

City of Kawartha Lakes

Colborne Street Bridge

Municipal Class Environmental Assessment Addendum

Date of Original Environmental Study Report Approval: 1994

Date of First Addendum: 2000

Tuesday, March 10, 2026

B001592

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Engineering for **people**

The Corporation of the City of Kawartha Lakes

Municipal Class Environmental Assessment Addendum

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Project no B001592

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Executive Summary

This Environmental Assessment (EA) Addendum has been prepared for the Colborne Street Bridge Replacement Project in Lindsay, City of Kawartha Lakes, to address the lapse of time since the original Schedule 'C' Municipal Class EA Environmental Study Report (ESR) approval in 1994 and the subsequent 2000 Addendum. The purpose is to confirm the continued validity of the phases of the Class EA, recommended undertaking and incorporate updates to reflect current environmental conditions, policy frameworks, and design standards.

Background

The original ESR identified the need for improved east-west connectivity across the Scugog River to alleviate congestion and support growth in Lindsay. Colborne Street was selected as the preferred crossing due to its minimal environmental impact, alignment with the arterial road network, and ability to accommodate future development. A 2000 Addendum to the 1994 EA reaffirmed this recommendation.

Why an Addendum

Under the Municipal Class EA process (October 2000, Amended 2024), projects not implemented within 10 years require review. This Addendum validates the preferred alternative and updates the design to meet modern standards, including climate resilience, active transportation integration, and heritage compatibility.

Key Updates and Findings

- **Recommended Undertaking:** The need for the Colborne Street crossing remains critical to address traffic demand, improve network redundancy, and support growth projections.
- **Design Refinements:** The 2025 concept proposes a single-span bowstring arch bridge, eliminating in-water piers to reduce environmental impact, enhancing aesthetics, and incorporating community connectivity, and bridge architectural lighting, for enhanced aesthetics.
- **Environmental Considerations:** Updated studies confirm species at risk (e.g., Blanding's Turtle, SAR bats) and recommend mitigation measures such as timing windows, exclusion fencing, and habitat protection.
- **Policy Compliance:** The design aligns with current provincial and federal legislation, including the *Environmental Assessment Act*, *Endangered Species Act*, and *Fisheries Act*.

- Community Engagement: Public consultation in July 2025 demonstrated strong support for the new design, emphasizing environmental protection, aesthetics, and safety.
- Impact Assessment: Net effects remain positive, with improved connectivity, minimized property impacts, and sustainable considerations for stormwater management systems.

Based on updated studies and consultation, the recommended undertaking remains valid, with minor refinements to meet current standards and will obtain all environmental regulatory requirements.

Next Steps:

The Addendum will be filed for a 30-day public review period. Following comment resolution, the project will complete detail design, tendering, and construction, ensuring compliance with environmental and regulatory commitments.

NOTICE OF FILING OF ADDENDUM

Colborne Street Bridge Class Environmental Assessment Addendum City of Kawartha Lakes

The City of Kawartha Lakes has completed an Addendum to the January 1994 Environmental Study Report and 2000 Addendum for the proposed Colborne Street Bridge crossing of the Scugog River in Lindsay, City of Kawartha Lakes, Ontario (Figure 1). The project was planned through the Schedule C Municipal Class Environmental Assessment process. This Addendum has been prepared to address the extended lapse of time since project approval, and to incorporate updated design standards, environmental conditions, regulatory frameworks, and community feedback on bridge design elements.



Figure 1: Map of the proposed Colborne Street Bridge crossing of the Scugog River in Lindsay, Ontario

Purpose of the Addendum

The proposed bridge is located in Downtown Lindsay, spanning the Scugog River within the highly visible and scenic Trent-Severn Waterway National Historic Site. The area experiences significant use by trail users and serves as an active navigable waterway.

In response to environmental considerations and the importance of preserving the site's visual character, refinements have been made to the recommended bridge design. The Addendum incorporates updated environmental considerations and introduces a revised structural concept featuring a single-span bowstring arch bridge. It also includes updated bridge approach roadways, improved access road configurations, and an amended construction schedule.

Availability of the Addendum

The Addendum will be available for public, agency, and Indigenous Nation review for a 30-day period, beginning **March 10, 2026**, and ending **April 10, 2026**. It can be accessed at the City of Kawartha Lakes project website: [Detailed Design of The Colborne Street Bridge | Lindsay | City of Kawartha Lakes](#).

Further information, accessibility requests and comments may be sent directly to the project team in writing by **April 10, 2026**.

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Section 16 Order Requests - Environmental Assessment Act

In addition, a request to the Minister of the Environment, Conservation and Parks for an order imposing additional conditions or requiring a comprehensive environmental assessment may be made on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests should include your full name and contact information.

Requests must include full contact information, project name, order type requested, explanation of impacts, efforts to resolve concerns, and supporting details.

Requests must be sent to:

Minister of the Environment, Conservation and Parks

777 Bay Street, 5th Floor

Toronto ON M7A 2J3

minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Requests should also be sent to the City of Kawartha Lakes by e-mail.

Please visit the ministry's website for more information on requests for orders under section 16 of the *Environmental Assessment Act* at:

<https://www.ontario.ca/page/class-environmental-assessments-part-ii-order>.

All personal information included in your request—such as name, address, telephone number and property location—is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* and is collected and maintained for the purpose of a public record, the projection of personal information provided in the *Freedom of Information and Protection of Privacy Act* (FIPPA) does not apply. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential.

This Notice is issued **February 25, 2026**.

Table of Contents

1	Introduction	1
1.1	Background of Original Project	1
1.2	Municipal Class Environmental Assessment Planning Process - Lapse of Time 2	
1.3	Applicable Legislation & Guidelines.....	4
2	Update to Problem Statement	7
2.1	Project Location	7
2.2	Problem Statement	7
3	Review of Original Environmental Study Report.....	8
3.1	Overview of Original ESR and Addendum.....	8
3.2	Assessment of Changes Since Original ESR and Addendum	10
3.2.1	Environmental Conditions	10
3.2.2	Policy and Regulatory Changes	11
3.2.3	Land Use Changes.....	12
3.2.4	New Studies and Data	14
4	Confirmation of Preferred Design	16
4.1	Preferred Design Features (1994 EA Recommendation).....	16
4.2	2000 EA Addendum	17
4.3	2025 Addendum and Proposed Alternative.....	18
4.4	Design Changes and Refinements.....	19
4.5	Reassessment of Previous Recommended Undertaking	22
5	Consultation.....	24
5.1	Public & Agency Consultation	24
5.2	Indigenous Consultation	25
6	Impact Assessment	27
6.1	Species at Risk.....	27

6.2	Terrestrial.....	29
6.3	Fish and Fish Habitat.....	29
6.3.1	Planning	29
6.3.2	Erosion and Sediment Control.....	30
6.3.3	Fish and Fish Habitat Protection	31
6.3.4	Contaminant and Spill Management.....	31
6.4	Summary of Net Effects and Commitments.....	32
6.4.1	Positive Effects.....	32
6.4.2	Negative Effects and Mitigation Measures	33
7	Conclusion & Next Steps.....	35

List of Tables

Table 1:	Summary of Design Changes	19
Table 2:	Environmental Commitments for Construction.....	33
Table 3:	Proposed Schedule for Project Implementation	34

List of Figures

Figure 1:	Map of the proposed Colborne Street Bridge crossing of the Scugog River in Lindsay, Ontario.....	v
Figure 2:	Proposed Location of the Colborne Street Bridge.....	2
Figure 3:	Aerial Imagery - Ecolog ERIS (via NAPL) Colborne Street, 1981	13
Figure 4:	Aerial Imagery - Google Earth Pro, Colborne Street, 2007	13
Figure 5:	Aerial Imagery - Google Earth Pro, Colborne Street, 2025.....	13
Figure 6:	Proposed Single Span Bowstring Arch Bridge for Colborne Street over the Scugog River	18

List of Appendices (Under Separate Cover)

Appendix A: Original Environmental Study Report (1994) & Addendum (2000)

Appendix B: Updated Technical Studies

Appendix C: Consultation (Notice & Summary)

1 Introduction

1.1 Background of Original Project

The Scugog River is one of the most prominent natural features within the Town of Lindsay and forms a significant barrier for several east-west transportation routes through the community. Among these routes, Colborne Street is a key arterial corridor intended to support cross-town connectivity.

