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Appendix C: Consultation (Notice & Summary)

This report is a scanned reproduction of an older document and, as such, cannot fully conform to AODA accessibility standards. For any accessibility requests, please contact Project Manager, Taylor Burke at tburke@kawarthalakes.ca or (705)324-9411.

Notice of Addendum

Municipal Class Environmental Assessment (MCEA) – Schedule C

Colborne Street Bridge, City of Kawartha Lakes

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



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](#).

Project Contacts

City Contact:

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City of Kawartha Lakes

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Consultant Contact:

Akram Khan, P.Eng.

Project Manager, CIMA+

Email: akram.khan@cima.ca

Section 16 Order Requests – Environmental Assessment Act

A request may be made to the Minister of the Environment, Conservation and Parks for an order imposing additional conditions or requiring a comprehensive environmental assessment, only on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on constitutionally protected Aboriginal or treaty rights.

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

Email: minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch

135 St. Clair Avenue West, 1st Floor

Toronto, ON M4V 1P5

Email: EABDirector@ontario.ca

A copy must also be sent to the City of Kawartha Lakes.

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.

Issued on: February 25, 2026 & March 10, 2026

Notice of Public Information Centre

Municipal Class Environmental Assessment Addendum for Colborne Street Bridge

Issued: June 23, 2025

The Study and Background

The City of Kawartha Lakes has advanced the detailed design of a new bridge crossing over the Scugog River, connecting Colborne Street East and Colborne Street West (see figure below) in the Town of Lindsay. This detailed design work builds on the preliminary design recommendations of the original 1994 Municipal Class Environmental Assessment (EA) and the 2000 EA Addendum. Due to the time that has passed since the last EA update, an additional EA Addendum is being undertaken to reconfirm the findings of the previous assessment and fulfill current requirements under the Municipal Class EA process (October 2000, as amended in 2007, 2011, 2015, and 2023).

 Map indicating the study area for the Colborne Street bridge project

You Are Invited To Participate!

As part of the project, a Public Information Centre (PIC) was held to present the detailed design of the proposed bridge and gather feedback from the public, Indigenous Communities, and other stakeholders. This event featured a 30 minute summary presentation, followed by a question and answer session.

PIC Details

Date: Tuesday July 15, 2025

Time: 5:30pm to 7:30pm - 30 minute presentation starts at 6pm

Location: City Hall, Victoria Room, 26 Francis Street, Lindsay, ON K9V 5R8

Format: In-Person Event

If you have any questions or concerns, or wish to be added to the project mailing list, please contact one of the project team members below or through the City's website above:

Corby Purdy, C.E.T

Manager, Infrastructure

City of Kawartha Lakes

Cpurdy@kawarthalakes.ca

Akram Kahn, M.A.Sc. P.Eng.

Consultant Project Manager

CIMA+ Canada Inc.

416-573-2862

Akram.Khan@cima.ca



Engineering
for people

Kawartha Lakes



Public Information Centre (PIC) Detailed Design of the Colborne Street Bridge

July 15th, 2025

Akram Khan, P.Eng. & Mike Chernis P.Eng.





PIC Presentation Agenda

01 Land Acknowledgement

02 Project Location

03 Project Overview

04 PIC Objectives

05 Design Criteria

06 ESR Two Span Bridge Alternative

07 Proposed Single Span Arch Bridge Alternative

08 Single Span Arch Bridge Examples

09 Retaining Wall – William Place Retirement Residence

10 Bridge Approach Road & Access Road

11 Project Schedule- Key Milestones

12 Questions



First Nations Land Acknowledgement

The City of Kawartha Lakes respectfully acknowledges that we are situated on Mississauga lands and the traditional territory covered by the Williams Treaties.

We are grateful for the opportunity to work here and we thank all the generations of people who have taken care of this land - for thousands of years. We recognize and deeply appreciate their historic connection to this place. We also recognize the contributions of Métis, Inuit, and other Indigenous peoples, both in shaping and strengthening this community and country as a whole. This recognition is connected to our collective commitment to make the promise and the challenge of Truth and Reconciliation real in our community.



Project Location

New Bridge Across Scugog River Connecting Colborne Street W. and Colborne Street East Located in the Community of Lindsay



Project Overview

- Scugog River forms a natural barrier in Lindsay for several east-west routes, including Colborne Street
- The need for additional capacity was first recognized in 1960 and later reconfirmed in the 1970's and 1980's
- 1994 Class Env. Assessment Study and subsequent EA Amendment in 2000 recommended a Scugog River bridge crossing at Colborne Street:
 - Satisfies forecasted traffic volumes across Scugog River
 - Provides a continuous link on the cross-town arterial road network
 - Promotes future growth within Lindsay through development opportunities within the current urban boundary
 - Maximizes the use of existing road network
 - Reduced impact to the natural environment
- Objective of this assignment is to assess the findings from previously developed preliminary designs to solidify a final design that captures the City's vision for a continuous arterial connection along Colborne Street

A+ Public Information Centre Objectives

- This Public Information Centre is being held to present the detailed design of the proposed bridge and gather feedback from the General Public, Indigenous Communities, and other stakeholders
- Present current stage of the project and planned project schedule



A+ Design Criteria

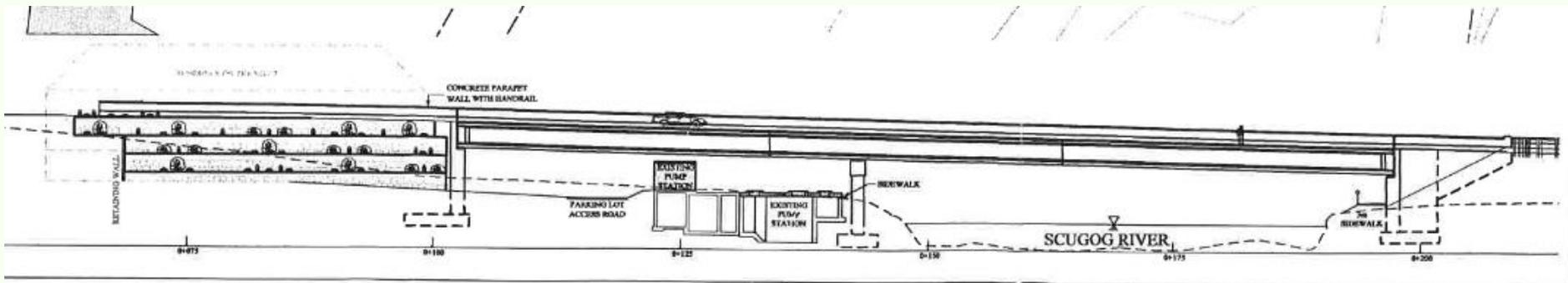
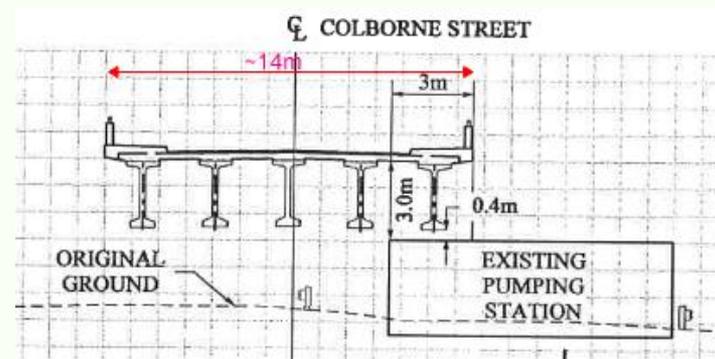
In accordance with previously completed studies and City of Kawartha Lakes Standards

- Two (2) lanes of traffic (east-west) on the bridge and approaches
- Sidewalks on either side of the bridge and approaches
- Minimum 4.5 metre vertical navigational clearance (matching clearance at Wellington St. Bridge)
- Required Hydraulic Opening to convey 100-year storm event
- Maintain access from William Street North to existing Colborne Street apartment complexes
- Maintain lower access to William Place Retirement Residence driveway

A+ ESR Two Span Bridge Alternative

ESR Addendum (2000) recommended Two Span Uniform Depth Concrete Girder Bridge

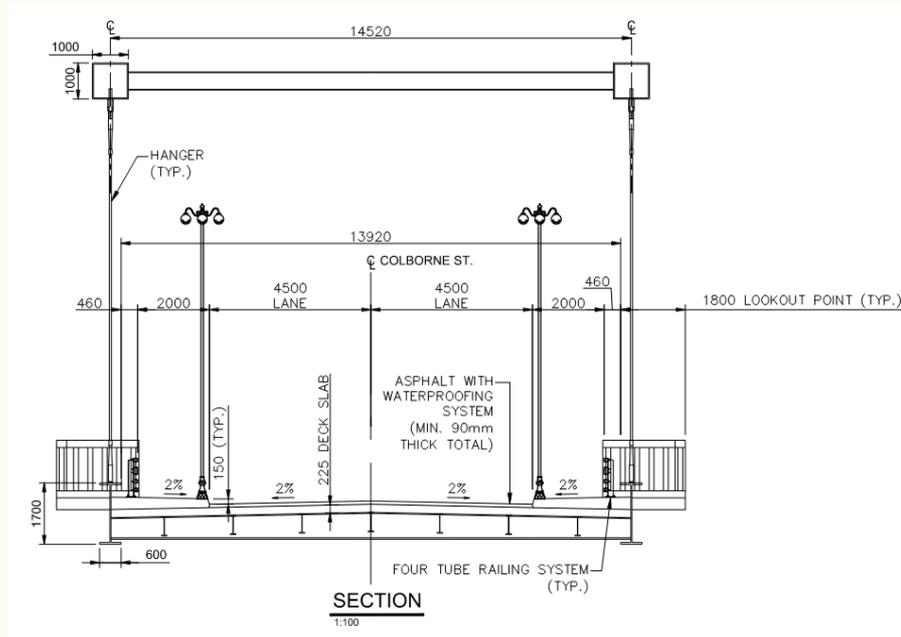
- Requires central pier
- Central pier increases temporary and permanent natural environments footprint
- Uniform depth concrete girder has minimal aesthetical appeal from above the bridge and from the trails under the bridge and is not sympathetic to the historic nature of the area



A+ Proposed Single Span Arch Bridge Alternative

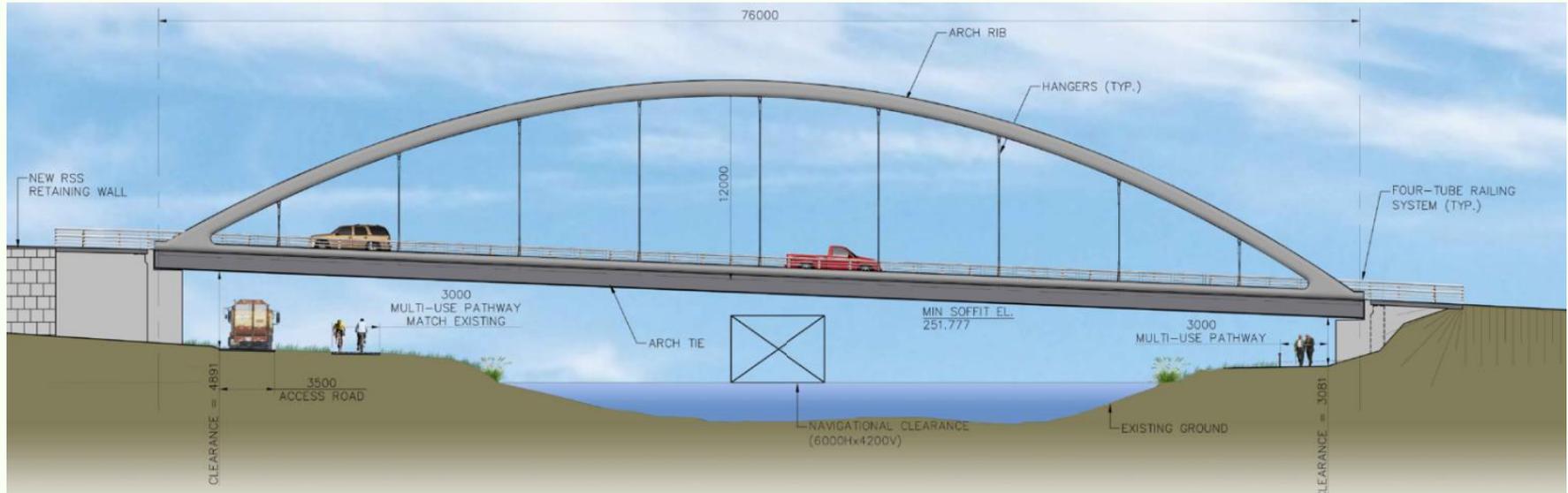
Bridge deck Cross-Section for two span bridge includes

