

**Brook Road North, Kerr Street East, Willmott Street road corridors
and East Village North Development road network
Integrated MCEA**

**Public Information Centre #1
Cobourg Community Centre
May 29, 2025**



Project Team



BURNSIDE



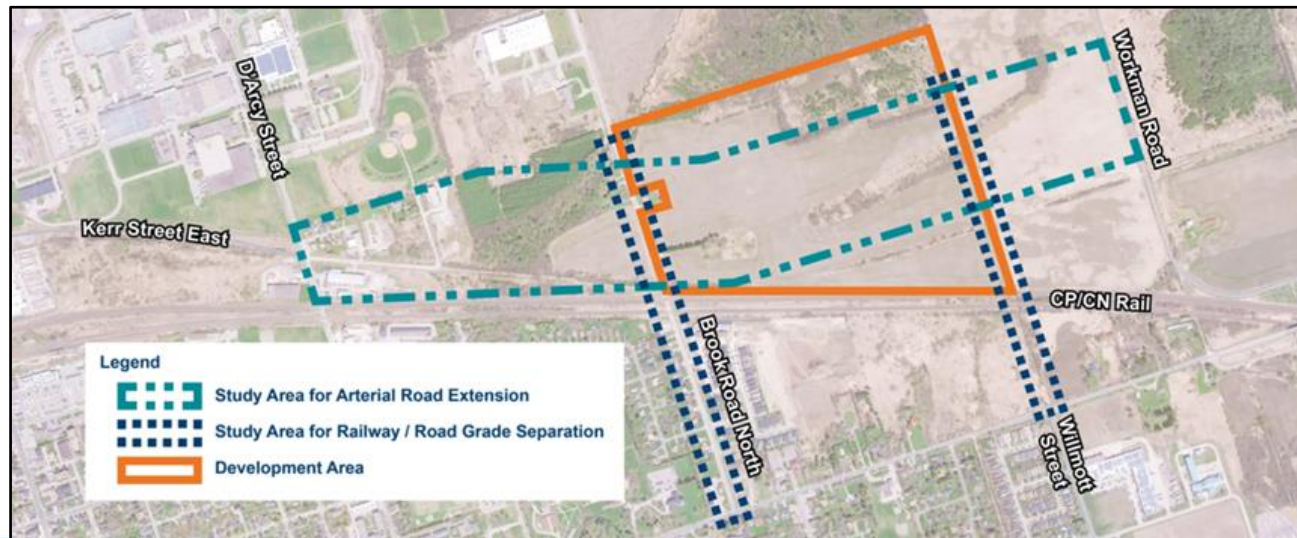
Study Details

Purpose

A Municipal Class Environmental Assessment (MCEA) is being completed to assess alternative options for the required arterial road extension of Kerr Street East from D'Arcy Street to Workman Road, as well as options for the road corridor and railway crossings at Brook Road North and Willmott Street.

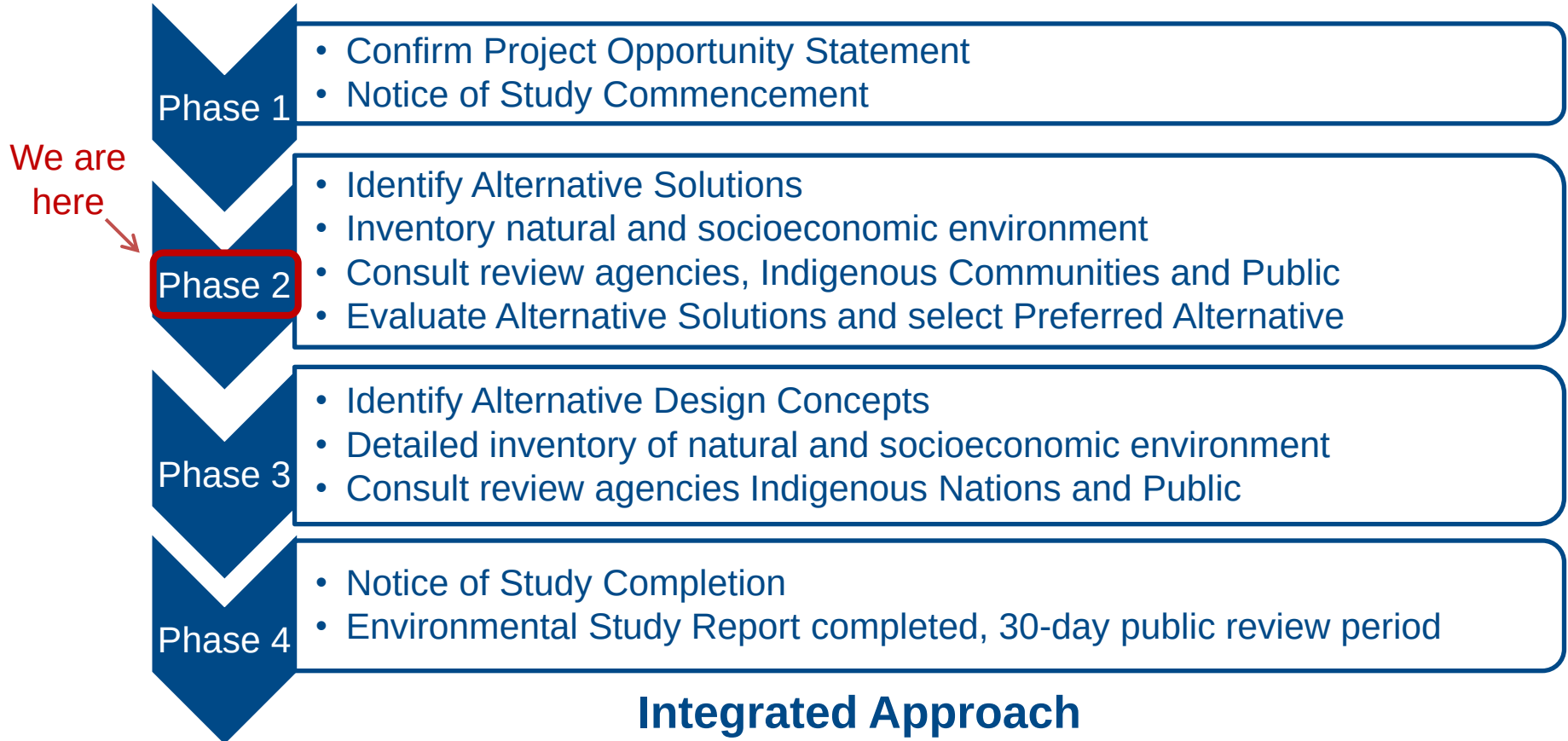
Objective

The Study will provide a preferred solution for the arterial and collector road network required to accommodate planned development within the Cobourg East Community Plan Area and provide a preferred solution to improve connectivity and manage increased traffic at the two railway crossing locations.