The need for additional east-west capacity across the Scugog River was first identified in 1960 and subsequently reconfirmed during transportation planning reviews in the 1970s and 1980s. These studies highlighted the growing traffic demands and the limitations imposed by the river on the continuity of the arterial road network.

In response to this identified need, Victoria County (now the City of Kawartha Lakes) initiated a Municipal Class Environmental Assessment (MCEA) study in 1994, led by Totten Sims Hubicki (TSH). The study evaluated multiple alternatives for improving east-west connectivity and concluded that a new bridge crossing of the Scugog River at Colborne Street was the recommended undertaking. This recommendation was based on several key factors:

- Satisfies long-term future river crossing demand, ensuring adequate capacity for projected growth.
- Provides a continuous link within the cross-town arterial road network, improving east-west connectivity.
- Balances traffic volumes by distributing future demand across the network, reducing pressure on existing crossings such as Wellington Street and Lindsay Street North.
- Supports future development and redevelopment within Lindsay by promoting growth within the current urban boundary.
- Maximizes use of the existing road network, minimizing the need for extensive new infrastructure.
- Requires the least amount of property acquisition, reducing social and economic impacts.
- Minimizes environmental impact, as the Colborne Street corridor was found to have negligible effects on natural features compared to other alternatives (e.g., Orchard Park and Springdale Gardens), which would have resulted in significant impacts to vegetation and wetlands.

Following the 1994 EA Study, an EA Amendment was completed in 2000 by Cole Sherman Associates to update and reaffirm the findings. This amendment confirmed the previous recommendation for Colborne Street as the preferred crossing location and set the foundation for advancing the project toward detailed design and implementation.

The proposed location of the bridge can be seen in Figure 1.

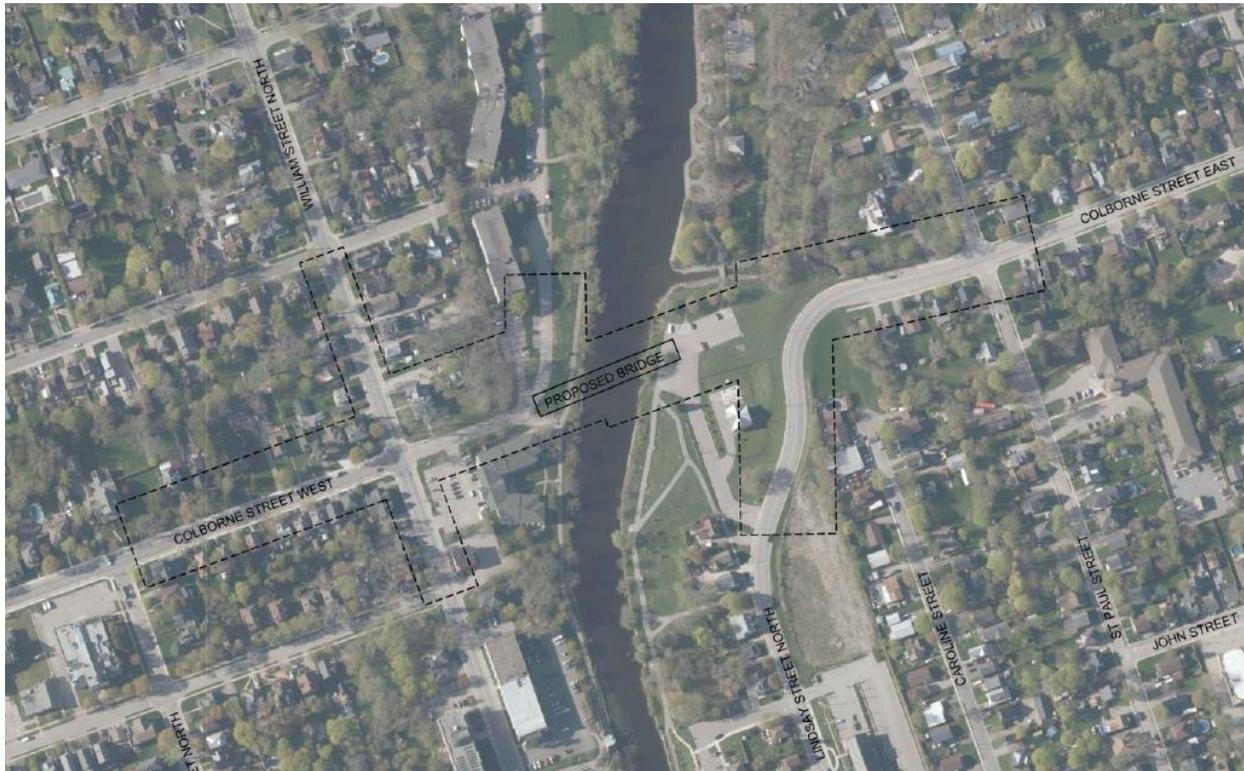


Figure 2: Proposed Location of the Colborne Street Bridge

1.2 Municipal Class Environmental Assessment Planning Process - Lapse of Time

The purpose of this Environmental Assessment (EA) Addendum is to revisit, validate, and update the findings and recommendations of the original 1994 Municipal Class Environmental Assessment (MCEA) and the subsequent 2000 EA Amendment for the proposed Scugog River crossing at Colborne Street in Lindsay, City of Kawartha Lakes, Ontario. These earlier studies identified the need for improved east-west connectivity across the river and confirmed Colborne Street as the preferred location for a new bridge crossing. However, since those assessments were completed more

than two decades ago, a review is required to ensure the project remains relevant and compliant with current standards.

Under the MCEA process, projects that have not advanced to construction within 10 years of filing the Environmental Study Report (ESR) must undergo a review to confirm that environmental considerations remain valid. This EA Addendum fulfills that requirement and provides an opportunity to incorporate updates under the Ontario *Environmental Assessment Act* and the latest MCEA guidelines.

Specifically, this addendum confirms that the project:

- Aligns with current planning objectives of the City of Kawartha Lakes (City), including transportation network continuity, growth management, and economic development.
- Reflects updated environmental standards and best practices, incorporating modern approaches to minimize ecological impacts and protect natural heritage features.
- Considers evolving community priorities, such as heritage and connectivity considerations.
- Responds to changes in traffic patterns and growth forecasts, which have shifted due to demographic trends, land use changes, and regional development pressures.
- Complies with current regulatory requirements, including updates to the Municipal Class EA process and relevant provincial and federal legislation.

By undertaking this addendum, the City seeks to confirm the continued validity of the preferred alternative, refine the design to meet contemporary standards, and ensure that the project remains environmentally responsible and socially beneficial.

The scope of this addendum includes the following key components:

■ **Validation of the Preferred Alternative**

The addendum confirmed whether the preferred alternative identified in the original 1994 EA and reaffirmed in the 2000 EA Amendment remains appropriate given current conditions. This involves assessing whether the location and alignment continue to meet transportation objectives and community needs.

■ **Design Refinements for Modern Standards**

The project incorporated updates to meet contemporary engineering and safety standards, as well as municipal objectives for a **continuous east-west arterial connection**. This includes consideration of geometric design, structural

requirements, sidewalks on both sides of the bridge, improvement of existing active transportation facilities under the bridge, and integration with adjacent road networks.

- **Updated Environmental Considerations**

The addendum reviewed and updated environmental assessments to reflect current legislation and best practices. This includes evaluating potential impacts on natural heritage features, cultural heritage resources, and **socio-economic factors**, as well as confirming mitigation measures to minimize adverse effects.

- **Impact Assessment and Mitigation Strategies**

Potential impacts were reassessed based on present-day conditions, including changes in land use, ecological sensitivity, and community development patterns. Updated mitigation strategies will be developed to ensure compliance with environmental regulations and sustainability objectives.

- **Compliance with Current EA Requirements**

The addendum documented adherence to the Municipal Class EA process at the appropriate schedule level, ensuring that all procedural steps, consultation requirements, and regulatory obligations under the Ontario Environmental Assessment Act are satisfied.