- Two (2) lanes of vehicular traffic and sidewalk on either side.
- Lighting and look out (at the middle of the Scugog River)



A+ Single Span Bowstring Arch Bridge

- Located in Downtown Lindsay in a highly visible scenic area over Scugog River within the Trent-Severn National Historic sites and is frequented by a high volume of trail users, frequently used navigable waterway, and the specific location may be considered an iconic location for the City of Kawartha Lakes
- Highly aesthetic bridge sympathetic to cultural heritage of historic Trent-Severn Waterway
- Aesthetical appeal from various vantage points
- Single span eliminated the pier close to the riverbank thereby reducing permanent natural environment footprint (requires marine archaeological study & temporary scaffolding in the river during construction)



A+ Single Span Arch Bridge Example

HWY 21- Bayfield Bridge – MTO West Region



A+ Single Span Arch Bridge Example

HWY 21- Bayfield Bridge – MTO West Region



A+ Single Span Arch Bridge Example

Victoria Bridge - City of London



A+ Single Span Arch Bridge Example

Illinois – USA - Illinois 104 over the Illinois River



A+ Single Span Arch Bridge Example

Illinois – USA -Illinois 104 over the Illinois River



A+ Single Span Arch Bridge Example

Dammühlenweg Bridge- Germany



A+ Single Span Arch Bridge Example

Dammühlenweg Bridge- Germany



A+ Southwest Retaining Wall William Place Retirement Residence





Colborne Street Bridge Associated Road Network Improvements



Colborne Street & William Street N. Intersection



Colborne Street & Lindsay Street N. Intersection



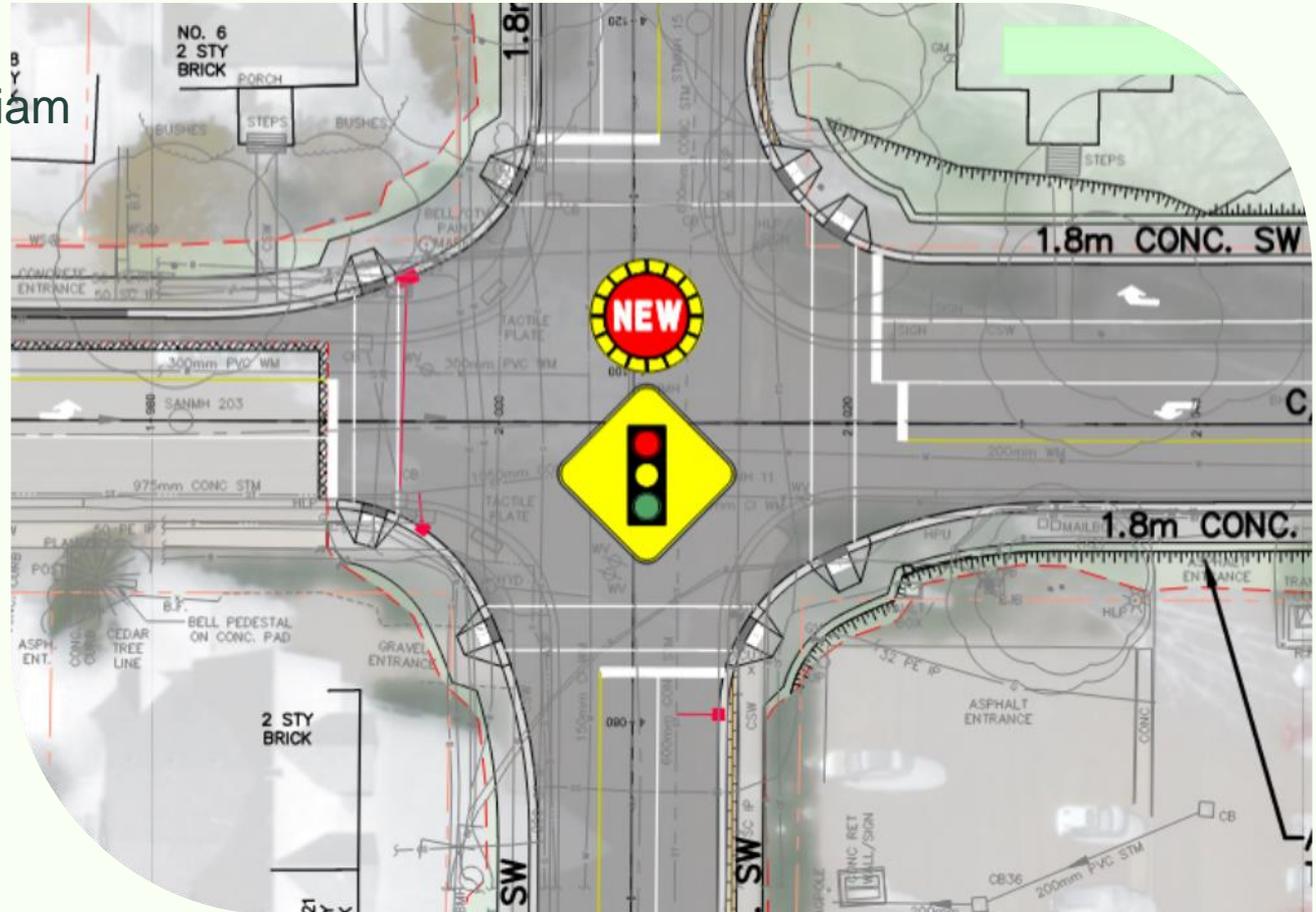
Access Road to Colborne Street Apartments



Colborne Street & William Street N. Intersection

Proposed Works:

- Traffic Signals
- Dedicated Turning Lanes
- Improved Pedestrian Crossings
- Updated Street Lighting

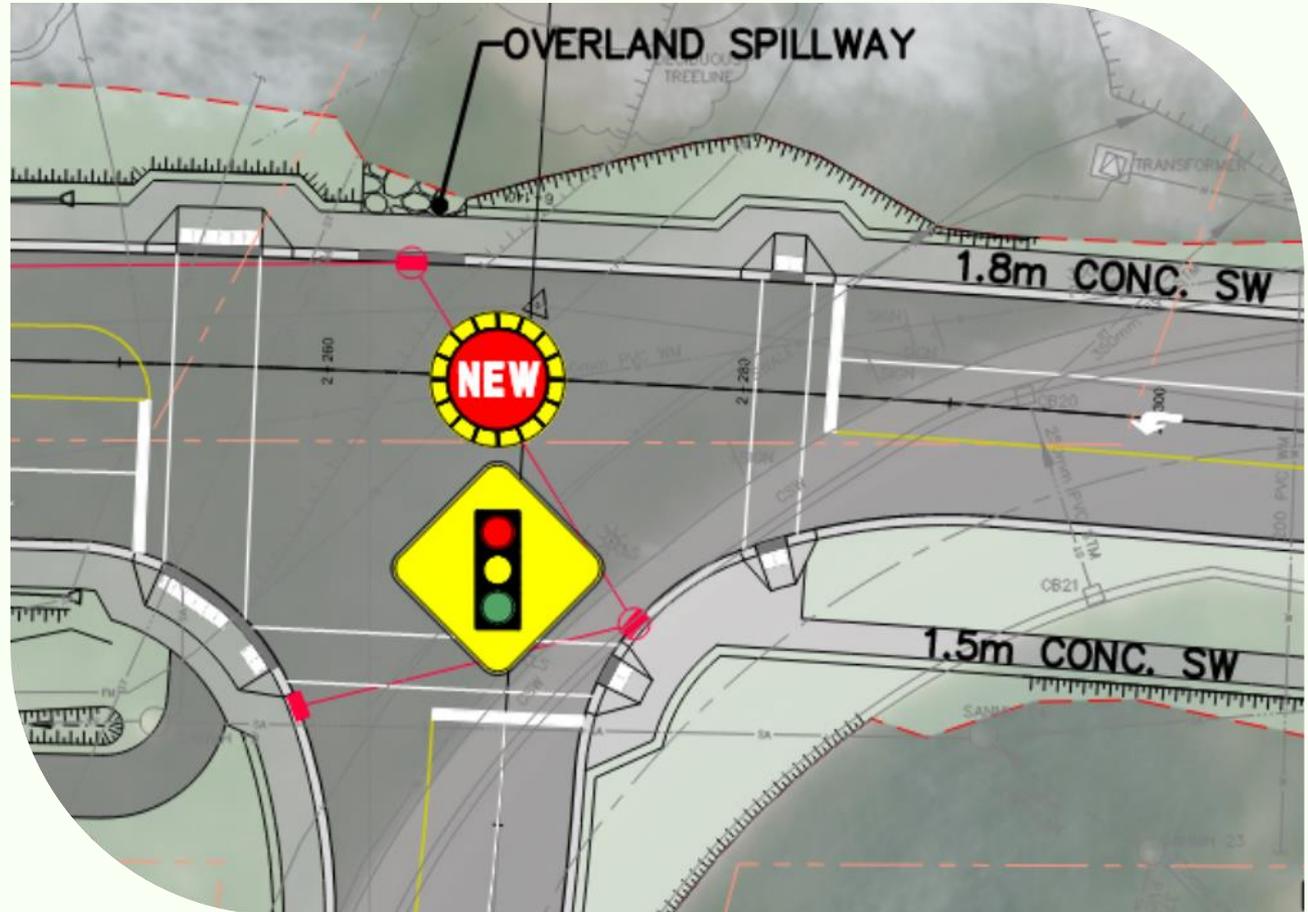




Colborne Street & Lindsay Street N. Intersection

Proposed Works:

- Traffic Signals
- Dedicated Turning Lanes
- Improved Pedestrian Crossings
- Updated Street Lighting
- Connection to Existing Multi-Use Pathway System

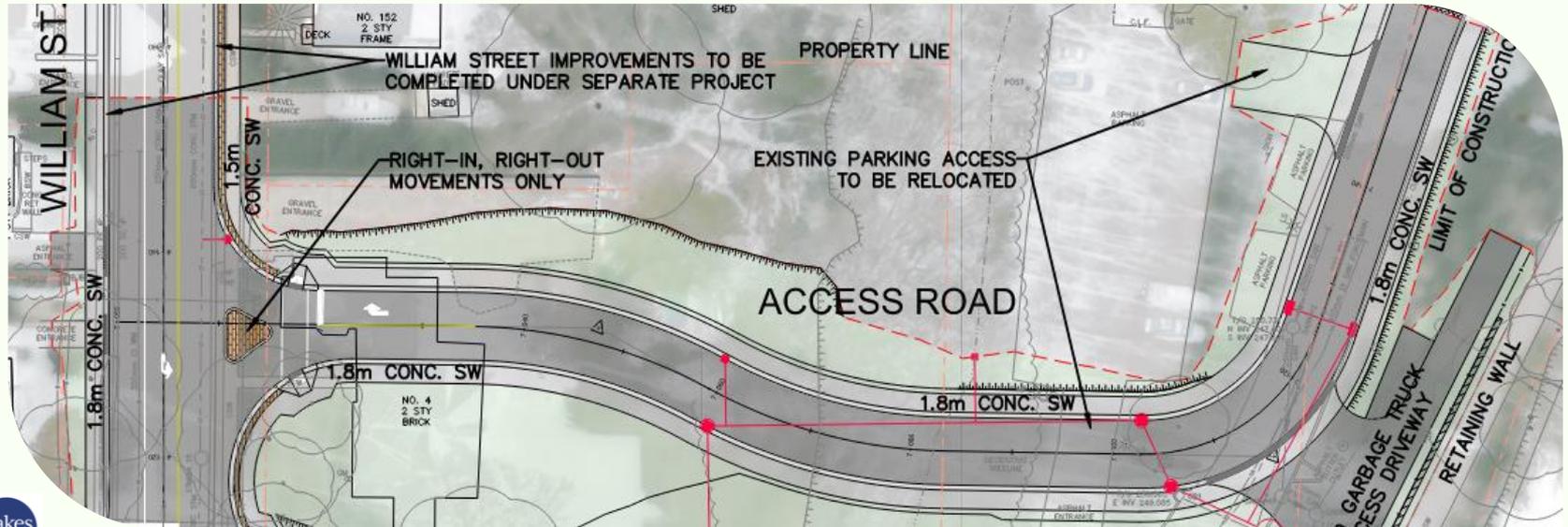




Access Road to Colborne Street Apartments

Proposed Works:

- Right-in/Right-out Access to William Street N.
- Improved Pedestrian Crossings & Facilities
- Updated Street Lighting
- Relocated Access to Existing Parking Lot
- Lower Access to William Place Retirement Residence Maintained



Anticipated Construction Sequencing

- Relocate underground and overhead utilities
- Relocate buried infrastructure
- Earthworks to facilitate profile changes
- Construct roadway, intersection improvements, and southwest retaining wall
- Construct bridge abutments
- Install temporary support system for the arch bridge (temporary scaffolding in the river for bridge erection)
- Erect arch bridge steel elements
- Construct concrete deck, lookout and traffic railing system
- Waterproof the bridge deck and asphalt pavement
- Install traffic lights and street lighting
- Landscaping – seeding/sodding, tree planting, etc.



