



Phases two and three of the Third Crossing Action Plan Public Engagement Feedback Report

About this report

On September 15 of 2015 City Council directed staff to complete phases two and three of the Third Crossing Action Plan (preliminary design and business plan development). This report prepared by Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company is a compilation of the communications and public engagement by the city on phases two and three from March 2016 to May 2017. It outlines the public process objectives which guided the public engagement and describes the methods and activities used to inform and engage the public and community stakeholders. It also describes the public engagement, what was heard and how public input was reflected in the project design and business planning.

Executive Summary

Public engagement began with the start of the Environmental Assessment (EA) in 2009 and followed the requirements of the provincially legislated Municipal Class Environmental Assessment Process.

Kingston City Council identified the importance of public engagement in their direction on September 15, 2015 to complete phases two and three of the Action Plan – preliminary design and business plan. A comprehensive plan on communications and public engagement was developed as a result to facilitate information sharing, knowledge exchange, and input through a variety of different methods and communication tools. A key aim was to reach further across the community, to inform residents on all aspects of design and business plan and to foster a comfortable environment for residents to share differing viewpoints.

The public engagement on these phases is not provincially legislated or mandated and there are no specific requirements for how this engagement should occur. The public engagement done throughout phases two and three of the Third Crossing Action Plan aligns with the City of Kingston's draft public engagement policy framework. It should be noted that work on these phases started before the development of the City's Draft Public Engagement Framework (February and May 2017).

In developing this communications and public engagement plan, various considerations were assessed for determining the level of public engagement, techniques, tools, timelines and resources. Fundamental to this review was identifying the goal and objectives, audiences and methods for engaging the community on the preliminary design and business plan development.

Residents had the opportunity to provide input through online communication. The Third Crossing website included a Bridge Buzz section to provide updated information, for hosting the summer 2016 survey and receiving emails and comments. Information, updates and feedback reports were posted on the website.

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Residents had the opportunity to participate in person. Three public open houses were held, one in September 2016 and two in April 2017. Meetings were organized with community and business organizations which involved staff presentations in a question and answer format. The preliminary design work was guided by a Technical Advisory Committee and involved meeting with external and city internal stakeholders. Further outreach with residents living near the east approach and with property owners near the west approach occurred. Meetings also took place with interest groups that were non-supporters and supporters of the project.

The public engagement for phases two and three was dynamic and adapted to address concerns about how information was being communicated, timelines and follow-up. A fundamental component of this plan was to ensure that the process is transparent, that public input is considered throughout the process and City Council is informed about what was heard and how feedback was considered. There has been extensive public input received during the EA from 2009 to 2013 and throughout phases two and three of the Action Plan. This report includes the compilation of the feedback received for these phases.

As evident from the public input received throughout the process, there are strong views about the third crossing. Some residents who voiced concerns about the need for the bridge stated they would have preferred that these phases of work revisited the environmental assessment. However, all residents had equal opportunity to offer input and have it considered through a constructive process with emphasis placed on the value of hearing from all perspectives.

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1. Public engagement for phases two and three of the Third Crossing Action Plan

1.1. Context for the public engagement: what are phases two and three of the Third Crossing Action Plan?

The City of Kingston's Third Crossing Action Plan focuses on the completion of the Preliminary Design and Business Plan for the Third Crossing of the Cataraqui River. The bridge will link John Counter Boulevard (west side) to Gore Road (east side). At this location, the Cataraqui River forms part of the Rideau Canal, a UNESCO World Heritage Site, National Historic Site, Canadian Heritage River, and federally regulated navigable waterway.

The preliminary design and business plan are based on an Ontario Municipal Class Environmental Assessment (Class EA), which began in 2009. The Class EA recommended an Arch with V-Piers bridge concept, linking John Counter Boulevard and Gore Road, as shown below on Figure 1. The Class EA was approved by City Council in 2012 and by the Province of Ontario in 2013.



Figure 1: Class EA preferred bridge concept

On September 15, 2015 Kingston City Council directed staff to complete phases two and three of the Third Crossing Action Plan, which included the preparation of a preliminary design and the development of a business plan for the project. The purpose of phases two and three of the Action Plan was to finalize the bridge preliminary design and to develop and assess the business plan for the project to better understand the financial implications, cost-benefits and economic impacts of the Third Crossing. The design has evolved during the preliminary design phase based on public and stakeholder feedback, technical, environmental and financial considerations. The completion of phase two (preliminary design) and phase three (business plan) will help inform City Council's decision-making process and whether Council intends to proceed with phase four (final design and cost estimates) of the Action Plan. The preliminary design and business plan were focused on these main objectives:



Preliminary Design	 Complement the Rideau Canal Compatibility and functionality Enhance user experiences Engage all stakeholders Inform phase four – Action Plan
Business Plan	 Cost benefit analysis - will it be a good use of tax dollars? Economic impact analysis - what are the economic benefits of the Third Crossing? Project delivery options - how does the city administer the project? Project financing - how will the city pay for the bridge? Inform phase four – Action Plan

The scope of this work included the development of a communication and public engagement plan to inform and consult the public on these phases. Input from residents and stakeholders continued to be an important component of the work on the Third Crossing Action Plan.

1.2. Third Crossing Environmental Assessment engagement overview 2009 - 2013

It is important to distinguish that the public engagement during phases two and three of the Third Crossing Action Plan was not focused on gauging the level of support or non-support for the project. In saying this, it is important to note that engagement on the Third Crossing did not start with these phases of work on the action plan but began eight years ago with the start of the EA in 2009. Public and stakeholder consultation was an important part of the EA process with public input on:

- The need for a Third Crossing and consideration of alternatives;
- The impacts of a new bridge crossing on the natural, social, cultural, and economic environment; mitigation measures to address adverse impacts;
- The best location for a new bridge crossing to be built; and
- The bridge design concepts.

A variety of different public engagement methods were used to present, discuss and gain feedback from both the general public and stakeholders throughout the EA. These included:

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- Public Open Houses
- Creation of a Public Liaison Committee
- Creation of a Technical Advisory Committee
- First Nations engagement
- Meetings with residents and stakeholders
- Response to correspondence
- Website and online communication

The Public Liaison Committee was developed based upon the anticipated level of community interest in the project and was comprised of six local residents, staff and consultants who reviewed and provided input on project information for all phases of the EA study and provided advice/direction on the best means to share information with the public to receive input and feedback. The Technical Advisory Committee, comprised of internal City departments and federal, provincial and municipal government agencies, was developed to provide technical guidance and act as a sounding board for technical decision-making. At a high level, through the course of the EA, the following occurred:

- Five city-wide Public Open Houses
- Ten meetings of the Public Liaison Committee
- Ten meetings of the Technical Advisory Committee
- Ten meetings and informational mailings to First Nation communities.

The public and stakeholder input was reflected in the final Environmental Study Report received and approved by Kingston City Council in May 2012. Following additional consultations with a total of four Part II Order (commonly referred to as 'bump-up') requestors, the environmental assessment received final approval from the Ontario Minister of Environment in June 2013. Information on the EA study from 2009 to 2013 continues to be available on the Third Crossing website for reference by residents and stakeholders.

The public engagement on phases two and three of the action plan sought to build on the engagement during the EA process. The current communications and public engagement activities are focused on the preliminary design and the business development work. That being said, the project team responded to and provided information on the history and the needs justification



throughout the process on these phases to help the community better understand the status of the Third Crossing project and to provide their input on the preliminary design and business plan development.

The public engagement on phases two and three of the Action Plan was focused on providing and receiving input to help inform Council's decision-making on a number of important issues such as:

- Would the bridge design balance sustainability, aesthetics, and affordability?
- Would the Third Crossing be a good use of tax dollars?
- What would be the economic benefits of building the Third Crossing?
- How would the City administer the design and construction of the Third Crossing?
- How would the City pay for the Third Crossing?

1.3. Public process objectives and approach: what was the goal of the public engagement?

The goal of the public engagement process was to facilitate a good understanding of the preliminary design and business plan elements, to receive and consider residents input in the finalization of these plans, and to inform Council on what was heard and how it was considered. As a result, public input was sought on a range of things including bridge design, landscaping and user-experience elements; public considerations regarding the costs and benefits of the Third Crossing; and input related to various options for construction procurement or project delivery models.

The public engagement process for phases two and three of the Third Crossing Action Plan is aligned with the principles and values of the International Association of Public Participation (IAP2), a widely recognized methodology for public engagement. The process is also compliant with the Accessibility for Ontarians with Disabilities Act (AODA) and City of Kingston Accessibility Guidelines.

Public engagement for phases two and three of the Third Crossing Action Plan was guided by a communication and public engagement plan. With the profile and public interest in the Third Crossing, coupled with the unique aspects of designing and constructing a 1.2 k.m. bridge, a number of important public process objectives were developed which are project specific. These project specific public engagement objectives are found in Figure 2.



Figure 2: Public process objectives for phases two and three: Third Crossing Action Plan

Reference Number	Public process objectives
1	To provide purposeful and meaningful information across the community to share information and promote discussion on the preliminary design, updated financial cost information, cost benefit analysis, economic impacts, financing and construction procurement options.
2	To ensure that the public is aware that Kingston City Council will make a decision on the preliminary design, business plan, and next steps for the Third Crossing project anticipated in June 2017. Understanding that the Third Crossing has been studied since 2009 and that many in the community may not be aware of the status of the project, it will be important to inform residents of the timeline for completion of phases two and three of the action plan.
3	To provide information on the evolution of the bridge design process, update on natural and cultural heritage fieldwork, constructability, sustainability, user experience, landscape plans, roadway layouts and other key components.
4	To provide clear information on the methodology and assumptions used, analysis and findings on the costs benefit and economic impact analysis of the Third Crossing. To ensure complex financial and project design information is communicated in a way that can be easily understood.
5	To provide information on the various project delivery (construction procurement) options and how the City would administer the design and construction of the Third Crossing.
6	To provide an update on the City's efforts to secure senior level government funding and information on how the City would pay for the bridge.
7	To provide easy to understand and accessible information (plain language, concise text, useful visuals and maps, in accessible formats).

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Reference Number	Public process objectives
8	To ask meaningful questions appropriate to receive public feedback.
9	To strive for an exchange of views and perspectives and ensure opportunities to voice concerns, questions and comments through a variety of methods.
10	To be responsive to the feedback received to the best extent possible by providing responses to questions and providing further information aimed at clarifying and addressing comments.
11	To report back to the community and Kingston City Council on how the feedback on the preliminary design and business plan elements informed the project team review and evaluation and final considerations.

The Third Crossing public engagement strived to reach further across the city to inform, involve and consult with residents on these phases of work. Ongoing communications initiatives have been vital to build a knowledge base and awareness of the project and to keep the public and various stakeholders well-informed as work progressed from a conceptual level to a detailed level, with the preliminary design and business plan.

Public engagement activities have been equally important to seek and receive specific public and stakeholder input on the evolution of the project design and business plan elements. A variety of methods were used to provide different ways for residents to learn about and offer input on the project. To ensure there was equal opportunity for input and that residents were comfortable to engage and offer input both in person and online activities were used to share information and garner feedback. Different types of meetings were held. Specific outreach was done with business and community organizations and external and internal city stakeholders to share information, discuss findings and consider feedback.

The extensive amount of information and complexity of the business plan presented challenges with how best to provide relevant and meaningful information to residents and stakeholders. An important aim in the communications and public engagement was to provide clear, easy to read information so residents are informed about the business plan and could provide their feedback on

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what mattered to them. Public input on the draft reports was also considered prior to their finalization. Information sheets, public open house displays and draft detailed reports with appendices were available to provide different mediums tailored to how people wanted to view the information.

Meaningful public and stakeholder engagement is a fundamental component of the Third Crossing Action Plan. Documentation of public input and how it was reflected in the evolution of the design and final business plan was done through detailed Public Open House Feedback Reports which included verbatim comments, publishing survey results, providing responses to emails requesting clarification on project details and findings, responses to questions posed on the contact page and consideration of comments leading up to the draft and final reports on the preliminary design and business plan.

Understanding that there are strong views in the community about the bridge, residents who voiced concerns about the need for the bridge stated they would have preferred that these phases of work revisited the environmental assessment. Information on the project history, background and strategic case was presented at Public Open House 1, through Information Sheets (executive summaries of draft reports) and at Public Open Houses 2 and 3 to continue to provide information on the project, respond to questions and address comments about the need for the bridge.

1.4. Audiences for public engagement: who was consulted?

Public engagement efforts were focused on creating awareness of the phases two and three work for the Third Crossing Action Plan across the Kingston community and have included the following audiences and stakeholders:

General Public (Residents throughout the city)	Near neighbours (East and west approaches)	Third Crossing interest groups	Business organizations, associations and employers	Community organizations and associations
First Nations communities	Community stakeholders	Tourism organizations	Kingston Transit	Municipal Accessibility Advisory Committee
Active transportation / cycling organizations	KFL&A Public Health	Parks Canada	Canadian Forces Base (CFB) Kingston	Post-secondary institutions

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Frontenac Paramedic Services	Paramedic	Province of Ontario	Government of Canada	Canada Region Conservation Authority	Internal City of Kingston departments
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1.5. Public engagement and communication activities: what public engagement methods were used?

The communication and public engagement efforts used a number of different formats and tools to share information and garner input from the community. The following provides a high level overview of the public engagement methods and tools used during these phases of work. It should be read in conjunction with section 3 of this report which provides detailed description of the public engagement undertaken. Additional information is also found in the Appendix including public input reports from the public open houses and survey and presentations and information shared with the community. Public engagement methods used include:

Third Crossing website – A website was developed for the Third Crossing project as a central place for information that provided background information, details on the work phases associated with the Third Crossing Action Plan, public consultation, and a "Bridge Buzz" section for updates. This section has provided opportunities for the project team to post current updates on various components of work related to both the preliminary design and the business plan development. The website has received 13,678 visits and has been widely used by residents and stakeholders.

In response to interest from several residents, a contact forum was created on June 1, 2016 on the Third Crossing website. This offered the opportunity for the public to post opinions about the project, to ask questions and to participate in online discussion with other commenters about the project. Registration was required and guidelines for participation established. By May 31, 2017, over 60 comments had been posted on this forum with a number of participants being frequent commenters.

Dedicated Third Crossing email – A dedicated email address was established for the Third Crossing project to provide a singular point of contact for residents to provide input. By May 31, 2017 over 350 emails have been directed to this email address and have been reviewed and considered by city staff on the Third Crossing Project Team. Responses provided include

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addressing questions about the study process, need and justification, preliminary design and business plan.

Public survey – From July 25 to August 19, 2016, a city-wide survey was posted on the City website to seek input on residents' priorities on how the city should prioritize sustainability, bridge aesthetics, engineering and innovation, and considerations about project delivery. More than 1,144 people participated in the survey.

First Nations engagement – The City of Kingston's engagement and consultation process with First Nation communities has been ongoing since the environmental assessment's initiation in 2009. The City of Kingston is continuing a high degree of engagement with First Nation communities and would satisfy Parks Canada's normal engagement processes for the current stage of the project.

Public open houses – Three public open houses were held so residents could receive information on the preliminary design and business plan development and the results of this work. The format, methods for providing input and verbatim comments received are included in the full Public Open House Reports found in the Appendix and on the city's web-site. In total over 538 residents from across the city participated in the open houses held on the following:

	Date	Location	Attendance
Public Open House 1	Sept. 29, 2016	LaSalle Secondary School	213
Public Open House 2	April 26, 2017	LCVI Secondary School	95
Public Open House 3	April 27, 2017	Ecole Sir John A MacDonald Elementary School	230

Near neighbour engagement – Near neighbours are residents and property owners within close proximity to the west and east approaches of the proposed bridge. In hearing from residents and to provide further opportunity to near neighbours to offer input, the Third Crossing team did some door-to-door outreach along the streets identified in the Point St. Mark neighbourhood in the east approach on May 18, 2018 from 5 to 9 p.m. The project team also met with property owners and

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responded to questions from residents on the west approach along John Counter Blvd to discuss property impacts, property acquisition and bridge design issues.

Technical Advisory Committee — A Technical Advisory Committee was formed to provide guidance on design refinements and review and vet technical decision-making and identify approval requirements for phases two and three of the Third Crossing Action Plan. In addition, a technical sub-committee was formed with Parks Canada to focus on the proposed evolution of design from dredging to temporary work bridge and the alteration from v-piers to inverted U-frame piers. Committee composition included Parks Canada, Fisheries & Oceans Canada (DFO), Ontario Ministry of Natural Resources & Forestry, Ontario Ministry of Environment & Climate Change (MOECC), Cataraqui Region Conservation Authority (CRCA), various City Departments and Senior Third Crossing Team Members. Thirteen meetings occurred with the Technical Advisory Committee.

External and internal stakeholder meetings – Outreach with stakeholders involved meetings with various external and internal city stakeholders to further understand conditions and considerations relating to the preliminary design and business plan. Meetings were held with Parks Canada, Utility Companies, Emergency Service Providers, Kingston Transit, CFB Kingston, Downtown Kingston BIA, Queens University, and Royal Military College, St. Lawrence College and KFL&A Public Health.

Sustainability workshop with stakeholders – Meetings with various staff with the City and other stakeholders were also held on September 8, 2016 as part of a Sustainability charrette on sustainability-specific design considerations for the project. The feedback report from the charrette is included in Appendix A. 5.of the Preliminary Design Report prepared by J.L. Richards & Associates Limited and Parsons Inc.

Presentations and meetings with business and community organizations – Additional outreach was done with business and community organizations through staff presentations at meetings hosted by these organizations and at special meetings organized with community groups. These meeting provided for question and answer discussion with city staff. Over 445 individuals participated in 15 meetings between December 2016 and May 2017.

Communication with Third Crossing interest groups – communication with third crossing interest groups occurred through email exchange, telephone calls and meetings with specific third crossing interest groups. The third crossing team met with "No Third Crossing" residents in December 2016 and with "Build the Bridge" residents in April 2017. These were small group (three to four participants) and held in response to requests for meetings.

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Social media / media – Media releases and social media were posted on the City of Kingston Facebook and Twitter accounts to increase awareness of the Third Crossing preliminary design and business case development. Social media was used to inform the community on the key milestones for input on these phases of work, to encourage participation at the Public Open Houses and to direct people to the website for the latest information on the project.

Updates for City Council – Members of City Council were provided with opportunities to meet with city staff to review work progress on the preliminary design and business plan development and to ask questions on the draft reports. Two Information Reports were also provided Council to update them on the engagement work related to the third crossing and to provide an opportunity to ask questions about the public engagement approach and initiatives (March 21, 2017) and to provide information on how the findings for the draft preliminary design and business plan reports were available for input from residents (May 16, 2017). Both reports were posted to the Third Crossing web-site.

Technical media briefings – Two technical media briefings (May 18, 2016 and April 20, 2017) were organized to provide local media with an overview of the technical information on the preliminary design and business plan as it developed. This also allowed reporters to ask questions on the technical information in both reports.

The following communication tools were used to provide information on phases two and three of the third crossing action plan:

- **Videos** Short videos were produced and posted on the city's website to inform residents. One video provided background on the EA Study and was titled "Environmental Assessment, 2009 to 2103". A second video provided information on these phases of work titled "Do we need a bridge? Should we build a bridge"?
 - To provide context for the summer survey, two videos were produced to provide background on the survey topics, one for the preliminary design section of the survey and one for the business plan section. There were 5,748 views of Third Crossing project videos.
- Business and community organization presentation slide deck of key information for meetings with business and community organizations. Two presentations were prepared, the second with updated information on the preliminary design and business plan. The presentation slide decks were posted on the website.
- Information sheets on the need, the preliminary design and the business plan were created to provide residents with a high level overview of the information in the draft reports. The following information sheets were posted on the website on April 19, 2017 and distributed at Public Open House 2 and 3 held later that month:



- Information Sheet 1: Strategic case for the Third Crossing
- o Information Sheet 2: Preliminary design and cost estimate
- o Information Sheet 3: Business plan
- Info-graphics were developed on the cost-benefit and economic benefits and sustainability of the third crossing to explain and present key findings. Content for these was taken from the draft report material. These were used in presentation materials, for the information sheets, public open house displays, social media posts, and for updates on the website.
- Frequently asked questions (FAQs) were posted on the website after the draft reports were released to provide further information on some questions and comments from residents including induced demand, development charges, sustainability, and employment projections in the economic impact analysis.
- Email updates to Third Crossing email database Email updates were sent regularly to residents who signed up to receive updates from the Third Crossing project. These included updates on key milestones of the project, identifying opportunities for public feedback, information related to the preliminary design and business plan. The database includes 467 email addresses from residents and organizations.

1.6. Public response by the numbers: what was the level of interest and response?

The following public response by the numbers represents the number of residents who connected and participated in the Third Crossing public engagement process during phases two and three of the Action Plan to May 31, 2017.