This EA Addendum does not revisit the full range of alternatives previously considered unless new constraints or opportunities arise that warrant reconsideration. The focus remains on validating and refining the recommended undertaking identified in earlier studies.

1.3 Applicable Legislation & Guidelines

Municipal Class Environmental Assessment (MCEA)

This project is being undertaken in accordance with the MCEA process, an approved planning framework under the Ontario *Environmental Assessment Act*. The MCEA provides a standardized, phased approach for municipal infrastructure projects, including roads and bridges, to ensure environmental considerations are integrated into decision-making.

- **Original Study Compliance:** The original Environmental Study Report (ESR) was completed in 1994, followed by an EA Amendment in 2000 (Appendix A).
- **Requirement for Review:** Under the MCEA, projects that have not proceeded to construction within 10 years of filing the ESR must undergo a review to confirm that environmental conditions and commitments remain valid. This EA Addendum

fulfills that requirement and updates the project in accordance with the latest 2024 MCEA guidelines.

- **Schedule Classification:** The proposed Scugog River crossing is classified as a Schedule C project, which involves the construction of new infrastructure and requires completion of all five phases of the MCEA process:
 1. Problem/Opportunity Identification
 2. Alternative Solutions
 3. Alternative Design Concepts for Preferred Solution
 4. Environmental Study Report
 5. Implementation

Public and Indigenous Consultation

The MCEA mandates public consultation throughout the process, including:

- Engagement with stakeholders, review agencies, and Indigenous communities.
- Opportunities for public input at key milestones, such as Notice of Study Commencement and Notice of Completion.
- Compliance with Section 16 Order provisions, allowing the Minister to elevate a project to an Individual EA if warranted.

Provincial Legislation

Several provincial statutes and regulations apply to this project:

- **Ontario Environmental Assessment Act**
Governs the planning process for municipal infrastructure projects and requires adherence to the approved Class EA framework.
- **Endangered Species Act, 2007 (ESA)** *(and forthcoming Species Conservation Act, 2025)*
Protects species at risk and their habitats. Any potential impacts to listed species must be assessed, and appropriate permits or registrations obtained. Recent legislative changes emphasize balancing species protection with economic considerations.
- **Ontario Heritage Act**
Requires identification and protection of cultural heritage resources, including archaeological sites and built heritage features.

- **Bridges Act (RSO 1990, c. B.12)**

Regulates construction and alteration of bridges over navigable waters, requiring approvals from the Ministry of Transportation for certain works.

- **Public Transportation and Highway Improvement Act & O. Reg. 104/97: Standards for Bridges**

Mandates compliance with the **Canadian Highway Bridge Design Code (CAN/CSA-S6)** and the **Ontario Structural Manual** and other relevant manuals and guidelines for the design and construction of bridges.

Federal Legislation

Federal requirements also apply, including:

- **Fisheries Act**

Protects fish habitat and aquatic ecosystems. Any in-water works must avoid harmful alteration, disruption, or destruction of fish habitat unless authorized.

- **Species at Risk Act (SARA)**

Provides additional protection for federally listed species and habitats.

- **Navigable Waters Protection Act**

Transport Canada requires approvals for works affecting navigation on the Scugog River.

- **Impact Assessment Act - Parks Canada**

Parks Canada requires approvals for works affecting the Trent-Severn Waterway.

2 Update to Problem Statement

2.1 Project Location

The proposed project involves the construction of a new Scugog River crossing within the Colborne Street right-of-way in Lindsay, Ontario. The project location, referred to as the Site, encompasses the area where changes or disturbances will occur during construction, operation, and maintenance activities. The Site is situated within part of Lot 21 and Lot 22, Concession 5, and part of Lot 21 and Lot 22, Concession 6, in the Geographic Township of Ops. The approximate coordinates are UTM 17T 680258 m E, 4914468 m N. The Site boundaries are:

- West: William Street
- East: Lindsay Street
- North and South: Scugog River

The surrounding lands are primarily under Provincial jurisdiction, and the Trent-Severn Waterway falls under Federal Parks jurisdiction.

2.2 Problem Statement

In 1994, the Environmental Study Report (ESR) identified the need and justification for expanding crossing capacity over the Scugog River. This conclusion was based on an assessment of conditions from 1991. At that time, the Wellington Street river crossing was already operating at full capacity, while the Lindsay Street North crossing was nearing its limit. Combined, the demand for river crossings at these two locations was approaching the total capacity of both bridges. Furthermore, traffic volumes at Wellington Street not only exceeded the physical capacity of the crossing and its adjacent intersections, but the level of service provided was far below what was considered acceptable for the Town of Lindsay. These findings underscored the urgency for additional infrastructure to accommodate growing transportation needs.

As anticipated in the 1994 Environmental Study Report (ESR), and 2000 Addendum, traffic demand across the Scugog River has continued to grow, reinforcing the necessity for the proposed Colborne Street bridge. Furthermore, recent and planned developments within the municipality align with the development patterns projected in the 1994 ESR and confirmed in the 2000 Addendum. Consequently, this addendum will maintain the use of those anticipated travel demand patterns and the updated projected traffic volumes along Colborne Street.

3 Review of Original Environmental Study Report

The original 1994 Environmental Study Report (ESR) identified the bridge alignment as the recommended undertaking due to the need for improved connectivity and reduction of congestion at existing crossings. Environmental impacts were assessed, and mitigation measures were proposed for natural heritage, cultural heritage, and social environments.

3.1 Overview of Original ESR and Addendum

The original 1994 ESR identified the Colborne Street bridge alignment as the recommended undertaking to address structural deficiencies and safety concerns associated with east-west connectivity in Lindsay. The ESR evaluated multiple alternatives and concluded that a crossing at Colborne Street would:

- Provide a continuous east-west arterial link.
- Improve traffic flow and reduce congestion.
- Support future growth within the urban boundary.

Environmental impacts were assessed across natural heritage, cultural heritage, and social environments, and mitigation measures were proposed to minimize adverse effects. The 2000 ESR Addendum reaffirmed these findings and incorporated minor design updates, including a shift to a two-span uniform depth concrete girder bridge.

The study evaluated eight alternative planning solutions to address the river crossing capacity problem:

1. **Do Nothing Alternative**
 - No improvements or additional capacity provided.
 - Not viable due to existing and projected congestion and structural rehabilitation needs.
2. **Transportation Systems Management (TSM) Measures**
 - Includes signal timing improvements, traffic controllers, pavement markings, and turn lanes.
 - Provides short-term relief but insufficient for long-term capacity needs.
3. **Improve Existing Bus Transit Service**
 - Increase route area and frequency.
 - Minimal impact on vehicular crossing capacity.

4. Widen Wellington Street Bridge to Three Lanes (within existing right-of-way)

- Adds a continuous two-way center turn lane.
- Limited by physical constraints; substandard lane widths and sidewalk reductions.
- Provides moderate capacity increase but not sufficient long-term solution.

5. Reconstruct Wellington Street Bridge to Four Basic Through Lanes

- Requires new structure beyond existing right-of-way.
- Significant property and traffic impacts during construction.
- Not preferred due to cost, impacts, and limited network compatibility.

6. Construct New River Crossing within Colborne Street Corridor

- Preferred alternative.
- Best satisfies long-term vehicular and pedestrian transportation needs.
- Maximizes capacity and network compatibility.
- Requires minimal property acquisition and road improvements.
- Minimizes environmental and social impacts with mitigation.

7. Construct New River Crossing within Eglinton Street/Orchard Park Road Corridor

- Not preferred due to significant property acquisition, network incompatibility, and environmental impacts.
- Would require extensive new road construction and upgrades.

8. Construct New River Crossing within Springdale Gardens Corridor

- Not preferred due to low traffic volumes, poor network compatibility, potential for urban sprawl, and significant environmental impacts to provincially significant wetlands.

A comprehensive evaluation was conducted using criteria including transportation capacity, economic, social, cultural, natural environment, engineering, and cost factors. Sensitivity testing incorporated public and stakeholder input. The Colborne Street corridor consistently ranked as the recommended undertaking for long-term river crossing capacity.