Municipal Class EA Process

This project is being completed as a Schedule C Project (Phases 1 to 4), under the Integrated Approach as defined in the Municipal Engineers Association Class EA (2024) document.



Integrated Approach

The MCEA process for the arterial roads and Planning Act process for the development are considered together to reduce duplication where possible.

Integrated Approach

- This **Integrated Approach** fulfills the requirements of the MCEA process while allowing proponents comply with the *Planning Act* process at the same time.
- This process ensures that the requirements of both the EA Act and the Planning Act are met efficiently by streamlining efforts, avoiding duplication and improving environmental protection.
- Opportunities to integrate the processes for this study will include:
 - Project notification and consultation
 - Sharing of Technical Studies and Assessment Reports where feasible
 - Addressing Planning Pre-consultation and EA requirements concurrently
 - Development of environmental protection and mitigation measures

Guiding Documents

Town of Cobourg

Official Plan 2010 – Five Year Review: Consolidated 2018

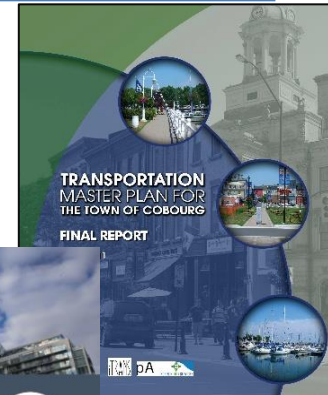
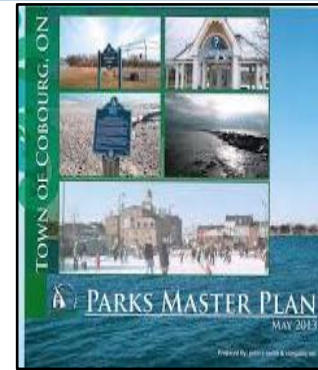
Development Charges Background Study 2021

Transportation Master Plan 2011

Parks Master Plan 2013

Kerr Street Environmental Assessment Report

Heritage Master Plan



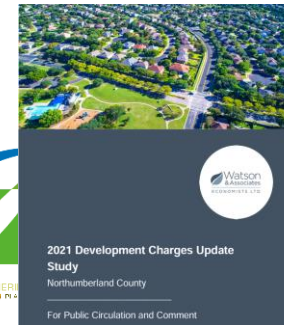
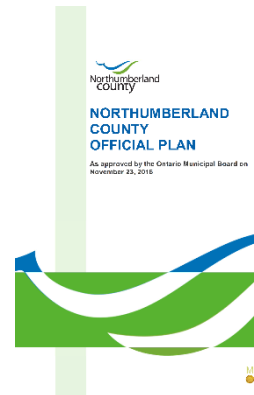
County of Northumberland

Official Plan (2016)

Development Charges Background Study 2021

Cycling Master Plan

Transportation Master Plan



PIC No. 1 Details

Purpose

- Present the Problem Opportunity Statement
 - Provide an overview of the Municipal Class Environmental Assessment process
 - Provide information on the existing Study Area
 - Present Alternative Solutions for the arterial roads and railway crossings
 - Obtain input on the Alternative Solutions
 - Identify next steps
-

Problem / Opportunity Statement

The Town of Cobourg and the County of Northumberland, in coordination with JMCD North Holdings Inc. have identified a need to assess options for new arterial roads, collector roads, and rail line grade separation within the Cobourg East Community Secondary Plan area, to establish the transportation network required to support the development of the East Village Subdivision and future growth in the southeast quadrant of the Town of Cobourg.

Development Area Supporting Studies

Environmental Impact Study (EIS)

- Ecological Land Classification
- Vegetation Inventory
- Surface Water and Drainage Feature Mapping
- Wetland Boundary Classification
- Aquatic Habitat Assessment (Brook Creek)
- Butternut Survey and Health Assessment
- Breeding Bird Surveys
- Grassland Bird Surveys
- Amphibian Breeding Surveys
- Bat Maternity Roost Habitat Surveys
- Significant Wildlife Habitat (SWH)
- Significant Woodlands

Environmental Site Assessment

- Phase 1 ESA
- Phase 2 ESA
- Geotechnical Investigation and Report

Archaeological Assessment

- Stage 1 and 2 Archaeological Assessment - completed for development area
- Stage 3 Archaeological Assessment - required for NW corner of development area