13,678	Visitors to the Third Crossing project website.
5,748	Views of Third Crossing project videos.
1,144	Respondents to the city's summer 2016 third crossing survey.
761	Downloads of the draft reports from the Third Crossing website
467	Residents signed up on the Third Crossing email distribution list



538	 Participants at three Public Open Houses: 213 at first Public Open House on September 29, 2016 at LaSalle Secondary School in Kingston East. 95 at second Public Open House on April 26, 2017 at LCVI Secondary School in central/west Kingston. 230 at third Public Open House on April 27, 2017 at Ecole Sir John A MacDonald Elementary School in Kingston East. 	
239	 Written comment forms received from residents at Open Houses compiled and included verbatim in Public Open House feedback reports. 147 at first Public Open House on September 29, 2016 at LaSalle Secondary School in Kingston East. 21 at second Public Open House on April 26, 2017 at LCVI Secondary School in central/west Kingston. 71 at third Public Open House on April 27, 2017 at Ecole Sir John A MacDonald Elementary School in Kingston East. 	
350	Emails received to the Third Crossing email address.	
60	Comments on the contact page - website forum.	
15	Presentations and Q&A sessions with 445 residents in community and business organizations (December 13, 2016 - May 25, 2017.)	
3	Emails from residents on the draft business plan and draft preliminary design summary report.	
3	Emails from stakeholders on the draft business plan and draft preliminary design summary report.	

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1.7. Alignment with the City of Kingston's draft public engagement policy framework

Public engagement on phases two and three of the Action Plan began in March 2016 before the city's first draft of the public engagement framework was released in February 2017 and a revised draft in May 2017. Although the city's public engagement policy is draft and anticipated to come before Council in the fall, the public engagement for these phases aligns with the direction of the city's overarching draft public engagement policy.

The city's draft framework identifies key principles to guide public engagement, references a public engagement continuum (inform, involve, consult, collaborate and empower) and mechanisms for determining the level of public engagement and types of techniques that could be used on a given city initiative or project. The city's draft public engagement principles include: inclusivity, early involvement and timely communication, respect, transparent and accountable, clear and coordinated approach and continuous improvement. The public engagement process on phases two and three of the Third Crossing Action Plan aligns with the city's draft public engagement framework and meets these principles as outlined in Figure 3.

Another important alignment with the city's draft framework is setting realistic expectations for public engagement. The public engagement for the third crossing provided clear information to help residents understand that the purpose of these phases of work was on the preliminary design and business plan. Expectations included providing purposeful and meaningful information to promote discussion and exchange of views on the preliminary design, updated project costs, cost benefit analysis, economic impacts, project financing and delivery methods. Identifying timelines, making information available as early as possible, and identifying how input would be received were important for setting realistic expectations and encouraging input.

The city's draft framework further states that it is not possible to satisfy the opinion of every participant. As evident from the public input received throughout the process, there are strong views about the third crossing. The public consultation for these phases strived to provide the opportunity for residents to express their views in a comfortable setting where no one perspective would dominate. Not everyone may be satisfied with the completion of the final preliminary design report and final business plan, but they will have had equal opportunity to offer input and have it considered through a constructive process within which emphasis was placed on the value of hearing from all perspectives.

The bridge design and business plan evolved through these phases of work to address and respond to the questions, ideas and comments received. All points of view were considered by the project team. Survey results were analyzed and used to refine the design and business plan development. Public Open House reports were prepared with a verbatim account of what was heard. Public open house materials included displays showing how the input was reflected in the



bridge design and business plan. Final reports provided a summary of how public input was reflected.

Figure 3: Alignment with the city's draft public engagement policy framework (May 2017)

Principles in May 2017 revised draft	Approaches and methods for phases two and three Third Crossing public engagement and alignment with the city's draft principles.
Inclusivity	 Reached across the community to engage a broad cross-section of residents, community stakeholder and organizations. Encouraged involvement through websites, videos, social media and news releases. Held three Public Open Houses for residents to attend. Held 15 presentations and Q&A with business and community organizations across the community by going to where they were already gathering and by arranging two evening community meetings. Variety of methods and participation techniques used to address needs of different audiences. Information available on the website with notification to email list and through social media when new information became available.
Early involvement and timely communication	 Using visuals on the website to communicate timelines through a <i>Road Map</i>, key milestones, phases and identification of opportunities to offer input. Being respectful of residents' time by holding drop-in open houses to provide the opportunity for residents to participate at their own pace and to stay as long as they were able to. Using interactive stations organized around key topics to make it easier for residents to focus on what mattered most to them and to discuss these with city staff and project consultants. Regular communication and updating of project website to build awareness of project information, status of the work and ways to offer input.



Principles in May 2017 revised draft	Approaches and methods for phases two and three Third Crossing public engagement and alignment with the city's draft principles.
	Invitations from staff to Councillors to meet with the project team to review documents and answer questions on the preliminary design and business case development.
	Information reports on public engagement to City Council on:
	 March 21, 2017 to provide information on the ongoing public engagement process and the opportunity to ask questions.
	 May 16, 2017 to provide information on posting of information sheets (executive summaries of the draft reports), public open house displays and draft preliminary design and business plan reports for public input.
	Facilitated environment for participation that enabled residents to be comfortable in sharing their views and perspectives.
Respect	Equal opportunity was provided at interactive public open houses to ensure that no one group dominated the conversation; whether for or against the project.
	Residents were encouraged to write comments anonymously on flipchart paper and post-its and to complete comment forms where they could elaborate on their personal opinions.
Respect (continued)	Third Crossing Project Team Members discussed resident opinions in a respectful and professional manner focusing on providing technical, engineering and financial information to respond to comments.
	Opportunities to learn about and offer input were open and transparent to residents.
Transparent and accountable	The documentation and posting of full POH public input reports with verbatim comments were important for ensuring transparency and communication on what was heard and showing the public that their comments were compiled as they were received.
	At Public Open Houses, residents were able to view each other's



Principles in May 2017 revised draft	Approaches and methods for phases two and three Third Crossing public engagement and alignment with the city's draft principles.
	comments in a safe setting and indicate their agreement or disagreement with other written opinions. All comments received were included in POH reports.
	Posting of Information Reports to Council on the website.
	Recognizing people learn and engage in different ways, a wide variety of formats and channels were used including:
Clear and coordinated approach	 In person formats: three interactive open houses, small group meetings, stakeholder meetings, presentations and Q&A to business and community organizations across the city, meetings with third crossing interest groups.
	2) Online formats: website, social media (city's Facebook page and Twitter account), online survey, updated Bridge Buzz (section of the city's website), dedicated Third Crossing email address, community online forum, posting of open house displays, feedback reports, survey results, information sheets and draft reports.
	Given the complexity of and technical nature of the bridge design evolution, engineering and business plan, different communication tools were used to communicate information in a meaningful way. These included:
	 Preparation of three information sheets (executive summaries of the draft reports) with user friendly graphics and visual representation to describe key information for public review and comment. Information sheets included: the strategic case, bridge design evolution and cost estimate and business plan results.
	 Open house materials included bridge renderings, landscape and road layout maps, active transportation, user experience, sustainability and carbon assessment, project funding, cost benefit for users and non-users, etc.
	A high quality of user friendly and plain language visual information was used in all facets of the public engagement.



Principles in May 2017 revised draft	Approaches and methods for phases two and three Third Crossing public engagement and alignment with the city's draft principles.	
Clear and coordinated approach (continued)	 Summary reports were prepared for the major public engagement activities and posted on the website. These included: Summer 2016 survey results. Public Open Houses Short Summary Reports. Info-graphics to help distill complex technical information into easy to understand visuals. (i.e. Geotechnical work on the Cataraqui River and Sustainability.) Videos to provide background information to assist residents in understanding survey topics and questions. Videos to provide information on the environment assessment and purpose of the work for phases two and three of the Third Crossing Action Plan. 	
Continuous improvement	 Public engagement was adapted to improve how information was shared, methods for engagement and tools used. These included: Suggestion for online forum to be added on website which was added in June 2016. Feedback on the format for the Public Open Houses. At POH 1 residents commented that the format covered every aspect in detail, got to see what the bridge could look like, good visuals, easy to understand, informality of being able to browse at own pace and opportunity to talk with other citizens and share views. Residents felt comfortable and didn't feel that anyone was able to dominate the discussion. It provided everyone who attended with an opportunity to participate. Ideas for improvement included better acoustics and less crowded room, more space between displays, more people to talk to, less negative commenting by attendees on other people's comments and short overview presentations. 	



Principles in May 2017 revised draft	Approaches and methods for phases two and three Third Crossing public engagement and alignment with the city's draft principles.
	Improvements were made to the format for POH 2 and 3 including less crowded room, better acoustics, more space between displays, more places to write comments on flipchart paper, more project team members in attendance to talk to, a separate seating area for preparing written comments. The interactive format was used as an effective way to ensure that everyone could participate in a comfortable setting, to access the information that mattered to them and to have equal opportunity to offer input. While presentations were not included in the format for POHs, the Project Team provided presentations with Q&A at business and community meetings (15 meetings).
	 Response to a few requests for an Open House to be held in central/west Kingston. Two were held on April 26 and April 27 with one at LCVI Secondary School (central/west) and the other at Ecole Sir John A MacDonald Elementary School (east).
	 Near neighbour door-to-door outreach by project team in the Point St. Mark neighbourhood to answer questions and to discuss the project. meetings with property owners in the west approach occurred. Additional engagement with near neighbours was suggested by residents.
	Higher resolution versions of Open House Displays posted on the website as per request from residents.
Continuous improvement (continued)	City staff contacted organized community neighbourhood associations to determine the level of interest in holding a meeting. Two community meetings were held with a presentation and Q& A format.
	Additional time provided for offering input to draft reports posted on website: May 3 (preliminary design) and May 8 (business plan) with the public comment period extended to May 23.

The public engagement for phases two and three of the Third Crossing Action Plan aligns with the city's draft public engagement framework and best practices used elsewhere for constructive community engagement. Public engagement for these phases was guided by a detailed communication and public engagement plan. The methods of engagement and approaches used



were in response to important public process objectives which are project specific and go beyond the city's draft public engagement framework.

2. How public input was reflected in the preliminary design and business plan.

The project team received public input related to a wide range of interests in the Third Crossing project. The survey (summer 2016) provided views on what were important considerations for sustainability, bridge design aesthetics, user experience, project delivery methods and cost.

The first Public Open House held in September 2016 provided views on the need for the bridge, the look of the bridge, the user experience including active transportation and transit, transportation connectivity and emergency services across the Cataraqui River together with comments on bridge funding. Views on the sustainability of the LaSalle Causeway and concerns about the reliance on Highway 401 for city trips were also noted. The project team received further public input on various aspects that relate to the preparation of the business plan for the Third Crossing.

The second and third Public Open Houses held in April 2017 provided views on the evolution of the bridge design, active transportation facilities, user experience, east and west shore landscape plans and pathways, road layout and connections on the west and east shores. Concerns about access across the Cataraqui River and emergency service were noted. Opinions were offered on the cost benefit analysis and user and non-user benefits, project financing including clarification on development charges and tax implications and project delivery methods.

Business and community presentations provided views on economic benefits across the city, connecting the city, user and non-user benefits, bridge design aesthetics, user experience, active transportation opportunities, transit connections, economic analyses, cost benefit analyses and travel time savings. Several of the meetings involved discussion on the need for the project and concerns about project affordability with questions and comments relating to amount of and use of development charges and the City's portion of funding and tax implications.

Discussion with near neighbours provided views on access and egress to their neighbourhoods, landscape plans, views and noise, need for the project, construction impact and road layout considerations. Meetings with stakeholders provided information on transit service, travel through the downtown, and impacts to major employers, emergency services and natural heritage.



Figure 4 provides an overview by theme of how public input was considered and reflected in the evolution of the bridge design and business planning. This is a synthesis of what was heard and how it was reflected and should be considered in conjunction with the final Preliminary Design Report prepared by J.L. Richards & Associates Limited and Parsons Inc. and final Business Plan available on the Third Crossing website.

Figure 4 – Summary of public input considerations for the preliminary and business plan

Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
Bridge design that is aesthetically appealing and affordable	 The v-pier with the central arch was the preferred design option prepared as part of the conceptual design phase during the environmental assessment. The public expressed their desire to have a bridge design that would be aesthetically pleasing, however this was qualified with a clear message that the bridge needed to be practical with the expectation that the costs of the Third Crossing be managed with practicality in mind. 	 Design alternatives have been considered to reduce overall project costs. The updated design (current design) has been optimized to maintain the central arch section spanning the navigable channel as the main focus point of the bridge, but to replace the v-piers with inverted u-piers to reduce the cost and to further protect the natural/aquatic environment.
	 Residents expressed that the updated design: u-pier with Arch as the focal point and look out area is a better design, is more economical and better takes into consideration the natural environment. Many residents like the updated design noting that it looks beautiful, is more user-friendly 	 The gradual s-curve of the bridge is maintained with a low silhouette. Specific design elements have been incorporated for lighting, noise barriers, lookouts and benches, and landscaping. Active transportation facilities and future transit connections have been incorporated into the design.



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
Bridge design that is aesthetically appealing and affordable	 with strong support for the multipurpose path, look out area and rest stops on the bridge. Strong support for the pathways, connections to the waterfront trail, observation areas and active transportation on the west and east approaches. Landscaping, lighting, noise barriers, lookouts, benches were considered to be important elements in the design. The number of lanes was further discussed with differing opinions on two, three or four lanes. 	The landscape plans for the east and west approaches incorporate green spaces, natural vegetation, observation areas and waterfront pathways.
Protection of the Natural Environment Protection of the Natural Environment (continued)	 Strong support for protecting the environment and minimizing impacts. Desire for restoration and enhancements along the shoreline. Support for landscape elements on the east and west shore approaches. Strong support for creating/retaining green space on the west and east shores and the addition of pathways. 	 The bridge construction methods have been further reviewed and a dredged channel is no longer being considered. The use of a temporary work bridge is recommended to minimize the impacts of the bridge structure on the Greater Cataraqui Marsh Provincially Significant Wetland. The surrounding lands and shorelines will be extensively restored and enhanced using native plant species to create both a natural and parkway setting.



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
	Protection of habitat for bird and animals along future pathways is important.	 Restrictions will be put in place to prevent or limit construction during breeding, fish spawning and over- wintering seasons.
Sustainability	 It is important to minimize carbon emissions related to the bridge construction. There is a desire to explore sustainability options that would implement renewable energy possibilities and/or other options to reduce the carbon footprint associated with the bridge construction. There is also a strong desire to have this balanced to see the Third Crossing implemented in the most economical and practical manner possible. 	 The project team has considered this input in the preliminary design as described in detail in the Preliminary Design Summary Report. Recommended emission reduction strategies include: Use of recycled materials in asphalt and concrete materials. Low emission fuels in materials manufacturing, materials transportation, and construction vehicle/equipment operation. Shorter material transport distance. Use of in-place roadway recycling techniques and warm mix asphalt.
	 Strong public support for the inclusion of active transportation facilities within the bridge and shore land road design. Bridge is seen as an important connection to active transportation on the east and west side of the 	 4.0 metre- wide multi-use pathway to be built on the south side of the bridge. The multi-use pathway would incorporate rest areas/benches stationed periodically along the entire length of the bridge crossing.



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
User experience and active transportation User experience and active transportation	 river and a key route for active transportation across the city. The inclusion of a multi-use pathway across the bridge for walking, cycling and rolling is important. Increased transit connections are seen as important. The bridge could be a draw for tourism. More detail is desired for active transportation facilities on the west shore and how these would connect along John Counter Blvd west and downtown along Montreal Street. Strong support for paths at both ends of the bridge to connect the community. More consideration of the design of 2.0 metre-wide commuter cycling facility. Consideration of weather protection on the bridge for cyclists and pedestrians at rest areas. Some residents noted concerns about the potential for 	 Widening of multi-use path to 9.5 metres for lookout/rest areas/interpretive provide a look-out / interpretive area over the navigation channel and adjacent rowing lanes. The multi-use pathway is designed to connect to sidewalks and designated cycling facilities on the road approaches on either side of Cataraqui River and also to connect with future sections of the waterfront trails that are planned to extend along both the west and east shore of the Cataraqui River as envisaged in the Kingston Waterfront Master Plan. 2.0 metre-wide shoulder in both directions for use by commuter cyclists. 3.0 metre-wide multi-purpose path extending from east and west approaches. Items identified will be considered during detailed design in the next project phase.



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
	 Residents expressed interest in pathways around the library on the east shore. There are suggestions for more parking at the library to accommodate residents who come to walk/cycle the bridge. 	
Cost	The public input received also reflected a strong desire to minimize the cost of building, operating and maintaining the Third Crossing.	 The refinement of the pier design from the v-Pier to the inverted u-Pier results in reduced construction costs. The inverted u-pier design of the bridge can be built using common construction techniques which is critical for long term savings to be realized for when repairs are need in the future. Other bridge service life considerations can extend the overall life cycle of the bridge such as the bridge deck's drainage design to help limit long-term operational costs through the reduction of bridge de-icing agents and/or the use of manual efforts to reduce and/or eliminate possible ice buildup.



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
Cost-benefit analysis	Long-term sustainability and reliability on the LaSalle Causeway are issues of concern to community members.	Further information on the cost- benefit analysis is provided in Chapter G of the final Business Plan which considered public input.
	The use of the 401 was further noted by many to not be an acceptable travel route for connecting the city even with the future six-lane widening. Public input suggested the consideration of additional benefits provided by the Third Crossing in the event of closures of Highway 401 and the	Impacts with respect to the planned and/or unplanned closures of Highway 401 and the LaSalle Causeway and the potential benefits of the Third Crossing to manage diverted traffic have been considered and quantified in the cost-benefit analysis.
	 LaSalle Causeway. Questions were noted about what the cost-benefits for users vs. 	User and non-user benefits have been considered and quantified, including the impact of induced demand.
	 Public input also suggested the consideration of additional costs of the Third Crossing that would be related to the promotion of urban sprawl; the costs related to impacts on the natural environment; and costs related to near neighbor residents with increased traffic and noise. 	 The monetization of travel time and distance savings was evaluated along with the value of time as it relates to planned growth within the City's approved urban growth boundary. The cost benefit analysis calculated a cost benefit ratio which indicates that the project is a good use of resources which should be considered in the discussion of opportunity costs.
	Residents commented that there are many new homes in Kingston East with more approved and that	



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
	the city is benefiting from the taxes paid from these new growth areas. Concerns were expressed that the transportation infrastructure in Kingston East is not keeping up with the development that has been occurring.	
Cost-benefit analysis	 Analysis should take into account what the cost of not building the bridge now and what the increased costs would be in the future if the decision is put off. The longer we wait, the more it will cost. 	
	Analysis should consider the loss to the city of taxes if the industrial, commercial and residential development is Kingston East doesn't happen?	
	Would like to see more emphasis of overall economic benefits of the bridge. The benefits are far greater than just the savings on the daily commute.	
Bridge funding and project financing	The public input received provided a focused set of inquires mainly on how much will the bridge cost and how would the city tax payer be impacted for both initial and long-term operation and	 The business plan provided discussion on what the cost of the project would be to the average taxpayer for both capital and operating components of the bridge. Information on development



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
Bridge funding and project financing	 Questions arose about how the city's portion would be funded including the use of Development Charges and tax implications. The suggestion of considering tolls on the bridge was made by a few residents. Other residents do not support tolls expressing the opinion that tolls would unfairly be used for the bridge when they have not been used for any other infrastructure projects built in the city which has been funded by the city without user pay. This is seen as setting up an imbalance between new roads constructed in other parts of the city and in Kingston East. 	charges, user fees and tolls is provided in Chapter G of the final Business Plan which addresses the public input noted. FAQs have been provided on the website to address questions about development charges.
Economic impact analysis	 Economic development and tourism growth were noted to be potential benefits by creating better transportation connectivity across the city. Additionally benefits were identified for the facilitation of business deliveries and improved access for employees and customers who live in all parts of the city. 	 Information on the economic impact analysis is provided in Chapter G of the final Business Plan which addresses the public input noted. FAQs have been provided on the website to address questions about employment generation.



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
	 Improved access to employment destinations was also noted particularly CFB Kingston. Improved access across John Counter to Kingston East for jobs in the Business Park and west to Kings Crossing is important. 	
Procurement options analysis & Project Delivery Methods	 The public input with respect to the various procurement options for the Third Crossing reflected a desire to use a project delivery model that provided the most economical means to build, operate, and maintain the bridge crossing. There was no clear preference with respect to whether these efforts were undertaken by either the public or private sector, however, the clear desire was to see the project completed both on-time and on-budget. There was also public support to see the contractor provide further innovation as part of the final design and construction of the bridge crossing. Concerns were expressed about the use of a P3 model. 	 These findings were important in considering the qualitative factors in that has been part of the procurement options analysis which is addressed in Chapter G of the final Business Plan. The Design Bid Build is no longer being considered and is not preferred. Models that continue to be considered include the Design Bid Finance (DBF) and the Design-Build Integrated Project Delivery (IPD). Both the DBF and IPD provide for the following: Increased cost containment, schedule adherence and risk allocation to appropriate parties. Maximum amount of flexibility for the city and contractor to modify the project as needed. Maximize innovation through a coordinated design and construction approach.