The recommended undertaking included a two-phase approach:

- Phase 1: Widen Wellington Street Bridge to 3 lanes with turn lanes.
- Phase 2: Construct a new two-lane river crossing in the Colborne Street corridor.

Based on the results above, the key reasons for selecting the Colborne Street Corridor were:

- Satisfies long-term (20-30 years) vehicular and pedestrian needs.
- Provides the best network compatibility and flexibility.
- Minimizes property acquisition and road improvements.
- Minimizes environmental and social impacts with appropriate mitigation.
- Supported by majority of public input despite some opposition.

3.2 Assessment of Changes Since Original ESR and Addendum

A comprehensive review was undertaken to evaluate changes in environmental conditions, policy frameworks, land use, and technical data since the original 1994 ESR and 2000 Addendum. Additional technical studies have been provided in Appendix B.

3.2.1 Environmental Conditions

■ Natural Environment:

- The original ESR documented riparian habitat along the Scugog River and recommended measures to protect fish habitat and water quality during construction.
- Updated field studies (2024-2025) confirm the presence of species at risk, including sensitive riparian vegetation within the project area.
- Floodplain characteristics remain largely unchanged; hydraulic modeling continues to support the feasibility of the crossing with appropriate design measures.

■ Social Environment:

- The original ESR identified potential impacts on adjacent residential properties and recommended maintaining access to apartment complexes and retirement residences.
- These considerations remain relevant, with additional emphasis on pedestrian safety and sidewalks in the current design.

■ Cultural Environment:

- Heritage assessments in 1994 noted the historic character of Lindsay's riverfront.

- Current review reinforces the need for a design sympathetic to cultural heritage and scenic views, particularly given community feedback on the 2000 girder design.

- **Technical Environment:**

- Original structural and hydraulic requirements remain valid; however, modern standards now require climate change considerations and improved accessibility features.
- The design incorporates several active transportation features:
 - 2.0 metre sidewalks on both sides of the bridge to support pedestrian movement.
 - Connectivity to existing multi-use trails, particularly at the Colborne Street and Lindsay Street North intersection.
 - A new access road north of Colborne Street, on the west side of the river, includes pedestrian facilities to maintain access to the waterfront trail.
 - Multi-use paths beneath the bridge on either side of the river and road a crossing at Lindsay Street enhances integration with the broader trail network.

The Colborne Street Bridge includes sidewalks on both sides to align with the previously adopted cross-section for the Colborne Street corridor on either side of the bridge. This design incorporates safe, consistent pedestrian access and smooth integration with surrounding infrastructure.

3.2.2 Policy and Regulatory Changes

Since the original ESR, several key regulatory updates have occurred:

- **Municipal Class EA Amendments:** Significant revisions in **2007, 2011, 2015, 2023 and 2024** introduced enhanced requirements for consultation, climate change considerations, and Indigenous engagement.
- **Ontario Environmental Assessment Act:** Updated provisions emphasize transparency and cumulative effects assessment.
- **Endangered Species Act (2007):** Requires identification and protection of species at risk and their habitats, influencing design and construction practices.
- **Ontario Heritage Act:** Strengthened requirements for cultural heritage evaluation and mitigation.
- **Federal Legislation:** Fisheries Act and Species at Risk Act remain applicable for in-water works.

3.2.3 Land Use Changes

Since the completion of the original 1994 ESR and the 2000 Addendum, the land use context within Lindsay and the surrounding urban area has undergone significant transformation, driven by population growth and economic development priorities outlined in the City of Kawartha Lakes Official Plan (2012, consolidated 2025) and the Growth Management Strategy (2024). The Lindsay Secondary Plan identifies the eastern portion of the community, particularly lands east of the Scugog River, as a focus area for residential intensification and commercial development, supported by municipal servicing capacity and proximity to major transportation corridors. Recent updates to the Growth Management Strategy project the City's population to increase from approximately 80,000 residents today to 130,000 by 2051, requiring the addition of 21,600 new homes and 16,900 jobs across the municipality, with Lindsay serving as the primary settlement area for growth.

This growth has resulted in substantial residential expansion, including new subdivisions and infill housing east of the Scugog River, as well as commercial and institutional development along Lindsay Street and Colborne Street East.

Employment lands have also been designated to accommodate future industrial and service-sector growth, reinforcing the need for efficient transportation connections between residential neighborhoods, employment areas, and community amenities.

From a transportation perspective, these land use changes have intensified demand for east-west connectivity, as existing crossings such as Wellington Street and Kent Street experience recurring congestion during peak periods. The City of Kawartha Lakes Transportation Master Plan Update (2025) emphasizes the strategic importance of creating a continuous arterial link along Colborne Street in line with the City's vision for a connected community. Similarly, the Active Transportation Master Plan (2024) identifies Colborne Street as an important corridor for consistent pedestrian access and smooth integration with surrounding infrastructure.

While these land use changes do not alter the physical footprint of the proposed bridge (See Figures 2 to 4) project, they reinforce its necessity as a key infrastructure investment to:

- Address increased travel demand generated by overall residential and employment growth.
- Support economic development and community vitality.

- Enhance connectivity for all modes of transportation, consistent with municipal and provincial policy directions, including the Growth Plan for the Greater Golden Horseshoe.



Figure 3: Aerial Imagery - Ecolog ERIS (via NAPL) Colborne Street, 1981



Figure 4: Aerial Imagery - Google Earth Pro, Colborne Street, 2007

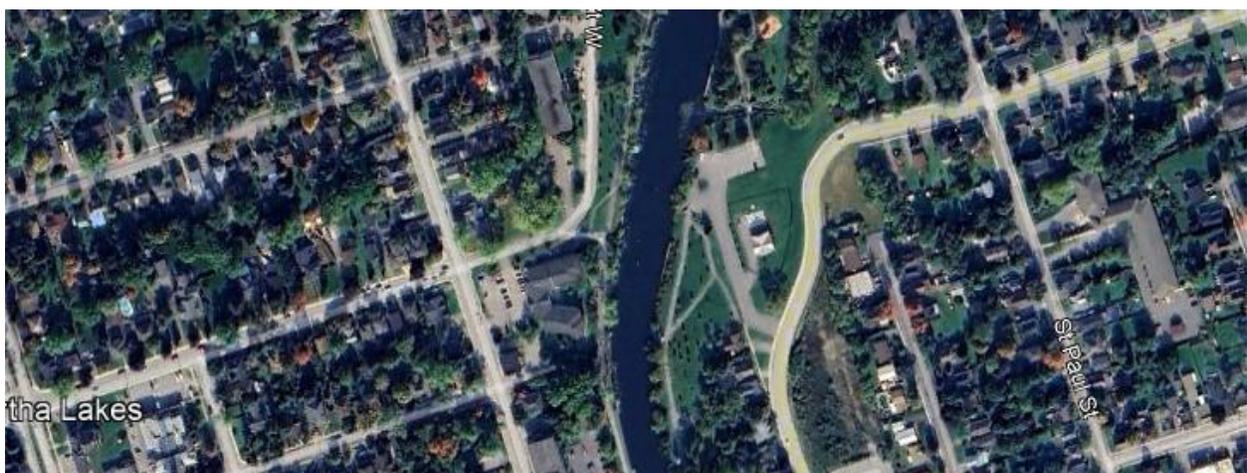


Figure 5: Aerial Imagery - Google Earth Pro, Colborne Street, 2025

3.2.4 New Studies and Data

Traffic Analysis

Comprehensive traffic modeling was undertaken using the City of Kawartha Lakes VISUM Travel Demand Model, updated and calibrated with the most recent traffic counts and growth projections. The analysis evaluated existing conditions, 2031 interim forecasts, and 2051 horizon scenarios to account for planned development and network improvements. Results confirm that existing east-west crossings, including Wellington Street and Lindsay St. North, will continue to experience capacity constraints, even with planned upgrades. The Colborne Street crossing remains critical to:

- Alleviate congestion on parallel routes.
- Improve network redundancy for emergency services and goods movement.
- Support anticipated population growth and employment expansion identified in the City's Growth Management Strategy.
- Intersection-level operations were assessed using Synchro, confirming that without the new crossing, delays and queuing will exceed acceptable thresholds during peak periods.

Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) was completed for the proposed Scugog River crossing within the Colborne Street right-of-way in the City of Kawartha Lakes. The assessment identified Potentially Contaminating Activities (PCAs) both on-site (historic land uses) and off-site (historic Lindsay Hydro location and possible coal tar contamination). As a result, three Areas of Potential Environmental Concern (APECs) were identified. A Phase Two ESA would be recommended to investigate these APECs for listed contaminants of potential concern (COPCs) only in the event there is a planned change to a more sensitive land use (from Industrial/Commercial to Residential/Parkland), or zoning change as needed to support site redevelopment. This is currently not the case, therefore no additional investigations are required.

The review concludes that the original ESR's rationale for the Colborne Street crossing remains valid. However, changes in environmental conditions, regulatory frameworks, and community priorities necessitate design refinements to:

- Avoid in-water structures where possible.
- Enhance aesthetics and cultural compatibility.
- Incorporate safety features.

- Further improve connectivity with multi-use trails.
- Address climate resilience and species protection requirements.

4 Confirmation of Preferred Design

4.1 Preferred Design Features (1994 EA Recommendation)

The original 1994 EA identified the following key design elements for the preferred alternative:

Structural Characteristics

- Three-span steel box girder bridge with one pier within the Scugog River.
- 6.7 metre clearance over Scugog River.

Roadway Connections

- Provision of a service road connection to the “Residence on the River” and the pumping station.
- No vehicular or pedestrian connection between Carew Park / Carew Apartments and Colborne Street.
- Approach roads constructed on sloped embankments (2:1 side slopes) with a retaining wall for the west approach, immediately north of the senior’s residence.

Design Objectives

- Provide a continuous east-west arterial link across Lindsay.
- Improve traffic flow and reduce congestion on existing crossings
- Support future growth and development within the urban boundary.
- Minimize environmental impacts through careful alignment and design.

The 1994 ESR recommended a two-phase strategy to address river crossing capacity in Lindsay:

- Phase 1: Widen the Wellington Street Bridge and add northbound and southbound left-turn lanes at the Wellington Street/Lindsay Street North intersection. This improvement, completed in 1995, provided for a crossing capacity of approximately 26,800 vehicles per day.
- Phase 2: When crossing demand reaches 26,800 vehicles per day, additional capacity would be provided through a new Colborne Street crossing of the Scugog River.

Following a “bump-up” request, the Ministry of the Environment (now Ministry of the Environment, Conservation and Parks) approved the City’s planning process with conditions requiring:

- Public notice confirming traffic thresholds have been met.
- Public and agency consultation on the design and construction of the Colborne Street Bridge.
- Documentation and evaluation of anticipated environmental effects and mitigation measures, particularly social and economic impacts.
- Preparation of an addendum for public and agency review for at least 30 days.

As implementation of Phase 2 was expected beyond the original five-year approval period, the City retained Cole Sherman & Associates in 2000 to undertake approvals and design for the Colborne Street Bridge once traffic thresholds were realized.

4.2 2000 EA Addendum

The EA Addendum completed in 2000 recommended a Two-Span Uniform Depth Concrete Girder Bridge. This design introduced a central pier in the Scugog River, which had implications for environmental, aesthetic, and functional objectives.

Structural Characteristics

- Two-span configuration supported by a central pier and abutments on either side of the river.
- Uniform depth concrete prestress girders, chosen for structural efficiency and moderate cost-effectiveness compared to the original steel box girders.
- Designed to meet hydraulic requirements, including the ability to convey the 100-year storm event.
- Maintained approved 4.5-metre vertical navigational clearance under the bridge, consistent with nearby Wellington Street Bridge.

Environmental Impact

- The introduction of a central pier significantly increased both temporary and permanent disturbances within the river:
 - Temporary impacts during construction included in-water work, cofferdams, and need for erosion and sediment control.
 - Permanent impacts involved habitat alteration.
 - Additional mitigation measures would have been required to address fish habitat disruption and water quality concerns.

Aesthetic Limitations

- The uniform depth concrete girder design was considered utilitarian, offering minimal visual appeal:

- From above, the structure lacked architectural character.
- From trails and viewpoints below, the design appeared bulky and intrusive.
- The bridge was deemed unsympathetic to the historic nature of Lindsay’s riverfront, which features heritage architecture and scenic landscapes.

4.3 2025 Addendum and Proposed Alternative

The current preferred concept proposes a Single-Span Arch Bridge (Figure 5), which addresses the shortcomings of previous designs while meeting modern standards. Additional design elements have also been included during the detailed design:

Structural Characteristics

- The original 2000 ESR Addendum proposed two span bridge with prestressed girders and cast-in-place concrete deck and eliminated the pier close to the river bank.
- The original 2000 ESR Addendum proposed two-span bridge presented minimal aesthetical features matching the historic nature of the Trent-Severe Waterway.
- The proposed single span arch bridge includes integrated architectural lighting for enhanced aesthetics.

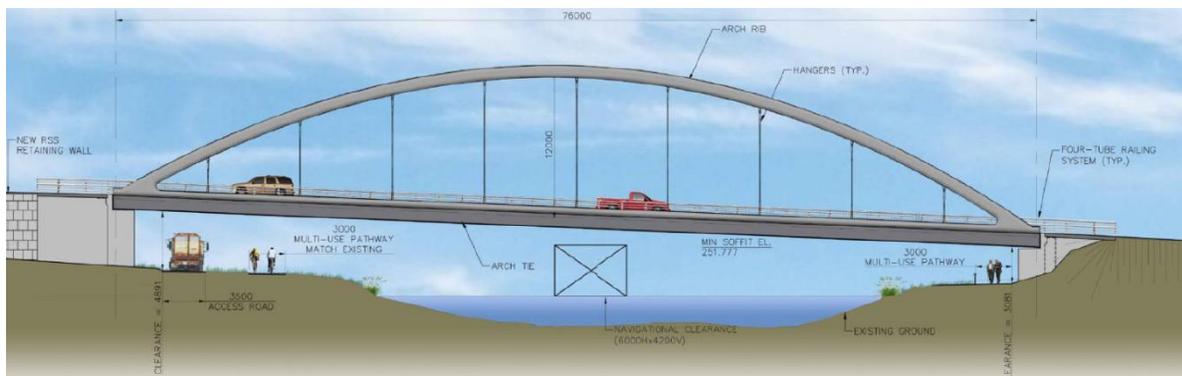


Figure 6: Proposed Single Span Bowstring Arch Bridge for Colborne Street over the Scugog River

Environmental Benefits

- Eliminates the need for a central pier, reducing the environmental footprint and avoiding in-water construction impacts.

Hydraulic and Navigational Compliance

- Maintains a minimum 4.5 metre vertical clearance and hydraulic capacity for the 100-year storm event. The 4.5 metre vertical clearance was conditionally approved

by the Trent-Severen Waterway under the jurisdiction of Parks Canada upon receipt of Federal approvals under the Impact Assessment Act.

Community and Aesthetic Enhancements

- Incorporates an arch form and architectural detailing sympathetic to Lindsay's historic riverfront setting.
- Enhances pedestrian experience through amenities and visual integration such as architectural lighting and potential of a look out in the middle of the Scugog River.

Road network improvements & Retaining Wall

To support the new bridge and Mechanically Stabilized Earth (MSE) wall at the William Place Residence, several nearby intersections and access points will be upgraded:

- Colborne Street and William Street North: New traffic signals, turning lanes, pedestrian crossings, and street lighting.
- Colborne Street and Lindsay Street North: New traffic signals, turning lanes, pedestrian crossings, street lighting, and a connection to the existing multi-use trail.
- Access Road to Colborne Street Apartments: Improved pedestrian access, relocated parking access, and maintained lower driveway to William Place Retirement Residence which will require retaining walls.

4.4 Design Changes and Refinements

The design for the Colborne Street Bridge has evolved through successive planning stages to reflect updated engineering standards, environmental considerations, and community priorities.