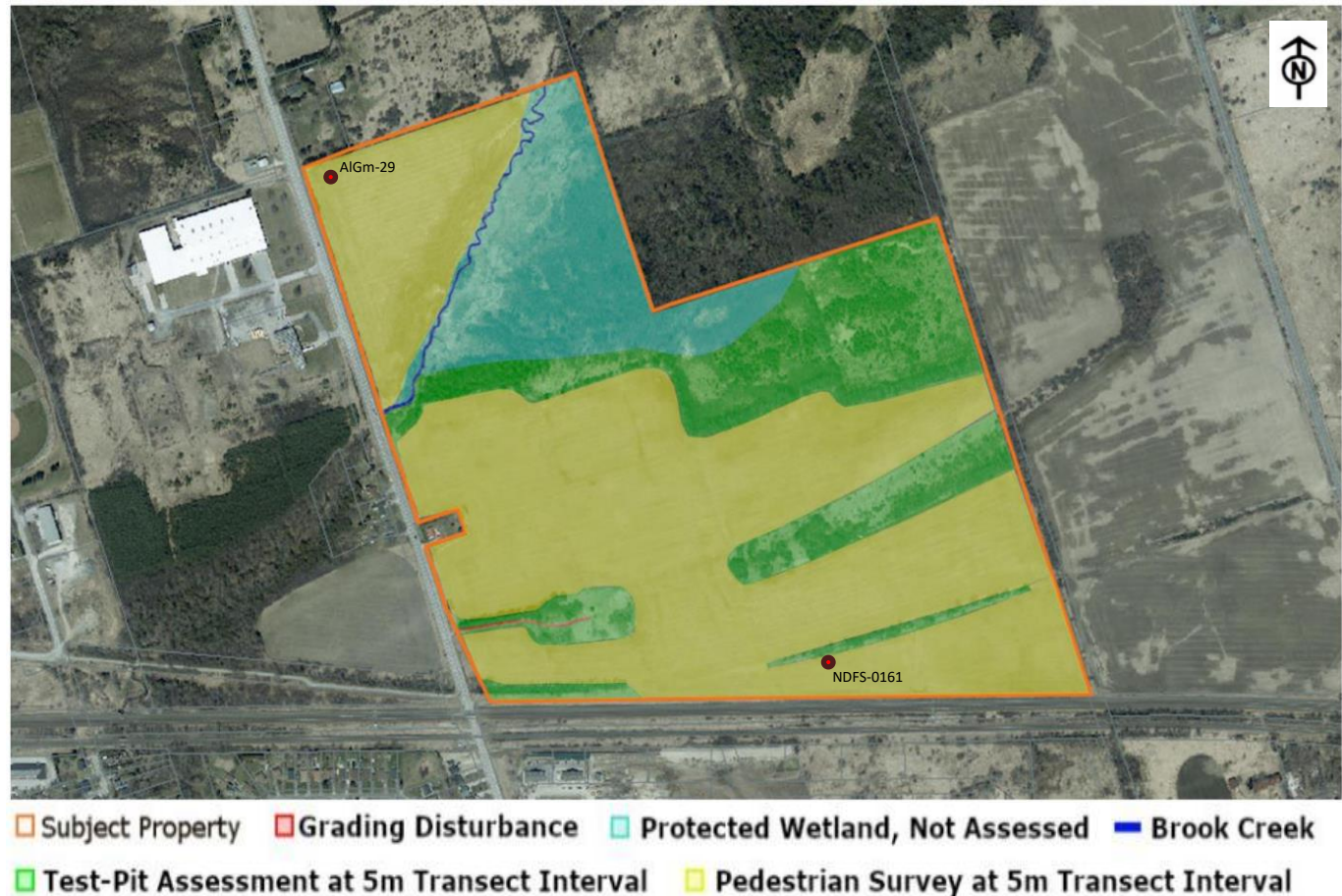
Planning Application Submission

- Transportation Study
- Concept Subdivision Plan
- Civil Design Drawings
- Servicing Design
- Functional Servicing and Stormwater Management Report

Stage 2 Archaeological Assessment Methodology For Development Lands

Recommendations

- The entire property other than the protected wetland was assessed.
- Given this result of the Stage 2 Assessments, it is recommended that further archaeological assessment be required for Site AIGm-29 in the form of a Stage 3 Archaeological Assessment.
- The site AIGm-29 represents an indigenous archaeological site.
- The non-diagnostic projectile point (NDFS-0161). was subsequently registered as a non-diagnostic find-spot



Source: Northeastern Archaeological Associates Ltd.
Stage 1 & 2 Archaeological Assessment Report - May 24, 2024

Road Corridor Supporting Studies

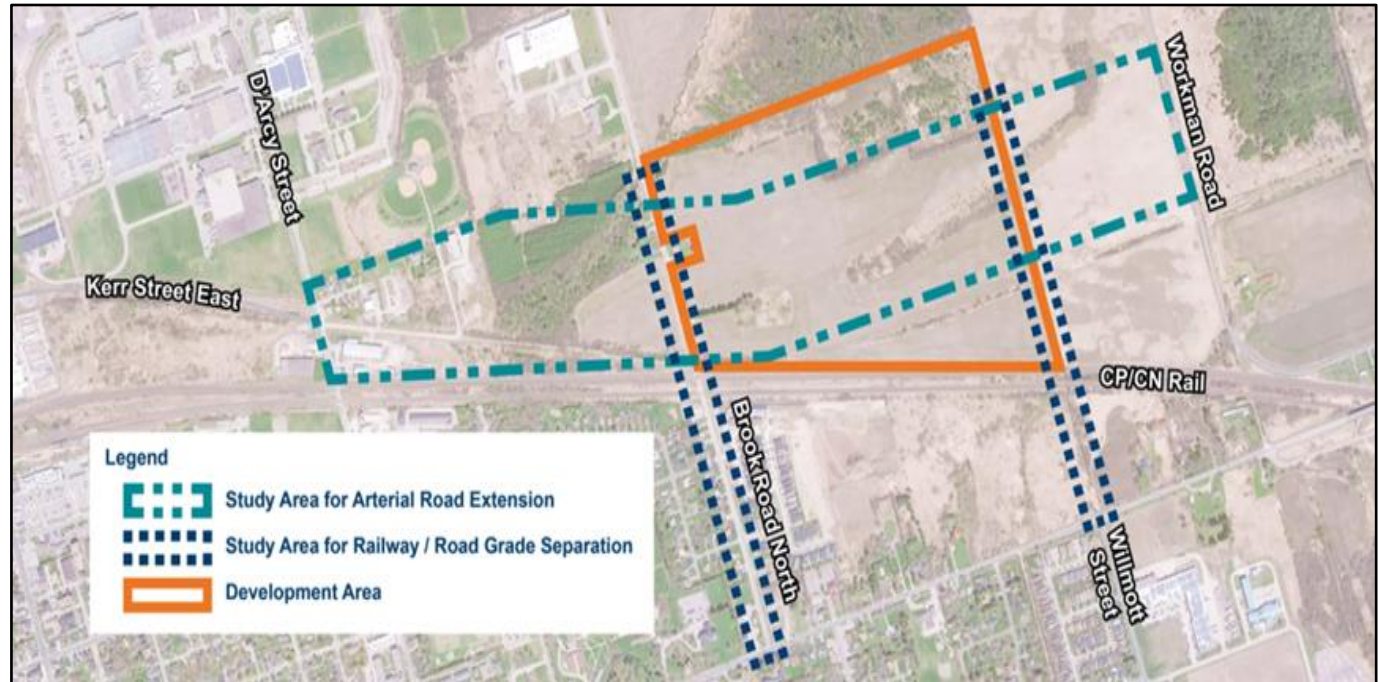
The following studies are planned to characterize the environment of the study area, develop criteria for the evaluation of the alternative options for the arterial roads and railway crossings and identify possible impacts and mitigation measures.



Planned Stage 1 and 2 Archaeological Assessments for the Road Corridor

Stage 1 and 2 Assessments

- Stage 1 Assessment will be conducted in the Study Areas for the Arterial Road Extension and the potential areas for Rail grade separation.
- Depending on the findings, a Stage 2 Assessment will follow.
- Stage 2 Assessment will be conducted over the preferred road alignments