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
		The public's concerns regarding a P3 Model provided indications that it should not be a preferred model of delivery for the Third Crossing.
Public Engagement	 Suggestion for online forum to be included on website. Public Open House Format. Residents at POH 1 (September 29, 2106) commented: The format covered significant detail and was an effective way to ensure that individuals could learn about the information and discuss their ideas and comments. Ideas for improvement were identified including better acoustics, more space between displays and more 	 On June 1, 2016 a comment forum was added to the contact page on the website. The format used for Public Open House 1 was used for Public Open Houses 2 and 3. Improvements included better acoustics, more space between stations, handouts of Information Sheets, more seating room writing out comment forms, more staff and project team members available for one-on-one discussions. Two Open Houses held – one in at LCVI (central/west part of the City) and one at Ecole Sir John A
Public Engagement (continued)	 Request for Open House to be held in central/west Kingston. Requests for higher resolution of Open House displays for posting on the web-site. Requests for additional community presentations. Requests for hard copies of business plan and Preliminary Design Report. 	 MacDonald Elementary School (east part of the City). Higher resolution landscape drawings and other displays posted on the website. Additional community presentations held. Print copies of the preliminary design and business plan reports available at City Hall and city offices at John Counter Blvd. Extended period of review of draft



Key theme	What was heard (high level)	How feedback is reflected in the design evolution and business planning
	More time commented in meetings for providing input on the draft reports for inclusion in the final report.	reports from May 19 to May 23, 2017. Note: Comments and questions can be submitted anytime but May 23 was the deadline to have them incorporated into the final reports. The cut-off date to offer input on the drafts was provided to ensure that input received could be reflected in the final preliminary design report, final Business Plan and staff report to Council in June.

3. Public engagement and communications undertaken

3.1. Third Crossing web-site

The third crossing webpage on the City's web site was established and used as a primary engagement tool throughout the project for inform and consult with residents. There were 13,678 visitors to the Third crossing website by May 31, 2017. Key elements specific to phases two and three of Third Crossing Action Plan included the following:

- Bridge Buzz page updates with news on progress on phases two and three.
- Consultation page updates on opportunities for input and invitation to Open Houses including notification for Public Open Houses 1, 2, and 3.
- One window: single contact for sending comments <u>-Thirdcrossing@cityofkingston.ca</u>.
- Sign-up portal for receiving Third Crossing news and being added to the email distribution list. (467 included on the list as of May 31, 2017)
- Contact page for posting comments to exchange opinions with other commenters and questions for consideration by the project team. Established in June 2016 with over 60 comments posted. A number of posts are written by the same commenters.
- Hosting of summer 2016 survey.
- Posting of survey results in an easy to understand info-graphic.
- Posting of summary and full public input reports from Open Houses.



- Key method for distributing information on draft findings of preliminary design and business plan through:
 - o Posting Information Sheets (executive summaries of draft reports April 19, 2017)
 - Posting open house display displays (May 2, 2017)
 - Posting draft preliminary design report (May 3, 2017) and draft business plan (May 8, 2017)
- Posting of community presentation slide deck with plain language and useful visuals on how the preliminary design concepts evolved and findings related to the business plan.
- Posting of the draft reports and related appendices for review and comment. There were 761 downloads of the draft report documents online.

3.2. Dedicated Third Crossing email for feedback

A dedicated email address was established for the project and used throughout phases two and three of the Third Crossing website - thirdcrossing@cityofkingston.ca. This provided residents with a single point of contact for providing feedback electronically. The email address was visible on the consultation and contact pages of the website and was used on all notices, reports and information to encourage contact through email. Residents could also contact the project team over the phone.

City staff regularly monitored, reviewed and considered comments and question posted to the address. Over 350 emails have been received with a number of residents emailing several times with additional and follow-up comments and questions. Ongoing response and documentation to inquiries and feedback has occurred throughout phases two and three of the Third Crossing Action Plan. Comments received are organized in three categories based on re-occurring themes:

- 1. Opinions on why they support or don't support a third crossing.
- 2. Questions on progress updates, public open houses and process issues.
- **3.** Questions/comments on specific elements of the preliminary design, business plan, need and justification, strategic case and funding.

The following is a "snapshot of the comments and questions received:

- Where to find information for review.
- Development charges and city financing portion of the bridge cost
- Transit infrastructure and routing for the proposed bridge



- Preservation of wildlife habits, geotechnical work
- Provincial and federal funding for the bridge
- Tax increases and implications to property taxes
- Traffic patterns and intersection on the east approach in the Point St. Mark neighbourhood.
- Inquiries about the status of the project.
- The need and justification including transportation capacity.
- Emergency service inquires.
- The EA and how the 401 was considered.
- Landscape plans and road layout.
- Build the bridge: emails and letters from organizations supporting the third crossing.
- Don't build the bridge: Emails and letters from residents and the No Third Crossing Interest Group about not building the third crossing.

All input received from April 19, 2017 - May 29, 2017 was considered in the finalization of the preliminary design report and Business Plan. The project team continues to respond to questions and comments posted

3.3. Summer 2016 Third Crossing survey

An online survey was conducted in the summer 2016 to seek input on residents' priorities for the design and business planning. The purpose of the survey was to obtain opinions on how the city should prioritize spending on sustainability, bridge aesthetics, engineering and innovation and considerations about project delivery models. To inform residents and provide background on these topics, two videos were produced – (one for the preliminary design section of the survey and one for the business plan section) along with some background information that residents were encouraged to view before responding to the questions on bridge design elements and project delivery models.

The survey was posted on the Third Crossing website from July 25 to August 19, 2016. Notification and awareness building for the survey was promoted on the home page of the web-site, through social media including the city's Facebook page, Twitter and email distribution. 1,144 respondents participated in the survey, which is one of the largest response rates to a City of Kingston survey. The survey questions were organized in key topics as shown on Figure 5.

Figure 5 – Summer 2016 survey key topics for questions

Theme/topic	Description of content for survey questions
Information about respondents	 How often residents travel over the Cataraqui River? Where respondents were located (93.4% were from the Greater Kingston Area) The respondents age range Form of transportation (car/drive, carpool, walk, bus, bike, Kingston Access Service, other) Primary reason for travel (work, shopping, entertainment/recreation, school, other, all of the above)
Sustainability and renewable energy sources	 Whether residents think it is important that carbon emissions related to the bridge construction be minimized and whether the city should be prepared to spend more money to minimize/offset carbon emissions during construction. How important is it for the city to incorporate sustainable and renewable energy sources to generate energy. Asked if they had to choose between bridge aesthetics and garnering energy what they would chose.
Importance of bridge economics and weighing costs now and in the future	 Would residents be supportive of paying more today to include features that would save money in the future. How important is it that the bridge construction be as economical and practical as possible. Would they be supportive of paying more to include features that would save money in the future? Knowing that better construction quality and engineering innovations typically leads to maintenance and operation costs savings in the future, what is more important – paying more now to save more later or pay more later to save now.



Theme/topic	Description of content for survey questions	
Importance of upgrading key bridge elements from standard to premium items	Importance of spending extra money to upgrade each of the following: Noise reduction Multi-use pathway Arch lookout amenities Complete streets amenities Bridge lighting Signage and interpretive information Bridge aesthetics West shore landscaping East shore landscaping	
Importance of spending on showcasing engineering and innovation	Would you support additional costs to create a bridge that had a unique or signature look, design elements or use(s) that showcased its engineering and innovation?	
View on project delivery models: Design-bid-build Design-build Public-private partnership (P3)	 Familiarity with project delivery models Model that residents believe provides the best value for Kinston for this project. Whether it matters if the city or private sector manages the construction as long as it is finished on time and on budget. 	
Input on project delivery models	What are the most important aspects of a project delivery model to you? Response options: Minimizing construction time. Ensuring good maintenance regardless of other city priorities. Delivering the project on budget. Keeping costs as low as possible. Ensuring info about the project is open and accessible. Effectively coordinating the work with other work in the areas affected. 	



Theme/topic	Description of content for survey questions	
	 Maximizing the amount of construction work that is managed by the city. 	
	 Maximizing the opportunity for contractors to innovate on efficient methods of project delivery. 	
	 Maximizing the amount of time over which the cost of the construction can be spread out. 	
	 Maximizing the number of bidders. 	
	 Maximizing the flexibility the city to modify the project if needed. 	
	 Minimizing carbon emissions of construction and operation phase. 	

The survey input was analyzed by the project team and used to inform the evolution of the bridge design and development of the business plan. A survey report was prepared and posted on the project website in September 2016 prior to the first Open House. The survey results are found at Appendix 1. Results from the survey were also used to develop Open House materials to inform residents about the feedback received. Displays were provided at each station on the specific input for each key topic.

3.4. First Nations engagement

The City of Kingston's engagement and consultation process with First Nation communities has been ongoing since the environmental assessment's initiation in 2009. The City of Kingston is continuing a high degree of engagement with First Nation communities and would satisfy Parks Canada's normal engagement processes for the current stage of the project. Similar to the EA process, the Third Crossing Project Team has issued a series of information packages that provided interested First Nation communities with in-depth project information and updates since the preliminary design and business plan commenced in 2016. More specifically:

- Info package #1 May 2016;
- Info package #2 July 2016;
- Info package #3 October 2016;
- Info package #4 April 2017;
- Info package #5 May 2017.

The City of Kingston will maintain its current level of engagement with the First Nations communities which could be further customized if the project was to proceed to the next phase.



3.5. Public Open House 1 (September 29, 2016)

The first Public Open House was held on Thursday, September 29, 2016 at LaSalle Secondary School from 6:00 p.m. to 9:00 p.m. The purpose of the Public Open House was to provide information about how the Preliminary Design and Business Plan are being developed, the progress that has been made to date, and the information results that the public can expect to receive in the future as the work progresses to completion. Information included:

- A brief history of the Third Crossing.
- Updates on the Preliminary Design and Business Plan phases.
- An overview of results from the Third Crossing Public Survey (Summer 2016) and how those results have been used.
- The bridge architecture elements: concept, elevation and profile, landscape design and user experience.
- The bridge engineering elements: fieldwork activities and structural design.
- The Business Plan elements: cost benefit and economic impact analysis, project delivery model options and project financing.

Notice for the September 29, 2016 public open house was provided through:

- Third Crossing project website: posting the notice on the project website www.cityofkingston.ca/third-crossing on September 9, 2016.
- City events calendar: posting the notice to the City of Kingston events calendar www.cityofkingston.ca. On September 9, 2016.
- Sandwich boards in Market Square: Posting the notice on sandwich board signage at Springer Market Square the week of September 12, 2016 for three weeks.
- **Facebook:** posting the notice on the City of Kingston Facebook account for five days in September (12, 20, 22, 28 and 29, 2016). This included communication on Bridge Buzz and display boards. Also reminders to provide comment after the open house were posted on Facebook on October 17, 2016.
- Twitter: posting the notice on the City of Kingston Twitter account for 13 days in September (12, 14, 17, 20, 21, 22, 23, 24, 25, 26, 27, 28, and 29, 2016). This included:
 - o Reminder to the public to see display boards online.
 - Also reminders to the public to provide comment after the open house were posted on Twitter on October 24, 2016.



Newspaper advertisements:

- The Kingston Whig-Standard on September 21, 2016
- o The Kingston This Week on September 15 and 22, 2016
- The Kingston East News on September 9, 2016
- The Gananoque Reporter on September 22, 2016
- The Kingston Heritage on September 22, 2016
- City news release: City of Kingston media releases prior to the event on September 21, 2016. This was picked up as news stories on CKWS, Station 14 and the Kingston Whig Standard.
- KROCK digital sign: KROCK digital sign advertising from September 1 30, 2016.
- Sign in front of LaSalle Secondary School: Posting at the venue.
- Whig advertorial: news advertorial with Kingston Whig-Standard, September 27, 2016.

The public open house provided the opportunity for the public to drop in anytime from 6:00 p.m. to 9:00 p.m. and visit four information stations, as shown on Figure 6. The format was interactive, in that displays were organized into different stations and the Third Crossing Project team was available to discuss the information with residents directly at each station.

The public open house was attended by 213 people, as noted from people who signed in with the registration table on sign-in sheets. The open house proved to be an effective way of ensuring that individuals could learn about the update on the preliminary design and business plan process and discuss this information with city staff and the project team. It provided everyone who attended with opportunity to participate.

Residents commented that they liked the use of interactive stations to convey information, the high visual quality of displays and organization of materials to promote a better understanding of the Third Crossing process to date and next steps. Some residents noted that it was quite busy and noisy, that more space could have been provided between displays and although there were lots of city staff and project team members to talk to, they had to wait sometimes to do so. Residents further noted they appreciated having informal discussions with the project team and felt that no one perspective dominated the discussion. Residents also appreciated the opportunity to be heard and to receive answers to their questions. The ability to write comments on post-it notes and flipchart paper and to view other people's comments in a non-confrontational way was also noted as being useful. A number of residents indicated that they would have liked a short presentation or overview when they arrived and/or concurrently at each station (repeated three or four times).



The detailed description of each station is noted in the following. The public input received at each station is included in Appendices A through D of this report. To augment the input received at the information stations, a comment form was provided. A significant number of those that attended, 147 (70%) provided additional written comments on the form provided. Written verbatim feedback on the comment forms is included in the Public Open House #1 Full Report.

Station 1 – Project History / General information on the project

- A project timeline starting from the Class EA;
- Project need justification;
- The public consultation program:
- Demographic information from the Third Crossing Public Survey (Summer 2016); and
- Project facts.

Stations 2 and 3 – Bridge Architecture and Bridge Engineering

- The project scope, schedule and vision;
- Fieldwork activity highlights;
- The bridge elevation and profile;
- Bridge design concepts;
- Landscape design concepts;
- Traffic and lane configurations;
- User experience enhancement concepts:
- Potential construction impacts;
- Interim noise assessment results; and
- Design feedback from the Third Crossing Public Survey (Summer 2016).

Station 4 - Business plan

- The purpose of the Business Plan;
- Background information on the cost-benefit and economic impact analyses;
- Project delivery and financing options; and
- Feedback on project delivery options from the Third Crossing Public Survey (Summer 2016).

The display panels developed for Public Open House 1 were posted on the website for residents not able to attend in person. Photos of the activities at different stations are in Figure 6.



Figure 6 – Photos from Public Open House 1





General themes and key messages heard at Public Open House 1

A synopsis of general themes noted and key messages heard at Public Open House 1 are provided in Figure 7. Given the extensive input received, it is important that the following key messages heard, be reviewed together with the Public Open House 1 Summary Report which is found at Appendix 2 and the Public Open House #1 Full Report (including verbatim comments) which is found at Appendix 3. These reports were posted on the website.

Figure 7 – General themes and key messages heard

General themes	Key messages	
The Third Crossing has been studied and talked about for too long – just build it	Many residents support the Third Crossing and feel that the City needs to build the bridge as soon as possible. Reasons cited included the following comments:	
	 It would reduce traffic congestion, car idling time and the City's carbon footprint; 	
	It would encourage active transportation and public transit use;	
	It would accommodate future tourism and economic growth;	
	 The increased tax base would support future infrastructure maintenance and new infrastructure projects; 	
	It is needed for emergency response services;	



General themes	Key messages	
	It would provide for easier access to all parts of the City.	
	The City should move forward as the need for the bridge has been confirmed numerous times in the past;	
	It is essential infrastructure for the City and will benefit the entire community; and	
	It is important for access to employment destinations, particularly to CFB Kingston.	
	There are others that question the need for the bridge and feel that it should not be built. Reasons cited include:	
	It is not supported by future traffic needs and projected population growth;	
	 It overlooks the role of Hwy 401; the expansion of Hwy 15; and optimization of signal timings at the Hwy 2- Hwy 15 intersection for addressing current and future traffic congestion; 	
W/har da ma na adit	It supports reliance on the automobile which impacts climate change and social sustainability. It is only going to benefit those who drive a car.	
Why do we need it	It would support car traffic at the expense of other forms of transportation e.g. active transportation and public transit;	
	It would accommodate more urban sprawl;	
	It is only going to benefit those who live in the east end;	
	It could cause negative environmental impacts;	
	The city cannot afford it. It would take funds away from other city priorities i.e. sustainability and fighting poverty;	
	 Improved services for Kingston residents living on the east side of the Cataraqui River could decrease the need to drive to other parts of the City. 	
The bridge would improve servicing of business operations	Business representatives and residents noted the importance of improving and facilitating the movement of goods and services to all parts of the City. The bridge is seen as an important connector for employees, deliveries and services. Better access to employment destinations were noted, particularly to CFB Kingston.	



General themes	Key messages	
High level of support for increasing active transportation by including walking and cycling infrastructure in the bridge design.	 There is significant support for facilitating active transportation by providing walking and cycling infrastructure in the bridge design: The bridge could be a key route for cycling and walking; Residents like the plans for a dedicated cycling and pedestrian route; Residents would like to see benches and places to sit; There is support for increasing transit connections east-to-west and connecting to North Kingston through the use of the bridge for future transit routes. 	
The long-term sustainability of relying on the LaSalle Causeway is not seen as a good solution.	 There is concern that the LaSalle Causeway cannot be relied upon as the key travel route for work, shopping, play and emergency purposes. Comments included: The high volume of travel, closures and maintenance on the Causeway is negatively impacting City residents and business owners; Need to provide an alternative for emergency vehicles; Through traffic is negatively impacting the downtown neighbourhoods; Concerns about whether the Federal Government will maintain the Causeway as an access over the long-term. 	
Highway 401 is not an acceptable travel route for connecting the City.	While some residents believe that the 6-lane widening of Highway 401 provides an appropriate travel route for people to access the east end, many others expressed concerns about accidents, high traffic volumes, safety concerns and re-routing of trips up and around the highway as significant impediments.	



General themes	Key messages	
	The design aesthetics of the bridge and bridge corridor (what it will look like) are important to residents. Residents noted that they liked the V-Pier Concept and the walkway and lookout on the south side. They noted the importance of:	
Design is important	Benches for people to sit;	
and residents like the	Soft nighttime lighting;	
V-Pier Concept and features shown in the	Look out areas;	
design	Having the park on both shores in the design;	
	 Context: protecting and enhancing natural features; greenspace; lookout nodes; interpretive panels; bench seating; 	
	Connectivity: multi-use path; cycling lanes; social gathering place; and	
	Signature design: elegance; visual effects and impacts; functionality; constructability.	
Number of lanes in the design	There is interest in accommodating either: a three lane bridge or four lane bridge; or the ability to expand the bridge to three lanes or four lanes in the future. Regarding the three lane bridge option, the middle lane would act as a reversible lane that changes direction depending on the peak direction of travel.	
	Concerns were noted about traffic patterns and lane configurations resulting from the bridge and how these would impact residences on the east and west approaches. Specific concerns noted include:	
Potential impact of traffic on nearby neighbourhoods	 Back up of traffic east-and-west-bound if lights are installed at the Ascot Lane – John Counter Boulevard intersection; Restricted access onto John Counter Boulevard and to the riverfront park by those living in the Village On The River apartments or River Park townhouses; Possible short-cutting through the Point St. Mark neighbourhood, resulting in pedestrian and cycling safety issues; Need for more parking at the library; Need for dedicated bike and pedestrian crossing for safety and to accommodate active transportation. 	



General themes	Key messages	
Economic development and tourism growth	Residents noted that the bridge could provide important transportation connections across the river through to John Counter Boulevard for growing economic development and tourism. Residents noted that the bridge could provide important missing connections across the river for residents on both east and west sides and provide for employment, economic development and social interactions in North Kingston.	
Funding the bridge	There are strong views about funding the bridge with those that support the project, seeing it as long overdue and feasible. Other residents believe that taxpayers cannot afford it and that it would take money away from other city projects that should be used to address poverty and affordable housing.	
Federal and provincial infrastructure funding	A number of residents noted the importance of seeking funding from other levels of government and considering different project delivery methods (including public-private partnership models). There is interest in the cost-benefit and economic impact and financing plan that will be reviewed in the next phase of work.	

3.6. Near neighbour engagement

Near neighbours are those residents and property owners who are within close proximity to the west and east approaches of the proposed bridge as shown below:

 West approach Along John Counter Boulevard east of Montreal Street to the river. Condominium townhouse complex at Ascot Lane and Newmarket Lane. 	 East Approach Point St. Mark Neighbourhood on the west of Highway 15, south of Gore Road on Kenwoods Circle, Barker Drive, Point St. Mark Drive and Loradean Crescent.
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Many of the residents and property owners were involved in the environmental assessment study and phase one work. Public input on landscape plans, road layout, noise and construction property impacts were included in the preliminary design of the bridge which was presented at public open houses 2 and 3. The project team met with property owners along John Counter Blvd to discuss property impacts, property acquisition and bridge design issues.