The following Table summarizes the design changes:

Table 1: Summary of Design Changes

1994 EA Design	2000 Addendum Design	2025 Addendum Design	Rationale for Change
Three span bridge with two piers, one in the Scugog River and second one the	Two span bridge with no piers in the Scugog River	Single-span iconic arch bridge with no piers	Avoid permanent natural env. impact by eliminating pier on the west of Scugog

1994 EA Design	2000 Addendum Design	2025 Addendum Design	Rationale for Change
west of Scugog riverbank			riverbank; Improved structural efficiency
Vertical retaining wall on west bridge approach, north of "Residence on the River"	Landscaped terraces on west bridge approach, north of "Residence on the River"	Decorative Mechanically Stabilized Earth walls, both sides of the bridge approaches, Arch bridge allows for a lower road profile, reducing the overall retaining wall heights proposed in the 2000 Addendum	Allows for turning lane improvements and the Colborne-William Intersection and reduces overall impacts to private property
6.7 metre clearance over Scugog River	4.6 metre clearance over Scugog River	4.5 metre clearance over Scugog River	Maintain consistency with adjacent bridges
Retain service access driveway to "Residence on the River" with 4.65 metre clearance	Lower service access driveway to "Residence on the River" with 4.3 metre clearance	Maintain service access with 4.3 metre clearance	No change.
Sidewalks on both sides	Sidewalks on both sides with connecting stairs/paths	Sidewalks on both sides with access to Multi-use trail on both sides via the	Provide active transportation connections; Meet accessibility standards

1994 EA Design	2000 Addendum Design	2025 Addendum Design	Rationale for Change
		proposed Access Road and path connections	
Steel Box Girders with cast-in-place concrete deck	Precast Prestressed Concrete Girder with cast-in-place concrete deck	Steel I-girders for ties and box girders for the arch rib with cast-in-place concrete deck	Highly aesthetic tied arch bridge with architectural lighting producing an iconic bridge gelling well with the historic nature of the Trent-Severn Waterway, only a few of these iconic bridges are built in Ontario.

2000 Addendum Updates to 1994 Design

The 2000 Addendum introduced several refinements to the original 1994 concept:

- Bridge Configuration: Changed from a three-span bridge with two piers, one in the river, to a two-span bridge with no piers in the river, reducing environmental and navigational impacts.
- Vertical Clearance: Lowered from 6.7 m to 4.6 m over the Scugog River, consistent with adjacent bridges and navigational requirements.
- West Approach Treatment: Replaced the vertical retaining wall with landscaped terraces to reduce visual impact and improve integration with the surrounding environment.
- Service Access Driveway: Reduced clearance from 4.65 m to 4.3 m and incorporated improved pedestrian safety features.
- Structural System: Transitioned from steel box beam girders to precast concrete girders for moderate cost efficiency and durability.

2025 Preferred Design - Single-Span Bowstring Arch & Roadway

The current Addendum builds upon these refinements and introduces a modern design that further minimizes long-term environmental impacts and enhances aesthetics significantly:

- **Single-Span Structure:** Eliminates all piers, avoiding long-term disruption to aquatic habitat and natural environment.
- **Architectural Form:** Incorporates a bowstring arch design that complements Lindsay's historic riverfront and Trent Severn Waterway and provides a highly visually appealing landmark. Provides significant aetheric enhancement and appeal above the deck and below the deck to users.
- **Active Transportation Features:** Includes sidewalks on both sides, accessible ramps, and connections to multi-use trails, supporting pedestrian and cycling mobility.
- **Community Enhancements:** Adds integrated architectural lighting further enhancing aesthetics, offering scenic view from top, below and river users of the Scugog River.
- **Sustainable Infrastructure:** Introduces stormwater management systems to improve sustainability.

Rationale for Change

These refinements reflect updated policy requirements, community feedback, and technical advancements. The single-span bowstring arch design addresses previous limitations by:

- Eliminating permanent in-water works to protect fish habitat and water quality due to elimination of the west bank pier.
- Enhancing cultural and aesthetic compatibility with the riverfront setting and Trent Severn Waterway.
- Meeting modern standards for accessibility, and multimodal connectivity.
- Responding to public consultation priorities for active transportation and scenic value.

4.5 Reassessment of Previous Recommended Undertaking

In addition, to support the detailed design phase for the Colborne Street crossing, additional technical investigations were completed, including:

- Geotechnical investigations to confirm subsurface conditions for foundation design.
- Natural environment assessments to identify sensitive habitats and species at risk.
- Structural feasibility reviews of previously recommended bridge concepts and deliberation during a workshop with the City to determine possibility of an iconic tied arch bridge.

At the outcome of these investigations, it was determined that the previously recommended undertaking (Two-Span Uniform Depth Concrete Girder Bridge) identified in the 2000 Addendum included following drawbacks, including:

- **Environmental Impact:**

The central pier required for the two-span design would increase both temporary and permanent disturbance natural environment, affecting aquatic habitat.

- **Aesthetic and Cultural Considerations:**

The uniform depth concrete girder design offers minimal, if any, visual appeal and is not sympathetic to the historic character of the City's riverfront, conflicting with community and municipal urban design objectives.

- **Policy and Design Standards:**

Updated municipal and provincial policies emphasize heritage compatibility, which are criteria not adequately addressed by the previous design.

- **Community Feedback:**

Public and stakeholder consultation indicated strong preference for a design that enhances recreational and scenic value, which the two-span girder concept does not achieve.

- **Technical Advancements:**

Modern engineering practices allow for a single-span arch structure that eliminates all piers, allows for a reduction in the vertical road profile, reduces environmental footprint, and improves aesthetics significantly.

Overall, the 1994 recommended undertaking, and updates in 2000 involved developing the Colborne Street Bridge with a new structure designed to improve connectivity across the City, which remains consistent in 2025. The alignment is unchanged, and the bridge will continue to accommodate vehicular and pedestrian traffic, signaling no major changes to the need for the bridge. Design refinements include improved bridge durability and aesthetic, reduced environmental impact to the Scugog River, and updated safety design considerations.

5 Consultation

5.1 Public & Agency Consultation

The City of Kawartha Lakes hosted a Public Information Centre (PIC) on July 15, 2025, at City Hall, Victoria Room, Lindsay, Ontario. The purpose of this session was to notify residents of the upcoming EA Addendum, present the detailed bridge design, outline the current stage and anticipated schedule, and gather feedback from the general public, Indigenous Nations, and key stakeholders.

The PIC was structured as an in-person drop-in event, complemented by a formal presentation at 6:00 PM. Display boards and supporting materials were made available both at the venue and online through the City's project webpage. This ensured accessibility for those unable to attend in person. Notification of the PIC (Appendix C) was provided through multiple channels, including a news release on June 23, 2025, mailed notices to households within the study area, and email notifications to agencies, Indigenous communities, and registered stakeholders. The project website hosted the notice and later the presentation materials, reinforcing transparency and public access to information.

The event was attended by 54 members of the public, along with City staff and representatives from the consultant team. Thirteen (13) comments were submitted during the consultation period, which closed on August 7, 2025. Feedback was received through written submissions at the PIC and via email.

Key themes emerging from the consultation included active transportation integration, bridge design aesthetics, safety considerations, property impacts, and traffic management. Participants expressed support for the inclusion of 2.0 metre sidewalks on both sides of the bridge, connectivity to existing multi-use trails, and a proposed multi-use path beneath the bridge to enhance integration with the broader trail network. While a MUP and dedicated cycling lanes were requested by some attendees, the design maintains sidewalks consistent with the adopted cross-section to ensure safe pedestrian access.

Comments on the bridge design highlighted community support for the single-span arch structure, which minimizes environmental impact by eliminating all piers and complements the heritage character of the Trent-Severn Waterway. Suggestions for enhanced aesthetics, such as artistic treatments for retaining walls, were noted for potential future consideration by Council.

Safety concerns focused on winter maintenance, lighting, and intersection upgrades. The City confirmed that snow removal will follow provincial maintenance standards and that lighting improvements and signalized intersections have been incorporated into the design. Property-related discussions emphasized minimizing land requirements and maintaining access for affected residences through a new access road north of Colborne Street.

Additional feedback addressed environmental considerations, noise and air quality mitigation, and traffic congestion relief, with stakeholders recognizing the bridge's role in improving emergency response times and reducing overall delays. Questions regarding budget and procurement were addressed by outlining the funding strategy, which includes development charges, debenture financing, and pursuit of provincial and federal grants, as well as adherence to competitive bidding processes. A summary of the PIC is provided in Appendix C.