TENTATIVE PROJECT TIMELINE

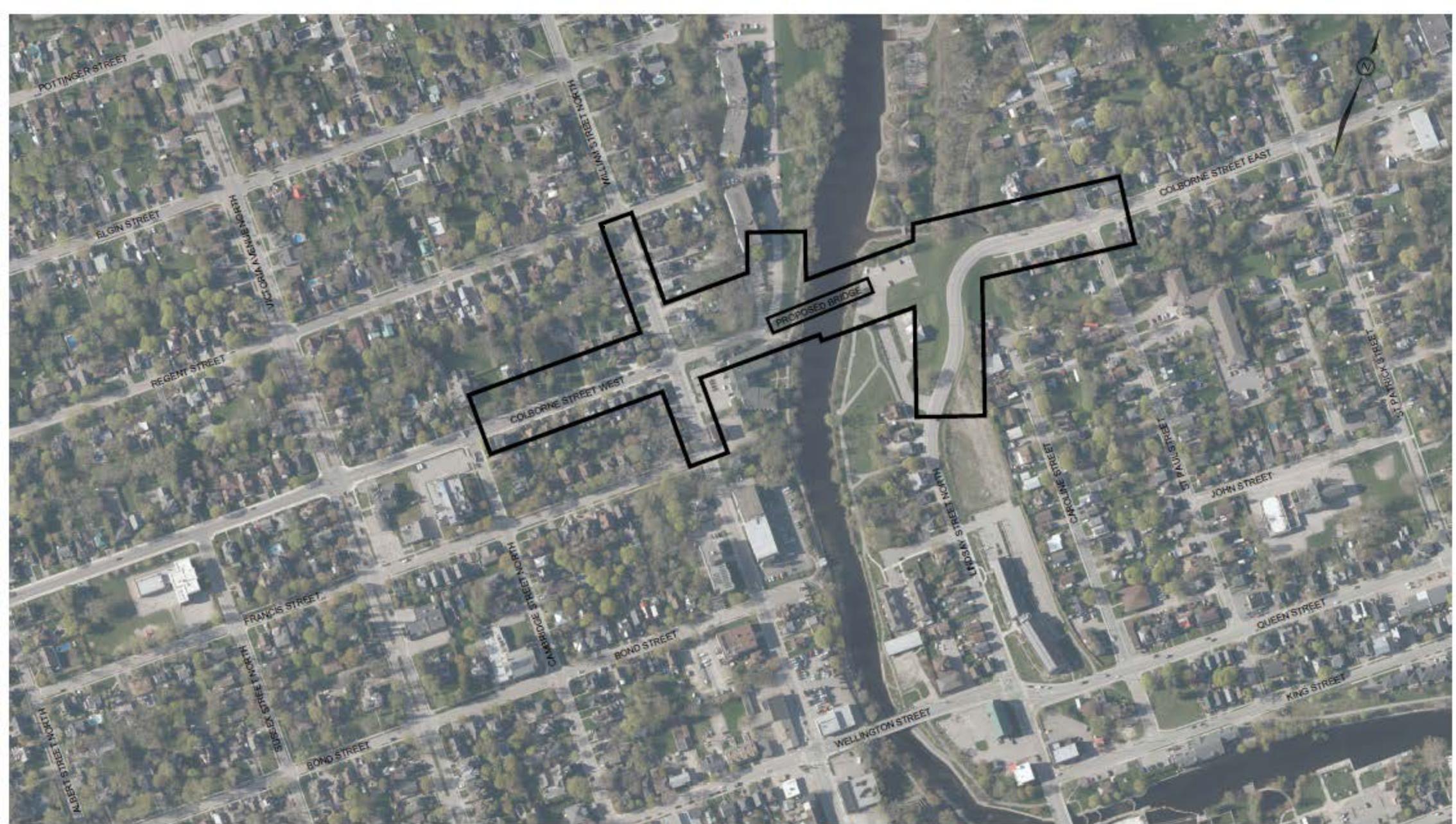




Questions?

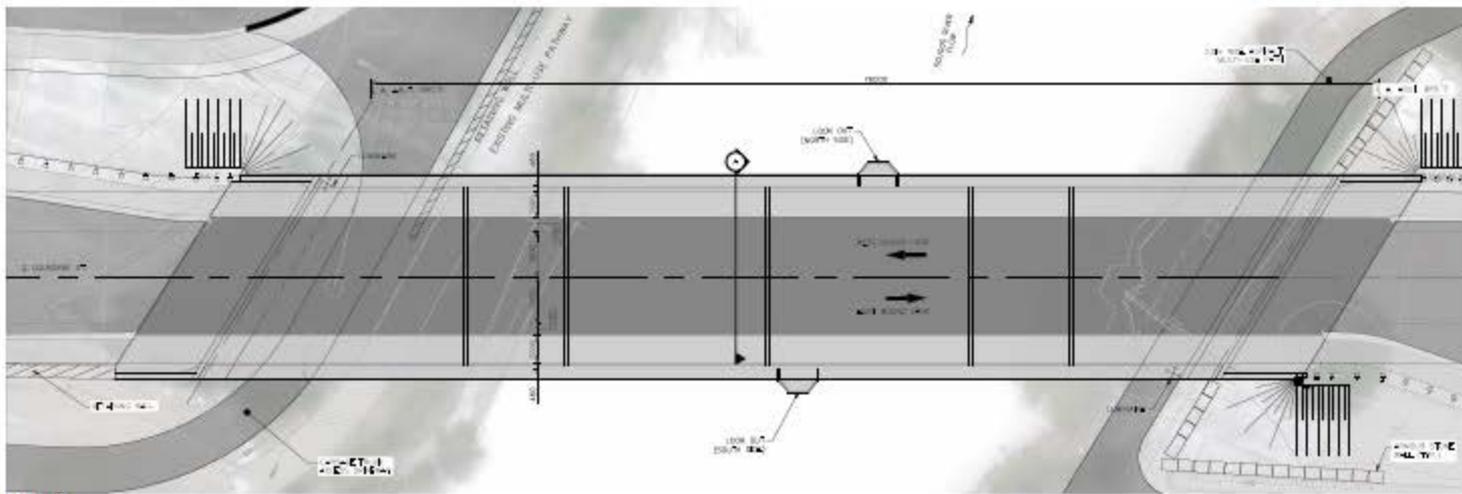


Thank you



COLBORNE STREET BRIDGE KEY PLAN

N.T.S.



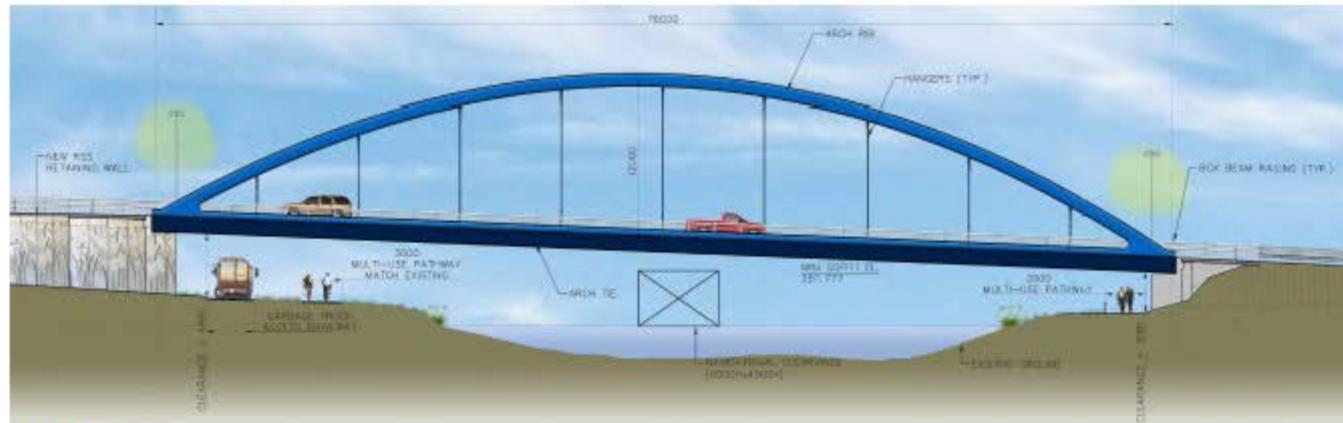
PLAN
1:150

COLBORNE STREET BRIDGE DETAILED DESIGN

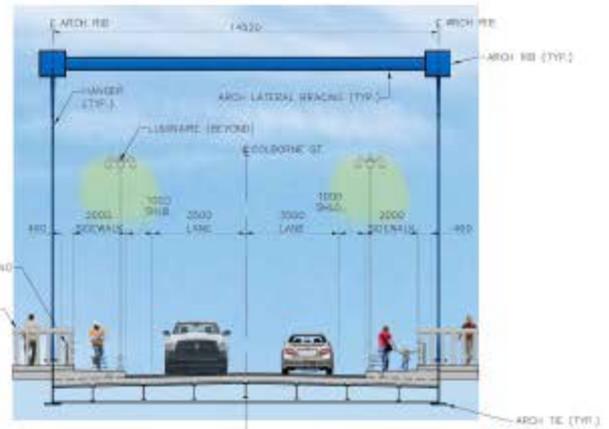
PLAN, ELEVATION, SECTION AND PROFILE



**INFRASTRUCTURE DESIGN
AND CONSTRUCTION**
**ENGINEERING &
CORPORATE ASSETS**
303 KENNEDY ST. W.
LONDON, ON N6Y 1K6
(519) 544-8000