To provide further opportunity for near neighbours to offer input, the Third Crossing team did some door-to-door outreach along the streets identified in the east approach on May 18, 2017 from 5 to 9 p.m. This involved knocking on doors, introducing themselves, asking if there were questions or comments about the preliminary design and business plan and offering an opportunity to provide additional comments before the final reports. An information card was left at homes where no one was available to provide contact information and is found at Appendix 4. This was also provided to residents at the door. Landscape plans, road layout diagrams and information sheets were used to discuss the project with residents at the door. Key topics brought up in conversations with residents at the door included:

- Economic impact and the 276 jobs identified in the business plan.
- Tax implications affordability of project.
- Travel distance savings and how these were determined.
- Traffic calming measures and approaches for mitigating shortcutting.
- Landscaping plan for the east shore and retaining natural landscape features already in place.
- Noise wall and attenuation.
- Concerns about clear-cutting trees and plans for new plantings.
- Site lines from individual property owner's decks and what they would see across the river.
- Appreciation for community engagement efforts and clarity of information on the website.
- Questions on the HWY 15 and HWY 2 intersection.
- Inclusion of sidewalks and multi-use pathway.
- Timing for construction of bridge.
- Understanding of history and need for the project. Process for Council decision-making.
- Expressions of support and nonsupport for the project.

For near neighbours on the west approach, emails have been received and responded to from the condominium corporation with questions and requests for information on these phases of work. A neighbourhood door-to-door was not possible in the private condominium. The project team also met with property owners along John Counter Blvd to discuss the latest information on the project, property concerns and next steps.



3.7. Technical Advisory Committee (Parks Canada)

The preliminary design work was guided by a Technical Advisory Committee (TAC) that was formed to provide technical guidance on design refinements and review and vet technical decision-making and identify approval requirements. In addition, a technical sub-committee was formed with Parks Canada to focus on the proposed evolution of design from dredging to temporary work bridge and the alteration from v-piers to inverted U-frame piers. The composition, roles and responsibilities and meeting dates of the Technical Advisory Committee and sub-committee is found at Figure 8.

Figure 8 – Technical Advisory Committee (TAC) and sub-committee (SC)

Composition of TAC	Roles and responsibilities	Meetings
Various City Departments	. Tashnigal guidanas an daoign	• March 11, 2016 (TAC)
Departments	 Technical guidance on design refinements 	• April 26, 2016 (TAC)
Senior Project Team members	Vetting technical decision-making	• June 1, 2016 (TAC)
Parks Canada	Identifying approval requirements	• July 13, 2016 (TAC)
Fisheries & Oceans Canada (DFO)		• August 17, 2016 (TAC)
Ontario Ministry of Natural Resources &		• September 21, 2016 (TAC)
Forestry		• November 16, 2016 (TAC)
Ontario Ministry of Environment &		• November 29, 2016 (SC)
Climate Change (MOECC)		• February 2, 2017 (SC)
Cataragui Region		• February 16, 2017 (SC)
Conservation Authority (CRCA)		• March 14, 2017 (SC)
		• March 27, 2017 (SC)
		• May 11, 2017 (TAC)



3.8. Meetings with external and internal city stakeholders

Outreach with external and internal city stakeholders was done by the project team on phases two and three of the Third Crossing Action Plan to further understand conditions and considerations relating to the preliminary design and business plan. During these phases of the Action Plan, consultations took place on specific issues with:

- Utilities Kingston (UK) staff on February 24, 2016 to discuss the status of the Kingston Water Master Plan Update, as it relates to potential water servicing accommodations within the project corridor.
- Kingston Hydro staff on February 26, 2016 and Hydro One Networks Inc. staff on March 29, 2016 regarding long-term strategic planning for the three Hydro One marine electrical cables [3-phase 44 kilovolt (kV) line] that currently cross the Cataraqui River in the project corridor area.
- UK staff on March 7, 2016 to discuss street, traffic and bridge lighting design issues and requirements.
- Kingston Transit staff on March 9, 2016 regarding current and long-term strategic planning for public transit within the project corridor. Additional meetings occurred with Kingston Transit between December 2016 and April 2017 to review transit options and discuss the preliminary design.
- Senior staff with the City's Public Works Department on March 9, 2016 to discuss future bridge maintenance requirements.
- Cogeco Cable Canada Inc. staff on April 14, 2016 to discuss Cogeco's current and long-term utility distribution network planning within the project corridor.
- Parks Canada staff on April 15, 2016 regarding the pre-design work plan and activities undertaken to date. Additional meetings were held with Parks Canada as part of their role on the Technical Advisory Committee and other ongoing review and communication.
- Senior staff with the City and Utilities Kingston on June 23, 2016 regarding the predesign work plan and activities undertaken to date.

Further meetings took place between December 2016 and May 2017 with:

- KFL&A Public Health
- Emergency Paramedics
- Kingston Fire Department
- Kingston Police Service

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These meetings provided for discussion on the status of the work, evolution of the bridge design, travel time patterns, emergency service issues, and key findings of the business plan. Input was reflected in the information sheets, public open house displays and draft and final preliminary design and business plan. Other meetings were held with key employers and post-secondary institutions to provide updates on the work, to address questions and comments and to discuss the preliminary design and business plan.

3.9. Sustainability workshop with stakeholders (Sustainability charrette)

A sustainable development charrette was held on September 8, 2016 with representatives from the City, project team and other stakeholders. Its intent was to distill the overall sustainable development focus to specific goals, desired outcomes, and associated performance measures for the project. Each attendee was asked to consider design objectives from the perspectives of 'the City (Owner)', 'the community' and 'feasibility / local applicability' to decide which of the objectives should be viewed as having the highest priority. The design objectives included categories such as safety, access and mobility, community values, innovation, local economy, lifecycle efficiency, biodiversity, waste diversion, energy use, flow impacts, material selection, and emissions.

Numerous sustainability activities that are relevant to the project were also discussed at the charrette and possible key performance indicators for each activity were determined. Using these key performance indicators and supporting documentation, the potential scores in accordance with established sustainability design guidelines (e.g. TAC Sustainability Considerations for Bridges Guide; Institute for Sustainable Infrastructure: Envision) could be used to both calculate and monitor the extent to which sustainability for the project is being achieved. The feedback report from the charrette is included in Appendix A. 5.of the Preliminary Design Report prepared by J.L. Richards & Associates Limited and Parsons Inc.

3.10. Presentations and meeting with business and community organizations

A key aim of the Third Crossing Community Engagement was to go to where residents were already gathering to present information and receive feedback. A list of business and community organizations was developed and city staff undertook outreach to these by phone and email to ascertain the level of interest for participation. City staff were either invited to attend at a scheduled regular meeting of the organization or a special meeting was arranged. The purpose for the meetings was to provide information on the evolution of the bridge design and business plan so that residents and stakeholders would be informed about the status of the project, where to find further information and ways to offer their input.

From December 2016 to May 2017, City staff participated in 15 meetings with over 445 people in attendance. These meetings are identified in Figure 9. At each meeting, city staff gave a



presentation which was followed by a question and answer discussion period. The meeting time, location and venue for the majority of the meetings were arranged by the organization. The timing varied with most presentations being 20 to 30 minutes followed by 30 to 60 minutes of discussion. The meetings were chaired or moderated by key personal from each organization.

A presentation slide deck was developed and updated as more information became available on the evolution of the bridge design and business plan. The slide deck was posted on the website to make it available for others in the community who did not participate at these small group meetings. The presentation slide decks are found at Appendix 5. The number of participants varied between five and sixty.

Figure 9 – Business and community presentations and meetings

Date	Group/Organization
December 13, 2016	St. Thomas More Elementary School (request for class presentation)
January 16, 2017	Greater Kingston Chamber of Commerce
February 3, 2017	Kingston Community Health Centres (KCHC)
February 9, 2017	Queen's University, School of Engineering
April 7, 2017	Seniors Association Kingston Region
April 19, 2017	Rotary Club of Kingston
April 19, 2017	Walk 'n' Roll Active Transportation Master Plan, Technical Advisory Committee
April 24, 2017	Friends of Kingston's Inner Harbour/ The McBurney Park Association / Wellington X group



Date	Group/Organization
April 25, 2017	Imagine Kingston
April 26, 2017	Canadian Forces Base (CFB) Kingston
May 8, 2017	Kingston Economic Development Corporation (KEDCO) / Tourism Kingston Boards
May 10, 2017	Kingston Accommodation Partners KAP / Downtown Business Improvement Association.
May 16, 2017	Rotary Club of Cataraqui – Kingston
May 16, 2017	Community Response to Neighbour Concerns (CRNC)
May 25, 2017	Coalition of Kingston Communities (CKC) (Group representing over 25 sub-community groups)

Key topics and themes discussed and heard at these meeting included:

- Discussion of the strategic case for the bridge including need and justification, emergency services, transit, active transportation opportunities, traffic analysis, travel time savings, user and non-user benefits and updated fieldwork.
- Questions about how the bridge would be financed with specific interest on development charges, tax implications and debt financing.
- Discussion and questions on federal and provincial funding and when funding would be available from the other levels of government.



- Discussion and questions on the cost benefit and economic analysis including improving transportation connections across the city for employment, business development and business retention.
- Discussion on the environmental considerations and the impacts on natural habits and the work done to mitigate any potential concerns.
- Questions about the timing for Council decision.
- Questions and discussion on public engagement, how to offer input and how it was being considered.
- Expressions of support and nonsupport for the project.

A summary of feedback received at these presentations and meetings is found at Appendix 6.

City staff also participated at the request of Community Response to Neighbour Concerns (CRNC) at a pop-up display at the grand opening of the Shannon Park Skate Park on May 1, 2017. Residents discussed the preliminary design and business plan and wrote ideas on post-it notes to contribute to the overall feedback on phases two and three of the Action Plan.

3.11. Communication with Third Crossing interest groups

The Third Crossing team met with "No Third Crossing" residents in December 2016 and with Kingston's Crossing ("Build the Bridge") residents in April 2017. These were small group (three to five participants) held in response to requests for information. Follow-up email communication was provided to clarify information and responses to questions noted at the meeting with "No Third Crossing Group" with respect to the project need and justification, transportation capacity and suggestions pertaining to the public engagement and with the "Build the Bridge" interest group in April 2017 to provide information on the business plan and bridge design.

3.12 Public open houses two and three (April 26 and April 27, 2017)



Open house two was held in the central/west part of the city on Wednesday, April 26, 2017 at the Loyalist Collegiate & Vocational Institute Secondary School (LCVI) from 6:00 p.m. to 9:00 p.m. Open House three was held in the east part of the City on April 27, 2017 at the École Sir John A. Macdonald Elementary School from 6:00 p.m. to 9:00 p.m.

Both Open Houses provided the same updated information on the Preliminary Design and Business Plan for public



review and provided the opportunity for the public to offer input on the updated design, project cost and financing and results of the business plan in advance of the finalization of draft reports. The Purpose of the Open Houses was to provide information and receive input on the following:

- Updated preliminary design work, including the evolution of the preferred design and the updated cost estimate. This included bridge renderings, landscape plans and road layout for the east and west approaches and updated fieldwork and environmental considerations;
- Business Plan including results from the cost benefit analyses, the economic impact analyses, and financial model and project delivery models; and
- Public feedback and how it's being considered.

Notice for the April 26 and April 27 Public Open Houses were provided through:

Newspaper advertisments:

The Kingston Whig-Standard on April 18, 2017. Kingston This Week on April 20, 2017.

Websites:

Posting the notice on the city website – www.cityofkingston.ca/third-crossing on Bridge Buzz webpage. Posting on the city carousel (website and KingNet) from April 10 to April 27, 2017.

• City news releases: April 4 and April 20, 2017.

City social media:

City of Kingston Facebook account on April 5, 7, 9, 12, 15, 18, 20, 22, 24, 26 and April 27, 2017.

City of Kingston Twitter account on April 12, 15, 18, 20, 21, 22, 23, 24, 25, 26 and April 27, 2017.

Creation of signage:

Posting of Curbex road signs (photo shown on previous page) for month of April at the following locations:

- 1. Belle Park, 731 Montreal Street
- 2. INVISTA Centre, 1350 Gardiners Road
- 3. City of Kingston municipal office, 1211 John Counter Boulevard
- 4. Hwy 15, north of Gore Road

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Posters in market square frames, April 3 through April 27, 2017.
 Digital information signs (DIN) at city facilities including recreation and leisure from April 3 to April 27, 2017.

Given the complexity and scope of information being presented, the city prepared three information sheets to provide a written description of the strategic case for the Third Crossing, the preliminary design and cost estimate and the business plan in advance of the draft reports being available. These information sheets were used to provide a summary of the information in the preliminary design report and business plan. Graphical and visual displays were prepared for the open houses to further provide details and information to ensure a good level of understanding by the public. The information sheets were available on April 19, 2017 on the website before the open houses and copies were distributed at both open houses.

Public open houses 2 and 3 provided the opportunity for the public to drop in anytime from 6:00 p.m. to 9:00 p.m. on both nights and visit four information stations, as shown on Figure 10. The Public Open Houses were attended by a combined total of over 325 people (95 people at Open House No. 2 at LCVI; and 230 people at Open House No. 3 at École Sir John A. Macdonald), as noted from the sign-in sheets. A number of people chose not to sign-in.

The format was interactive, in that information was organized by key topics and residents were able to view the information at their own pace. Third Crossing Project Team members were available at each station to discuss the information with individuals. An orientation card was provided at the welcome/sign-in table identifying key station topics. At each station, community members were encouraged to write comments on flipchart paper and post-it notes. At Stations 2 and 3 copies of landscape plans and road layout plans were provided on tables for the public to review and provide written feedback on the plans.

Comment forms were also distributed and made available at tables where community members were able to provide overall written feedback. To augment the input received at the information stations, a comment form was provided. Of those that attended, 92 (28%) provided additional written comments on the form provided.

The way that the information was displayed was generally well received with positive comments about the way in which people could view the information and provide their input. The room acoustics and spacing of the stations provided for a good level of comfort. Some participated for an hour or more with others staying for an extended time.

Tables and chairs were set-up in an area where people could fill out comment forms. Tables were set-up in each station with flipchart paper and most individuals took the opportunity to both read other people's comment and to provide their own. Based on the feedback received the open Houses proved to be an effective way of ensuring that individuals could learn about the update on



the preliminary design and business plan process and discuss this information with city staff and the project team. It provided everyone who attended with equal opportunity to participate. The detailed description of each station is noted in the following. The photos shown in Figure 10 depict some of the activities at the different stations.

Figure 10 - Pictures at the POH 2 and 3















Station 1 - Strategic case for the Third Crossing

- Project timeline since the Class EA;
- Strategic planning considerations;
- Active transportation options;
- Travel flow change;
- Emergency services;
- Potential opportunities for enhanced transit services;
- Quality of life;
- Public engagement.

Stations 2 and 3 – preliminary design - bridge architecture and engineering

- Project vision;
- Preliminary design project scope and schedule;
- Bridge views;
- User experience;
- Evolution of the preferred bridge concept;
- Renderings of the bridge concept;
- Landscape plans (east and west approach)
- Natural heritage fieldwork;
- Cultural heritage fieldwork;
- Geo-environmental fieldwork;
- Geo-technical fieldwork;
- Noise assessment;
- Span arrangement;
- Innovative pier design, arch views and superstructure;
- Roadway layout;
- Constructability;
- Property impacts construction activities;
- In-water compensation;
- Permits and approvals; and
- Public feedback.

Station 4 - Business plan

- Business plan results;
- Cost benefit analysis results;
- Economic impact analysis results;
- Procurement options analysis status;
- Capital cost information;



- Financial breakdown;
- Sustainability;
- Carbon assessment; and Public feedback.

A synopsis of general themes noted and key messages heard at Public Open Houses # 2 and # 3 are provided in Figure 11. Given the extensive input received, it is important that the following key messages heard, be reviewed together with the Public Open Houses # 2 and # 3 Summary Report which is found at Appendix 7 and the Public Open Houses # 2 and # 3 Full Report (including verbatim comments) which is found at Appendix 8. The Information sheets provided at the Open Houses are found at Appendix 9. The Information sheets and reports were posted on the website.

Figure 11 – Frequently noted themes noted at Public Open Houses # 2 and # 3

General themes frequently noted	Key Messages Heard
	There continues to be broad support for the Third Crossing and views that the City needs to build the bridge as soon as possible. Reasons cited include:
	It would reduce traffic congestion, car idling time and the City's carbon footprint;
	It would encourage active transportation;
	It will encourage public transit use;
Build the bridge now	It is needed for emergency response services;
	It would accommodate future urban, tourism and economic growth;
	The increased tax base would support future infrastructure maintenance and new infrastructure projects;
	That transportation infrastructure in Kingston East is not keeping up with the development that has been occurring;
	It would accommodate easier access to all parts of the City and connect the city;
	It is time to move forward as the need for the bridge has been confirmed numerous times in the past; and
	It is essential infrastructure for the City and will benefit the entire community.



General themes frequently noted	Key Messages Heard
	There are others that continue to question the need for the bridge and feel that it should not be built. Reasons cited include:
	It is not supported by current or future traffic needs and projected population growth;
	Transit could go on the 401 or through more buses on the causeway;
	The city cannot afford it;
The bridge is not needed.	It would take monies away from other city priorities;
	It overlooks the role of highway 401;
	It will encourage more urban sprawl;
	It supports reliance on the automobile which impacts climate change and social sustainability;
	It will not be used for active transportation;
	That investing in active transportation on the causeway is a better solution to putting it on the bridge;
	That money spent on active transportation on the bridge would be better spent on other active transportation projects elsewhere in the city;
	It is only going to benefit those who drive a car; and
	It is only going to benefit those who live in the east end.
The long-term sustainability of relying on the LaSalle Causeway is not seen as a good solution.	There is continued concern that the LaSalle Causeway cannot be relied upon as the key travel route for work, shopping, play and emergency purposes. The high volume of travel, closures and maintenance on the Causeway is negatively impacting City residents and business owners.
Highway 401 is not an acceptable travel route for connecting the City.	While some residents continue to believe that the 6-lane widening of Highway 401 provides an appropriate travel route for people to access the east end, many others continue to express concerns about accidents, high traffic volumes, safety concerns and re-routing of trips up and around the highway as significant impediments.



General themes frequently noted	Key Messages Heard
High level of support for the updated u-pier design with Arch as the focal point and user experience with multi-purpose path, look out area and rest	Residents expressed that the updated design: u-pier with Arch as the focal point and look out area is a better design, is more economical and better takes into consideration the natural environment. There is significant support for the updated design aesthetics of the bridge and bridge corridor. Residents noted that the design addresses:
	Context of the setting i.e. Protecting and enhancing natural features; greenspace; lookout nodes; interpretive panels; bench seating;
	Connectivity i.e. Multi-use path; cycling lane; social gathering place;
stops.	Connectivity to the waterfront trail, observation areas and active transportation on the west and east approaches; and.
	'Signature' elements i.e. elegance; visual effects and impacts; functionality; constructability.
	The number of lanes was further discussed with differing opinions on two, three or four lanes.
	Strong support for creating/retaining green space on the west and east shores and the addition of pathways.
	Desire for restoration and enhancements along the shoreline.
	Support for landscape elements on the east and west shore approaches.
	Protection of habitat for bird and animals along future pathways is important.
High level of support for increasing active	There is significant support for how the bridge design would help facilitate active transportation by providing walking and cycling infrastructure:
transportation by	The bridge would be a key route for cycling and walking; and
including walking and cycling infrastructure in the bridge design.	Residents liked the plans for a dedicated cycling and pedestrian route.
8.1490 40019111	The bridge would be a key route for cycling and walking; and
	The bridge is seen as an important connection to active transportation on the east and west side of the river and new



General themes frequently noted	Key Messages Heard
High level of support for increasing active transportation by including walking and cycling infrastructure in the bridge design (continued)	 route for active transportation across the city. Residents liked the inclusion of a multi-use pathway across the bridge for walking, cycling and rolling. There is strong support for paths at both end of the bridge. Residents also noted ideas for further improvement: More detail for active transportation facilities on the west shore and how these would connect along John Counter Blvd west and downtown along Montreal Street. More detail and planning of the facility type and design for the 2.0 metre-wide commuter cycling facility on the bridge. Consideration of weather protection for cyclists and pedestrians at rest areas with some residents noting the potential for windy conditions on the bridge. Interest in pathways around the library on the east shore and consideration of more parking at the library to accommodate residents who would come to walk/cycle the bridge.
Concerns about the potential for short-cutting through streets on the east approach and potential for restricted access on the west approach.	Residents continue to express concerns about whether traffic volumes resulting from the bridge project would: • Encourage short-cutting through the Point St. Mark neighbourhood, resulting in pedestrian and cycling safety issues, unless turns from Gore Road onto Point St. Mark Drive (right-turn eastbound / left-turn westbound) are completely restricted; and • Restrict access onto John Counter Boulevard from condominium development and Village On The River apartments.
Support for increasing connections east-to-west noting the importance of Kingston as a connected city.	Residents noted the bridge is not just for those who live in the east end, but would rather: Provide important missing connections across the river for all City residents; Provide opportunities for new routes and travel choices; Facilitate access to employment on both sides of the river;



General themes frequently noted	Key Messages Heard
	Enhance employment and economic development; Improved access agrees laber Counter to Kingston Foot for jobs.
	 Improved access across John Counter to Kingston East for jobs in the Business Park and west to Kings Crossing is important;
	Encourage active transportation and public transit use; and
	Would have user and non-user benefits.
Strong views about project funding for the	There continue to be strong views about funding the bridge with those that support the project, seeing it as long overdue. A number of residents noted the importance of:
bridge from both supporters and non-supporters.	The City continuing to seek funding from other levels of government; and
supporters.	The City owning the bridge, given that:
	 The other two crossings are owned by the Provincial (Highway 401) and Federal (La Salle Causeway) governments; and
	 The La Salle Causeway cannot be relied upon as the key travel route for work, shopping, play and emergency purposes.
	That it is wise use of the city tax dollars;
	That it is affordable;
	That the financial information has been well thought out;
	That the analysis should take into account what the cost of not building the bridge now would be and what the increased costs would be in the future if the decision is put off; and.
	That there will be a loss to the city of taxes if the industrial, commercial and residential development is Kingston East doesn't happen.
	Those who oppose the bridge believe that:
	 Taxpayers cannot afford it and will have to pay for cost over- runs;
	Taxes will increase to fund the project;
	Other city projects (i.e. affordable housing, other road projects) will be impacted;



General themes frequently noted	Key Messages Heard
Strong views about project funding for the bridge from both supporters and nonsupporters (continued)	 The social and economic benefits from the bridge are exaggerated; and The capital and maintenance costs are under-estimated. That the amount of development charges is overestimated. The suggestion of considering tolls on the bridge was made by a few residents. There were mixed views about the use of tolls to help pay for the construction and maintenance of the Third Crossing: The benefits of a user pay system to offset the costs was noted; versus The issue of fairness was also noted, as tolls are not being used in other infrastructure projects in the city. Tolls on the bridge are viewed as setting up an imbalance between new roads constructed in other parts of the city and in Kingston east.
Concerns about a P3 model of project delivery	Concerns were expressed about the use of a P3 model for Project Delivery.

