[REDACTED]

5/18/2020 01:42 PM

[REDACTED]

5/18/2020 01:47 PM

[REDACTED]

5/18/2020 01:47 PM

[REDACTED]

5/18/2020 01:57 PM

[REDACTED]

5/18/2020 02:19 PM

systems and functions? Is the goal of your "nature trail improvements" based upon ecological integrity or is it solely for human desire and recreation?
Don't build it

Keep it a NATURE trail!!

As per my answer in question 3. Re-route focus downtown - create appeal and desire to centralize consumerism waterfront.

Sarnia has enough roadways and not enough NATURE trails ! Once, can't we put people first ?

Concerns as posed above.

Not necessary.

I don't think the benefits outweigh the cost of loss of natural area

Not required

Per above

Taking away heavily used green space for priority of vehicle traffic

Please don't add any car traffic to the Howard Watson trail

Takes away the "natural" aspect of the nature trail

We are in the middle of a pandemic and while this is going to end the debt from this is not going anywhere. As more people continue to lose jobs, less taxes will be paid. I am opposed to tax hikes to play for unnecessary projects like these.

There is adequate roads running from south to north Sarnia

The only benefit is to big box businesses not to the people who live here and enjoy the trail daily

All my above reasons.



[REDACTED] 5/18/2020 02:48 PM	There are no benefits when an amenity , such as a nature trail becomes a road way. The design of the whole area needs better planning. It will be one of those plans where, after 10 years people will say" it should have been done this way". Foresight is not prevalent in Sarnia. the developers have control.
[REDACTED] 5/18/2020 03:31 PM	keep the trail as is. No gain for this extension other than for the big box stores and for people to save an extra 3 minutes of time to put other people in harm's way. Spend the money on fixing roads in town like plank road
[REDACTED] 5/18/2020 03:45 PM	The public who dont drive need safe areas to travel as well as the fact that we do not need to add more of. Carbon footprint to an already big issue. If you value our earth and trying to slow climate change, you'll reconsider demolishing more nature in this already polluted city
[REDACTED] 5/18/2020 04:21 PM	Destroys a resource of peace and tranquility.
[REDACTED] 5/18/2020 04:28 PM	Quicker access to Walmart not really an important issue
[REDACTED] 5/18/2020 04:34 PM	Increased pollution, reduced safety, ruining nature all for the sake of saving an extra 5 minute drive.
[REDACTED] 5/18/2020 04:55 PM	There is not enough congestion to warrant it, keeping nature i Within our areas is best.
[REDACTED] 5/18/2020 05:03 PM	Again, it will just lead to increased costs for everyone.
[REDACTED] 5/18/2020 05:24 PM	Unnecessary
[REDACTED] 5/18/2020 06:01 PM	Same as above comment. " The extension will route a large increase in traffic in the area. The intersection of Berger and Rapids Pkwy is already very congested during school pick-up and drop off and many travellers struggle to understand how a 3-way stop works. I feel the increased traffic into the neighborhood will create a much larger problem at this intersection."
[REDACTED] 5/18/2020 06:15 PM	A road extension is basically another extension of non sustainable development and future development of monster homes. In sarnia and surrounding area, we have very very few areas and trees and habitats where we can enjoy a much needed respite from the madding crowd.
[REDACTED] 5/18/2020 06:25 PM	Please, don't turn this beautiful trail into a road. We love the trail the way it's now: Natural, without vehicle fumes, noise and congestion. I oppose the Extension.
[REDACTED] 5/18/2020 06:25 PM	Current system is fine
[REDACTED] 5/18/2020 09:02 PM	Nature is not paved.
[REDACTED] 5/18/2020 09:29 PM	There is already an entrance to the shopping plaza.