ELEVATION
1:150



SECTION A
1:75

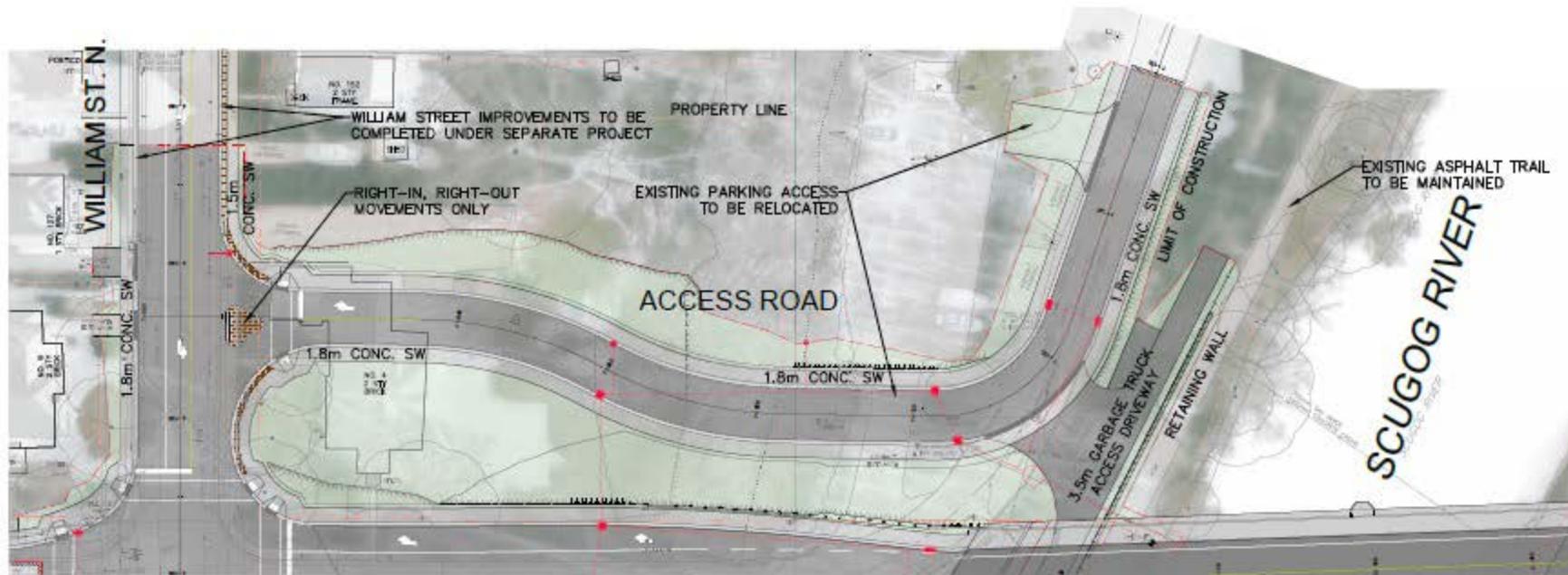


4095 Meadowbrook Drive Unit 112, London, ON N6L 1G4 CANADA
Phone: 519-203-1222 www.cim.ca

COLBORNE STREET RECONSTRUCTION

PLAN AND PROFILE

ACCESS ROAD
from STA. 7+000 to STA. 7+160

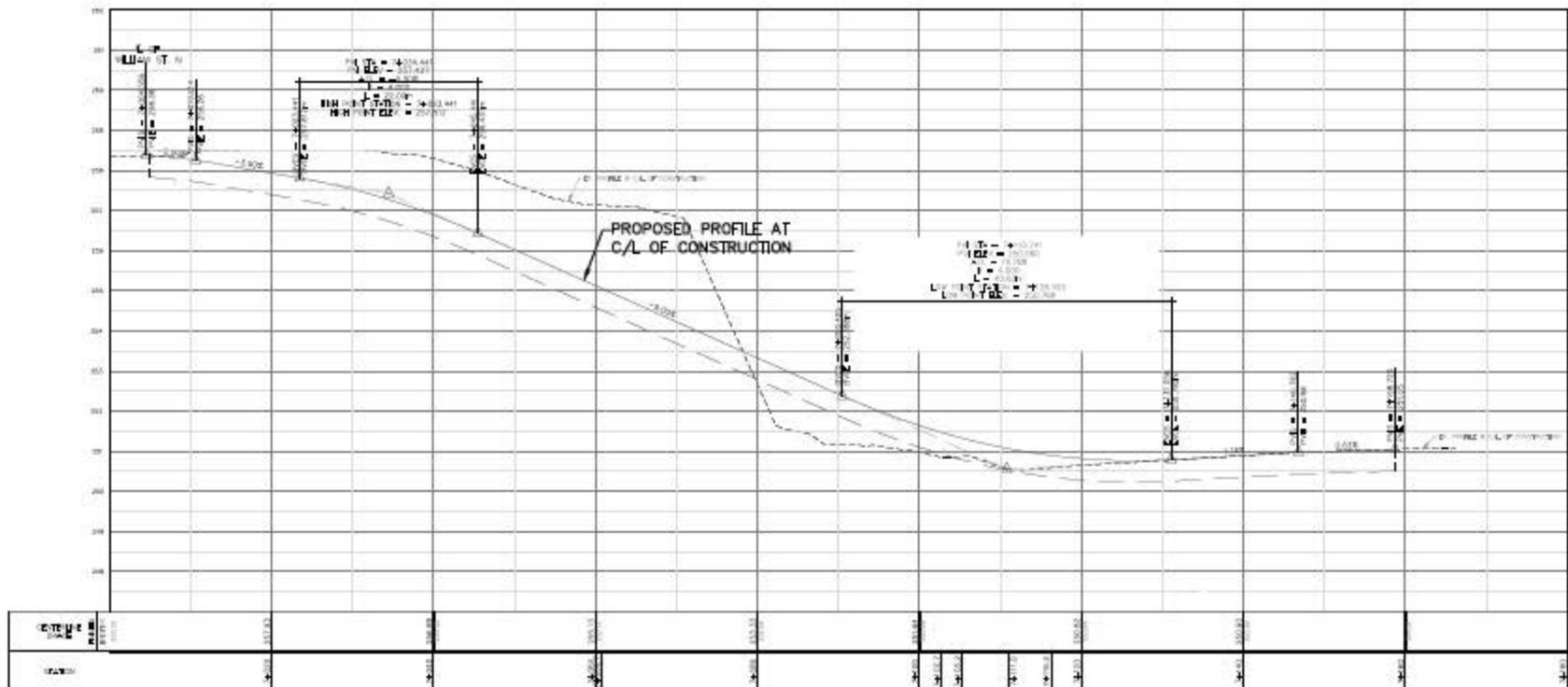


LEGEND

- EXISTING MAINTENANCE HOLE
- EXISTING CATCH BASIN
- EXISTING WATERMAIN
- LIMIT OF CONSTRUCTION
- PROPERTY LINE
- EXISTING STORM
- PROPOSED STORM
- PROPOSED MAINTENANCE HOLE
- PROPOSED CATCH BASIN
- PROPOSED CURB & GUTTER
- PROPOSED CONCRETE SIDEWALK
- PROPOSED ASPHALT ROADWAY
- GRAVEL DRIVEWAY
- SOD
- PROPOSED TACTILE PLATES
- PROPOSED SIGNALIZED INTERSECTION

1:250 HORIZ. 0 5 10 20 30

1:50 VERT. 0 1 2 4 6



2nd Floor - 415 Baseline Road West, Bowmanville, ON L1C 5M2
Phone: 905-697-4454 www.cim.ca

COLBORNE STREET RECONSTRUCTION

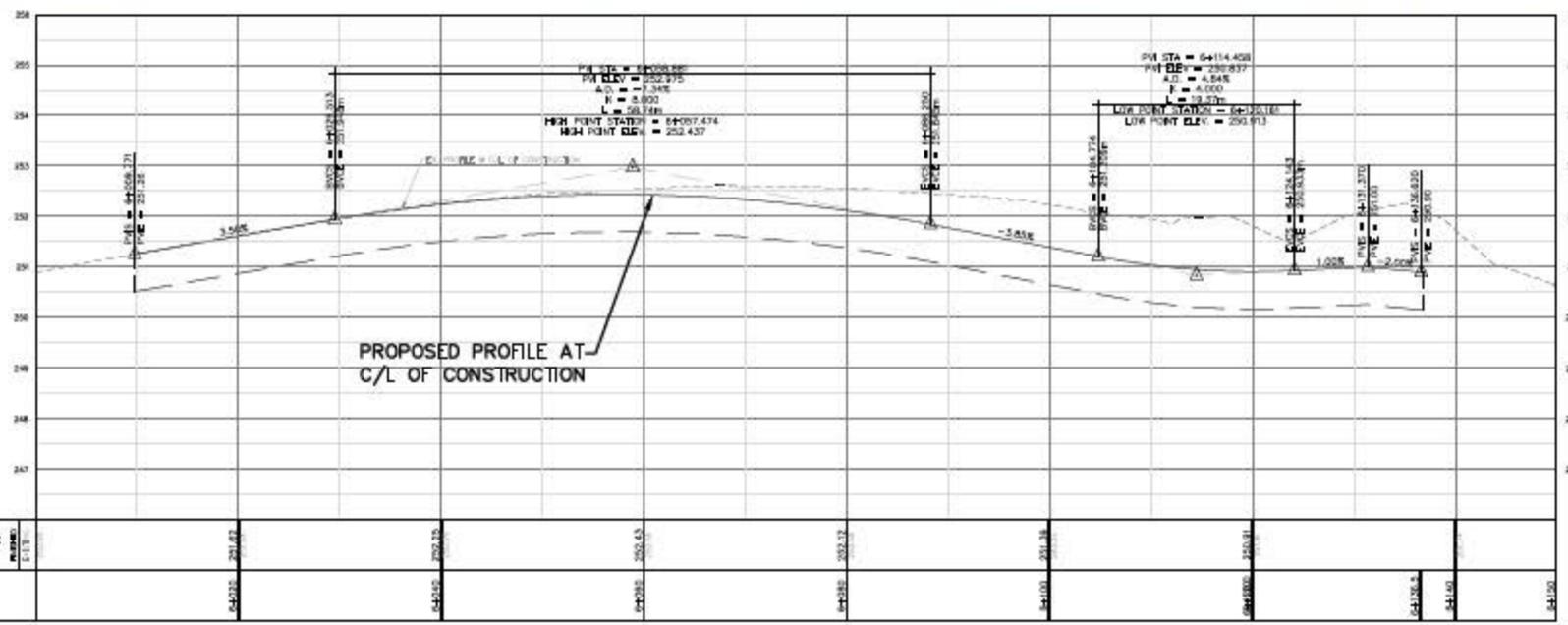
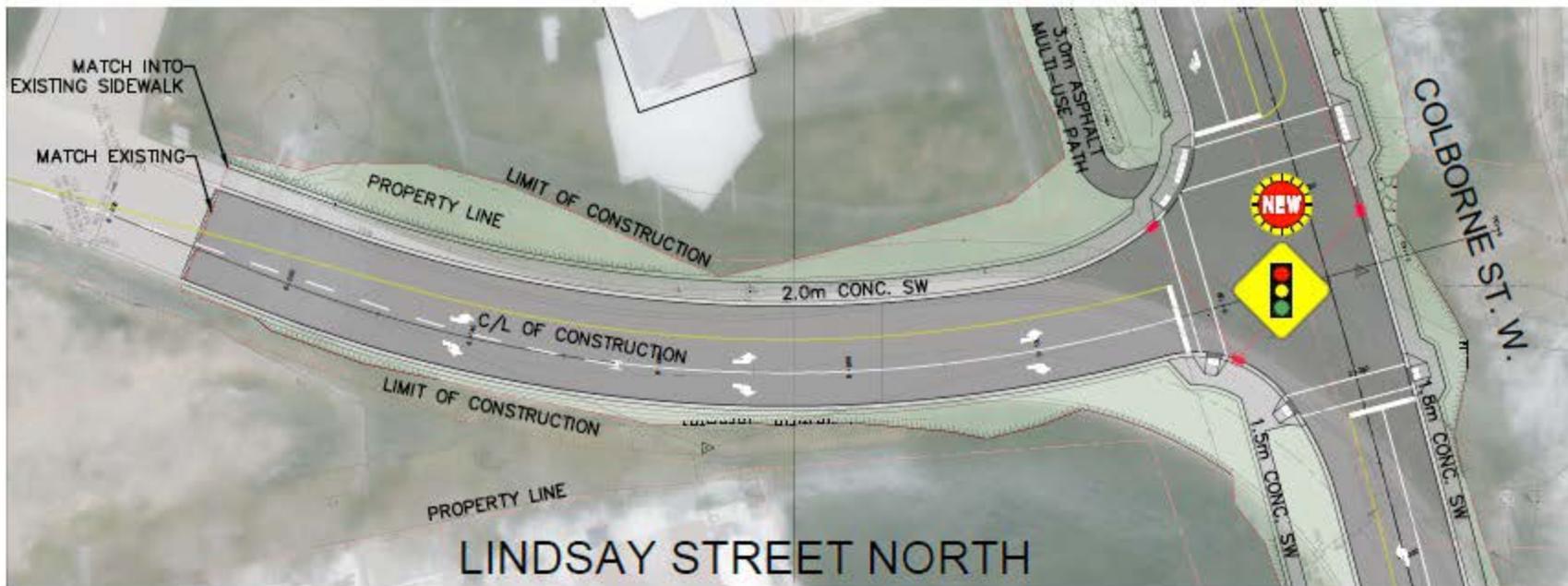
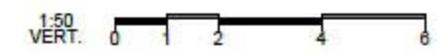
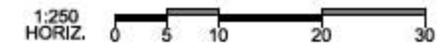
PLAN AND PROFILE

LINDSAY STREET
from STA. 6+000 to STA. 6+150



LEGEND

- EXISTING MAINTENANCE HOLE
- EXISTING CATCH BASIN
- EXISTING WATERMAIN
- LIMIT OF CONSTRUCTION
- PROPERTY LINE
- EXISTING STORM
- PROPOSED STORM
- PROPOSED MAINTENANCE HOLE
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- PROPOSED CONCRETE SIDEWALK
- PROPOSED ASPHALT ROADWAY
- GRAVEL DRIVEWAY
- SOD
- PROPOSED TACTILE PLATES
- PROPOSED SIGNALIZED INTERSECTION



PIC Frequently Asked Questions, July 15, 2025

Question: Why is this new bridge over the Scugog River required?