3.13. Social media

Social media was extensively used as a communication tool for:

- Providing notice for public open houses, summer survey 2016, posting of information, public open house feedback reports.
- Providing progress updates when information is available for review on the website.
- Providing notification of opportunities to offer input.
- Informing residents of news releases, FAQ's and project updates.

3.14 Technical media briefings

Two technical media briefings were held on phases two and three of the action plan to discuss the technical information on the preliminary design and business plan. The project team provided a presentation and responded to specific questions from local media outlets including the reporters from the Kingston Whig Standard, CKWS Television and Station 14.

Public Engagement Feedback Report
Phases two and three: Third Crossing Action Plan

June 5, 2017



4. Conclusion

Communications and public engagement were important pieces of work on the Third Crossing project. The communications and public engagement approach is aligned with IAP2 a widely recognized method of community engagement and was consistent in its approach with the city's draft public engagement policy framework.

There has been extensive public input received throughout phases two and three of the Action Plan. This report includes the compilation of the feedback received for these phases. A fundamental component of the public engagement was to ensure the process is transparent, that the public input is considered throughout the process and that City Council is informed about what was heard and how it considered.

The public engagement included a variety of engagement methods and tools throughout theses phases of work to reach further into the community to gather input and inform the public on the preliminary design and business plan. A key aim was to reach further across the community, to inform resident on all aspects of design and business plan and to foster a comfortable environment for residents to share differing viewpoints.

The public engagement for phases two and three was dynamic and adapted to address concerns about how information was being communicated, timelines and follow-up. As evident from the public input received throughout the process, there are strong views about the third crossing. Not everyone will agree, but they will have had equal opportunity to offer input and have it considered through a constructive process within which emphasis was placed on the value of hearing from all perspectives.

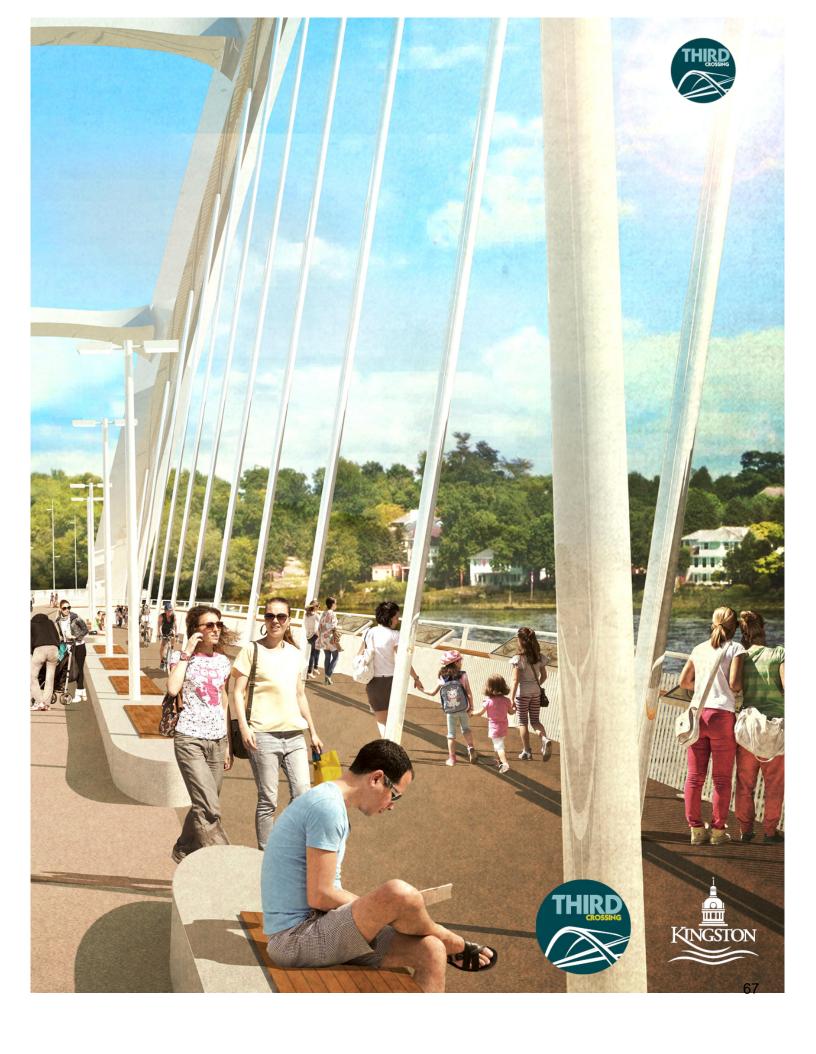
Public Engagement Feedback Report Phases two and three: Third Crossing Action Plan

June 5, 2017



Appendices

Appendix 1	Summer 2016 Survey Report
Appendix 2	Public Open House #1 Summary Report
Appendix 3	Public Open House #1 Full Report
Appendix 4	Near Neighbour Door-to-Door Handout
Appendix 5	Business and Community Presentation Slide Decks
Appendix 6	Business and Community Presentation Summary of Feedback
Appendix 7	Public Open House #2 and #3 Short Summary Report
Appendix 8	Public Open House #2 and #3 Full Report
Appendix 9	Information Sheets (Executive Summaries of the Draft Reports)







Third Crossing Survey

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Notice of Collection

Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), including (but not limited to), **name**, **address**, **opinions and comments**, is collected under the authority of the Municipal Act, 2001, and in accordance with MFIPPA, the Planning Act, and all other relevant legislation. Your personal information may be used in making a decision on this matter, and it may form part of meeting agendas and minutes, and therefore will be made available to members of the public at meetings, through requests, and through the website of the Corporation of the City of Kingston. Questions regarding the collection, use, and disclosure of this personal information may be directed to **The Third Crossing Team** at **613-546-4291 ext. 3136**or by email at **thirdcrossing@cityofkingston.ca**.

Preliminary design for the Third Crossing

The Third Crossing project team is interested in getting your input on the preliminary design work for the proposed bridge.

Each design aspect can affect another. As an example, considerations of *user experience* may have influences on *aesthetic* considerations. Considerations of *sustainability* may have influences on *cost* considerations for the project. Therefore, we want to get your input on the relative importance of each of these aspects that are part of the preliminary design efforts.

Before answering the survey, here is a brief description of four aspects that the Third Crossing project team is considering as part of the preliminary design work:

- 1. Sustainability Sustainability is a very important consideration over the 100+ year lifespan of the Third Crossing. Sustainable design features may require additional upfront costs, but future operation and maintenance costs could also be reduced. Design considerations include structural elements, building materials and construction techniques to optimize future operation and maintenance functions. Your input will be helpful in identifying and prioritizing sustainability considerations such as economic, environmental and social impacts. Examples include carbon emissions reduction, renewable energy opportunities, environmental protection and habitat enhancements.
- 2. **Aesthetics** As with any major infrastructure project, aesthetic design is also a very important consideration. The Third Crossing project team is working very closely with Parks Canada, who owns this part of the Cataraqui River, to ensure that the aesthetic design of the bridge crossing respects the surrounding landscape of this portion of the Rideau Canal, a UNESCO World Heritage Site, National Historic Site and Canadian Heritage River. Your input will be helpful in guiding some very specific design elements (examples lighting, noise barrier, lookouts, benches, landscaping, etc.).
- 3. **User experience** A new Third Crossing not only needs to look great but needs to function well for a variety of users. The Third Crossing project team is considering the accessibility and mobility needs of pedestrians, cyclists, motorists, boaters, tourists and others as part of the design. Your input will also be helpful to identify and prioritize design features that may further enhance the user experience of this portion of the Rideau Canal (examples pedestrian lookout, sun-shade, benches, rest areas, information plaques/signage and parking).
- 4. **Cost** Cost is always an important consideration in any infrastructure project. The Third Crossing project team is striving to design a bridge crossing that (i) embodies the City's goals of being a smart and livable city, (ii) supports the goal of becoming the most sustainable city in the country and (iii) reflects a city where history and innovation thrive. Your input on cost considerations will be helpful in achieving the right balance between managing upfront project costs while being mindful of full lifespan costs.

Please watch the preliminary design video for section one of the survey.

* denotes required question
Is it important that carbon emissions related to bridge construction are minimized? *
Yes No Not sure
If minimizing carbon emissions during construction costs more money, should the City be prepared to pay more to offset carbon emissions? *
Yes No Not sure
Comments
Type here
How important is it to you that the bridge incorporate sustainable and renewable energy sources such as solar, wind and geothermal to generate energy? *
Very Important
Somewhat Important
Somewhat Unimportant
Not Important

Sustainable features could be built into the bridge today that could increase immediate costs, but also reduce future operation and repair costs. Examples include using a higher performance asphalt layer to protect the underlying infrastructure or using stainless steel for concrete reinforcement.
How supportive would you be of paying more today to save money in the future? *
Strongly support
Somewhat support
Somewhat oppose
Strongly oppose
○ Not sure
the landscape. If you had to choose between bridge aesthetics and generating energy through solar panels and/or mini-scale wind turbines on the bridge, which would you choose? *
Aesthetics. It has to look beautiful even if it could be at the expense of energy generation.
Energy generation. It has to be as sustainable as possible even if that takes away the aesthetic beauty.
Somewhere in the middle by balancing the aesthetic look of the bridge with some ability to generate energy.
Not sure.
Comments
Type here

Please rate the importance of spending extra money on each item to upgrade them from standard items to premium items.

	Very Important	Somewhat Important	Somewhat Unimportant	Not Important	Not Sure	
Noise reduction (driving surface, noise wall, sound reducing systems, etc.) *					0	
Multi-use pathway surface (concrete, asphalt, rubber, hybrid, grass, etc.) *		0		0		
Arch lookout amenities (telescope, info plaques, sun- shade, WiFi, etc.) *		0		0		
Complete street amenities (planters, benches, rest areas, railings, etc.) *		0		0		
Bridge lighting (accent, ambience, coloured, emergency, navigational, etc.)		0	0	0		
Signage and interpretive information (plaques, digital, interactive, etc.) *	0	0		0	0	
Bridge aesthetics (elegant, attractive, signature look, context-sensitive, etc.) *					0	
West shore landscaping (parking, rest areas, vegetation, pathways, etc.) *		0	0	0		
East shore landscaping (parking, rest areas, vegetation, pathways, etc.) *	0	0				
Other		0				

How important is it to you that the bridge construction be as economical and practical as possible? * Very Important Important Somewhat Important Not at all Important How important is it to you that the bridge maintenance and operation be as economical as possible? * Very Important Important Somewhat Important Not at all Important Pay more now to save more later Pay more later but save more now I'm not sure	If you selected "Other", please describe *
Pay more later but save more now	Type here
Important Somewhat Important Not at all Important How important is it to you that the bridge maintenance and operation be as economical as possible?* Very Important Important Somewhat Important Not at all Important Pay more now to save more later Pay more later but save more now	
Somewhat Important Not at all Important How important is it to you that the bridge maintenance and operation be as economical as possible? * Very Important Important Somewhat Important Not at all Important Not at all Important Pay more now to save more later Pay more later but save more now	Very Important
Not at all Important How important is it to you that the bridge maintenance and operation be as economical as possible? * Very Important Important Somewhat Important Not at all Important Not at all Important Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	Important
How important is it to you that the bridge maintenance and operation be as economical as possible? * Very Important Important Somewhat Important Not at all Important Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	Somewhat Important
possible? * Very Important Important Somewhat Important Not at all Important Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	Not at all Important
Important Somewhat Important Not at all Important Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	
Somewhat Important Not at all Important Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	○ Very Important
Not at all Important Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	☐ Important
Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	Somewhat Important
maintenance and operation cost savings in the future, which is more important to you? * Pay more now to save more later Pay more later but save more now	Not at all Important
Pay more later but save more now	
	Pay more now to save more later
i'm not sure	Pay more later but save more now
	i'm not sure

Comments
Type here
Would you support additional costs to create a bridge that had unique or signature look, design elements or use(s) that showcased its engineering and innovation throughout? *
Keep it plain and practical with no extra costs.
Moderate additional costs to provide some distinguishing feature.
 Higher additional costs to give it unique and signature features that distinguish it from other bridges.
○ Not sure

Page 2

Preparation of business plan for the Third Crossing

The Third Crossing project team is also interested in getting your input on various aspects that relate to the preparation of the business plan for the Third Crossing. There are a number of different components to the business plan for this project that will eventually include

- 1. a cost-benefit and economic impact analysis,
- 2. a procurement options analysis and evaluation,
- 3. a project financing plan, and
- 4. a procurement strategy and project implementation plan.

Your input will be helpful in assisting the Third Crossing project team in completing both the *cost-benefit analysis* and the *procurement options analysis and evaluation*. In basic terms, the cost-benefit analysis is aiming to better understand whether or not the Third Crossing is a good use of taxpayer money. The cost benefit analysis considers economic, social, and environmental impacts and weighs them against the cost of building a Third Crossing. This is an industry standard approach in undertaking this type of an analysis for a major transportation infrastructure project. However, we would like to know from you if you believe there are other factors that are important to this project in the Kingston context that should be considered in the cost-benefit analysis. Don't worry, we will help you with some examples in the survey question below!

The Third Crossing project team is also working on the analysis and evaluation of different procurement options. In basic terms, we will be trying to determine whether or not it is in the City's best interest to build the Third Crossing using either a Traditional or Non-Traditional model. Traditional models include *Design-Bid-Build* or *Design-Build* and do not include the private sector involvement in the financing, maintenance and/or operation of the project. Non-traditional models typically referred to as *Public-Private Partnerships* (P3) involve the private sector in the design of the project and at least one or more of the components of financing, maintenance and operations. Each of these options has advantages and disadvantages. The Third Crossing project team will be using a project risk analysis approach to undertake a value-for-money analysis in order to determine the preferred procurement model to use for this project. Although much of this work is technically-based, we are interested to get your input to help in our assessment.

Please watch the business plan video for section two of the survey.

Tell us how familiar you are with project delivery models. *
Very FamiliarSomewhat Familiar
Not at all Familiar
Based on your knowledge of project-delivery models, select the model that you believe provides the best value for Kingston for this project. *
Design-bid-build
Design-build
Public-private partnership (P3)
O Not sure
It doesn't matter to me
Please tell us why:
Type here

* denotes required question

What are the most important aspects of a project delivery model to you? *	
Select one to five items from the list below that are the most important to you.	
Minimizing construction time	
Ensuring good maintenance regardless of other City priorities	
Delivering the project on budget	
Keeping costs as low as possible	
Effectively coordinating the work with other work in the areas affected	
Ensuring information about the project is open and accessible	
Maximizing the opportunity for contractors to innovate on efficient methods of project delivery	
 Ensuring that maintenance and operations (snow plowing, pothole repairs) are done by City employees 	
Maximizing the amount of time over which the cost of the construction work can be spread out	
Maximizing the amount of construction work that is managed by the City	
Maximizing the amount of flexibility the City has to modify the project, if needed	
Maximize the number of bidders competing for each aspect of the construction	
Minimizing carbon emissions of construction (and operation phase)	
Other	
Comments *	
Type here	

the private sector manages the operation and maintenance of the bridge as tong as it is well-maintained.*	the private sector manages the construction as long as it is finished on time and on budget. * I doesn't matter if the City or the private sector manages the operation and maintenance of the bridge as			
he private sector manages he operation and naintenance of the bridge as	doesn't matter if the City or the private sector manages the operation and naintenance of the bridge as ong as it is well-maintained. *	0		
uld you like to share any other comments about the proposed Third Crossing?				
	ould you like to share any other o	comments abou	ut the proposed Thi	rd Crossing?

Please tell us if you agree or disagree with the following statements:

Page 3
* denotes required question
Where do you live: *
Greater Kingston Area
Outside the Greater Kingston Area but within Ontario
Outside Ontario but within Canada
Other
Select the first three letters of your postal code: *
○ K7M
○ K7L

K7G

K0H

ur age: *
der 18
-24
-34
-44
-54
-64
or Above
efer Not to Answer
ar/drive
IS
ngston Access Service
alk
ke
xi
arpool
her

In general, how often do you travel over the Cataraqui River? *
 Never/rarely A few times a month A few times a week Daily (including weekends) Daily (five times a week) A number of times a day
If you travel over the Cataraqui River (i.e.: Highway 401 or Lasalle Causeway) please tell us your primary reason: *
 Work Shopping Entertainment/recreation School Other, please specify Type here
Tell us how you heard about this survey: *
 The City of Kingston's Third Crossing webpage Other City webpages (e.g. council reports) Social media Advertising in newspapers, radio or online Other

Would you like to sign up to receive any of the following via email:	
City of Kingston news releases	
Information about the Third Crossing	
Information about infrastructure projects	
Full Name*	
Type here	
Email*	
Type here	

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Third Crossing Survey - Final - Completed Results

Is it important that carbon emissions related to bridge construction are minimized? *

Response	Chart	Percentage	Count
Yes		43.8%	399
No		41.6%	379
Not sure		14.5%	132
		Total Responses	910

If minimizing carbon emissions during construction costs more money, should the City be prepared to pay more to offset carbon emissions? *

Response	Chart	Percentage	Count
Yes		39.0%	355
No		44.9%	409
Not sure		16.0%	146
		Total Responses	910

Comments

#	Response
1.	this is the direction the country is going now under the new federal leadership. we can lead or follow.
2.	Shouldn't be built in the first place. We can't afford it emissions or financially.
3.	I am completely against the construction on any way. It would have negative impact on environment. Only spend \$\$ to improve Public Transportation. No Bridge!
4.	I answered no to the first question.
5.	Please cease calling it a third crossing the purpose of the Queen's highway was to move people east to west not to cross people from main part of Kingston to another

- 6. Don't worry about carbon emissions during construction the reduction of carbon emissions in the first year of operation of the bridge (through reduced distances traveled and reduced idling due to traffic congestion) will probably offset the total carbon emissions generated in construction. Don't get hung up on carbon emissions in construction just build the damn thing as quickly and efficiently as possible.
- 7. It has been over ten years for this bridge. It will only cost more in the future. We need to get started
- 8. It would cost a lot to offset the carbon produced in making cement. Pretty unrealistic, for a project that has 100 year life span
- 9. There will be cost overruns associated with any new construction project. Factor this in when considering adding another expense for little pay off.
- 10. I sure wish the city could define what "sustainability" means in reality.
- 11. There's only so much money to go around. Surely there must be some low cost practices to cut emissions during construction projects.
- 12. The city has had since 1965 to build the bridge. I'm so glad that we are finally at this stage though there were no emissions issues back then and we should have begin and finished long ago. Though extra costs are accounted for will "the" extra cost be over the contingency?
- 13. Get it built, carbon emissions will be saved when 1000s of cars don't idle on their drives to the east end
- 14. I believe that it would depend on the cost differential. How much reduction in carbon emissions, for how many dollars, relative to the project budget.
- 15. Build it in the most efficient manner!
- 16. Regular emissions should lesson following construction. Perhaps this will offset construction emission in the short term. Future idling of vehicles trying to cross the causeway daily during busy times should be also considered in this construction..
- 17. Very much depends on the specifics. \$10 more sure. \$1 000 000 000 more no way. Where's the cutoff? Somewhere in between.
- 18. Not at all. There is too much emphasis on reducing carbon emission and not enough emphasis put onto the general cast put off to the actual taxpayer.
 - If they are worried about pollution then find a way to prevent waste slush in the winter months from being blown over the sides of the bridge into the waterway which already happens on the LaSalle causeway and the 401 crossing.
- 19. Fiscal sustainability is just as important as environmental sustainability. One should not outweigh the other.
- 20. Build it! Construction companies SHOULD already be doing this why would we pay extra.
- 21. How can you offset carbon WITHOUT paying more?
- 22. The cost should be the included the estimate so that all three levels of government pay their share equally

- 23. Should be part of overall funding proposal
- 24. We need a bridge
- 25. Not particularly concerned about carbon emissions. This is a one-time project.
- 26. Why is the third crossing a "done deal?"