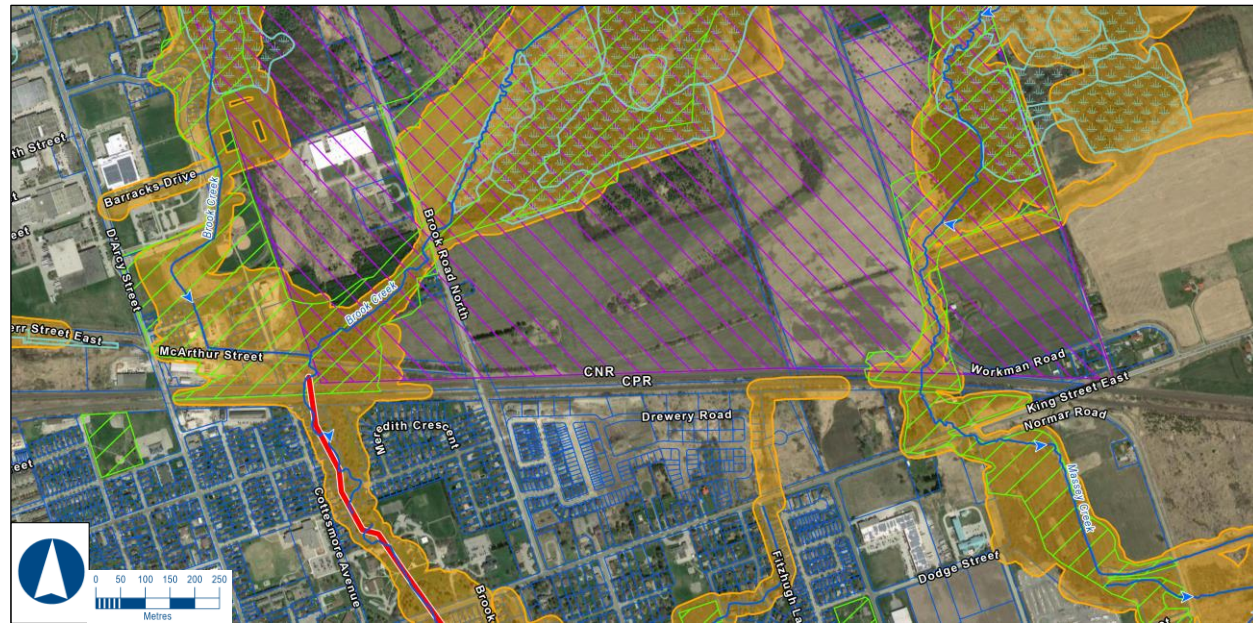


Source: R.J Burnside and Associates Limited, 2025

Existing Conditions – Natural Heritage

Features of the site include:

- Unevaluated Wetlands
- Significant Woodlands
- GRCA Regulated Area
- Watercourses: Brook Creek and Massey Creek
- Watercourse Buffer
- Enhancement Areas
- Potential for SAR and habitat (e.g., bats, Butternut, Black Ash)
- Significant Wildlife Habitat (e.g., reptiles, amphibians and breeding birds)
- Fish Habitat



Surrounding lands include agricultural lands, urban development including residential dwellings, and wooded areas

Legend

- Watercourse - Thermal Regime: Cold
- Town of Coburg Linkage (OP, Revised May 2010)
- Town of Coburn Greenlands System (OP, Revised May 2010)
- Ganaraska Region Conservation Authority Regulatory Limits (O.Reg. 41/24)
- Coburg East Secondary Plan Area
- Wetlands (MNR)

Source: R.J Burnside and Associates Limited, 2025

Existing Conditions – Cultural Heritage

Culture, creativity, and quality of place are key to community development and growth.

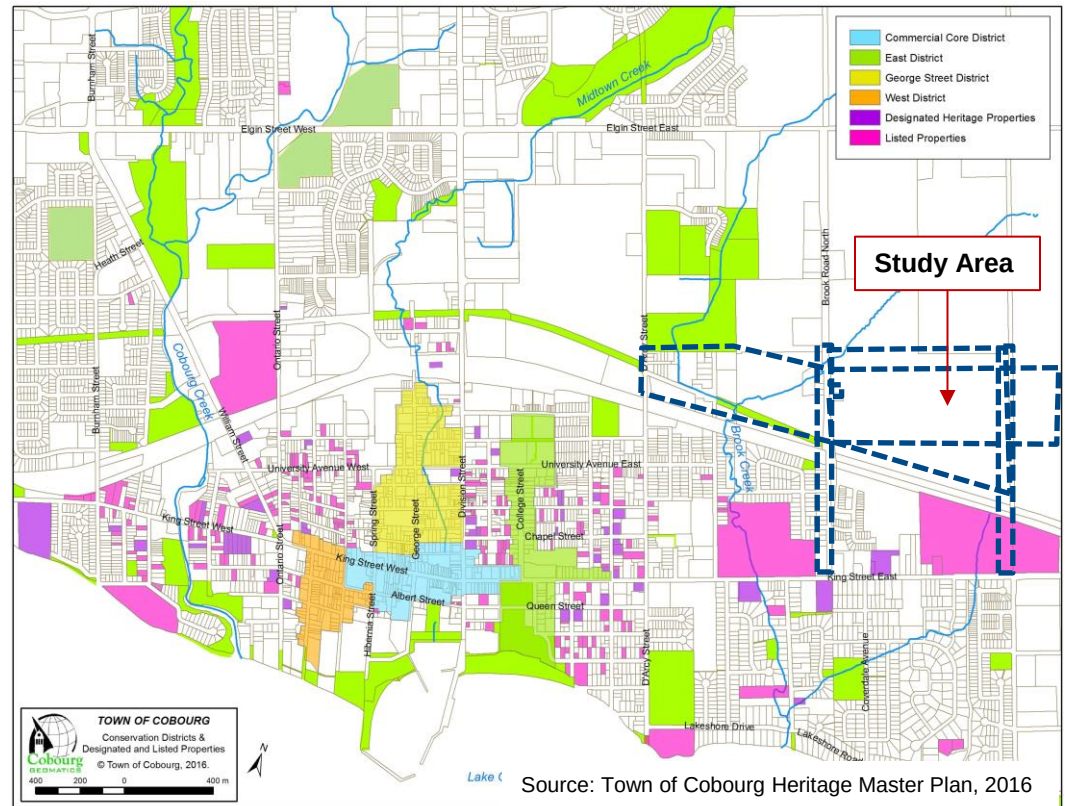
Cobourg is committed to preserve and enhance valuable cultural heritage assets that contribute to the community's identity, history, and quality of life.

A portion of the Study Area is located in the Town of Cobourg East Heritage Conservation District. The Study will value the Town's cultural heritage features.

Archaeological Assessment

Archaeological assessment (Stage 1 and 2) was completed for the development lands within the study area and will be used to support existing conditions information.