The need for additional capacity was first recognized in 1960 and later reconfirmed in the 1970's and 1980's. The 1994 Class Environmental Assessment (EA) Study and subsequent EA Amendment in 2000 recommended a Scugog River bridge crossing at Colborne Street.

The location of a new bridge along Colborne Street was determined through the Council Report (Scugog River Bridge Crossing) dated September 22, 2015. This report specified that a previously identified crossing demand threshold had been reached, triggering the need for additional capacity.

Question: Are you improving the road network within the City?

Yes, since the need for additional capacity has been identified. Providing a new continuous link within the existing cross-town arterial road network will provide present/future relief to traffic congestion while, maximizing the use of the existing road network.

Question: Why is a tied arch bridge preferred over other conventional bridge types?

Tied arch bridges are often favored over other conventional bridge types, such as beam or truss bridges, due to their unique combination of strength, high aesthetics, and efficiency to span longer distances.

As the Colborne Street Bridge will be located near Downtown Lindsay in a highly visible area over Scugog River within the Trent-Severn National Historic sites, which is frequented by a high volume of trail and waterway users, this arch bridge will represent an iconic structure for the City of Kawartha Lakes. The highly aesthetic arch bridge will be very sympathetic to the cultural heritage of the historic Trent-Severn Waterway.

Question: Are pedestrian facilities across the new bridge being provided?

Yes, the new bridge will include a two (2) metre-wide sidewalk on either side of the bridge and applicable facilities on the approaches.

Question: What intersection improvements on the east and west approaches are completed as part of this project?

To facilitate the forecasted traffic volumes across the new bridge, signalized intersections will be installed along Colborne Street at William Street North and Lindsay Street North as part of the proposed works. These intersections will also include dedicated turning lanes to improve their overall capacity.

Question: Will access to the existing north-south portion of Colborne Street, to Pottinger Street, be maintained?

A new access road, to the north of Colborne Street, off William Street North will be completed as part of the proposed works. This access road is to include pedestrian facilities.

Question: When is construction planned?

Based on the anticipated tendering date and pending budget approval by Council, construction is planned for late 2026 and is expected to be completed in 2028.

Additional Question, updated November 5, 2025

Question: What will be the vertical clearance for boats passing under the bridge?

The Colborne Street Bridge will feature a waterway clearance of approximately 4.5 metres from the normal water level. This clearance is consistent with the Wellington Street Bridge located to the south and is considered appropriate for this section of the Trent-Severn Waterway.



COLBORNE STREET BRIDGE DETAILED DESIGN

PUBLIC INFORMATION CENTRE (PIC) SUMMARY REPORT	
Purpose of PIC:	The purpose of the PIC was to present the detailed design, current stage and planned schedule of the proposed bridge and gather feedback from the General Public, Indigenous Nations, and other stakeholders.
Venue	
Date:	Tuesday, July 15, 2025
Time:	5:30pm to 7:30pm - 30-minute presentation started at 6pm
Location:	Kawartha Lakes City Hall, Victoria Room 26 Francis St, Lindsay, ON K9V 5R8
Format:	The PIC consisted of an in-person drop-in event. A formal presentation was held at 6:00 PM. Supporting materials were also posted on the project website. Presentation: https://www.kawarthalakes.ca/en/business-growth/resources/Engineering/Colborne-Bridge--PIC--Presentation-July-15-2025.pdf Display Boards: https://www.kawarthalakes.ca/en/business-growth/resources/Engineering/Colborne-St-Bridge-PIC-Display-Boards.pdf
Notification	
News Release	<ul style="list-style-type: none"> PIC Notice published as a news release on June 23, 2025 at https://www.kawarthalakes.ca/en/news/notice-of-public-information-centre-colborne-street-bridge-in-lindsay.aspx
Mail /Email	<ul style="list-style-type: none"> Printed notices were distributed directly to households within the Study Area July 8, 2025. Agencies, First Nations, interest groups, and the public (those who registered to receive project updates) were notified via email on June 24, 2025.
Project Website	<ul style="list-style-type: none"> The Notice was posted on the project website on June 23, 2025. The PIC presentation was posted on the project website on July 24, 2025.
Meeting Attendees	
City of Kawartha Lakes	<ul style="list-style-type: none"> Juan Rojas, Director of Engineering & Corporate Assets Corby Purdy, Manager, Engineering, Infrastructure Design and Construction

PUBLIC INFORMATION CENTRE (PIC) SUMMARY REPORT	
	<ul style="list-style-type: none"> • John Innes, Supervisor, Capital projects • Taylor Burke, Senior Engineering Technician
CIMA+	<ul style="list-style-type: none"> • Akram Khan, Project Manager • Michael Chernis, Civil Design Lead
Media Attendance	
	No media in attendance
Attendance and Comments / Responses	
Attendance	Public – 54 (per sign-in sheet)
Comment Deadline:	August 7, 2025
Summary of Themes of comments submitted during the PIC Comment Period and corresponding response	<ul style="list-style-type: none"> • Members of the public could submit comments directly to the project team • 6 responses were received via email • 7 written comments were received at the PIC <p><u>Comments on Active Transportation Considerations</u></p> <p>The design incorporates several active transportation features:</p> <ul style="list-style-type: none"> • 2.0 m 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 includes pedestrian facilities to maintain access to the waterfront trail. • A proposed multi-use path beneath the bridge with a crossing at Lindsay Street enhances integration with the broader trail network <p>Dedicated cycling lanes and multi-use paths across the bridge are not part of this design. The Colborne Street Bridge includes sidewalks on both sides to align with the previously adopted cross-section on either side of the bridge. This ensures safe, consistent pedestrian access and smooth integration with surrounding infrastructure.</p>

PUBLIC INFORMATION CENTRE (PIC) SUMMARY REPORT

Comments on Bridge Design

- The project supports the City's strategic priorities as outlined in the 2024-2027 Strategic Plan including a 'Healthy Environment' and 'Exceptional Quality of Life' by promoting minimizing environmental impact through a single-span arch design and enhancing public access to natural spaces along the waterway.
- The single-span bridge design and aesthetic was selected to complement the heritage character of the Trent-Severn Waterway, and more importantly, to reduce the aquatic impact of the project by removing piers from the waterway.
- Any consideration for artistic design of the retaining wall may be considered in future by Council if space permits. The current design includes architectural features (imprints) for enhanced aesthetics.

Safety

- Although specific snow removal protocols for pedestrian pathways were not detailed, the City has a general winter maintenance policy that prioritizes safety and accessibility.
- Snow removal will be undertaken in accordance with standard protocols and Maintenance Standards for Municipal Highways (O.Reg. 239/02).
- Street lighting is planned for upgraded intersections, including pedestrian crossings, which enhance visibility and safety.
- Upgrades at intersections will include traffic signals, turning lanes, pedestrian crossing and street lighting; bump-outs were considered, however due to property constraints and road classified as arterial roads, these were not integrated. Leading pedestrian intervals may be considered in the future.
- The bridge design improves road safety on the approaches to the bridge and addresses accidents occurring on the bend, specifically on the east approach (existing bend at Lindsay Street).

Property

- The City has initiated discussions with impacted property owners related to the bridge project. The bridge was designed to minimize the amount of land required. The City will review potential uses for excess road right-of-way.
- A new access road is planned to the north of Colborne Street off William Street. The road will maintain access to the residential properties on the

PUBLIC INFORMATION CENTRE (PIC) SUMMARY REPORT

north-south portion of Colborne Street.

Pollution

- Air quality and Noise studies were undertaken during the EA stage and the area identified where additional noise mitigation was required was specified. Appropriate mitigation measures were accounted for including consideration for impacts associated with increased traffic in the Detail Design.

Traffic Congestion

- The bridge would provide various benefits to the community through increasing access for fire, ambulance, police, and busses to get across town.
- Intersection improvements (turning lanes) and signalization have been proposed to reduce/eliminate peak traffic impacts to neighbouring driveways.

Budget & Procurement

Why Doesn't the City Hire Local Companies to build the bridge?

- The City of Kawartha Lakes values local businesses. However, for large projects like bridge construction, we must follow a fair and competitive bidding process. This ensures we meet provincial laws and trade agreements, which don't allow us to choose contractors based only on location.

How is the bridge project being funded?

- A multiyear capital project is forecasted for the years 2026 and 2027 to support construction of the bridge, which has a mix of funding sources:
- Development Charges: Fees collected from development to pay for growth-related capital assets, such as roads and bridges, in an effort to ensure growth pays for growth.
- Debenture Financing: For large capital projects, the City often borrows money to be repaid over a period of 10-40 years, helping to manage the City's cash flow needs.
- Grants: The City will pursue any available provincial and federal grant opportunities to help reduce the financial impact of the project to ratepayers and developers.

PUBLIC INFORMATION CENTRE – July 15, 2025
Detailed Design of the Colborne Street Bridge

COMMENTS –

I live at [REDACTED]
with a very skinny driveway right beside my house and no place to put my snow in the winter as my neighbour complains if it goes on his property I am not supost to put it on the road and it's to heavy to push to the top off my driveway.
for my living I do [REDACTED] and on the side I collect scrap with my 12 foot trailer that I already have to hold up traffic to back into my driveway and going out can be 10 min wait already during rush hour. I already have a problem with my guest parking infrount of my house holding up traffic or in the wrong driveway. In addition the extra smog infrount of my house will negativley affect my health. This will destroy the enviornment at rivera park and river.

NAME / PLEASE PRINT	ADDRESS	SIGNATURE

PHONE: _____

Email: _____

Please complete this comment sheet and leave it with the project team following the meeting, or alternatively send it to Akram or Corby (contact information below), within the next 2 weeks.

Akram Khan, M.A.Sc. P.Eng.
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Manager, Infrastructure
City of Kawartha Lakes
E: cpurdy@kawarthalakes.ca



PUBLIC INFORMATION CENTRE – July 15, 2025
Detailed Design of the Colborne Street Bridge

COMMENTS –

*need it for fine fundance, please
make future bus way for cross street
bushung*

*some traffic is going to go through
mountain if budget is there or not
build it*

NAME / PLEASE PRINT	ADDRESS	SIGNATURE
[REDACTED]	[REDACTED]	[REDACTED]

PHONE: [REDACTED]

Email: _____

Please complete this comment sheet and leave it with the project team following the meeting, or alternatively send it to Akram or Corby (contact information below), within the next 2 weeks.

Akram Khan, M.A.Sc. P.Eng.
Consultant Project Manager
CIMA+ Canada Inc.
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Corby Purdy, C.E.T.
Manager, Infrastructure
City of Kawartha Lakes
E: cpurdy@kawarthalakes.ca



PUBLIC INFORMATION CENTRE – July 15, 2025
Detailed Design of the Colborne Street Bridge

COMMENTS –

DO YOU HAVE TRENT SERVEN
APPROVAL?

Where is service Rd for [REDACTED]
Apt's to be placed at North End
of complex?

NAME / PLEASE PRINT	ADDRESS	SIGNATURE
[REDACTED]	[REDACTED]	[REDACTED]

PHONE: _____ Email: [REDACTED]

Please complete this comment sheet and leave it with the project team following the meeting, or alternatively send it to Akram or Corby (contact information below), within the next 2 weeks.