<div data-bbox="135 165 292 210" data-label="Text">[REDACTED]</div> <div data-bbox="135 210 333 239" data-label="Text">5/18/2020 10:05 PM</div>	<div data-bbox="579 165 641 199" data-label="Text">Cost</div>
<div data-bbox="135 246 244 291" data-label="Text">[REDACTED]</div> <div data-bbox="135 291 333 349" data-label="Text">5/18/2020 10:17 PM</div>	<div data-bbox="579 246 1436 353" data-label="Text"> <p>Keep nature in the city, roadway not needed. I'm sure the homeowners with lots backing onto the proposed roadway will not approve.</p> </div>
<div data-bbox="135 353 319 398" data-label="Text">[REDACTED]</div> <div data-bbox="135 398 333 456" data-label="Text">5/19/2020 07:06 AM</div>	<div data-bbox="579 353 1436 461" data-label="Text"> <p>Everything I've already listed. I am sure there are many more reason to not go ahead with this but safety, and financial obligations are first things that come to mind</p> </div>
<div data-bbox="135 461 486 506" data-label="Text">[REDACTED]</div> <div data-bbox="135 506 333 564" data-label="Text">5/19/2020 12:05 PM</div>	<div data-bbox="579 461 1436 568" data-label="Text"> <p>Trail users lose. More traffic on to Exmouth. Then next move is Exmouth to London Rd.</p> </div>
<div data-bbox="135 568 271 613" data-label="Text">[REDACTED]</div> <div data-bbox="135 613 333 672" data-label="Text">5/19/2020 02:35 PM</div>	<div data-bbox="579 568 1436 676" data-label="Text"> <p>There are already exits from The Rapids Parkway. Another is not necessary at this time.</p> </div>
<div data-bbox="135 676 292 721" data-label="Text">[REDACTED]</div> <div data-bbox="135 721 333 779" data-label="Text">5/19/2020 02:55 PM</div>	<div data-bbox="579 676 1436 784" data-label="Text"> <p>heavy speeding traffic alongside pedestrians and cyclists</p> </div>
<div data-bbox="135 784 480 828" data-label="Text">[REDACTED]</div> <div data-bbox="135 828 333 887" data-label="Text">5/19/2020 08:28 PM</div>	<div data-bbox="579 784 1436 891" data-label="Text"> <p>Same as point one. Expand the current access as opposed to wrecking the trail. If you need a third access for emergencies, then put in a gravel road that is only used during emergencies.</p> </div>
<div data-bbox="135 891 411 936" data-label="Text">[REDACTED]</div> <div data-bbox="135 936 333 994" data-label="Text">5/20/2020 10:03 PM</div>	<div data-bbox="579 891 1436 999" data-label="Text"> <p>As I stated above - Concerns with the noise pollution that it will cause for those living in Winchester area - Wiltshire. Also concerns are Taking away green space that is currently useable and enjoyable. Also having he trail makes the Wiltshire area very appealing for living and increases property value, replacing with road will affect this negatively.</p> </div>
<div data-bbox="135 999 234 1043" data-label="Text">[REDACTED]</div> <div data-bbox="135 1043 333 1102" data-label="Text">5/20/2020 10:08 PM</div>	<div data-bbox="579 999 1436 1106" data-label="Text"> <p>I see only one benefit. A very small group of Sarnians get a quicker trip to the mall. This road is not necessary</p> </div>
<div data-bbox="135 1106 411 1151" data-label="Text">[REDACTED]</div> <div data-bbox="135 1151 333 1209" data-label="Text">5/21/2020 01:01 AM</div>	<div data-bbox="579 1106 1436 1214" data-label="Text"> <p>no! Please see my answers in questions 3,5&7 already - I feel that the rapid parkway extension is not necessary and very one sided (benefitting on rapids) that will not benefit anyone else and have no added value.</p> </div>
<div data-bbox="135 1214 248 1258" data-label="Text">[REDACTED]</div> <div data-bbox="135 1258 333 1317" data-label="Text">5/21/2020 04:11 AM</div>	<div data-bbox="579 1214 1436 1321" data-label="Text"> <p>What is the point of it? To alleviate traffic in other areas by making it worse in others? This is a quiet residential area now it will be a thoroughfare for people to race down an already busy road with 3 schools it is going to be a nightmare</p> </div>
<div data-bbox="135 1321 292 1366" data-label="Text">[REDACTED]</div> <div data-bbox="135 1366 333 1424" data-label="Text">5/21/2020 08:09 AM</div>	<div data-bbox="579 1321 1436 1429" data-label="Text"> <p>Losing trail area and essentially supplanting with a wide sidewalk to make up for past (and possibly current) incompetence of city planners in approving both the Rapids and Quinn Drive development plans. Why do trail users have to pay the price for this incompetence and why was no one ever fired over this incompetence?</p> </div>
<div data-bbox="135 1429 339 1473" data-label="Text">[REDACTED]</div> <div data-bbox="135 1473 333 1532" data-label="Text">5/21/2020 08:30 AM</div>	<div data-bbox="579 1429 1436 1536" data-label="Text"> <p>The city never should have been allowed to do this without a total plan. You should be looking toward Modeland for a link instead of this plan!!!!</p> </div>
<div data-bbox="135 1536 365 1581" data-label="Text">[REDACTED]</div> <div data-bbox="135 1581 333 1639" data-label="Text">5/21/2020 10:06 AM</div>	<div data-bbox="579 1536 1436 1644" data-label="Text"> <p>I'm not sure what this proposal aims to achieve. The Quinn Drive corridor is congested and poorly designed as it stands already. With the added access from the North this will only add to the congestion in that area. Add to that the removal of recreational space that will be forever gone. It's a horrible plan no matter how you slice it. Nice attempt to spin the matter by calling the</p> </div>