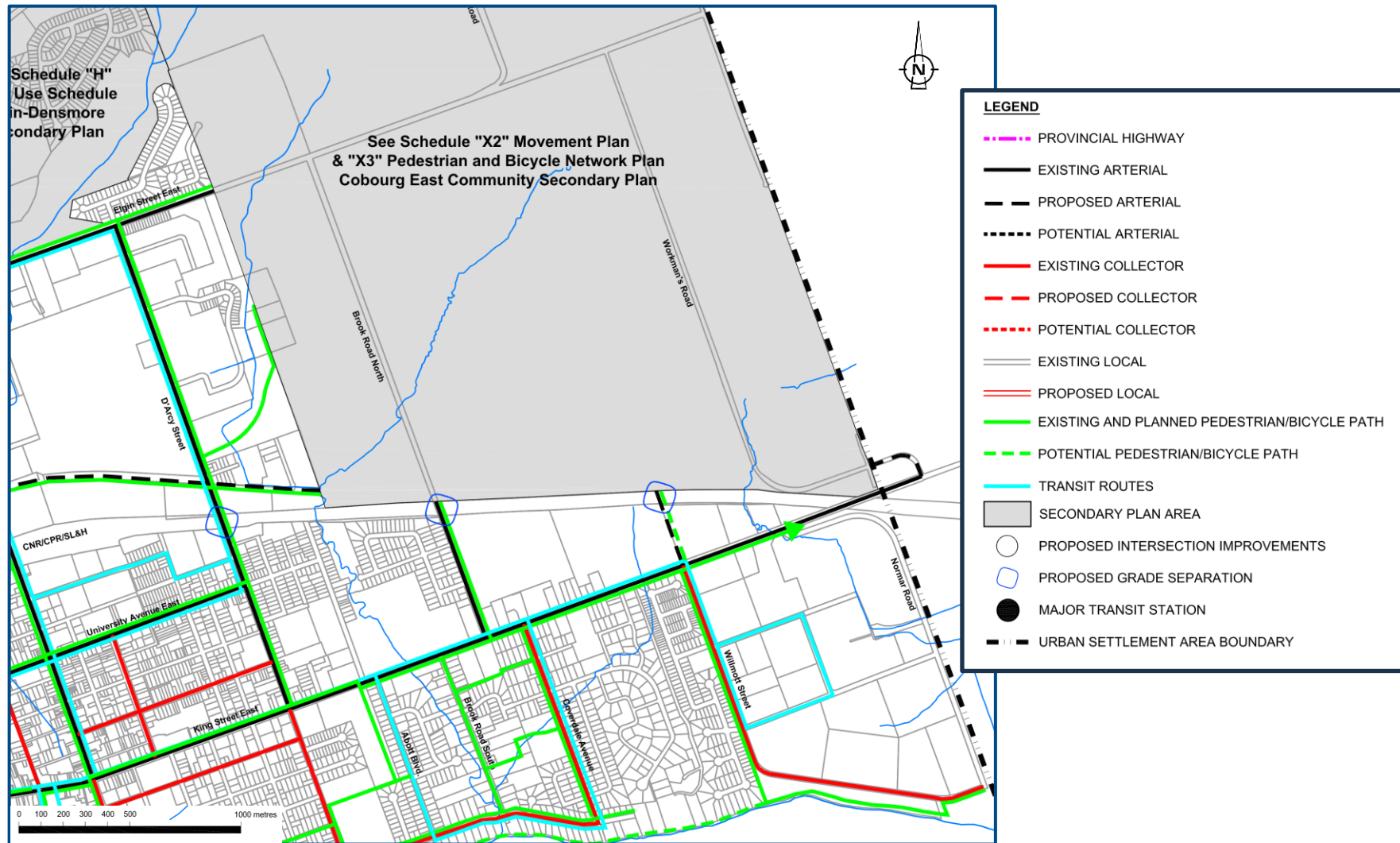
Additional Archaeological Assessment will be completed for the study of the road alignment options.



Building on the Official Plan and Transportation / Secondary Master Plans

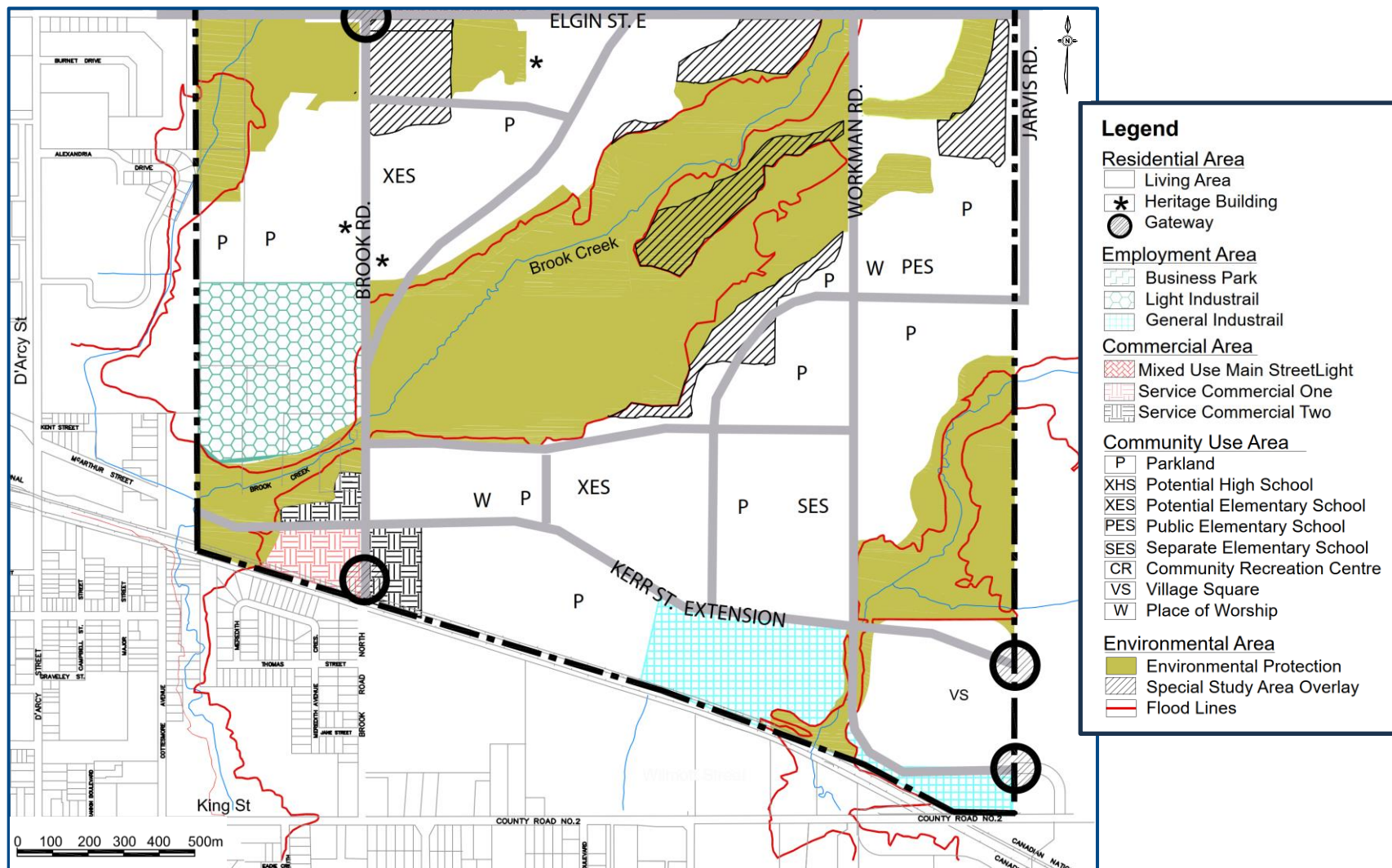
- The EA Process starts with the expectations and framework of the Official Plan (OP).
- The EA Process then includes and builds upon the long-term vision, strategy and recommendations outlined in Transportation Master Plan Documents and more recent Secondary Plan.
- Transportation Master Plan (TMP) and the Secondary Plans identifies and addresses the long-term vision and transportation needs of residents, businesses, and visitors and provides high level solutions.
- Collectively these plans identify needed road expansions, new transit routes, and active transportation networks (i.e. walking & cycling) based on factors like population growth, land use, and economic activity.
- This EA process builds upon these planning recommendations, addresses specific challenges and provides solutions that addresses the Problem Statement.