Akram Khan, M.A.Sc. P.Eng.
Consultant Project Manager
CIMA+ Canada Inc.
E: akram.khan@cima.ca

Corby Purdy, C.E.T.
Manager, Infrastructure
City of Kawartha Lakes
E: cpurdy@kawarthalakes.ca



PUBLIC INFORMATION CENTRE – July 15, 2025
Detailed Design of the Colborne Street Bridge

COMMENTS - Colborne St. has been a ^{Bypass to Downtown - Hurontario} ~~Business~~

- I live across from ALEXANDER School.
- Can't make a left turn driving when school is out + children are being picked up in front of my house
- Traffic is atrocious now - Police ^{seems} Ambulances ^{Sirens} Fire Truck
- Keep my front storm windows on all year due to noise
- Can't talk to people in my front yard due to vehicle noise.

Very bad mistake to put a Bridge in that ^{LOCATION} One day there could be a bad accident because of school location.

NAME / PLEASE PRINT	ADDRESS	SIGNATURE

PHONE: Email:

Please complete this comment sheet and leave it with the project team for Akram or Corby (contact information below), within the next 2 weeks.

Akram Khan, M.A.Sc. P.Eng.
 Consultant Project Manager
 CIMA+ Canada Inc.
 E: akram.khan@cima.ca

Corby Purdy, C.E.T.
 Manager, Infrastructure
 City of Kawartha Lakes
 E: cpurdy@kawarthalakes.ca



PUBLIC INFORMATION CENTRE – July 15, 2025
Detailed Design of the Colborne Street Bridge

COMMENTS –

Check the art installation
on south side of Kent St
btwn Cambridge [redacted]
(on side of the bldg)
(near parking lot)
(for retaining wall?)

NAME / PLEASE PRINT	ADDRESS	SIGNATURE
[redacted]		

PHONE: _____

Email: _____

Please complete this comment sheet and leave it with the project team following the meeting, or alternatively send it to Akram or Corby (contact information below), within the next 2 weeks.

Akram Khan, M.A.Sc. P.Eng.
Consultant Project Manager
CIMA+ Canada Inc.
E: akram.khan@cima.ca

Corby Purdy, C.E.T.
Manager, Infrastructure
City of Kawartha Lakes
E: cpurdy@kawarthalakes.ca



PUBLIC INFORMATION CENTRE – July 15, 2025
Detailed Design of the Colborne Street Bridge

COMMENTS –

PLEASE GIVE CONSIDERATION TO
1 WAY IN - 1 WAY OUT TRAFFIC FLOW
THAT IS - 1 WAY ON COLBORNE STW.

NAME / PLEASE PRINT	ADDRESS	SIGNATURE
[REDACTED]		

PHONE: [REDACTED] Email: [REDACTED]

Please complete this comment sheet and leave it with the project team following the meeting, or alternatively send it to Akram or Corby (contact information below), within the next 2 weeks.

Akram Khan, M.A.Sc. P.Eng.
Consultant Project Manager
CIMA+ Canada Inc.
E: akram.khan@cima.ca

Corby Purdy, C.E.T.
Manager, Infrastructure
City of Kawartha Lakes
E: cpurdy@kawarthalakes.ca



PUBLIC INFORMATION CENTRE – July 15, 2025

Detailed Design of the Colborne Street Bridge

COMMENTS –

I miss [redacted] would really ^{like to} see a New Bridge going across the Scugog River connecting Colborne Street West and Colborne Street East. Have been living in my Home about 25 years even more. There has been many, many accidents over the years and up to this year so far. I remember the over head train bridge years ago. NO one be killed yet But hurt Badly. Some of the cars can't get down the hill or around the corner fast enough. I have seen cars do nose dives. Two cars going up the hill Racing each other. Some cars going around the corner hitting the side walk on the left side. Have seen the street lights broke in half 3 times. Many people hurt. lots of Damage to many cars.

NAME / PLEASE PRINT	ADDRESS	SIGNATURE
[redacted]	[redacted]	[redacted]

PHONE: [redacted] Email: [redacted]

Please complete this comment sheet and leave it with the project team following the meeting, or alternatively send it to Akram or Corby (contact information below), within the next 2 weeks.

Akram Khan, M.A.Sc. P.Eng.
Consultant Project Manager
CIMA+ Canada Inc.
E: akram.khan@cima.ca

Corby Purdy, C.E.T.
Manager, Infrastructure
City of Kawartha Lakes
E: cpurdy@kawarthalakes.ca



Ferenaz Raheem

From: Akram Khan
Sent: September 8, 2025 11:48 AM
To: Ferenaz Raheem
Subject: FW: Colborne St Bridge

Thank You,
Best Regards,

AKRAM KHAN, M.A.Sc. P.Eng.
Associate Partner - Director / Transportation - Bridges

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From: [REDACTED]
Sent: August 7, 2025 4:25 PM
To: Corby Purdy <cpurdy@kawarthalakes.ca>; Akram Khan <Akram.Khan@cima.ca>
Cc: Taylor Burke <tburke@kawarthalakes.ca>
Subject: RE: Colborne St Bridge

EXTERNAL EMAIL

The Haliburton Kawartha Northumberland Peterborough Health Unit provides the comments below for consideration in the Colborne Street Bridge Design.

The City of Kawartha Lakes endorsed an [Active Transportation Master Plan](#) (ATMP) in 2024 and a [Transportation Master Plan](#) was completed this year. Both support planning and building infrastructure for the safety and inclusion of pedestrians and cyclists.

In addition to having an ATMP, the City has made commitments within three pillars of the 2024-2027 [Kawartha Lakes Strategic Plan](#) related to Active Transportation:

- Healthy Environment - Encourage active transportation to support environmental sustainability and resilience
- Exceptional Quality of Life - Expand trails and active transportation to promote physical activity and a healthy lifestyle
- A Vibrant and Growing Economy - Optimize existing transportation infrastructure (roads, bridges, parking) while adopting and encouraging new transportation support infrastructure (cycling, EV chargers, ride share programs)

These plans and commitments are commendable and now is the time to move forward with implementation. Active transportation is an excellent way to support physical activity, injury prevention, healthy environments and to improve equity by providing safe and accessible mobility options for all community members. There are individuals in our community who do not have the financial means to own, or the ability to operate a motor vehicle. Walking, wheeling, cycling and transit become the options to access school, work, appointments, groceries and other daily activities.

The current design for the Colborne Street Bridge does not include a safe space for individuals using a bicycle. The consequences of this can be seen elsewhere in Lindsay where cyclists travel on sidewalks when the road does not offer a safe option. This decreases safety for pedestrians and those using mobility devices and creates a preventable user conflict.

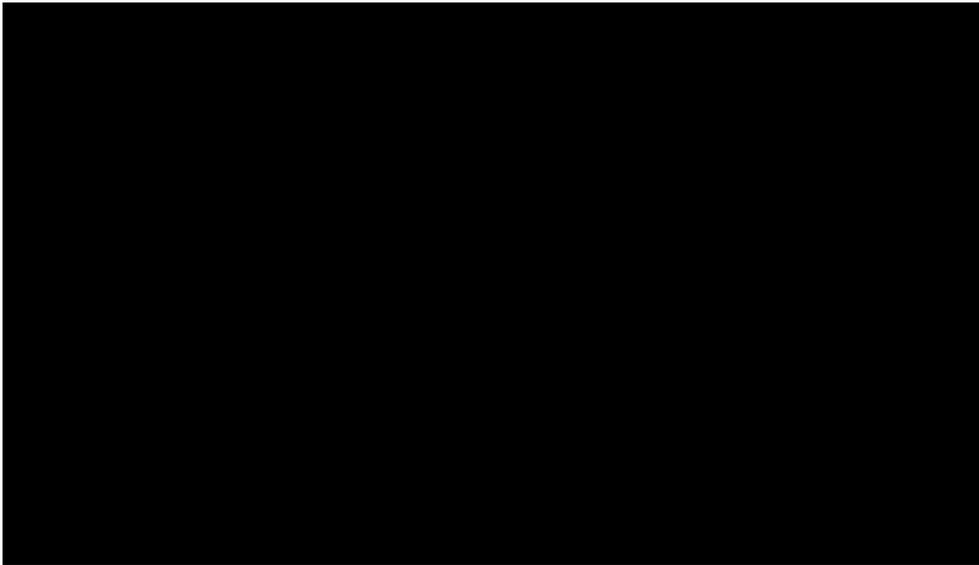
This bridge will be a major connection point for all modes of transportation east - west in Lindsay as large developments are happening on either end of Colborne Street. The cost and scale of this project suggest that the safety of all users should be addressed in the design phase to mitigate future conflicts and the expense of reconstruction.

In the ATMP there are both on-road cycling facilities and multi-use paths suggested as safe cycling infrastructure options. The recommendation within the ATMP for the entire length of Colborne Street, including the river crossing, is to have a multi-use path. This is in alignment with the [CKL Road Infrastructure Guidelines](#) that provide an option for larger urban roads to have a multi-use path on one side to accommodate pedestrians, people using a mobility device and cyclists.

The Health Unit urges the City of Kawartha Lakes to ensure the Colborne Street Bridge design aligns with the goals of the City's Strategic Plan, directions in the Master Plans, and will provide infrastructure to keep all users safe.

Thank you for the opportunity to provide feedback,





From: Corby Purdy <cpurdy@kawarthalakes.ca>
Sent: July 28, 2025 2:04 PM
To: [REDACTED] <Akram.Khan@cima.ca>
Cc: Taylor Burke <tburke@kawarthalakes.ca>
Subject: RE: Colborne St Bridge

Good afternoon [REDACTED]
Dedicated cycling lanes were not included as part of the bridge design presented to the public on July 15.
I hope this provides enough information for submission of comments.
Corby

From: [REDACTED]
Sent: Monday, July 28, 2025 11:38 AM
To: Corby Purdy <cpurdy@kawarthalakes.ca>; Akram.Khan@cima.ca
Subject: Colborne St Bridge

Good morning,

I was not able to attend the July 15th PIC but have reviewed the presentation and display boards. It does not look like there is accommodation for cyclists proposed on this new bridge, only motor vehicles and pedestrians. Before providing comments on behalf of public health I wanted to confirm whether my understanding is correct.

Thank you,

[REDACTED]

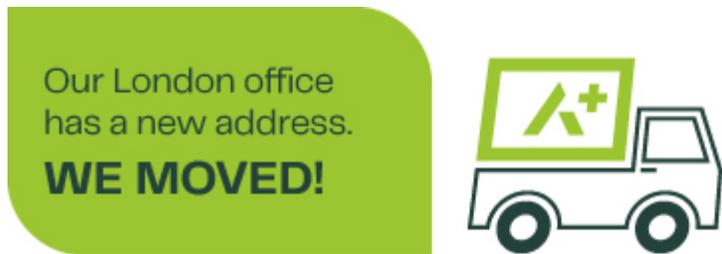


Ferenaz Raheem

From: Akram Khan
Sent: September 8, 2025 11:44 AM
To: Ferenaz Raheem
Subject: FW: Colborne Street Bridge - PIC comments

Thank You,
Best Regards,

AKRAM KHAN, M.A.Sc. P.Eng.
Associate Partner - Director / Transportation - Bridges



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From: [REDACTED]
Sent: July 24, 2025 12:28 PM
To: Cpurdy@kawarthalakes.ca; Akram Khan <Akram.Khan@cima.ca>
Subject: Colborne Street Bridge - PIC comments

EXTERNAL EMAIL

Hi Corby and Akram,

I am providing comments on the PIC materials available on the City's website. I was unable to attend the PIC in person so I may have missed verbal design comments that are not stated in the PIC materials.