5/22/2020 01:01 AM

destruction of the Nature Trail an improvement. I'm assuming by 'stakeholders' you're referring to the business owners in the Quinn Drive corridor and not the homeowners and users of the Howard Watson trail. Increase in the amounts of traffic in/around Quinn Drive/Lambton Mall Rd and Exmouth St, as it stands now this area is a problem with high traffic volumes given this is the main shopping area for sarnia. Exmouth/Lambton Mall Rd. is busy as it is now, more traffic would create even more problems in this area with additional traffic from Rapids.

5/21/2020 12:00 PM

only benefit is cars will have a shortcut to mall if there are any others benefits a new road should connect to wiltshire as well to share these benefits only then will i believe the benefits are worth it

5/21/2020 01:48 PM

This will only benefit the few home owners living in the new back section of the development.

5/21/2020 06:12 PM

Again, the neighborhood to the north of the highway can walk. If they are out to shop and buy heavy goods, then the access from hwy40 at the new light is convenient. The extension takes away from the trail, with no added benefit.

5/21/2020 08:35 PM

Does making someone's 5min drive only 2min so important that we destroy a loved trailed?

5/21/2020 09:52 PM

Well, I see benefits only for the people who live in their neighbourhood. People who are extremely wealthy and moved into their new home without thinking of how they are going to get to Home Depot. Unfortunately, that shouldn't come at the expense of everyone who uses and benefits from the trail. So, no benefits for most of Sarnia.

5/21/2020 09:57 PM

More traffic being fed into an already busy, narrow Exmouth street will create a huge bottleneck that will make Sarnia Mall area more congested than ever

5/22/2020 09:30 AM

Losing a nature trail for the addition of a road in this area isn't necessary. I understand traffic is heavy on Rapids Parkway during the school year but I really feel that eliminating the current nature trail isn't the answer

5/22/2020 10:07 AM

Should we not be making a movement to support small businesses rather than large box stores? There are enough roadways for people To access Walmart. Please leave nature alone. We cannot reverse these backwards decisions that benefit a small group of people. Everyone can benefit from the trail

5/22/2020 12:06 PM

Nature trail will be inhibited!