Overall, the PIC reinforced the importance of the Colborne Street Bridge as a critical infrastructure investment that aligns with the City's 2024-2027 Strategic Plan priorities, including a 'Healthy Environment and Exceptional Quality of Life'. Feedback received will inform refinements during detailed design and future implementation phases.

5.2 Indigenous Consultation

Consistent with the Municipal Class EA requirements and Ontario *Environmental Assessment Act*, the following Indigenous Nations were notified of the Addendum and invited to participate in the consultation process:

- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Alderville First Nation
- Métis Nation of Ontario (Region 8)

Notices were sent prior to the Public Information Centre (PIC) held on July 15, 2025. While no specific feedback was received, Indigenous priorities were considered, including:

- Protection of fish habitat and water quality during construction.
- Early notification of archaeological findings and participation in Stage 2 investigations.

- Support for design features that minimize in-water works and respect cultural heritage.

The project team will continue engagement during detailed design, ensuring compliance with duty-to-consult obligations and incorporating feedback into mitigation strategies.

6 Impact Assessment

The environmental impacts identified in the original 1994 ESR remain relevant. Additional mitigation measures are discussed in the sections that follow.

6.1 Species at Risk

Following the evaluation of potential occurrences within the project area, only two Species at Risk (SAR) were identified as having potential relevance: Blanding's Turtle and SAR-listed bat species.

Blanding's Turtle: Field investigations confirmed that no suitable nesting habitat exists within the project footprint. Aquatic habitat within the Scugog River is assumed to be used only for migratory purposes during spring and fall periods. As project activities will be confined to the terrestrial portion of the site, the likelihood of interaction with Blanding's Turtle is considered low.

SAR Bats: In accordance with guidance from the Ministry of the Environment, Conservation and Parks (MECP), trees with a diameter at breast height (DBH) of 10 cm or greater are considered potential SAR bat habitat. The project may require removal of trees exceeding this threshold or the removal of structures that could provide roosting opportunities.

Updated General Mitigation Measures

- The potential to impact SAR (and the list of SAR) should be re-evaluated at the detailed design phase to ensure that the information provided below remains the most recent advice.
- Contractor is to be made aware that any impacts to areas identified as to be protected can result in penalties under the *Endangered Species Act, 2007* (ESA 2007). This regulation is in the process of changing and further review will be required upon the new act, *Species Conservation Act, 2025*, coming into effect.
- Endangered and threatened species are protected and cannot be harmed, harassed, or killed and in some cases their habitats are also protected. These individuals will only be handled by qualified person and only if the individual is in imminent threat of harm. An authorization under the ESA 2007 would be required to handle individuals that are not in imminent threat of harm.
- If a SAR is encountered, this information will be provided to the Natural Heritage Information Centre ([Report rare species \(animals and plants\) | Ontario.ca](https://www.ontario.ca/gov/services/report-rare-species-animals-plants))

SAR Turtles

- Consult with MECP early with respect to the potential impacts to Blanding's Turtle.
- Educate construction workers of the potential for Blanding's Turtle to be present and that this is a protected species from harm and injury under the provincial Endangered Species Act. Ensure to inform workers that there is a high potential for the species to occur in this area.
- Educate workers, that this species is known to travel far from aquatic habitats and as such, they are to perform a mandatory daily sweep of the work area when they first arrive on-site during the turtle active season (typically April 16-October 15; timing affected by weather conditions).
- No stockpiles are anticipated on site. If this changes, then additional measures to prevent turtles from nesting in the stockpiles are recommended.
- Implement a strict speed limit of 15 km/h within the Site.
- Perform daily sweeps during the active season (approximately **April 1 to October 31**, subject to weather conditions).
- Be vigilant in looking for the presence of turtles or other reptiles. If found allow them to leave on their own. If a suspected SAR is noted, then contact MECP or a biologist for assistance immediately.
- Turtle exclusion fencing must be installed. The sediment fencing for erosion control can also provide a temporary turtle exclusion function. The sediment fence used for turtle exclusion should be installed as per the guidelines from *Reptile and Amphibian Exclusion Fencing* (MECP, 2021). The two ends of the fence are to have a turn-around to encourage turtles to remain within the retained habitats.
- Turtle exclusion fencing should be installed and maintained every year prior to the beginning of May to minimize the potential for turtles to nest on site.
- If a turtle nest is suspected, then create a 30 m buffer to protect the nest and contact a professional for guidance. A biologist can be contacted or Ministry of Environment, Conservation and Parks (for suspected species at risk) or Ministry of Natural Resources and Forestry (for other provincial species).

SAR Bats

- Educate contractors by informing them that most bats in Ontario are protected.
- Remove any structures and all trees that are 10 cm in diameter at breast height or larger between **October 1 and March 31** (Bat active season is currently assumed to be April 1 to September 30 in Southern Ontario as Eastern Small-footed Myotis maternity habitat is not anticipated to be present in this project area). If this is not possible, conduct exit survey prior to cutting them down. If the exit survey identifies bats, contact MECP or biologist for additional guidance.

6.2 Terrestrial

- Almost all breeding birds are protected under the MBCA and/or FWCA. The only species not protected are: American crow, brown-headed cowbird, common grackle, house sparrow, red-winged blackbird, and starling. It is prohibited to destroy or disturb an active nest of other birds, or to take or handle nests, eggs, or nestlings. In this part of Ontario, the current standard nesting period is between **April 5 to August 28**. Outside of this timing window, it is considered unlikely that birds would be nesting. Note, there are some birds (birds of prey, herons etc.) that do begin nesting earlier in the year. It should also be noted that if an active nest is present before or after the above dates, it is still protected.
- Avoid vegetation clearing during the primary nesting period (April 5 - August 28).
- If an active nest is encountered, stop work immediately and consult MECP/MNRF before resuming.
- Most turtles are protected under the FWCA. If a turtle nest is suspected, then flag a 10 m buffer to protect the nest. Contact MECP (for SAR) and MNRF (all other species).
- Machinery should be cleaned prior to arriving on-site to prevent the potential spread of invasive species. Invasive species on site (i.e., common reed, common buckthorn, honeysuckle) should be removed as appropriate for the species. See Ontario Invasive Species website (<https://www.ontario.ca/page/invasive-species-ontario>).
- Minimize sensory impacts to fauna by working during the day and ensuring that equipment and vehicles have the appropriate mufflers and implement a no idling policy. If working at night, ensure that only the lighting needed to perform the work safely is installed and this lighting is focused on the work area (minimize lighting of sky).
- The shelf-life of Butternut surveys is 2-years. Additional surveys will need to be completed to confirm presence/absence of butternut within 50 m of the areas to be impacted at the time of detailed design when the exact limits of activities are known. If a new Butternut assessment is required, it must be during the green-leaf period which is typically between mid-May to mid-August).

6.3 Fish and Fish Habitat

6.3.1 Planning

- Minimize clearing of woody vegetation. Where possible, cut trees leaving behind a 60 cm stump or more and cut shrubs down (instead of grubbing)

- Erosion and sediment control measures will be installed prior to the clearing of vegetation within 30 m of a watercourse.
- Ensure that no activities are being carried out in the waterbody or between the waterbody and the sediment fencing.
- Ensure that the water quantity and quality reaching each feature remains the same pre- and post-construction.