Comments:

- I really like the single span arch bridge design and I support that concept. The PIC display boards show a blue coloured bridge, while slide 10 of the PPT shows a grey bridge. The blue colour looks really good, as demonstrated in the example photos, and I support a blue coloured bridge.
- Clarify the design concept for the waterfront trail on the west side, confirming it is separated from the garbage truck access driveway. At present you will know there is a lot of gravel that accumulates at the bottom of the existing access which piles onto the trail, please ensure the new design addresses this problem.
- At present there is public access to the west side waterfront trail from the existing Colborn West / garbage access driveway. The new design needs to retain public access to the trail via the new "access road". The PIC materials do not identify a connection to the trail.
- Clarify what is happening with public parking on the east side around the sewage pump station. The design needs to retain a few public parking spots to benefit access to Riviera Park.
- It appears the City is expropriating the lot on the northeast corner of William/Colborne to allow for the new access road. Please clarify what is happening with the resulting greenspace. The design should include park style amenities to make it a nice usable public space.



Thanks,

[REDACTED]

Ferenaz Raheem

From: Akram Khan
Sent: September 8, 2025 11:45 AM
To: Ferenaz Raheem
Subject: FW: Colborne street bridge road

Thank You,
Best Regards,

AKRAM KHAN, M.A.Sc. P.Eng.
Associate Partner - Director / Transportation - Bridges

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From: Corby Purdy <cpurdy@kawarthalakes.ca>
Sent: July 23, 2025 6:50 AM
To: Taylor Burke <tburke@kawarthalakes.ca>; Akram Khan <Akram.Khan@cima.ca>
Cc: John Innes <jinnes@kawarthalakes.ca>
Subject: FW: Colborne street bridge road

EXTERNAL EMAIL

FYI and for the file.

From: [REDACTED]
Sent: Thursday, July 17, 2025 5:05 PM
To: Corby Purdy <cpurdy@kawarthalakes.ca>
Subject: Colborne street bridge road

Corby

████████████████████, Staff tried to get the bridge project going back then . I supported twice doing an Environmental assessment and an update assessment . .
And then it all died again . ██████████

Corby

I am sure the original design had incorporated a ramp going to the east , I am sure that is how it was built .
And a new road or existing south of the pump station to a T and traffic light .

I did not notice on the drawings the other night .how a east ramp was going to work .. If you look at the existing design the ramp is already built , going east .

I did not stay long for the questions , I could not stand how stupid the questions were .. Talking about snow and water ect. as if those issues do not already exist .

Corby If you want to meet , I can give you lots of back ground (amunition for the anti bridge group) my phone # is ██████████

Thank you ██████████

Ferenaz Raheem

From: Akram Khan
Sent: September 8, 2025 11:45 AM
To: Ferenaz Raheem
Subject: FW: Colborne Street Bridge Design

Thank You,
Best Regards,

AKRAM KHAN, M.A.Sc. P.Eng.
Associate Partner - Director / Transportation - Bridges

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From: [REDACTED]
Sent: July 22, 2025 12:26 PM
To: Akram Khan <akram.khan@cima.ca>; Corby Purdy <cpurdy@kawarthalakes.ca>
Cc: Mark Jull <mjull@kawarthalakes.ca>; mdoble@kawarthalakes.ca
Subject: Colborne Street Bridge Design

EXTERNAL EMAIL

To Akram Khan and Corby Purdy:

Thank you both for the information presented July 15 at the public presentation describing the Colborne Street bridge project, and for the opportunity to respond.

As someone with experience using the Wellington Street bridge almost daily, I hope my suggestions for the Colborne Street bridge, will be deemed to have merit.

In the interval since the Wellington Street bridge was designed times have changed:

-
-
- We now have different priorities for modes of transportation and opportunities to apply advances in design.
-
-
-
- City of Kawartha Lakes has committed to a Healthy Environment and Exceptional Quality of Life as two of its Strategic Priorities.
-
-
- Council has endorsed an Active Transportation Master Plan (an aspirational document indeed, but a gesture in support of pedestrian-and-cycling forward approach to planning).
-
-
- Over the past 5 years the increased number of people choosing to walk for recreation and transportation is visible on the streets of Lindsay.
-

The Colborne Street bridge is an opportunity to advance City's commitment to its Strategic Priorities of Healthy Environment and Exceptional Quality of Life, and to make use of lessons learned from an older project. In keeping with these two Strategic Priorities, as much as possible, going forward our infrastructure needs to give priority to making walking and cycling attractive options. It should do so by providing infrastructure that goes above the standard – to be *exceptional*.

Keeping in mind the objectives of promoting active transportation– with an emphasis on pedestrian safety – and the environmental advantages of an increasing use of walking and cycling as transportation options, I submit the following requests:

-
-
- Please provide multi-use pathways on both sides of the bridge instead of sidewalks. While the current design does specify extra-wide sidewalks, there are advantages to multi-use pathways, the main one being the safe accommodation of mixed traffic with extra width.
- -
 -
 - This bridge will see a concentration of users funnelled in with strollers, bicycles, skateboards, kickscooters and ability scooters – in addition to pedestrians. While the added maintenance obligation will be an additional expense, it is one that is worthwhile. (By contrast, the option of leaving paved highway shoulders unmarked as cycling lanes is understandable; the number of people using of paved shoulders is much smaller than the number of people who will be using a multi-use pathway on the bridge.)
 -
 -
 -
 - With the design feature of the lookouts on the bridge, it is clear that there is a desire

- to attract a considerable amount of foot traffic. Exceptional walking infrastructure will attract people to these lookouts, generating a good return on the investment.
-
-
-
- It will be much more cost-effective to provide the multi-use pathway from the outset than later, and it is foreseeable that this will be deemed desirable to connect smoothly with the pathways that are in place along the river.
-

-
-
- Where intersections will be either new or improved, please provide bump-outs to improve pedestrian safety, safely separating pedestrians from cars and trucks. To see what not to do, look at the intersection of Wellington and William Streets. Among other benefits, curb extensions increase visibility for pedestrians and drivers providing additional
- reaction time, reduce pedestrian crossing distances thus reducing the time a pedestrian is exposed to vehicular traffic, and protect pedestrians from vehicles making turns.
-

-
-
- At the intersections, please provide a
- Leading Pedestrian Interval (LPI), to give pedestrians a brief
- head start (usually 3-7 seconds) to begin crossing the street before vehicles get a green light. This increased visibility helps reduce conflicts with turning vehicles and reinforce their right-of-way over turning vehicles. The LPI is used to improve motorist
- yielding behaviour toward pedestrians in a crosswalk.
-

-
-
- Please consider snow removal from the multi-use pathways before the roadway or at the same time. The snow could be blown into the river instead of pushed onto the pathway. To show genuine commitment to making walking a reasonable option, the route for walking should give priority to driving. Otherwise, we are providing incentives to drive instead
- of walking.
-

-
-
- Lighting for the multi-use pathways please. Whatever the minimum standard for lighting for pedestrian routes may be, please ensure that the light is cast onto the surface that people will walk on.
-

This bridge has great potential as an attractive landmark – a legacy project from this generation of City residents to future residents. With the planned aesthetic features and recognition of the cultural heritage of the Trent Waterway and the local community, it can also show the way forward with features that will show the local commitment to environmental and individual health. The bridge can promote a future that is in step with the City’s Strategic Priorities of a Healthy Environment and Exceptional Quality of Life if it makes walking and cycling as safe and convenient as possible and as much as possible the preferred option over driving. A commitment to the Strategic Priority of an Exceptional Quality of Life, is a commitment to provide features above standard – to be *exceptional*.

Thank you again for the opportunity to contribute suggestions for the project. I have made these requests in the spirit of hoping to make a positive contribution to this project and quality of life in City of Kawartha Lakes. If any of the content here is unclear or prompts questions I would be happy to answer as best as I can. You may reply to this email by telephone at [REDACTED].

I have copied Councillor Doble, the Councillor for my ward. Councillor Doble attended the public meeting and has stated he is a strong believer in active transportation. I have also copied Mark Jull, Supervisor of Policy Planning because of his role with the development of the Active Transportation Master Plan.

Respectfully,

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

Ferenaz Raheem

From: Akram Khan
Sent: September 8, 2025 11:43 AM
To: Ferenaz Raheem
Subject: FW: Feedback Re Colborne Street Bridge
Attachments: cidB6418320-F398-40BD-B4F0-F724BB0CB385.pdf

Thank You,
Best Regards,

AKRAM KHAN, M.A.Sc. P.Eng.
Associate Partner - Director / Transportation - Bridges

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From: [REDACTED]
Sent: August 3, 2025 8:47 PM
To: Akram Khan <akram.khan@cima.ca>; cpurdy@kawarthalakes.ca
Cc: [REDACTED]
Subject: Feedback Re Colborne Street Bridge

EXTERNAL EMAIL

Re Colborne Street Bridge Design

To Whom It May Concern:

Like many, I have been aware of a proposed new Colborne Street Bridge for decades and I am happy that it is moving forward. It seems obvious to me that an additional bridge is needed as we look to a future of continued growth in the City of Kawartha Lakes.

I think, however, that the project allows for an opportunity to set safety standards which can be emulated in future projects. To this end, I urge the designers to:

- Incorporate dedicated bike lanes
- Provide multi-use pathways instead of sidewalks on either side of the road
- Provide bump-outs at intersections
- Provide Leading Pedestrian Interval lights

Each one of the above suggestions is predicated on a commitment to providing additional safety for pedestrians and cyclists. I am both. I would like to use this bridge with confidence that my personal safety is central to the proposed design.

I have seen first hand in other communities the integration of dedicated bike lanes, multi-use pathways, bump outs and Leading Pedestrian Interval lights. Each is a valuable addition to any project of this magnitude.

I am aware of the Active Transportation Master Plan which was developed with much public consultation. By paying attention to its recommendations, Council will be showing respect for the hours of work that went into its creation. I also applaud all attempts to incorporate CKL's Strategic Priorities of a Healthy Environment and Exceptional Quality of Life into major projects.

I appreciate the opportunity to comment on the design.

With thanks,

A large black rectangular redaction box covering the signature area.A black rectangular redaction box covering the contact information area.

Ferenaz Raheem

From: Akram Khan
Sent: September 8, 2025 11:44 AM
To: Ferenaz Raheem
Subject: FW: Colborne Street Bridge
Attachments: COLBORNE ST. BRIDGE.docx

Thank You,
Best Regards,

AKRAM KHAN, M.A.Sc. P.Eng.
Associate Partner - Director / Transportation - Bridges

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From: [REDACTED]
Sent: July 29, 2025 11:08 AM
To: Corby Purdy <cpurdy@kawarthalakes.ca>; Akram Khan <akram.khan@cima.ca>
Subject: Colborne Street Bridge

EXTERNAL EMAIL

Hello

Thank you very much for your presentation. I believe the bridge is a major positive for the city. I would like to see more AT infrastructure in the design. My comments are in the attached document.

Take care - [REDACTED]

COLBORNE ST. BRIDGE

Thank you for your presentation on the Colborne St. Bridge and the opportunity to provide comments.

It is clear that the Colborne Street Bridge will be a major artery for all modes of travel. Once completed, there will not be the opportunity to make additions. It is important that it be done right.

My overall impression is that Active Transportation was not given enough consideration. The 1.8 meter sidewalk is appreciated, but it does not take into consideration that modes of getting around have greatly increased over the years. There are more and more people cycling, using scooters, skate boards, etc. They will be using the new bridge. With population growth we have seen a significant increase in motor vehicle traffic. A 1.8 meter sidewalk does not safely accommodate the multiple modes of AT traffic. We should be thinking in terms of Multi – Use – Paths (MUP).

Traffic is increasing and speeding is a major problem. There should be bump outs at major intersections. Also Leading Pedestrian Intervals should be installed. A LPI provides a safety factor for pedestrians and tends to be a traffic calming measure as well.

Where feasible, MUP's, Bump Outs, and Leading Pedestrian Intervals should be incorporated into road designs. These types of safety features, by making AT more feasible, promote the environment and health and wellness. That is, these features promote the city's Strategic Plan.

Also, it would seem that it's pretty late in the game for public input. It would be preferable to have some citizen input earlier in the process.

Again, thank you for the opportunity to provide my thoughts.