5/22/2020 03:06 PM

There is no reason in the city the size of Sarnia that local residents can't drive around. It's literally adds 5 mins to anyone trying to get to that part of town. You have 4 lanes on Murphy, 4 higher speed lanes on Modeland. There are more critical road repairs and improvements required in this city. road extension should be somewhere else. too close to lights at Pontiac Court. Going to slow traffic down and could cause accidents.

5/22/2020 03:18 PM

5/22/2020 10:24 PM

If all this road is going to do is provide an access to Walmart then I believe there must be another way to provide that rather than beside this residential area.



[REDACTED] 5/23/2020 11:03 AM	There are enough overpasses already for motor vehicles. Just leave this area alone. It is already beautiful. As someone who only moved here about a year ago it is literally a treasure to many new-comers. Living in Victoria, BC where trails like this run through the city - it invites people who are nature-lovers in the city a short respite from the non-stop cars that move through the city. Please leave it alone :)
[REDACTED] 5/23/2020 07:57 PM	A small benefit in terms of traffic control and redirection. But has many cons
[REDACTED] 5/23/2020 08:18 PM	We have roads in sarnia that need more repair than putting in a new road. Why not run this road parallel to modelland road which would help the traffic coming out of the Walmart plaza and still serve the rapids subdivision. Continue the road at the Quinn drive. That land does not have trees that would be affected and is perfect alternative.
[REDACTED] 5/23/2020 08:39 PM	Not at all we need more nature spaces in this city
[REDACTED] 5/24/2020 03:11 AM	There is no benefit to pave over this trail. We don't need easier access, there is already easy access to the area. The biggest appeal to the area is that there isn't surrounding roads, the residents in those areas pay for the quiet surroundings. A road would disrupt them in unimaginable ways.
[REDACTED] 5/24/2020 09:38 AM	It is taking away the natural spaces. The city has to consider other things that just car traffic. I don't want my taxes to go to taking away the natural nature trail and putting in an unnatural one. There will be affected animal habitat as well, and the walk free from worry of traffic will be gone. I don't support this at all
[REDACTED] 5/24/2020 10:55 AM	If anything, parents won't allow their kids to walk to school anymore, is a non discreet way of exercising because now you're running/cycling in front of a bunch of cars. It's just not important, there's barely any traffic in sarnia, we don't need another road.
[REDACTED] 5/25/2020 09:25 AM	As noted in 2018 and repeated above.
[REDACTED] 5/25/2020 12:32 PM	Modern , forward looking cities are converting streets into bike and pedestrian paths . This plan is outdated and does the opposite no matter how you try to slice it .There is no congestion and brick and mortar commerce is fading away.
[REDACTED] 5/27/2020 05:08 PM	Fails to solve the access issue considering future development and final volumes.
[REDACTED] 5/27/2020 07:28 PM	Money spent with few benefits to the community, only benefiting people living in the rapids subdivision
[REDACTED] 5/27/2020 11:23 PM	Tax dollars may be allotted to current road and infrastructure maintenance, wildlife and environmental damage could be mitigated by building roads and infrastructure elsewhere.
[REDACTED] 5/28/2020 08:01 AM	I have heard the parkway is to allow the area residents a 3rd road from their subdivision. I live in Whiltshire subdivision and only have access to Michigan an Murphy. 2 roads. If the people in these new areas need a 3rd access then



[REDACTED]
5/28/2020 08:33 PM

so do I. Please alter you design to provide access from Whiltshire to Rapids Parkway by building a road access through Wiltshire Park. Should be no problem since parks and nature trails are expendable.

[REDACTED]
5/29/2020 10:18 AM

I think the extension demonstrates a disregard for safety and for a limited but precious natural corridor. If safety for cyclists and pedestrians were a priority, sidewalks and level (i.e. not dipping at every driveway and intersection since no one in her right mind would ever design an automobile road that way) bicycle paths would be mandatory through the development and through many streets in the city. Why can't we for once give in to the natural world and advance calm and tranquility, rather than kneel at the altar of the automobile, speed and numbed expediency.