We don't need another crossing. Maybe we just better transit to move people from Barriefield to downtown. We talk about being a sustainable city, yet this is very motorist-focused!

- 27. With electric vehicles on the horizon this is a waste of money.
- 28. Depends how much carbon and how much money
- 29. If the City feels like it has to pay more to minimize carbon emissions, go ahead.
- 30. Carbon emissions are important, as there are homes close to both ends of the structure.
- 31. I don't think the bridge should be built, I think the present bridge should be altered to accommodate the increased traffic.
- 32. If you think about the amount of carbon produced in the production of I beams...in concrete...in asphalt...the carbon footprint will not be significantly lessened If you use alternative construction methods. What might help though is making the bridge a solar collector and maybe even self deicing?
- 33. Depends on how much more it costs, and how much the carbon emissions are minimized.
- 34. There will be less carbon emissions in the long term with vehicles having to drive less
- 35. It would hardly seem appropriate that the city holds itself up as a sustainable and environmentally friendly city, only to involve itself in a project that does not do everything it can to protect the environment, especially in an area designated a world heritage site.
- 36. I believe the end result (vehicles not having to travel as far to access the area of CFB Kingston / greenwood park etc) would positively impact the level of carbon emissions, enough so to offset those used in construction, while also reducing the cost to the city.
- 37. You will save carbon emission by getting the bridge done soon as it will cut down on the cars idling while waiting to cross the causeway now!!!
- 38. This is not an important issue. Relieving traffic congestion and improving the efficiency of the commute over the operational life of this bridge will far offset any green house gas emissions generated during the construction process.
- 39. Within reason and assess the most cost effective methods of C reduction.
- 40. I'm trying to understand. But my first reaction is "seriously?"
- 41. Lowest cost at all costs!!
- 42. The most effective way to make this bridge sustainable would be to build a much smaller bridge and restrict it to bicycle and pedestrian traffic only. I'm disappointed that my taxpayer dollars will be supporting infrastructure that promotes driving and burning

fossil fuels.

- 43. No third crossing. Get excess traffic to commute.
- 44. We want a bridge --- cheapest for fit
- 45. Construction create waste. It's an unfortunate really.
- 46. It is important to keep the cost of project down. This is a one off project. Bike and pedestrian lanes are important.
- 47. Carbon emissions during construction are short lived. The important factor is the long term, 50 to 100 years going forward.
- 48. I think the city should do tge best they can without a huge financial impact on the taxpayers.
- 49. It is not clear what is proposed here. Separated bicycle and pedestrian lane should be prioritized
- 50. Within reason and in balance
- 51. These questions assume that the bridge is a foregone decision -- it is not. Environmental impact is a fundamental consideration, so much so that the whole necessity of the bridge (dubious) should be taken into account. A bridge only encourages accelerated car use and therefore more emissions. Capital for bridge construction could be so much better spent on rapid transit, bike paths, and other means of easing car use.
- 52. Carbon emissions as a metric is important to consider especially with the City's goal of becoming the country most sustainable.
- 53. You could spend a fortune "minimizing" carbon emissions. Need to be practical about your efforts in this regard.
- 54. Canada is being BOMBARDED with Carbon Fear....can some please explain how this would affect the construction....WE ARE BEING COERCED by Wynne and Trudeau that this is a monstrous issue and it is not....Canada's Carbon count is less than 2% compared to the planet Earth...Nonsense and, it is nothing but a Cash Grab...
- 55. There are more significant sources of carbon emissions such as lawnmowers which are not currently regulated that, if they were, would make more of a difference in the long term than the regulation of carbon emissions during one construction project.
 - That said, as part of the RFP process, consideration could be given to the company with a sound environmental impact plan.
- 56. Safety and neighbourhoods look should be primary concerns
- 57. the long term gain from minimizing carbon emissions could outweigh the short term addition costs
- 58. This is a leading question. I do not want to see the bridge built at all and worry that affirmative answers to this question will be used to partially justify escalating cost estimates.
- 59. you will always get emissions on the road so going over the bridge wont make any different then travelling down the street

- 60. If it is being build by a leading engineering company, the company should already be following environment standards.
- 61. Carbon emissions during construction will be a temporary situation. It is not important to minimize them.
- 62. I don't think carbon emissions should be a consideration in Building the bridge, carbon emissions should be an issue in driving vehicles.
- 63. Within reason.... I would not be happy with a pollution smudge of cloud because if the equipment.
- 64. If it is built at all. It is a needless waste of money and a tremendous future liability given the cost/lane km to maintain bridges -- given the province is providing us with an additional lane crossing with the 6-laning of 401 through to Hwy 15.
- 65. Just get the bridge built. Carbon emissions will be drastically reduced by having the third crossing.
- 66. It's good global citizenship and it'll keep the hippies happy. If we don't keep them happy they'll keep trying to block the third crossing then the rest of us will all get stuck in our cars in traffic creating...*gasp* carbon emissions.
- 67. Progress is needed in this area, I have seen other major projects in the city that seem to care less about carbon emissions.
- 68. Just get it done. Carbon emissions talk is just office geek speak for more money and bull\$#!.
- 69. Its paying today for how it impacts the future. With Kingston being the progressive city we are, this shouldn't even be a debate. Protect the future.
- 70. reducing carbon emissions is an important aspect of all work in today's society and may cost more today, however reduces costs at a later date.
- 71. Why would we welcome me care crossing the water... Sent is contra intuitive to the environment, period? Why whenever Kingston wants to do something it never makes sense nor works out like it is supposed to. I have no faith in you,
- 72. But be more creative in re venue generation than simply upping taxes.
- 73. Depends on cost and what it would in turn cost the residents of the city some would never use the bridge.
- 74. Perhaps there is some type of grant that could help offset costs?
- 75. Don't build it
- 76. Big picture people
- 77. This plan have be look as a 10-15 years plan. What will be the Kingston East in that time? What is the world will be doing in 10 years?
 - Kingston East will grow bigger and will be a from a short commute for the people leaving from Gananoque has the land will be filled with more population.
 - As for the world...be green! Not doing it will be to disgrace the future of Kingston.
- 78. The city built that thing downtown (I have yet to understand why), called the Krock

Centre. That was very expensive for taxpayers, without having a good reason for building it there. Close to the 401 would have brought in so many more out of town people of offset the ongoing cost of maintenance. I have tried going to events there but it is such a hassle to find parking I have given up. I also don't go downtown because of the ongoing problem of finding suitable parking. Here is a chance to redeem that with something useful.

The city has missed an opportunity to have a lovely downtown water view, perhaps this will show tourists that we are able to make a smart choice. We have one tiny park downtown with limited parking; it does not feel friendly.

- 79. This is the least of the worries related to this project. Not even sure why its the first question, there are much larger issues.. Put this on the back burner or no burner.
- 80. The third crossing is a large financial commitment to our community that only a few can afford. This project should not go forward unless we have the full amount in the bank to pay for it, just like I have to have the money in the bank to pay my taxes to you.
- 81. My study of climate change has shown me that humans have little to do with it-if at all.
- 82. This is impossible to answer without context for total project costs and the incremental costs for minimizing carbon emissions.
- 83. The long term effects of less traffic idling on the causeway for long periods will diminish. The bridge may have some carbon issues during the build but will be offset with its ease of use.
- 84. depends how much. Machines will pollute, but turn off when not needed is good start.
- 85. The bridge should not be built or considered until after:
 - 1. The la sale causeway crossing is improved through better sequencing of lights and a third lane by the highway 15 intersection to allow highway 2 traffic to flow through.
 - 2. Until Kingston has a sewer north of 401 going up Montreal, Sydenham and 38 so that the 401 can be a crossing for Kingston as it is for every other city along the 401, all of which have expanded on both sides of the 401.
 - 3. The city has improved transit, car pooling parking and bicycle routes to east end.
- 86. It should NOT BE BUILT WE CAN'T AFFORD IT!!!!!'
- 87. Depends on how much more it would cost.
- 88. May not be possible to control Caron emission during any type of constructions like a Bridge.
- 89. Maybe reconsider building the bridge? The best choice for a sustainable city would be to go with the bridges and access points we have, keep them in good repair, and move the population over to using public transit, bikes, etc as much as possible. Think how many free bus passes could be supported by NOT building the bridge.
- 90. Maybe, but isn't this a provincial/federal responsibility?
- 91. Avoid the cost by NOT BUILDING A THIRD CROSSING!! It will only encourage more sprawl and more cars ie more emissions.
- 92. Ideally yes, carbon emissions relating to construction should be minimized. However if

- priorities need to be determined to build a much needed bridge within a given budget, this may come lower on the priority list.
- 93. Put extra money in the budget for it if needed, but DO NOT sacrifice any functional features of the bridge to do so (ie. do not remove lanes)
- 94. The devil is in the details. It would amount to how much extra \$ and what is the offsetting benefit.
- 95. Minimizing carbon emissions may delay construction (i.e. increase final costs). Believe it is important to use the latest technology (high performance diesel equipment, solar energy for construction site offices, for example), but not if this will increase the project schedule. In terms of carbon emissions, believe we need to look at the long-term impact of having the third crossing and its impact on reducing carbon emissions.
- 96. Carbon emissions are important but so is staying on budget. I'd rather see a third crossing built using the worst carbon emissions possible, than not having it built because the cost for making low emissions is too high.
- 97. Must be a trade off in cost. Do the best with funds allocated.
- 98. We need the third crossing. Development in the area is booming and seemingly never ending but city structural support is almost non existent. Think about doing this project in the most cost effective and timely manner rather than meeting some flavour of the month, global warming, carbon emission minimizing political nonsense!
- 99. I don't want a bridge of any kind.
- 100. apparently these questions are silly, do u live in the east end of the city, where the hell does carbon emissions come into factor, was that considered during the downtown work being done now. wake up move to my area,
- 101. The bridge is a stupid waste of money. Don't build it.
- 102. Why spent more money than need be. The bridge itself will be an intrusive object as far as nature is concerned why worry about carbon emissions.
- 103. Lets minimize carbon emission by not building this and instead increasing transit across the bridge.
- 104. Absolutely, our environment is more important then money!
- 105. The best way to minimize carbon emissions is NOT to build this bridge at all.
- 106. I oppose construction of the third crossing, so it is inappropriate for me to answer these questions. If the city truly takes a long view of its population, its sustainability, and its transportation planning, it will abandon consideration of a third crossing.
- 107. You get more emissions from vehicles lining up waiting to cross our so called first crossing.
- 108. Heard of climate change?

 www.rollingstone.com/politics/news/the-point-of-no-return-climate-change-nightmaresare-already-here-20150805
- 109. We should focus instead on reducing carbon emissions on regular/daily events, such as traffic, factories, etc. The impact of one time construction projects must be viewed

- considering the life span of the project, not the construction period.
- 110. You are committed to being a green city so you must minimize carbon emissions
- 111. Resulting improvement in traffic flow should improve carbon emissions in long run.
- 112. The amount of carbon emissions created by individual commuters, and construction equipment, pales in comparison to industrial emissions. Commuter traffic and small construction projects account for less than 2% of carbon emissions therefore, bending over backwards (and spending additional money and time) in attempts to reduce emissions is not an efficient way of doing business.
- 113. The city wants to be the most sustainable city in Canada. This means taking environmental responsibility during the construction of the bridge project.
- 114. In the long run, carbon emissions will be reduced substantially due to the minimization of idling cars, as well as taking away almost 8km off driving time between many shopping and entertainment venues.
- 115. we have needed this for most of my life on this planet, let's get it done please
- 116. The amounts would be inconsequential when compared to other machine activities. No extra funds should be spent on this crazy emissions idea
- 117. Construction of structures all over the world did not take into account carbon emissions and I do not think it will affect it in any way over the next 100+ years. That would be an unnecessary tax grab and unfair to citizens.
- 118. What we save from carbon emissions in daily traffic due to the third crossing are a sufficient offset. I expect that even over a year, it would make a big contribution. People won't have to drive to the Causeway all the time.
- 119. Already, the survey is biased, it assumes construction WILL take place.

The video asks whether or not the bridge should be built and then plunges into rapidfire detail of how it should be done.

120. Not related to this question: On the need for the bridge.

It is up to council and city staff to plan for Kingston's future, looking at long-term trends, future growth, etc. in light of this, it's my opinion that council is on the right path getting the 3rd crossing shovel ready in the next couple of years and beginning to make the case for upper level government funding. The fact that the city currently has a significant portion of the city share set aside for this project and that upper levels of government funding will pay for over 50% of the funding, speaks to effective planning by the city and the fact that this project won't be by any means be built entirely on the back of Kingston taxpayers. The feds and province will be making significant investments in Kingston!

In the 40's? when the city set aside the right-away to build Sir John A. MacDonald Blvd and in the 60's when it was built and likely used very lightly at the time and it's need questioned, is a good lesson on the 3rd Crossing today, as no one today would suggest we don't have a need for the Sir John A. MacDonald Blvd. The 3rd Crossing will be a indispensable piece of Kingston infrastructure a decade after it is built.

121. Within reason.

- 122. If we don't as a City lead the way in reducing carbon emissions, how do we expect citizens to? The City must lead by example.
- 123. get it built, deal with carbon emissions on vehicles, not necessary for the construction, however, the concrete materials has a minimal cost energy efficient option using Contempra concrete.
- 124. If the perspective becomes that the project in some way ruined a national treasure by not paying attention to this kind of detail, err on the side of caution.
- 125. We should limit carbon emissions by making sure that only pedestrians, cyclists, and public transit can use the bridge.
- 126. Bridge should not be built.
- 127. in perspective we're not talking about YEARS worth of carbon emission this is a time-limited project. Get it done.
- 128. However not building the bridge would be the most effective way of cutting carbon emissions.
- 129. The financial costs are too high to minimize what is a temporary endeavour.
- 130. The Carbon emissions during construction are a short term concern. Build a well-constructed bridge quickly with safe thoroughfare for bicycle traffic. Save your emissions there.
- 131. How can anyone answer this question when it doesn't indicate how this would be achieved. The best way to minimise carbon emissions during construction is not to build the bridge. It also doesn't quantify the costs related to this. Would it be a 10% increase or double the price? who knows?
- 132. The resulting delay in construction to adhere to minimizing carbon footprint during construction will be offset by carbon emissions during delayed commutes in the interim.
- 133. There is no good reason for this bridge in the first place so your survey, below, is essentially not reflective of public interest. Why don't you offer people a choice to indicate if they support this project? I am a taxpayer and a Kingstonian born and raise and I am AGAINST this project as it has little economic value that I can see.
- 134. Obviously our climate is warming rapidly, making our planet less and less habitable, unless we do all we can to minimize our carbon footprint, we won't need any bridges before long.
- 135. The very fact that a bridge is meant to carry vehicles that emit combustion products as well as partially burnt hydrocarbons makes the question irrelevant. The amount of emissions during construction will be so small compared to the user emissions over a 100 year proposed lifetime.
- 136. Surly any diesel powered machine can be adjusted to run on biodiesel.
- 137. If a third crossing is needed then that's the focus. It's unfortunate that carbon emissions would be greater during this time but it is what it is. It's a short term consequence in the bigger picture.
- 138. Horrible idea

- 139. Of course there is a cost-benefit analysis to which carbon emissions is a factor, not the only factor.
- 140. Only if it doesn't increase property taxes. Take it out of the budget elsewhere.
- 141. Hurry up and start the bridge!
- 142. If ultimately carbon emissions will be reduced by building the bridge and if reducing the emissions while building add a significant cost, then that may be less of a priority in terms of cost.
- 143. Beef up the infrastructure at Kingston Mills for a 3rd crossing, this will save taxpayers money that clown council can squander elsewhere.
- 144. Jesus Christ, forget the god damn construction emissions.
- 145. Insignificant
- 146. I think this is a confusing question. Are you asking if I think the city should be willing to pay more for a low-emission construction plan, or if I think the city should buy carbon offsets to mitigate typical construction emissions? Regardless, I would accept both.
- 147. The cost of any project the city takes on should be of extreme importance. Although carbon emissions are an important environmental concern, people's pocketbooks are also of great concern. The fact that taxes may need to be increased to offset carbon emissions for a bridge that a vast majority of residents may never even use seems irresponsible.
- 148. Don't build the bridge and create incentives for public transit and cycling.
- 149. Right now the area is home to a wide range of wild life particularly on the western shore. Minimizing habitat damage is paramount.
- 150. The carbon emissions from the current sub-par transportation infrastructure, forcing vehicle detours and traffic jams, would be offset by building the new bridge quickly
- 151. Don't fully understand this question
- 152. The residential tax base in Kingston is over-burdened. Responsible leadership would be looking at ways at reducing that so that the people living in this community can sustain and maintain their homes and lifestyle.
 - Residential parking spots have been sold as the planning department was not prepared to look at the impact of relying on private enterprise owning parking spots downtown. Downtown and around the hospitals and Queen's now permit. What do the home owners get in return showing prudent management a bridge we cannot afford! Only economic development this Mayor comfortable with appears to be more condos and selling out the current citizens with an even greater tax burden. Minimizing burdens on the tax paying citizens of Kingston should be the priority for any form of sustainability.
- 153. We have needed this bridge for so long now you bring this up. Listen the people on this side of the town city or what ever you call it, NEEDS this crossing. How about the emissions that is spend on Kingston Mills Rd. when 401 is down.
 - I live on this road the normal traffic we take, when it is bumper to bumper on our road and they will not let us out. I would like to direct traffic across any street on the west

side that wants to complain about this bridge being built.

If it was build back when Elizabeth was mayor or Gary, then this Question would not be asked.

WE NEED THE 2 CD CROSSING OVER THE WATER NOW.

Yes I said second you can not use 401 as a road street. And Kingston Mills rd you are tearing up the road bridge. Now more expense we need a Traffic Light at Battersea Rd and Kingston Mills Rd. Traffic jams are terrible.

Stop spinning your wheels and build it.

- 154. The bridge is already an unnecessary project. Encouraging more vehicle traffic flies in the face of the City's goal to be a leader in sustainability, making the question about carbon emissions moot.
- 155. Agree with carbon taxes applied to carbon reduction in Canada, not vague and unproven credits.
- 156. Last year there was construction at Gore Rd and point St mark. There was NO! NO! city official supervising the work and now we have people saying that the area has a problem with the area as the entire not been grade. The city need to supervise the work every work. The noise and carbon dioxide was very bad all summer.
- 157. If you are actually worried about carbon emissions and being sustainable, don't build the bridge. Building more homes in the east end and now a bunch of shopping spots just adds more people over there. If you continue to do so, then they can deal with what they already have. If it takes them hours to get home, too bad! Go live in Toronto and find out what it is like to drive in that traffic at rush hour. DO NOT spend tax dollars on a bridge that is NOT needed. Sure the people over there think it is needed because they are stuck in traffic. Too bad for them! Don't live there if you are that unhappy.
- 158. It is necessary given the science covering the reality of climate change that we can't ignore the impacts carbon emissions would have.
- 159. The bridge should not be built at all. It is to expensive. There are a lot more important items to fix in the city. Have you ever driven down Johnson Street or looked at the downtown sidewalks?
- 160. Adding a third crossing will minimize carbon emissions thereby offsetting the emissions created by building the bridge.
- 161. Keeping the cost low is far more important than keeping the carbon emissions.
- 162. Carbon emissions will be reduced as The province moves towards hybrid and electric technologies
- 163. This is a one off project resulting in a bridge. There are no emissions associated with the end product except those of the people that use it. But designing the bridge with an eye to climate change and a non-carbon lifestyle (and everywhere else in Kingston) is prime importance. Build the best, in the budget, use what's needed.
- 164. If it is important to minimize carbon emissions while building the bridge then the bridge SHOULD NOT be built. the original environmental study was flawed. it compared the environmental impact of building the bridge in a number of different locations,

expanding the 401 or not building the bridge. It was already known before the study was released that the 401 was/is going to be expanded. Therefore instead of comparing the different levels of environmental affects to each other, it should have NOT included any affects for the 401 as it was happening anyway so there are no environmental effects from expanding the 401 to attribute to the needs due to more lanes crossing the water.