Schedule E – Transportation Plan



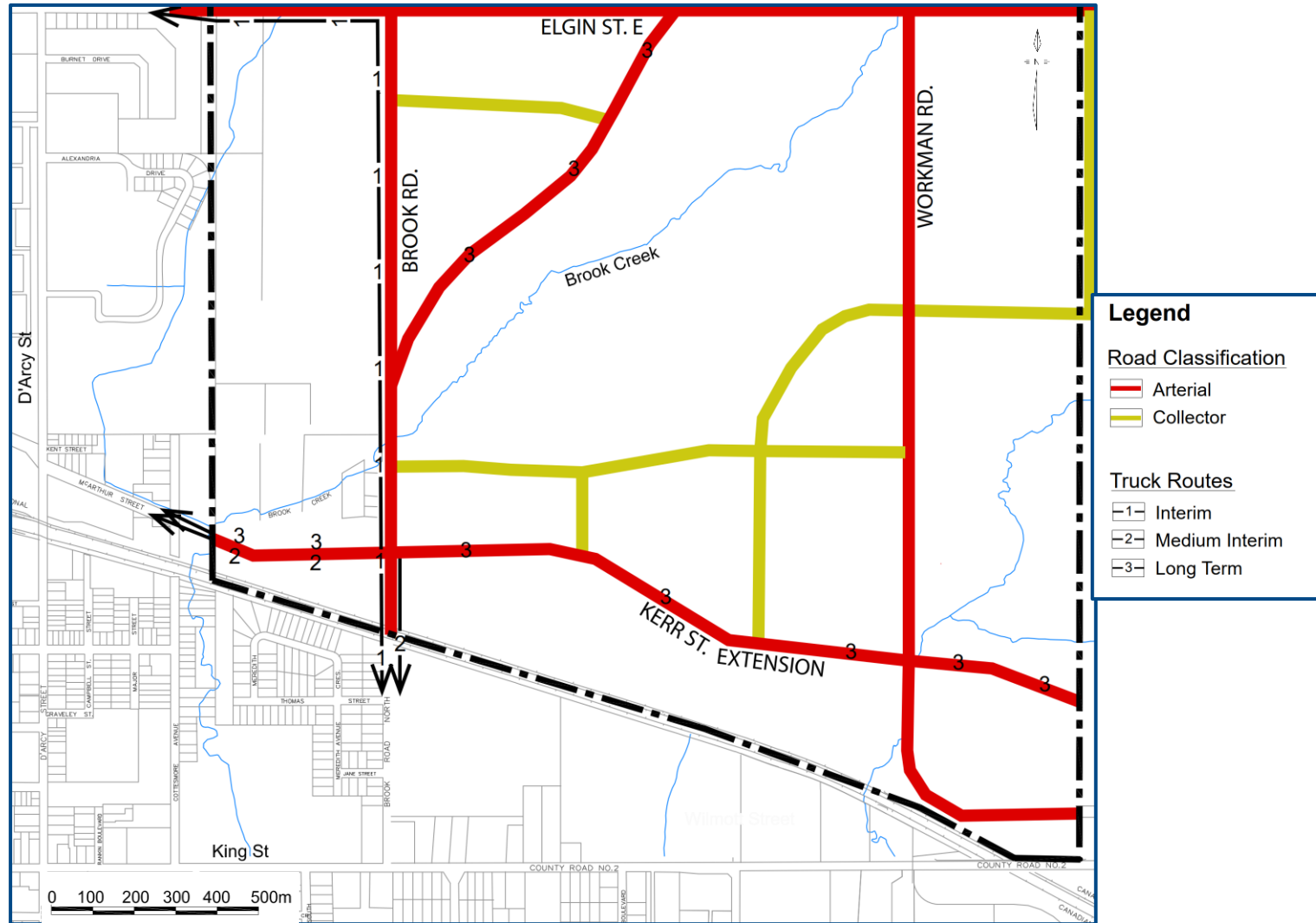
Source: Town of Cobourg Official Plan, 2018

Schedule XI - Land Use Plan



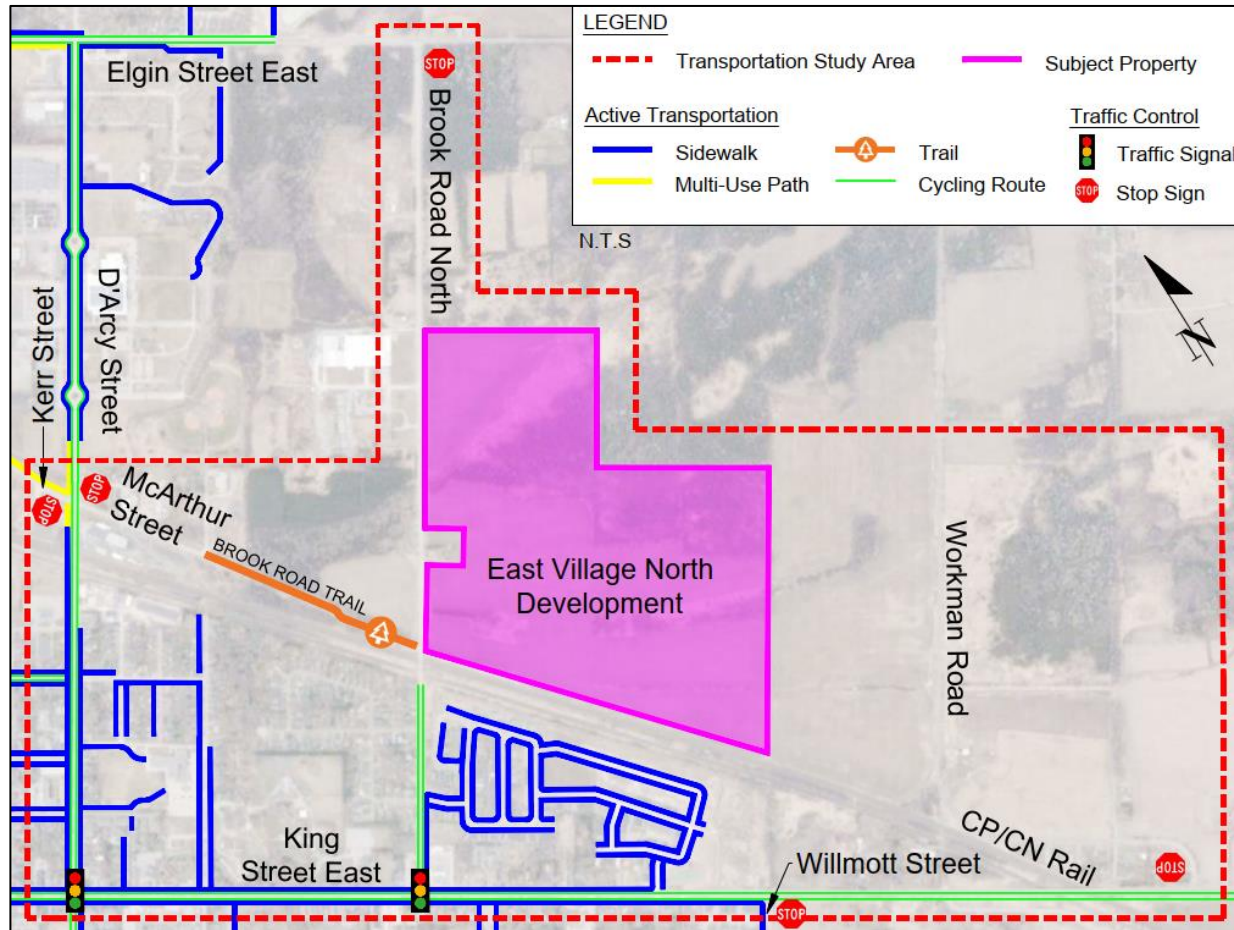
Source: Town of Cobourg Official Plan, 2018