[REDACTED]
5/29/2020 10:39 AM

This will be a huge loss for Sarnia's cycling and running community as well as the people who walk the trail with family, friends, pets, etc. Please don't do this.

loss of safe walkway for pedestrians, joggers

[REDACTED]
5/29/2020 03:04 PM

We need more safe pedestrian spaces, not more of this nonsense.

[REDACTED]
5/29/2020 03:19 PM

Loss of green space, wildlife ,native plants etc. I don't want a road as my back yard!! Is there no alternative? So many use and enjoy.

[REDACTED]
5/30/2020 09:34 AM

We need this nature trail to stay, there has never been any concerns about it. There has never been concerns about needing a road in this area.

[REDACTED]
5/30/2020 03:08 PM

I haven't wished for a new roadway - I don't know that the advantage would compensate for the construction chaos

[REDACTED]
5/31/2020 01:01 AM

I think it's stupid and a waste of tax payers money

[REDACTED]
5/31/2020 04:29 PM

It brings more noise level into this area. We have a lot of Seniors living here.

[REDACTED]
6/02/2020 08:52 AM

Rapids will be another busy through street right past three schools. It is already very difficult to get out of our side street onto Rapids Parkway.

[REDACTED]
6/02/2020 09:32 AM

The extension will create a busy road in what is currently a quiet area. Along with increased pollution and environmental impact

[REDACTED]
6/02/2020 09:34 AM

Adding more roadway, takes away from what bikers and others already struggle with, when coming in contact with the road and vehicles on the road. People need to walk more and drive less.

[REDACTED]
6/02/2020 09:55 AM

We moved to the Wiltshire area 3 yrs ago. I take the path to go to work and back mostly on my bike during the summer months. I and many others use the trail so as not to have to care about traffic and staying in the lines and watch wildlife be care free. I see it as the resident of the GRP are looking for a personal entry to their homes. Maybe they were promised this years ago and given the feeling of nobility as they lavishly payed for their suburbia away



from the hustle and bustle of this city they can drive the extra 10 minutes it takes to use the only 2 roads in and out to get to the main activity of the city. Thank you.
leave the green space

6/02/2020 10:43 AM

6/02/2020 11:01 AM

6/02/2020 11:34 AM

6/02/2020 12:00 PM

6/02/2020 12:22 PM

6/02/2020 12:50 PM

6/02/2020 12:53 PM

6/02/2020 01:19 PM

6/02/2020 02:35 PM

6/02/2020 03:02 PM

6/02/2020 03:03 PM

6/02/2020 03:31 PM

Let them use the roads that are already in place. If that cuts down on their amount of business so be it. Theses things should have been addressed before development of that area, without taking from the citizens of Sarnia. If you are driving to shop from Rapids parkway what is wrong with the route they are currently using. It is not going to save time for any one. It will just cause more traffic along Exmouth and making pontiac court complex less safe for the residents that live there.

There are many highway entry and exits in sarnia, the need for another one in this location is highly unnecessary. There are jo other locations such as the Natire Trail within the city that residents can enjoy. It will be a great loss for many to move forward with this initiative and I fully do not support.

People can get to those stores fast enough already... It can't take much more then 5-7 minutes to drive from the rapids to Walmart. What will it take now 2-4 minutes... Seems like a waste of tax dollars in my opinion. I would love to see Wellington road extended to Blackwell side road to connect heritage park and Blackwell glen first. There would be more benefits of connecting these two subdivisions into one area before making a short cut for the rapids they are surrounded by major roads.

Potential traffic congestion on Exmouth St.