Yours sincerely,

██████████

April 24th, 2023

Ministry of the Environment, Conservation and Parks
Environmental Assessment Branch - Kingston Regional Office
PO Box 22032, 1259 Gardiners Road
Kingston, Ontario K7M 8S5

Attention: Jon K. Orpana – Regional Environmental Planner

SENT VIA EMAIL

**RE: Municipal Class Environmental Assessment – Addendum
Colborne Street Bridge Detailed Design
Town of Lindsay, Ontario**

CIMA+ is retained by the City of Kawartha Lakes (the City), for carrying out the detailed design of the Colborne Steet Bridge connecting Colborne St. East and Colborne St. West over the Scugog River in the Town of Lindsay.

As one of the prominent natural features in the area, the Scugog River forms a natural barrier in the Town of Lindsay for several east-west routes through the community, one of the arterial routes being Colborne Street. The need for additional capacity was first recognized in 1960 and later reconfirmed in the 1970's and 1980's.

In response to this identified need, the City completed a Municipal Class Environmental Assessment (MCEA) Study in 1994 (by TSH) and subsequent EA Amendment in 2000 (by Cole Sherman Associates) which concluded that Colborne Street is the preferred Scugog River bridge crossing (Figure 1). CIMA+ is carrying out the detailed design of Colborne Street Bridge and associated roadway along Colborne Street. The proposed bridge is a two-span bridge with no pier or abutments in the Scugog River waterbody. The construction of the bridge and associated roadway is proposed to occur between 2024 and 2026.

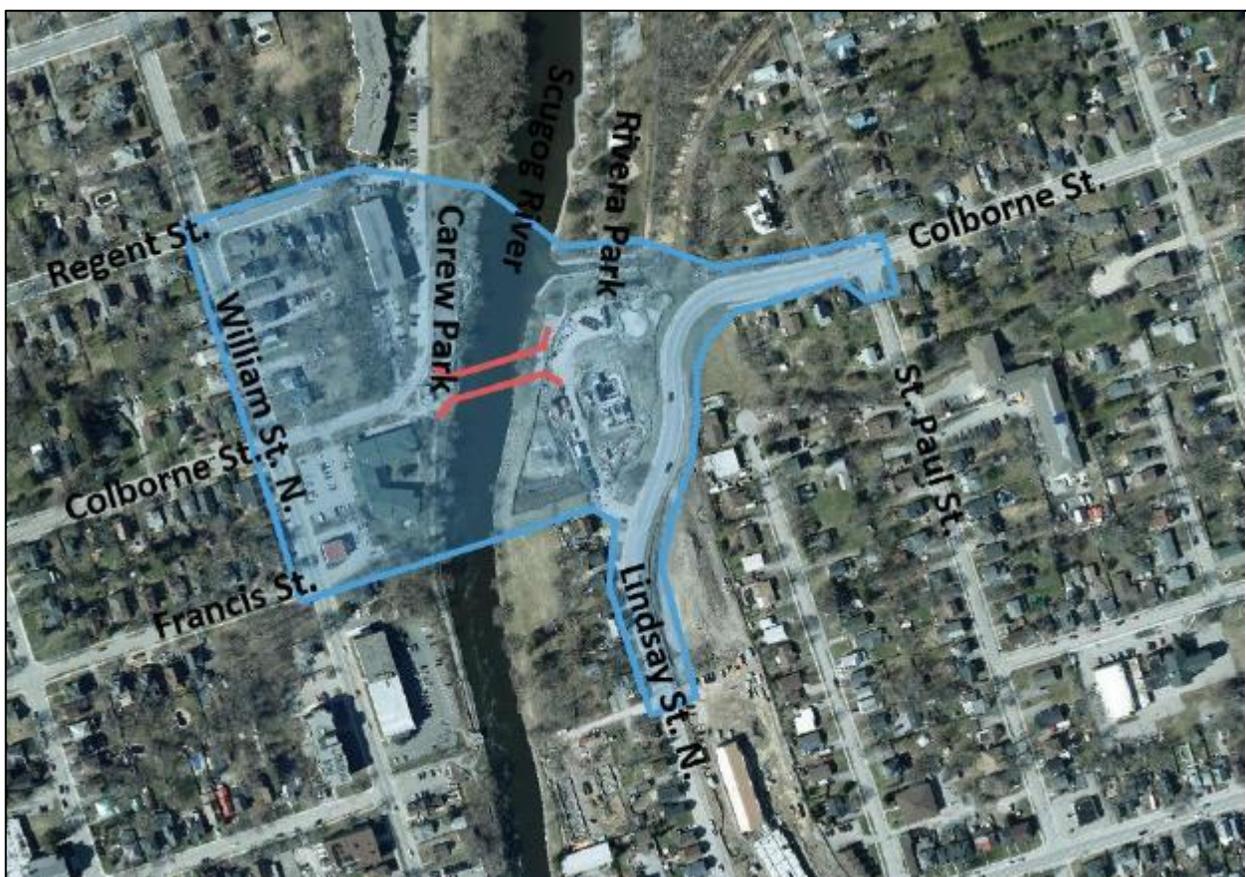


Figure 1: Proposed Location of bridge crossing and anticipated study area

Municipal Class Environmental Assessment

The MCEA documentation, as amended in 2007, 2011, 2015 and 2023, states that the shelf life of an EA (and Addendum) is 10 years, unless a portion of the proposed undertaking has been constructed within the 10-year window. An EA Addendum, should include a confirmation of the justification, impacts and mitigation of the project based on updated (applicable) technical investigations, as well as relevant change in the existing conditions, regulations, and policies.

For this project, over 10-years have elapsed since the EA Amendment was completed, and none of the proposed undertaking has been implemented since the completion of the 2000 EA Addendum; therefore, an EA Addendum is required to be completed under the current assignment per the Ontario *Environmental Assessment Act*.

Parks Canada Impact Assessment

Additionally, since the proposed Colborne Street bridge crossing will be constructed across the Trent Severn Waterway administered by Parks Canada, it is our understanding that there is a need to complete an Impact Assessment (IA) following the appropriate pathway identified by Parks Canada under the federal *Impact Assessment Act*. The selection of the appropriate IA pathway will be based on the nature of the project's intersections with the environment and the project's potential for significant adverse environmental effects and will be subject to determination and approval by Parks Canada. As mentioned earlier, the proposed bridge is a two-span bridge with no pier or abutments in the Scugog River waterbody.

Integrated Approach

Since the detailed design for the Colborne Street Bridge will likely require both the completion of an EA Addendum and Parks Canada IA, the City and CIMA+ propose that there is an opportunity for the IA and EA Addendum to be carried out as an integrated process, thereby fulfilling the requirements under both the federal *Impact Assessment Act* and the Ontario *Environmental Assessment Act*, respectively.

The MCEA manual (approved in October 2000, as amended in 2023) Section A.2.10 speaks about the requirements of municipal projects to conform with other applicable federal, provincial, and municipal environmental legislation. It also states that duplication between the MCEA process and other formal approval processes should be avoided where possible.

Section A.2.10.9 highlights the applicability of federal *Impact Assessment Act* to municipal projects. It encourages the proponents to contact potential federal authorities as early as possible to identify the requirements for their municipal projects. If it is determined that an impact assessment may be required under the federal *Impact Assessment Act*, the proponent must provide the Agency with an Initial Project Description. For this purpose, CIMA+ is preparing an Initial Project Description that will be provided to Parks Canada after initial consultation to evaluate which IA pathway should be followed for this project.

We understand that our proposed integrated approach is subject to discussion and approval by both Parks Canada and the Ministry of the Environment, Conservation and Parks (MECP). At this point, we are looking to schedule meetings with Parks Canada and MECP representatives to discuss the proposed integrated approach. Kindly advise of your availability to schedule a meeting at your earliest convenience. We are flexible and would be happy to work with your schedule.



Sincerely,

A handwritten signature in blue ink, appearing to read "AKRAM KHAN" with a stylized flourish at the end.

Akram Kahn, M.A.Sc. P.Eng.
Director, Transportation – Bridges
CIMA+
4096 Meadowbrook Drive, Unit 112
London, ON N6L 1G4
Phone: 416-573-2862
Akram.Khan@cima.ca

Taylor Burke, M. Sc.
Project Manager
City of Kawartha Lakes
26 Francis Street
Lindsay, ON K9V 5R8
tburke@kawarthalakes.ca

April 20th, 2023

Parks Canada – Trent Severn Waterway
2155 Ashburnham Dr.
Peterborough, Ontario K9L 1P8

Attention: Randal Power – Resource Management Officer II

SENT VIA EMAIL

**RE: Conformance to Parks Canada Impact Assessment Process
Colborne Street Bridge Detailed Design
Town of Lindsay, Ontario**

CIMA+ is retained by the City of Kawartha Lakes (the City), for carrying out the detailed design of the Colborne Steet Bridge connecting Colborne St. East and Colborne St. West over the Scugog River in the Town of Lindsay.

As one of the prominent natural features in the area, the Scugog River forms a natural barrier in the Town of Lindsay for several east-west routes through the community, one of the arterial routes being Colborne Street. The need for additional capacity was first recognized in 1960 and later reconfirmed in the 1970's and 1980's.

In response to this identified need, the City completed a Municipal Class Environmental Assessment (MCEA) Study in 1994 (by TSH) and subsequent EA Amendment in 2000 (by Cole Sherman Associates) which concluded that Colborne Street is the preferred Scugog River bridge crossing (Figure 1). CIMA+ is carrying out the detailed design of Colborne Street Bridge and associated roadway along Colborne Street. The proposed bridge is a two-span bridge with no pier or abutments in the Scugog River waterbody. The construction of the bridge and associated roadway is proposed to occur between 2024 and 2026.



Figure 1: Proposed Location of bridge crossing and anticipated study area

Parks Canada Impact Assessment

Since the proposed Colborne Street bridge crossing will be constructed across the Trent Severn Waterway administered by Parks Canada, it is our understanding that there is a need to complete an Impact Assessment (IA) following the appropriate pathway identified by Parks Canada under the federal *Impact Assessment Act*. The selection of the appropriate IA pathway will be based on the nature of the project's intersections with the environment and the project's potential for significant adverse environmental effects and will be subject to determination and approval by Parks Canada. As mentioned earlier, the proposed bridge is a two-span bridge with no pier or abutments in the Scugog River waterbody.

Municipal Class Environmental Assessment

Additionally, the MCEA documentation, as amended in 2007, 2011, 2015 and 2023, states that the shelf life of an EA (and Addendum) is 10 years, unless a portion of the proposed undertaking has been constructed within the 10-year window. An EA Addendum, should include a confirmation of the justification, impacts and mitigation of the project based on updated (applicable) technical investigations, as well as relevant change in the existing conditions, regulations, and policies.

For this project, over 10-years has elapsed since the EA Amendment was completed, and none of the proposed undertaking has been implemented since the completion of the 2000 EA Addendum, an EA Addendum is required to be completed under the current assignment per the Ontario *Environmental Assessment Act*.

Integrated Approach

Since the detailed design for the Colborne Street Bridge will likely require both the completion of an EA Addendum and Parks Canada IA, the City and CIMA+ propose that there is an opportunity for the IA and EA Addendum to be carried out as an integrated process, thereby fulfilling the requirements under both the federal *Impact Assessment Act* and the Ontario *Environmental Assessment Act*, respectively.

The MCEA manual (approved in October 2000, as amended in 2023) Section A.2.10 speaks about the requirements of municipal projects to conform with other applicable federal, provincial, and municipal environmental legislation. It also states that duplication between the MCEA process and other formal approval processes should be avoided where possible.

Section A.2.10.9 highlights the applicability of federal *Impact Assessment Act* to municipal projects. It encourages the proponents to contact potential federal authorities as early as possible to identify the requirements for their municipal projects. If it is determined that an impact assessment may be required under the federal *Impact Assessment Act*, the proponent must provide the Agency with an Initial Project Description. For this purpose, CIMA+ is preparing an Initial Project Description that will be provided to Parks Canada after initial consultation to evaluate which IA pathway should be followed for this project.

We understand that our proposed integrated approach is subject to discussion and approval by both Parks Canada and the Ministry of the Environment, Conservation and Parks (MECP). At this point, we are looking to schedule meetings with Parks Canada and MECP representatives to discuss the proposed integrated approach. Kindly advise of your availability to schedule a meeting at your earliest convenience. We are flexible and would be happy to work with your schedule.



Sincerely,

A handwritten signature in blue ink, appearing to read "AKRAM KHAN" with a stylized flourish at the end.

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