- 165. I am not at all convinced the bridge is necessary. Carbon emissions CAUSED by the use of the bridge over generations will be huge. So I'm not sure how much the emissions during construction are significant. They are the least of our problems.
- 166. Carbon cost need to include related carbon costs and creation not just what is expended at the bridge site. Example it might take less site carbon to lift aluminum beams into place but, the carbon to make the aluminum is higher than that of steel.
- 167. Council was elected to do a job quit asking people their opinion and get on with the job.
- 168. The City should be a leader in sustainable development, and this is part of that leadership.
- 169. I'm not so sure that emissions needs to be a priority at this point. Today's equipment run a lot cleaner than they have in the past. I just don't understand why emissions is an issue on this topic.
- 170. There are some trade-offs here in terms of melding the desired with the practical; however, if this is not kept in mind, it will not be incorporated at all and there will be no opportunity to reduce carbon emissions as part of this project.
 - Also, given the size, type, and timing of this project, incorporating the need to minimize construction-related carbon emissions might help provide useful baseline, crossapplicable information that would help the City to create a more standardized approach to minimizing carbon emissions in other future City construction projects.
- 171. I am COMPLETELY against building this bridge, since I don't think it's really needed. But if you're going to do it, please that the damage to the environment (which is what you're going to do) is at least reduced.
- 172. We have to play our part in terms of Canada's commitments to reduce emissions. It should be a non negotiable.
- 173. To accurately answer I would have to weigh the length of the project versus the carbon emissions that already exist around the project i.e. HWY 401, HWY 15 and Kingston City. The emissions from construction would be different in length of time depending on weather and scheduling while those around the project are daily routine
- 174. I feel that the third crossing bridge will greatly increase carbon emissions because of the "if you build it they will come" effect rather than taking transit, which is excellent from East Kingston, people will be more likely to drive.
- 175. Taxes in the City of Kingston are already considerably higher and more costly than those of people I know who live in surrounding areas and even those that live in areas outside of Toronto such as Oakville. If federal and provincial grants are not forthcoming to offset almost all of the cost of the crossing then the project should not proceed. Pittsburgh township has got and continues to get a raw deal in the City of Kingston as we appear to have high taxes and almost no services out in this area.

Even when an outside party wished to build a mall in this area, the city initially said no...because their version of a business plan said we already had enough services in this area. Stop spending money on study after study about a bridge that goes no where...just wasted money till the issue is brought up again and a whole new bunch of surveys and studies need to be done...find the funding and build it or forget about it...just don't punish the tax payers anymore...they are already overburdened as it is in Kingston. In the City of Kingston, as in the province of Ontario, when you talk about being green it is just a code word for spend more to get less.

- 176. Just build the bridge.
- 177. This survey is very biased; it assumes the decision to go ahead with the bridge has been made.

Residents were NEVER surveyed if we wanted to proceed with the bridge. We do not need and cannot afford the bridge, and it will not reduce travel times. Rather, it will pass on debt to our grandchildren. There have been many letters to the Whig outlining reasons why we should NOT build the bridge. As a taxpayer, I feel very betrayed and frustrated when presented with this biased form of "consultation".

- 178. For us to pay to reduce carbon dioxide emissions while China builds two new coal fired generating plants every month is really quite stupid.
- 179. If the decision to build a bridge succeeds then build the bridge. For most Kingstonians, offsetting carbon emissions is a non starter.
- 180. You are asking the wrong questions. The first question should have been, are you in favour of a third crossing? No, I am not. I am not willing to contribute one cent to this unnecessary project. I will be forced to pay for this project as a taxpayer. The City of Kingston should have chosen to invest in public transit, stop suburban sprawl and follow the recommendations of numerous studies which have debunked the need for a third crossing. The City has decided to ignore facts in favour of mindless development and those who profit by it. What any of us think about limiting carbon emissions while building the roads and bridge in a plan which perpetuates the reliance on carbon products is irrelevant. Since reason has failed I support spending as much money as it takes to protect the water, the fish and fowl who live on the river and the people whose lives will be changed forever by increased traffic and the dirt, noise and vibrations caused by it.
- 181. This should be part of the contract negotiations with the construction company.
- 182. It is most important to get this project started and completed. It's been 40 years plus to discuss one bridge. Ridiculous.

Travel around North America a bit to see the number of bridges these countries have built. It's embarrassing to see all the wasted time and efforts to get ONE started in Kingston, and I doubt all of these other construction projects took this long to complete.

- 183. How many more committees and proposals are we going to need to go through. Seems obvious, with the growth in the east end, a third crossing is needed!!
- 184. This could possibly be offset in the future by encouraging industry in the east end and procuring taxes

- 185. I don't know how minimizing carbon emissions during construction works or what it entails.
- 186. City needs to know all the answers prior to putting shovel in the ground.
- 187. Carbon emissions are best regulated by provincial standards. Those should be enforced along with current by-laws, but in the long run we are diminishing carbon emissions with this third crossing.
 - Making it pedestrian and cyclist friendly increases those opportunities.
- 188. Would need more information on the costs
- 189. I am not in a position to comment on this given the lack of information I have at this stage. I don't see why this is a 'required' field.

Why doesn't this survey ask questions pertaining to my experiences as a resident and commuter? These are topics on which I am qualified to comment.

This survey seems to put the cart before the horse, speaking as if the bridge will be a reality, while the introduction suggests otherwise. This is misleading and not transparent.

Public safety, environmental protection, and long term financial sustainability are the most important elements of any bridge. The questions on this survey are a distraction.

This is a flawed example of public consultation.

- 190. WHAT?! This survey is nuts, and I'm only two questions in. If we're worried about carbon emissions, why are we building a new bridge that will likely increase personal automobile traffic within our city? Why not encourage increased transit use for the sprawl the city has allowed on the east end? HOW on earth would offsetting carbon emissions from construction even out a city structure that will remain for hundreds of years? Looking ahead one question, HOW WILL A BRIDGE GENERATE ENERGY AND WHY?
- 191. The bridge is s total waste of taxpayer money and adding more cost is stupid.
- 192. if the bridge had been built when first thought of and much work was done it would have been paid for by now and we wouldn't have had another survey.
- 193. Only that the emissions related to the construction of the bridge would be the responsibility of the various contractors involved in its construction. It up to them to ensure current standards are met or exceeded.
- 194. Carbon emissions building the bridge will be minimal compared to the long life vehicle emissions.
- 195. Not important. Get the bridge done, spend money on the bridge rather than shipping to California to buy credits.
- 196. The sheer amount of carbon emissions that are created from a combination of summer boat traffic, 401 bridge closures (due to accidents), and overall heavy congestion on the causeway, would make any sort of carbon emission reduction during the construction phase completely pointless, because I believe that the only way to reduce it, is to work at a slower pace, and using modern machinery. I believe the bridge should be built as quickly as possible, only being careful about causing environmental damage

from other means (habitat destruction, construction materials polluting the river, etc.). The quicker it gets done, the sooner we can get cars over it, and the quicker we can significantly improve traffic flow through the downtown core.

- 197. This depends if the extra costs are only for company profits. Necessary costs ok.
- 198. CRITICAL POINT: The TRUE carbon emission reductions would be seen AFTER the completion of the bridge through the significant reduction of idling / stop & go traffic currently using the highway 2 lift bridge.
- 199. I have seen the results of 401 being closed due to a accident. Lower Princess street CANNOT handle traffic from 401 due to the narrow turns for transports with pup trailers.

The third crossing is long overdue & needs to be #1 on major projects for Kingston.

The new crossing on John Counter Blvd will be a win win for keeping traffic moving, but this will only work IF the third crossing goes ahead.

200. It's difficult to answer without some idea of numbers. Paying 2-5% more is reasonable; 10-20% is not.

However, the building of the bridge for it's primary purpose - vehicular traffic - flies in the face of sustainability. Kingston does not need this bridge. The 401 is a viable transportation corridor. Put a roundabout at the junction of Hwy 15 and County road 2. A thirty minute commute is NOT a long time.

How important is it to you that the bridge incorporate sustainable and renewable energy sources such as solar, wind and geothermal to generate energy? *

Response	Chart	Percentage	Count
Very Important		24.0%	218
Somewhat Important		39.6%	360
Somewhat Unimportant		13.3%	121
Not Important		23.2%	211
	1	Total Responses	910

Sustainable features could be built into the bridge today that could increase immediate costs, but also reduce future operation and repair costs. Examples include using a higher performance asphalt layer to protect the underlying infrastructure or using stainless steel for concrete reinforcement. How supportive would you be of paying more today to save money in the future? *

Response	Chart	Percentage	Count
Strongly support		55.9%	509
Somewhat support		32.0%	291
Somewhat oppose		3.8%	35
Strongly oppose		5.4%	49
Not sure		2.9%	26
		Total Responses	910

Some people think that wind turbines and/or solar panels take away from the beauty of the landscape. If you had to choose between bridge aesthetics and generating energy through solar panels and/or mini-scale wind turbines on the bridge, which would you choose? *

Response	Chart	Percentage	Count
Aesthetics. It has to look beautiful even if it could be at the expense of energy generation.		15.1%	137
Energy generation. It has to be as sustainable as possible even if that takes away the aesthetic beauty.		32.0%	291
Somewhere in the middle by balancing the aesthetic look of the bridge with some ability to generate energy.		45.8%	417
Not sure.		7.1%	65
		Total Responses	910

Comments

Response

- 1. I'm a graphic design and decorator, but for this bridge, I think function is more important than aesthetics. We already have the causeway, I don't imagine a new bridge would be more ugly than that.
- 2. we don't want an eyesore but anything that can be done, mainly financially, to make the bridge 'greener' would be an investment in the long term.
- 3. The best aesthetics is no bridge. It will support urban sprawl and auto traffic in a era of Cities focusing on intensification and public transportation. No Bridge!
- 4. Solar could be okay. Mini turnies would look ridiculous and be ineffective.
- 5. It's a bridge not an environmental science project. The bridge in and of itself will reduce carbon emissions by reducing traffic congestion and travel distances. Don't screw around with the project.
- 6. Is it possible to use underwater turbines?
- 7. Build it to last. The long life of the LaSalle causeway underlines the importance of building a high quality structure that will last for a long time and not saddle the City with large maintenance costs.
- 8. Build the renables else where. Keep costs under control, or build worth flexibility to add some later
- 9. If its going to be an eyesore, we'll be having a debate 3 years after its constructed on how to beautify the bridge. Do it from the beginning and forget the "look cool factor" of being "green technology"
- 10. I honestly believe that turbines add to the aesthetics. There are wonderful designs out there that beautifully incorporate green energy production into modern builds, we would only increase the reputation of Kingston by using these.
- 11. I do strongly support the extra costs for more proficient materials. These days we should expect that there will be renewable energy features incorporated into the design. The city will win with energy generation as well as continued permanent jobs to properly service the project.
- 12. Solar for lights, vertical turbines underneath for power.
- 13. At the end of the day, I think that the energy generation needs to be considered, but is secondary to the function and aesthetics of the bridge
- 14. Take a look at Wolfe Island beauty gone!!!!!
- 15. I do not believe there would be a general saving at all by using green energy as it would cost more to have those serviced if and when they will require maintenance.
 - If you want to incorporate them then leave the room for them now until the technology becomes more maintenance free.
- 16. Where is the proof related to costs savings? Please provide the numbers providing the costs related to these choices. There is no proof that any of the items listed above are cost effective in the long run. They can cost just as much to maintain as any other type of infrastructure

- investment. It is usually the private enterprises who supply the who make products who demonstrate profit, not the taxpayers/citizens of the community. Green profit should not be sold as savings.
- 17. Getting people and goods across the river should be the highest priority. Maintenance on elements that do not serve this purpose (e.g. solar panels, wind turbines) have an economic impact on the city if the bridge is closed. Even an hour of closure during rush hour could cost more to the economy than solar panels could generate in a year, let alone the impact of idling cars and wasted gas taking a different route. Both my spouse and I worked in the solar industry and crossed the causeway every day.
- 18. Why would a bridge need to generate energy. The windmills on Wolfe Island already generate more power than the city needs.
- 19. It's a bridge. Not an energy generator. Just build the bridge, it needed to be built 15 years ago. Adding these to it increases the cost but more importantly increases the time to be built bid the Coty of Kingston wishes to generate energy, get a separate budget and put turbines and geothermal at parks through the City.
- 20. It can still look beautiful and be efficient
- 21. We need a bridge
- 22. I'd rather have a nice-looking bridge than one that can produce energy. But, if there's a way for the bridge to generate enough energy to offset some of the operating costs, that would be swell.
- 23. Survey is flawed nowhere can I respond that a third crossing is not necessary.
- 24. As long as people can drive, bike, and walk across this bridge, the actual 'beauty' of it is not important (as long as the energy generation isn't excessive, like a wind mill every metre).
- 25. Solar panels on each streetlight will be small enough that they shouldn't impact the aesthetics. Wind turbines can also be very attractive if properly placed!
 - Check the bridge over the Saint John Harbour in New Brunswick. It was a toll bridge until it was paid for !
- 26. The city has not demanded aesthetic excellence from commercial real estate development so it is unreasonable to use a different standard for public structures. (I am sad to feel this way-I would prefer that the City was more demanding of commercial developments and then observed similar standards in its public infrastructure)
- 27. The primary purpose of any bridge is not to generate energy. If your purpose is to generate energy please use the money more wisely to invest in sustainable energy, not a fancy expensive bridge.
- 28. Definitely no big wind turbines. The energy generated would have to be significant. Maintenance on the energy generating system would be expensive on a bridge.
 - If not much energy would be generated, skip the energy generation, and make the bridge durable and attractive.
- 29. Solar power to light signs and street lights on bridge
- 30. Is the provincial government going to let the city recieve the profits from the solar/wind? Or sell

It to NY?

- 31. WTF, build a bridge, not a piece of art, plain bridge like the PEI bridge, just a bridge.
- 32. In all honesty, this is a waste of money. In the very near future we are going to have to make a substantial shift to public transit. We need to make that shift sooner. The only bridge that tax payers should support is a bridge that's sole purpose is public transit, or foot and bicycle transit.
- 33. We need the bridge! Solar & wind can go many other places.
- 34. I don't feel that green energy options have a negative impact on aesthetics. I think small scale turbines could enhance the aesthetic appeal. Younger people appreciate the aesthetics of wind turbines, and we're the ones have to live with them longest.
- 35. I don't know if any energy projects on the bridge would have a significant impact on the energy needs of the city. What is important is that we have a functional and lasting third crossing in our city to alleviate traffic bottlenecks and improve economic development.
- 36. This is ridiculous. What's the purpose of the bridge to act as a transport mechanism and an architectural marvel that can help define Kingston's waterfront. The energy market is unrelated and saturated. Let's not complicate the project and saddle tax payers with this unnecessary side track. Spend this money on ensuring sustainable construction and enhancing the multi use function (pedestrian, cyclists... experience)
- 37. If it pays something for itself the total cost to taxpayers is minimized
- 38. Very sure: No third crossing. Get excess traffic to commute.
- 39. We need a bridge, beauty is not important, Get the right structure at the right location at the right price.

Simple

- 40. Its a bridge, its purpose is to span an currently uncrossable place. It is like trying to put a sail on a canoe to make a bridge create power with wind or solar.
- 41. Bridge should be built for transportation not energy generation
- 42. The use of a bridge for energy generation is short sighted, as the generation equipment will need maintenance, therefore interfere with the operation of the bridge.
 - If the bridge were to be designed to allow maintenance of the generating equipment WITHOUT interfering with traffic flow of all forms, then it could be considered. The economics of the generation need to be better than Hydro can supply it to Kingston Utilities.
 - In short, other than a dam with a multi use deck, the chances of a good economic spin off is minute.
- 43. I don't believe that the aesthetics would be affected by including solar panels, so in that regard I believe the energy generation is more important. However, I think the aesthetics would be too greatly affected if the design included wind turbines.
- 44. Not sure this trade off needs to be made. Is there a business case for renewable energy systems? If yes explore it, if not forget it.
- 45. Putting sustainable generating infrastructure on other infrastructure is a silly fad. Unless there is a compelling reason why it is better to put this infrastructure on a bridge rather than

- somewhere else, save the money and use it to promote sustainability somewhere else that makes more sense. Or better yet, do the truly sustainable thing and don't build the thing in the first place.
- 46. Again, the questions assume that a bridge is necessary.
- 47. Energy generation doesn't need to be the end game for making a sustainable bridge. It is just one factor for consideration,
- 48. I don't see a bridge as the best place to generate electricity. More practical locations can be found.
- 49. The costs of wind and solar as we all are aware..at least some of us....VERY EXPENSIVE \$\$\$ but the end result regarding their efficiency is very low.....
- 50. It is difficult to answer this without data as to how much energy would be generated by the bridge and the related costs for installation and maintenance of this feature. The benefit should outweigh the cost but my first thought is that this is likely not possible.
- 51. Would like to minimize decrease in home prices and windmills will increase
- 52. It's a bridge, who cares what it looks like as long as it serves its purpose.
- 53. Again, this question assumes support for the bridge.
- 54. it is a bridge, I would choose it to be able to hold cars to take them across water... Who gets the money from solar and turbines???
- 55. I think people need to get use to seeing wind turbines and solar panels, they are the most sustainable option we have, this is the future.
- 56. It will be built as a drastically needed bridge, not as an energy generator.
- 57. If other cities can do, so can we!
- 58. Save money
- Not everything has to look goodI'm ugly but I get the job done.
- 60. Put the solar panels elsewhere. The bridge is for crossing not generating energy.
- 61. See previous comment about protecting the future, aesthetics be damned.
- 62. this is a false dichotomy -- yes some people do not like the look of wind turbines and solar farms (I am among them) -- but bridge aesthetics is not the opposite of energy efficiency--- and having one does not HAVE to negate the other.
- 63. This is a hard question it has to be functional and look nice. But I have never seen a bridge with solar panels and would the mini turbines be on top of the bridge?
- 64. Again, not sustainable... Renewable energy needs cash flow, maintenance etc. When you are not paying for it, we are, this city sure knows how to spend others money on wasted efforts.
- 65. It's a bridge for heaven's sakes not the water front which is already plagued with turbines.
- 66. The bridge needs to be built. If costs are an issue, you can have a toll and/ or yearly pass to help offset the costs...the toll could be 25 or 50 or 75 cents. People would pay for the added

- convenience but build it soon stop any further stall tactics set a bridge opening date of 2020 or something.
- 67. Future is green. What people will think when we declare our self as a green city? Be proud, spend now to save later.
 - Borrow the money now, low interest, open minded governments.
- 68. Why should a bridge generate energy? Just build a bridge and hurry up.
- 69. Turbines are ugly, just look at what they have done to Wolfe Island. I'm sure that some type of solar panel can be used that would not detract from the appearance of the bridge.
- 70. leave the energy projects to professionally designed application specific projects. Any of this silliness will only increase costs to build and maintain and make an eyesore in the region.
- 71. We can't afford to build it in the first place.
- 72. Why can't we achieve both? Why is this being presented as a choice?
- 73. make a statement with getting this bridge completed and paying for its own repairs etc with sustainable look and money generation
- 74. The bridge will be an ugly eyesore no matter what. It is unnecessary. If we are going to waste money on it at least have it serve a sustainable energy purpose.
- 75. The things have NOTHING TO DO WITH EACH OTHER -- this is a transparent attempt to GREENWASH this crazy unaffordable bridge.
- 76. I have a constant view of the wind turbines on Wolfe Island. They are ugly and should be removed and relocated. Let's go for aesthetics in the building of the bridge.
- 77. Compromises are required some time for a long term costs.
- 78. The river/landscape/environment will never look as good once the bridge is built. Choosing NOT to build the bridge would be the best choice.
- 79. a living breathing bridge,
- 80. DON'T BUILD IT!!!
- 81. Both make the bridge interesting and contribute to tourism
- 82. I can appreciate there is an opportunity to produce renewable energy and if this is a strong consideration to incorporate, it needs to be in such a manner that does not make the bridge an eyesore.
- 83. I'm sure there are ways to incorporate wind and solar in aesthetic ways
- 84. Bridges are for getting across an area not to generate power or look good
- 85. Not sure I agree with wind turbines, but huge progress has been made in solar energy conversion systems. In the near future, it may be possible to include solar panels as part of the structure.
- 86. Just get it built!!
- 87. They are not mutually exclusive. It's a bridge, for cryin' out loud!
- 88. Why does a bridge have to generate energy? This question presupposes that it must. What

- other bridge in Kingston generates energy?
- 89. I couldn't care less what the bridge looks like as long as it exists and is functional
- 90. Ontario hydro and utilities have already misused that concept.
- 91. Depends on the financial benefit of wind or solar energy. The promises of the past on renewable energy pay back has shown to be extremely overinflated. Show the numbers, give us the facts and then we can make an educated comment on this. Just saying that it will reduce costs in the future means nothing if the cost of such unproven technology never ends up paying back the capital costs.
- 92. I don't want a bridge of any kind.
- 93. its a bridge, what don't people understand.
- 94. The bridge is a stupid waste of money. Don't build it.
- 95. I don't care how attractive it is it is a bridge. The only reason to incorporate those technologies would be to offset cost it is just a bridge.
- 96. I oppose construction of the third crossing, so it is inappropriate for me to answer these questions. If the city truly takes a long view of its population, its sustainability, and its transportation planning, it will abandon consideration of a third crossing.
- 97. It needs to be functional. If it can be used for energy generation, fine, but it just needs to be built. I don't really care what it looks like, as long as it is well built and designed for multi use.
- 98. nothing to add
- 99. It's a bridge. What bridge includes energy-generation as part of its model? The answer I want to give above is NO.
- 100. The surrounding area around the bridge is very scenic, so aesthetics should not be ignored. There can be a balance favouring sustainability that is still beautiful.
- 101. Build the bridge!!
- 102. Since the Cataraqui River at this point is barely moving, there would be no point to exploring hydroelectric power generation. As for solar or wind/turbine approaches, I feel they would detract from the aesthetics of the bridge itself, and have the potential for increased maintenance considerations later on. Minor solar installations such as solar-powered decorative lighting for the bridge itself, or for informational plaques or streetlights, would be fine, but I do not feel that a massive effort needs to be made to provide electricity back to "the grid" by means of the bridge.
- 103. best of both worlds. Although not to go overboard.
- 104. We really need this bridge, if there's a way to incorporate anything aesthetic or like this stuff without costing the sun moon earth and stars then fine
- 105. I don't see this as an energy generating project; rather, I see it as a beautiful piece of architecture and a long overdue necessity for traffic relief.
- 106. Let's not make this what it's not: it's not an energy generating project. This bridge is a longoverdue infrastructure necessity for Kingston and bogging it down with power generation issues is not respectful of the spirit of the project.