Sarnia is small there are already enough routes to everywhere in the city. Leave nature/wildlife alone

I personally see no benefit. I realize that some people will benefit, otherwise the city would not be presenting this proposed design. I do not live in that area, but I do use the HWT. I love the feeling of being on the trail where often I have opportunity to view some wildlife I don't see elsewhere. I feel at ease on the trail as is, with no worries of the risks riding near vehicles bring. This cannot happen with the proposed road extension immediately adjacent to the proposed nature trail "improvement".

Wildlife. Nature. Peace.

The area needs relief but the area between Lowes and Temple Baptist Church would be far more suitable.

It is simply not needed. For some it might be faster and more convenient. But really in a city our size, is it that important to shave 5min off your trip across town.

The Howard Watson trail was never intended to be a thoroughfare for vehicles



[REDACTED]
6/02/2020 07:12 PM

There are two roads within one kilometre of the proposed road that lead to the Mall, Murphy and Modeland Rd, so this road isn't a necessity its a want by developers. Years ago the developers promised to keep the majority of the old oaks when they built D'Marrocco Dr, they didn't. No one at city hall cared. So you are going to build a road with a "nature trail" . There isn't anything anyone can do when they really build a road with a sidewalk and a tree. this trail as it stands is an asset and once it's gone it's gone and Walmart and Home Depot will have another poorly planned road to their stores.

[REDACTED]
6/02/2020 07:34 PM

The traffic from the road will just dump out into a congested area with inadequate flow control.

[REDACTED]
6/02/2020 09:07 PM

We have enough roads that need fixed, and enough for the amount of traffic. It makes more sense to spend the money on something more useful than another road that runs from one end of town to the other. Why not do something that supports the sustainability of the trail and plant more wildflowers that attract wildlife since Lambton is supposed to be known for its trails.

[REDACTED]
6/03/2020 01:04 AM

We need to keep areas for nature and people. Not everything needs to be ruined for money

[REDACTED]
6/03/2020 07:51 AM

it is simply not needed

[REDACTED]
6/03/2020 08:46 AM

It will decrease a number of currently upper middle class homes value. Many homes keep a chain link or even no fence to enjoy the beauty of the trail in their backyard (a great selling point for a home). Not to mention the beauty of the trail being away from traffic is the most popular selling point. Most do not want to walk, bike etc. down busy streets in Sarnia if you don't live in a quiet neighbourhood, the trails accessibility is loved by so many to get the away from society. Not to mention our current road repair list is long enough, lets use that money in a more beneficial manor. Thx

[REDACTED]
6/03/2020 11:18 AM

Sarnia doesn't need any more roads. It needs more trees and nature. It should be adding green space instead of removing it. Green space has a positive psychological effect on people- the opposite of roads. Sarnia should not encourage or participate urban sprawl. It should be more progressive with innovative solutions. At the very least, build up the downtown instead.

[REDACTED]
6/03/2020 12:40 PM

The only extension that would have any benefits is if the road joined Quinn Dr by Home Depot instead. This would lighten the traffic load on Exmouth instead of adding to it. A traffic light would have to be installed at Quinn and Lambton Mall Rd.

[REDACTED]
6/03/2020 12:55 PM

There must be a better way to improve traffic flow without removing an essential and vehicle free corridor from Sarnia.

[REDACTED]
6/04/2020 01:01 AM

This is a teavesty not only to the natural environment, the safety of the cyclists/pedestrians but also to the home values which will be effected by the noise

[REDACTED]

There should be another way to connect the communities north of the 402



6/03/2020 01:54 PM

without destroying the peaceful natural trail.

[REDACTED]

additional noise and pollution problems in the neighbourhood

6/03/2020 02:34 PM

[REDACTED]

Because it will hurts tons of animals and insects. It will be more noisy and will ruin the nature trail.