Schedule X2 - Movement Plan



Source: Town of Cobourg Official Plan, 2018

Existing Conditions – Transportation

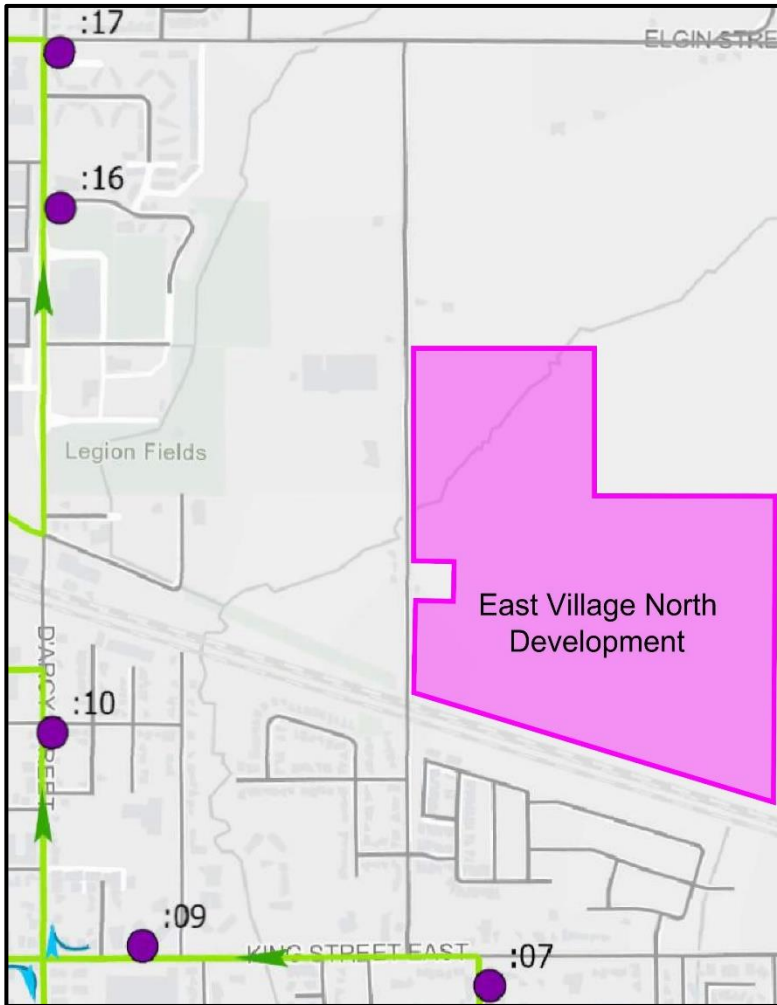


Road Name	Classification	Road Name	Classification
King Street East	Town Arterial	Workman Road	Town Local
D'Arcy Street	Town Arterial	Willmott Street	Town Collector
Brook Road North	County Arterial	Kerr Street East	Town Arterial

Source: R.J Burnside and Associates Limited, 2025

Existing Conditions – Transportation

Transit Services



Source: R.J Burnside and Associates Limited, 2025

Cobourg is served by a limited fixed-route and an on-demand transit system.