6.3.2 Erosion and Sediment Control

- An erosion and sediment control plan will be developed by contractor and implemented prior to any work within 30 m of the watercourse:
 - Provide regular maintenance to the erosion and sediment control measures during construction. Contractor shall be responsible for ensuring that the erosion and sediment control measures are maintained and will monitor the water clarity downstream of the work site throughout the day and during rain events. Water quality is to meet the *Canadian Water Quality Guidelines for the Protection of Aquatic Life*. Monitoring for visible plumes outside of the work area is to be undertaken
 - At a minimum, the erosion and sediment control plan will include the installation of sediment fencing along the top of banks where vegetation clearing and/or soil disturbance will occur within 30 m of any channel prior to the removal of vegetation. And the installation of a turbidity curtain downstream
 - Additional materials (i.e., rip rap, filter cloth and silt fencing) will be readily available in case they are needed promptly for erosion and/or sediment control.
- Suspend activities that cause muddy environments during periods of heavy rains;
- Construction and removal of cofferdam dams can create a plume. As such, appropriate measures should be put in place such as placing rock for the cofferdam within erosion control measures downstream that isolates just the area where the cofferdam is being built;
- Note that if meter bags are used, they can often split when being removed as such it is preferred that gravel (washed and free of fines) be used for the metre bags;
- Any stockpiles of soil or fill material will be stored as far as possible from the channel and protected by silt fencing (minimum 30 m);
- The sediment fencing will not be removed until the bank is stabilized (i.e., <20% exposed soil);
- Any disturbed banks, outside of the areas to be piped, will be returned to pre-construction conditions and contours;

- Where banks/riparian area (area within 30 m of channel) have been stabilized by seeding and/or planting, monitor the revegetation to ensure that the vegetation becomes fully established;
- Any rock protection added below the high-water mark will consist of river stone that is clean, free of fines. Riprap may be used on the banks above the high-water mark and will also be clean rock free of fines;
- Where possible, limit clearing of vegetation to trimming and leave the stump and lower 60 cm of the tree trunk in place (for shoreline stabilization).

6.3.3 Fish and Fish Habitat Protection

- Any disturbed bank, along the section to remain, will be returned to pre-construction conditions, including revegetation, as necessary, with vegetation appropriate for site conditions;
- Placement of any erosion control blankets is to avoid the area that will be wet (i.e., will be placed above the high-water level) as the mesh of the blankets can trap fish.

6.3.4 Contaminant and Spill Management

- Concrete particles and pours can affect the pH of any water that comes into contact with the material. Measures are to be put in place to capture all concrete dust and particles and wastewater generated during the repairs (i.e., chipping, saw cutting, blasting etc.).
- During the concrete works (removal and any pours), all water outside of work area is to meet the minimum requirements established by CCME for the protection of aquatic life. Monitoring is to be completed by the contractor and records provided to the Owner.
 - The pH outside of the temporary work area is to be kept within the CCME guidelines (between 6.5-9.0 pH units).
 - Monitoring of water temperature is to be completed until any new concrete is cured.
- All machinery and equipment will be free of mud and plant material when arriving on-site to minimize the transport of invasive species;
- All equipment working in or near the water should be well maintained, clean and free of leaks. Maintenance on construction equipment such as refueling, oil changes or lubrication would only be permitted in designated area located at a minimum of 30 m from the shoreline in an area where sediment erosion control measures and all precautions have been made to prevent oil, grease, antifreeze, or other materials from inadvertently entering the ground or the surface water flow;

- Emergency spill kits will be located on site. The crew will be fully trained on the use of clean-up materials to minimize impacts of any accidental spills. The area would be monitored for leakage and in the unlikely event of a minor spillage the Project manager would halt the activity, and corrective measures would be implemented;
- If a spill occurs:
 - Stop all work;
 - Spills are to be immediately reported to the MECP Spills Action Centre (1800 268-6060). Note that under the *Fisheries Act* deleterious substance includes sediments;
 - Clean-up measures are to be appropriate and are not to result in further harm to fish/fish habitat;
 - Sediment-laden water will be removed and disposed of appropriately.
- No construction debris will be allowed to enter the watercourse;
- Following the completion of construction, all construction materials will be removed from site.

6.4 Summary of Net Effects and Commitments

6.4.1 Positive Effects

The 2025 design for the Colborne Street Bridge continues to deliver significant benefits while incorporating modern sustainability and accessibility standards. Key positive effects include:

- **Enhanced Transportation Connectivity:** The design enhances transportation connectivity by integrating 2.0 m sidewalks on both sides of the Colborne Street Bridge, linking to existing multi-use trails, maintaining waterfront trail access via a new road, and adding a proposed multi-use path beneath the bridge for seamless integration with the broader trail network.
- **Integration with Existing Networks:** It complements Provincial, City arterial and local road networks by utilizing existing infrastructure and aligning with arterial traffic patterns.
- **Minimized Property Impacts:** Physical impacts remain limited as most required property is under public ownership, reducing disruption to private lands.
- **Improved Accessibility and Mobility:** The design provides the highest level of accessibility between built-up areas and undeveloped serviced lands, while minimizing congestion and out-of-way travel for trips crossing the Scugog River.
- **Sustainability:** Incorporation of stormwater management features improves environmental performance, contributing to long-term resilience.

6.4.2 Negative Effects and Mitigation Measures

Environmental and social impacts identified during planning remain relevant; however, the 2025 design integrates advanced mitigation strategies outlined above:

- **Stormwater and Water Quality:** A stormwater management system is embedded within the design to control runoff and protect water quality.
- **Vegetation:** Landscaping with native vegetation mitigates tree loss and reduces visual intrusion.
- **Temporary in-water Impacts:** Temporary scaffolding in the Scugog River is anticipated to erect steel tied arch bridge while maintaining the navigability during construction.
- **Noise and Construction Disturbance:** Construction activities will be restricted to hours consistent with the Kawartha Lakes Noise By-Law 2019-124. Contractors will be responsible for applying for exemptions as necessary.
- **Access to Parks and Residences:** Sidewalks and accessible ramps ensure connectivity to Carew Park and Rivera Park, while service access to residences and facilities is maintained with improved safety features.

These measures, combined with the design enhancements, ensure that the net effects of the project remain positive and aligned with community and environmental objectives. A summary of future commitments is summarized in Table 2 below followed by a proposed schedule (Table 3) of next steps for the Project.

Table 2: Environmental Commitments for Construction

Commitment	Timing	Responsible Party
Install turtle exclusion fencing and conduct daily sweeps during active season	Pre-construction & during construction	Contractor
Remove trees >10 cm DBH outside bat active season (Oct 1-Mar 31)	Pre-construction & during construction	Contractor
Implement erosion and sediment control measures	During construction	Contractor

Monitor water quality (pH, temperature) during concrete works	During construction	Contractor
Report any SAR encounters to MECP and follow ESA protocols	Ongoing	Contractor
Maintain access to residences and parks with safe pedestrian routes	During construction	City & Contractor
Implement noise and dust control measures	During construction	Contractor
Complete Butternut survey within 2 years of detailed design	Pre-construction	Environmental Consultant

Table 3: Proposed Schedule for Project Implementation

Phase	Target Date
File Addendum for Public Report (30-day review) & Address Comments & Obtain Regulatory Approvals	Winter 2025 / 2026
Tender Package 1 (Demolition of 4 Colborne St. Property, Site Preparation & Access Road Construction) Procurement	Mid-June 2026
Tender Package 1 (Demolition of 4 Colborne St. Property, Site Preparation & Access Road) Construction	Spring to Fall 2026
Tender Package 2 - Main Bridge Construction Procurement	Fall 2026
Tender Package 2 - Main Bridge Construction Construction	Late 2026 to 2028

7 Conclusion & Next Steps

The recommended undertaking, i.e., the development of the Colborne Street Bridge, remains the most appropriate and effective approach for addressing long-term transportation needs across the Scugog River. The updated 2025 design (as documented in the 2025 Addendum) incorporates modern engineering standards, sustainability measures, and improved connectivity while minimizing environmental and social impacts. No significant changes have been identified, confirming that the original planning framework remains valid.

Following completion of this addendum, the project will advance through the rest of detail design and construction, integrating commitments outlined in previous studies and this update. The design phase will include refinement of structural details, landscaping plans, and accessibility features, along with coordination with regulatory agencies, including Federal, for compliance with environmental, navigable and safety requirements.

The Addendum will be filed for a 30-day public review period, providing stakeholders and the community an opportunity to review the proposed updates and submit feedback. All comments and inquiries during this period can be directed to the project team at the contact information provided in the notice of filing. After the review period and resolution of any comments, the project will proceed to tendering and construction, with anticipated timelines communicated in subsequent updates.

This process supports transparency, regulatory compliance, and alignment with transportation and development objectives, delivering a resilient and accessible crossing for decades to come.

Comments may be directed to:

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