6/03/2020 04:29 PM

[REDACTED]

leave things they way they are

6/03/2020 07:55 PM

[REDACTED]

Traffic connection on Exmouth at a poor visability location. See questions 4,6,8

6/03/2020 08:31 PM

[REDACTED]

There is no benefit

6/03/2020 10:22 PM

[REDACTED]

It will result in cars zooming in and out onto Exmouth. The peace and quiet of walking along the trail will be gone forever. There will be no going back. The birds will leave, the wild rabbits will leave or get killed...Nature in that spot will never be the same. More cement poured over the earth. For what? So that people can get to the mall area 5 minutes quicker.

6/04/2020 01:01 AM

[REDACTED]

See above. Lots of ways to get into town. Quinn drive needs an entrance off the highway!!!! Do that first!

6/03/2020 10:45 PM

[REDACTED]

I fail to see the need for this extention and am very concerned about brining more traffic out to Exmouth St in the vicinity of senior homes a school and a church.

6/04/2020 08:22 AM

[REDACTED]

It doesn't add anything weed need and only takes away the trail.

6/04/2020 08:51 AM

[REDACTED]

This is not the appropriate response to failure to proper civic planning over the years. People were aware when they moved to the Rapids Parkway area that there was only access to the area from Michigan and Modeland.

6/04/2020 09:12 AM

[REDACTED]

Won't relieve any traffic and now we lose the nature trail

6/04/2020 09:20 AM

[REDACTED]

unnecessary, traffic flow is fine

6/04/2020 10:11 AM

[REDACTED]

Not enough traffic to be concerned about.

6/04/2020 03:59 PM

[REDACTED]

This is a detriment to our community. Once you pave this trail, there is no going back. This trail is beautiful and so heavily used and yes, we will adapt if it is paved over, but there must be a better way. As someone said: "this plan was proposed 25 years ago. At that time, it was to allow ingress to build a new community and St Anne's / St Chris's to benefit our growing population. We managed to find another route. Our population has not grown, yet here we are having the same discussion - to benefit big box stores this time." Let's keep doing the right thing and keep our trail whole

6/04/2020 05:28 PM



<div></div> <div>6/04/2020 06:48 PM</div>	<p>and natural.</p> <p>See my answer in number 3</p>
<div></div> <div>6/04/2020 06:52 PM</div>	<p>I don't think the Howard Watson Trail should be used as a road for motor vehicles. It should be redone as a beautiful walking and cycling path. A road is not needed, and our tax dollars should not be wasted on this, especially now with current events.</p>
<div></div> <div>6/04/2020 07:01 PM</div>	<p>Same as above</p>
<div></div> <div>6/04/2020 07:06 PM</div>	<p>No. It just adds traffic to an already congested area of Exmouth and ruins a section of the nature trail.</p>
<div></div> <div>6/04/2020 07:08 PM</div>	<p>1. Not environmentally friendly 2. Not climate change friendly 3. Forces trail users to inhale vehicle exhaust fumes 4. Waste of my tax \$ 5. Adds yet another intersection on the already accident prone Exmouth St. section of roadway 6. This should be put to a plebiscite for complete public input</p>
<div></div> <div>6/04/2020 07:10 PM</div>	<p>Sarnis desperately needs to keep this trail and not change it whatsoever!!! If the city wants to make sarnia healthier and more environmentally friendly, it would NOT DO THIS PLAN. I would love to see bike trails/walking/pedestrian path put along confederation.</p>
<div></div> <div>6/04/2020 07:24 PM</div>	<p>Vehicle traffic will increase through the rapids neighborhood as people will start using it as a short cut. Instead of going down Modeland to Exmouth.</p>
<div></div> <div>6/04/2020 08:41 PM</div>	<p>same as above. you created this shopping area and never considered the traffic. maybe just widening the existing roads to accomodate the traffic would suffice.</p>
<div></div> <div>6/04/2020 10:24 PM</div>	<p>I'd rather have more "traffic free" trails. Why destroy something so nice? Just to make it convenient so people can shop at the big box stores?</p>

Optional question (214 response(s), 224 skipped)

Question type: Essay Question