Limited Fixed-Route

*One year trial commenced September 2024

- Hourly Service
- Monday to Friday: 9am to 5pm

Includes 35 strategically located stops throughout Cobourg

The nearest stop to study area: Coverdale Ave & King St E

On-Demand

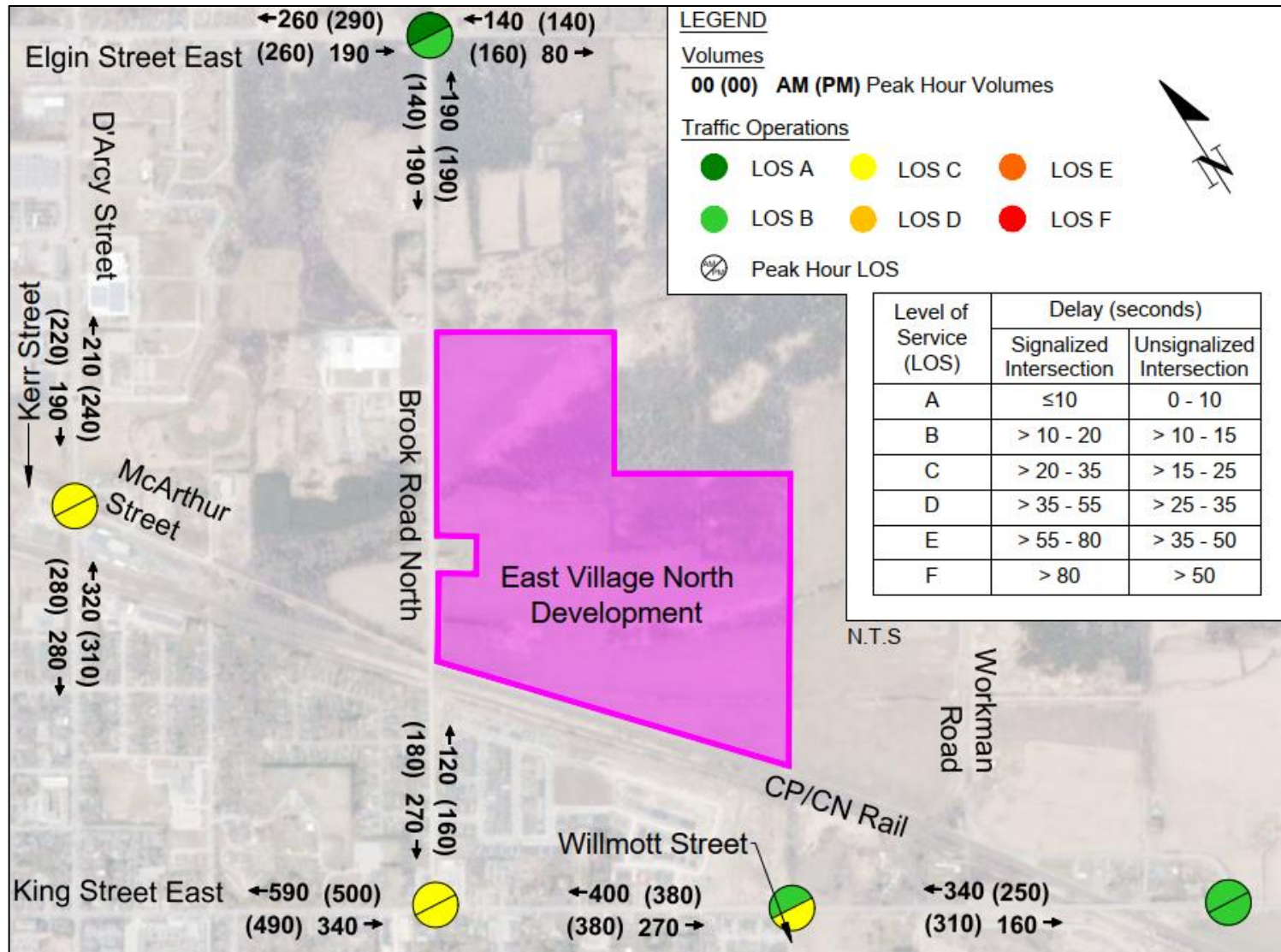
Operates:

Monday to Friday: 6:15am to 9pm

Saturday: 8:15am to 6:45pm

Sunday: 8:45am to 3:45pm

Existing Conditions – Traffic Operations



Source: R.J Burnside and Associates Limited, 2025

Alternatives Considered

Road Alignment Options for Kerr Street Extension

1. Do Nothing
2. South – Kerr Street aligned south, grade separation with Brook Road N, collector road is north of Kerr Street
3. Central – Kerr Street aligned north-central, at-grade intersection with Brook Road N, collector road is south of Kerr Street
4. North – Kerr Street aligned north-central, at-grade intersection with Brook Road N, collector road is North of Kerr Street

Rail Crossings Options for Brook Road N and Willmott Street Extension

- A. Do Nothing
- B. At-grade Control Improvements
- C. Railway Over Road
- D. Railway Under Road

Alternative Options will be evaluated in the next phase of the project and will be presented at PIC# 2.

Road Alignment Option 2 - South



- Kerr Street Extension grade separated from Brook Road
- Connection between Kerr Street Extension and Brook Road via connecting loops
- Brook Road intersection option full movement or right-in right-out
- Collector Road north of Kerr Street Extension

Road Alignment Option 3 - Central



- Kerr Street Extension, with an elevation change at the Brook Road intersection due to the potential railway over or under pass.
- Collector Road to south of Kerr Street Extension

Road Alignment Option 4 - North



- Kerr Street Extension, with an elevation change at the Brook Road intersection due to the potential railway over or under pass.
- Collector Road to north of Kerr Street Extension

Railway Crossing Options

A Do Nothing



- Mandatory requirement for consideration in MCEA process
- Study area remains the same
- No grade separations for Brook Road North or Willmott Street extension
- No at-grade crossing improvements
- Regular maintenance will be performed as required

B At-Grade Crossing Improvements



- Modification through non-structural improvements such as signing, traffic signals, wigwags and railway gates
- Modification of the alignment and/or the cross-section
- Road right-of-way widening requirements
- Utility relocations

Railway Crossing Options

C Railway over Road



- Reconstruction of roadway for grade separation: rail travelling over road
- Road right-of-way widening requirements
- Construction costs estimates
- Access to adjacent properties
- Construction effects on railway operations
- Utility relocations
- Grading requirements

D Road over Railway



- Reconstruction of roadway for grade separation: road travelling over rail
- Road right-of-way widening requirements
- Construction costs estimates
- Access to adjacent properties
- Construction effects on railway operations
- Utility relocations
- Grading requirements

Next Steps

Summer
2025

- Review and Consider Feedback following PIC#1
- Public Information Centre #1 Summary Report
- Provide Alderville FN with Stage 1 and 2 Archeological Assessment Scope of Work
- Meeting with Alderville FN regarding Stage 2 findings
- Complete Supporting Studies
- Conduct technical meetings with CN Rail and CP Rail
- Identify Preferred Alternative

Fall
2025

- Develop and Evaluate Alternative Designs Options for the preferred solution
- Public Information Centre #2
- Review and Consider Feedback following PIC#2
- Complete Additional Supporting Studies as needed
- Identify Preferred Design Concept

Winter
2025

- Complete Environmental Study Report for public review and comment
- Notice of Study Completion and 30-day public review period

Study Completion – Winter 2025

We Want to Hear From You!

To provide comments please complete a comment sheet and submit it to the comment box today, submit a comment form to the Project Team email below by **Friday June 28, 2025**.



To view display boards and additional project information, visit the project webpage at:
<https://www.cobourg.ca/en/our-government/plans-reports-and-studies.aspx>

Please send any additional comments to the project team email at:
eastvillagenorthroadnetwork@rjburnside.com

Philip A. Rowe, C.E.T., EP
EA Project Manager
R.J. Burnside & Associates Limited
1266 South Service Road, Suite C2
Stoney Creek, ON, L8E 5R9
Phone: 905-821-5915

Chris Bonisteel, P.Eng.
Vice President
Monument Geomatics &
Estimating Inc.
355 Hwy 49
Deseronto, ON, K0K 1X0
Phone: 613-800-1579

Terry Hoekstra, C.E.T., LET, rcca
Deputy Director,
Public Works and Engineering Division
The Corporation of the Town of Cobourg
740 Division Street, Building #7,
Cobourg, ON, K9A 0H6
Phone: 905-372-9971 ext. 4371

Peter Deshane, C.E.T., rcsi
Manager of Infrastructure
Northumberland County
555 Courthouse Road
Cobourg, ON, K9A 5J6
Phone: (905) 372-3329 ext 2430