- 107. Having the bridge do even more work for us by generating energy can only be a good thing. Sell the higher price tag by putting it that way. A bridge, and a generator!
- 108. Again, the question assumes construction will take place and asks about detail. Solar panels vs wind turbines is frankly absurd at this point, has the need/demand for the bridge been proven?
- 109. Lets make the bridge aesthetically pleasing as possible, there are lots of other places to build solar farms or windmills. Besides putting them on the bridge will possibly cause unnecessary traffic delays when maintenance is needed on these energy technology features.
- 110. It would be good if this energy production could be used to keep the bridge free of ice and snow!
- 111. I think with some ingenuity, renewable energy can be made to look aesthetically pleasing we just need to be creative.
- 112. What type of renewal energy would it generate? Is there a goal for its use? It would be a great tag line to say that the bridge lights the portion of the kp trail within Kingston. Just an example.
- 113. WHY does this third crossing need to generate energy??
- 114. None of the above.
- 115. Again, no bridge, no problem.
- 116. Increase function and reduce the overall (short-term + long-term) costs. Don't care what it looks like, don't care how its powered.
- 117. Great design includes sustainability,
- 118. This question really seems to indicate that you want to know what degree of ugliness people are willing to tolerate. The bridge itself is ugly so what difference does it make? The consultants during the EA had this "look at the pretty bridge" attitude which is unacceptable.
- 119. This bridge is unnecessary and so I am generally not able to answer this question; however if it is going to be built I certainly would prefer that it not be festooned with the ugly turbines and solar panels that have already undercut the once attractive lakeshore of our City.
- 120. After all it is a roadway, not a power generation project. Please focus on value of money spread over next 100 years. Carbon foot print should be also viewed in long 100 years perspective. We are creating here Kingston landmark as well as a roadway. Let it be something reflecting the fact, that we are now well in the 21-st century. At the same time, 50 years from now wi-fi networks and solar panels will be most likely an obsolete technology, Let's focus on elements of the project that will last for generations.
- 121. We have to get used to a different looking landscape, if we are to keep our planet habitable. It may bother the older folks who never saw such a landscape before, but the new generation will not give it a thought. It will be just the way things are. I have confidence in the designers that it can look good and be energy efficient.
- 122. All energy production in this country is dirty. Solar and wind are no exception because the components used to make the units which are manufactured off shore don't have to comply to Canada's pollution regulations. Solar cells have a finite lifetime (about 20 years) are not recyclable and use toxic materials in the manufacturing process. The city has no control over what kind of energy is used to produce the materials for projects such as a bridge. As far as

- aesthetics are concerned, any construction project will for lack of a better term look ugly. Trees will be cut down, wetlands paved over and tons of pollutants injected into the water air and soil.
- 123. Turbines and solar panels can be incorporated into the design and come out looking fantastic.
- 124. More respect and admiration would be given to the city by others if it was energy focused. It's the way of the times. We can't have it both ways if we could we'd do it that way- energy and aesthetics.
- 125. Just build a bridge. Forget the windmills
- 126. I think solar and wind look nice though. I'm unsure why we need a bridge that generates energy though. Please start the bridge already...
- 127. With advances in solar technology and mini hydro generators in rivers and streams (look at Scotland) there would be no need for turbines.
- 128. Wind turbines are a farce
- 129. It seems extremely irresponsible to provide an already over filled grid with more sustainable energy that can be sold out of country and out of province at cheap rates while Ontarians continue to be gouged by inflated energy prices!
- 130. Don't build the bridge and instead create incentives for public transit and cycling.
- 131. I am completely in favour of solar power but not of wind after seeing the amount of bird and bat damage from the Wolfe Island project. Aesthetics are extremely important.
- 132. I have difficulty believing that creating energy on the bridge will be of any financial benefit.
- 133. Functional, practical, spartan. No need over overwrought aesthetics, or dead-end renewable technologies. Just a bridge, connecting A to B, nothing more.
- 134. A bridge is emblematic of its location. I support wind turbines and solar generally, but you don't have to undermine the aesthetics of the bridge to accommodate them.
- 135. Have to look at all these things toward the future and it might cost us a bit more now, however all things must be fully weight out.
- 136. This question demonstrates the bridge is going ahead and we must accept it.
 - How unfortunate that paying for extras becomes a question rather than the basic question of how the entire structure will be paid
 - and don't say the different levels of government as that all comes down to the individual tax payer allowing them to raid their funds and future.
- 137. IS THIS NOT IN PUBLIC PLANS WE CAN SEE, Eh!
- 138. Don't need solar panels or wind turbines, the city of Kingston makes electricity every day
- Solar can provide lighting needs and reduce operating costs of the bridge.Since I support the active transportation under the roadway (walking, cycling) as a year round value the aesthetics of solar work with a deeper bridge design.
- 140. It's a bridge make it functional and well built. Aesthetics be damned. Nothing pretty about causeway
- 141. I am totally against the wind turbines and I have been working with Prince Edward Naturalist to

get rid of them

- 142. Some of us think turbines and solar panels look good. 21st century aesthetics.
- 143. mini scale wind turbines like for marine applications, is the way to go. And they'd be pretty, little windmills atop the columns. Please make sure you specify quiet ones some of the marine wind generators are really noisy.
- 144. Now you want to put wind turbines ~ WOW! What is wrong with this City and our council? WAKE UP! Who is paying for all of this stuff??? I live in Glenburnie and what do we get out here? NOTHING! NO sidewalks, no street lights, we have our own wells and our own septic tanks. WE PAY out of our pocket when our well has a problem and our septic needs to be cleaned out. In the East end they have water, sewer, street lights, loads of sidewalks and they still aren't happy!!! I am still not sure why Kingston Township EVER amalgamated with the City. Oh yes I do, so the City could spend our money on downtown Kingston and the east end. Somebody forgot about us, the former Kingston Township TAX PAYERS!
- 145. I think there are other ways to generate power using municipal infrastructure. Not sure a bridge is the best place to do this. Aesthetics of a water way are very important.
- 146. instead of solar panels and wind turbines, can hydro generators be used?
- 147. The waterway is beautiful and we are a tourist destination/boating destination, so we have to keep Kingston as beautiful as possible. Add as much renewable energy as possible, but make it look good, I think in this day and age it's possible.
- 148. Function over aesthetics.
- 149. Since when is a bridge an ideal place to generate useful energy? If all the rest of Kingston (solar rooftops, garden rooftops, small and large downtown and suburban parks, corner stores, local farms etc etc were already being pursued and the City was desperate for more sources of energy, or if some new source related only to a bridge were available, then go for it. Otherwise, build a good bridge.
- 150. I switched to answering "not sure" because while I care hugely about environmental issues, I (again) do fundamentally not think the bridge is an environmentally responsibly project. So if I say I want to spend on sustainability on the bridge, my answer will be used to suggest that we spend a lot of money on the bridge and say, less on transit, affordable housing, bike paths, and other projects that truly keep our city sustainable. So I put "not sure." The bridge is not part of a sustainable strategy for Kingston.
- 151. Beauty is skin deep,
- 152. we have too much green energy now, when electrical storage becomes viable do it then.
- 153. It's a bridge first and foremost. Often, tools that are designed to do many things don't excel at any one thing. I'd me more interested in a bridge that is well-designed and cost-effective, with other energy generation infrastructure located elsewhere. By all means, incorporate it if it's feasible, but don't force the fit.
- 154. In using not just energy generating equipment I think money should be spent on materials that will expand the bridges life span father than it's older brothers. It's 2016 and we have the technology to use materials that will make this bridge last for generation after generation. Spending money on those materials is far smarter than using materials to make it only pleasing to the eye.

- 155. It is a bridge not some energy project let's get on with it!
- 156. With a project like this, there is more opportunity to meld the two aesthetics and energy generation/practicality than would at first seem the case. Aesthetics is never straightforward, what may make this bridge uniquely beautiful is the need to incorporate energy generation as part of the functional design.
- 157. Wind turbines truly are ugly. Could you add solar panels somehow to the bridge structure? That would be better.
- 158. Solar is great. No wind turbines please.
- 159. The energy generation should be significant and not just a talking point. If energy generation helps offset costs do it. Not everyone is going to find it beautiful but we need to be practical. Caring about how things looks is a luxury for those with lots of money.
- 160. Energy generation MUST have a proven economic gain. Paying the initial cost CANNOT be permitted to exceed the value of the energy generated including equipment maintenance, repair and eventual replacement. This province already spends excessive amounts of taxpayer dollars to generate electricity and then charges the users outrageous rates whether or not the electricity is needed or used. DO NOT add to this situation with either up-front or future costs.
- 161. I don't think we need to see any wind or solar panels on it because there will be wind turbines on Wolfe Island already in the back drop and panels don't really fit the open concept of a bridge
- 162. I believe the bridge will take away from the beauty of the landscape in the a huge way whether it has solar panels/ wind turbines or not.
- 163. Again, totally biased question.
- 164. Again, it's the bridge wins approval... it's to be a bridge... not a power generating station.
- 165. It's a bridge. not a wind turbine. Is it possible to incorporate solar panels without making it ugly? Keep it simple and don't clutter the landscape. Make it a beautiful landmark, complement the area and the city.
- 166. If we are going to waste money on a bridge to support a lifestyle which perpetuates the use of carbon lets be totally irresponsible and make it beautiful.
- 167. I believe in creating sustainability and aesthetics as it is important to keep the environment sustainable with the progression of CO2 emissions continuing to be a major factor in the environment and future development across the globe. The aesthetics portion always creates that moment of inspiration in some way, shape or form and always brings about it a sense of importance to the design of the third crossing.
- 168. Wind turbine are an eye sore. Solar panels can be worked into the aesthetic as needed. There's no reason we cannot choose a design that increases the sustainability without making the bridge ugly.
- 169. What energy will be utilized on a bridge? Street lamps can be LED which the city uses already. Other lighting, such as for boat traffic can also be LED.
- 170. wind turbines are the future, we need to get used to it.
- 171. don't know what sustainable energy does for the lifespan of the bridge

- 172. Solar panels are a good idea however wind turbines can be loud and are a significant downside to the residents around the bridge. I would avoid them at all costs.
- 173. I personally find solar panels and wind turbines aesthetically pleasing.
- 174. I hope technology changes radically before the bridge needs any heavy restructuring. The energy gathering contributions from the bridge must be eclipsed by its sustainability as a structure. The potential for energy gathering needs to be adaptable and as unlimited as possible.
- 175. It's a bridge not a power plant
- 176. I feel like this survey just jumped into things without giving me any information. It's impossible to have an opinion on these kinds of questions without way, way more information. How much money are we talking? How much more or less beauty? But really, you should be asking us if we want you to build a bridge. I do not want you to waste money on this bridge. Get it together, city.
- 177. I would really have to see how those could be incorporated. I have yet to see those combined in other bridges across the country.
- 178. I find wind turbines and solar panels to be aesthetically pleasing, especially on a small scale. I would be more concerned if the wind turbines were excessively noisy and thus detracted from the pleasure of using the bridge or living close by.
- 179. We are generating more energy in this province than we can use, why would we even consider ruining the beauty of our city even more like the province did on Wolfe Island.
- 180. A beautiful bridge can be functional as well as a potential tourism draw. I have seen new bridges in other communities become part of the city's identity and a source of civic pride.
- 181. How about None???
- 182. This is a unique opportunity to build something that will last for a very long time. I believe we should do everything we can with the most state of the art technology, to ensure that this bridge will last for over a hundred years. This includes monitoring devices. A fantastic example would be the I-35W Saint Anthony Falls Bridge in Minneapolis, Minnesota, with its state of the art equipment and design, and that it was built extremely well, even though it had also been built in under a year.

The antithesis to this was the I-35W Mississippi River bridge, which it replaced; it was poorly designed, had numerous design flaws, and ultimately collapsed only 40 years after being built, killing 13 people and plunging 111 vehicles into the river below, and crushing a freight train parked underneath.

Though I also strongly believe we should add renewable sources to the bridge, I believe they should be added once bridge construction is completed, so as to provide a reduction in traffic volume.

- 183. We need energy generation to help pay operating costs.
- 184. Energy plans are a joke. All these savings plans and hydro just increases costs anyhow. Paying too much now!
- 185. Why are we asking a bridge to generate energy? It is a bridge.
- 186. Just build a bridge! We've got wind turbines and solar farms all over the place. Why

Please rate the importance of spending extra money on each item to upgrade them from standard items to premium items.

70	Very Important	Somewhat Important	Somewhat Unimportant	Not Important	Not Sure	Total Responses
Noise reduction (driving surface, noise wall, sound reducing systems, etc.)	236 (25.9%)	347 (38.1%)	148 (16.3%)	157 (17.3%)	22 (2.4%)	910
Multi-use pathway surface (concrete, asphalt, rubber, hybrid, grass, etc.) *	281 (30.9%)	320 (35.2%)	131 (14.4%)	127 (14.0%)	51 (5.6%)	910
Arch lookout amenities (telescope, info plaques, sun-shade, WiFi, etc.) *	85 (9.3%)	179 (19.7%)	201 (22.1%)	417 (45.8%)	28 (3.1%)	910
Complete street amenities (planters, benches, rest areas, railings, etc.)	162 (17.8%)	258 (28.4%)	195 (21.4%)	269 (29.6%)	26 (2.9%)	910
Bridge lighting (accent, ambience, coloured, emergency, navigational,	455 (50.0%)	315 (34.6%)	69 (7.6%)	51 (5.6%)	20 (2.2%)	910

etc.) *						
Signage and interpretive information (plaques, digital, interactive, etc.) *	148 (16.3%)	283 (31.1%)	229 (25.2%)	223 (24.5%)	27 (3.0%)	910
Bridge aesthetics (elegant, attractive, signature look, context- sensitive, etc.) *	209 (23.0%)	342 (37.6%)	187 (20.5%)	151 (16.6%)	21 (2.3%)	910
West shore landscaping (parking, rest areas, vegetation, pathways, etc.) *	203 (22.3%)	355 (39.0%)	174 (19.1%)	152 (16.7%)	26 (2.9%)	910
East shore landscaping (parking, rest areas, vegetation, pathways, etc.) *	215 (23.6%)	362 (39.8%)	158 (17.4%)	150 (16.5%)	25 (2.7%)	910
Other	68 (31.3%)	7 (3.2%)	7 (3.2%)	32 (14.7%)	103 (47.5%)	217

Comments

#	Response
1.	Quit talking about it and build it , would of been built if had casino at no cost
2.	It shouldn't be built in the first place.
3.	Bike lanes that do not share the car lanes is very important for safety and functionality.
4.	No Bridge and improved public transportation is the only solution.
5.	'Other' means nothing.
6.	Not sure what other options may be available.

- 7. N/A
- 8. Bike lanes are a must. Lasalle causeway is a nightmare with bikes on the bridge. Already slow don't need bikes to make it worse.
- 9. None
- 10. Not sure
- 11. Cycling has to be safe and quick
- 12. Functionality. Ensure it will get people, transportation, and business across the Cataragui River and do it at an affordable price.
- 13. Anything else attracting unnecessary expense stupid question
- 14. Not applicable
- 15. Ghhhji
- 16. Pedestrian walkway & bicycle lane across bridge
- 17. Separated bike lanes
- 18. Not sure what other things you speak of
- 19. Too vague of question, other what?
- 20. Though it would be nice to have planters and fancy lights, this is a bridge and if/when accidents happen, a planter may be a cause. Lighting is mandatory though the bridge must serve a function and I feel that it will be beautiful with or without pretty lights.
- 21. Spend what is needed, it shouldn't win awards for beauty, there is enough to see in Kingston. It's going to be a commuter bridge.
- 22. None
- 23. For me, a key issue around a third crossing is facilitating emergency and commercial traffic flow a dedicated lane perhaps?
- 24. Keep the actual road way, cycling path and foot traffic parts separate. This will also aid in preventing any accident on the bridge requiring emergency responders having to make their way on the bridge in case of accidents.
- 25. Just get it done.
- 26. We just NEED a bridge already!!!
- 27. Not sure what this implies
- 28. Cost
- 29. Maintainability, especially in winter. Ease of cleaning ice and snow from the road surface.
- 30. Not important.
- 31. Build the bridge! :)
- 32. We need a bridge

- 33. What is other? 34. Ν 35. aaa 36. I don't want to pay additional for a third crossing! Perhaps the developers who are making scads of money in Kingston East could pay for it - or the cost could be solely borne by those who use it. 37. Not sure 38. 39. Accidently clicked this radio button. Sorry. Surveillance cameras? 40. 41. The structure should be pleasing enough without embellishments on the bridge itself. These could be distracting for drivers! Just build a functional, safe, well constructed bridge. 42. 43. Features that minimize impact on ecology and habitat. 44. It's a bridge from point a to b, short distance. As long as has bike lanes/pedestrian and 2 lanes for traffic, nothing more needed 45. really 46. Important that the bridge project isn't reliant on Wellington St. Extension, which I don't think we need. 47. As stated earlier, this is a substantial mis step in our urban planning. I work in the east end and commute by countless cars everyday with one person in them. The solution to the problem of congestion in the east end is not another bridge. If we build another bridge, there will be more cars and another congestion problem. The only bridge design i am in support of would be one that is solely for public and active transit like bicycling. Otherwise it is a substantial waste of money, and a sorry legacy for my sons. 48. Balance costs vs Aesthetics 49. Including the thoughts of effects on the habitat that is currently in the area. 50. what? 51. Time - just build the bridge.
 - 52. bike lanes
 - 53. ?
 - 54. N/A
 - 55. N/a
- 56. Ensure quality materials and quality engineering go into the construction.
- 57. N/A
- 58. In my opinion it needs to be superior quality building materials and design to last the

long haul. Done as soon as possible. The traffic over here is a nightmare. The traffic noise at all hours from hwy 15 in Greenwood park is actually shocking. I can't believe the new apartments and houses are already underway yet all we're doing about a connection between Gore Rd and Montréal Street is planning, at this point. It should have been the other way around. Also the work on the hwys 401/15 interchange should wait until this bridge in question is completed (the bridge could take away some of the commuting pressure we'll feel when that 401/15 interchange work starts).

- 59. Just build the damned thing!
- 60. Design to support and emphasize bicycle and pedestrian traffic rather than cars.
- 61. Education programs for excess commuters to get them to learn to use public transportation
- 62. Lets just get on with it and make life for us eastenders easier. I'm getting tired of all the fence sitting like everyone else.
- 63. Other
- 64. The purpose of the bridge is to get people over the river. Bike lanes and pedestrian walkways are important.
- 65. no
- 66. ...
- 67. The single deck model proposed is short sighted, un-economic, active use unfriendly, tourist unfriendly, inefficient, and extremely short sighted.
- 68. À security system to go down the bridge to the water in order to rescue swimmer or boat in trouble. A very strong way to stop homeless living under the bridge... A symbol place to honor the first inhabitants of Cataraqui. With a parking lot for tourists.
- 69. I don't believe the third crossing is a necessity in Kingston. If it is to be built, the user experience for pedestrians, cyclists, and other forms of active transportation should be prioritized over vehicles.
- 70. I did not select other so am struggling to understand the relevance of the question
- 71. not sure
- 72. I don't understand the "other" question
- 73. Cycling lanes
- 74. It's a Bridge...build it....many are against it so the more 'GOODIES' you add to the construction the louder they will yell....it's a Bridge, it will serve as an important road route....that's all.....it's NOT going to be a monument.
- 75. Build it practical and build it once. Not like centennial bridges where there is space for 4 lanes but someone decided it should only be 2.
- 76. Minimal interference with the natural landscape of the waterfronts and communities that currently live around them.
- 77. OTHER WHAT? Please define what the meaning of Other is.

- 78. What is other?
 - There is also no \$\$\$\$\$\$ cost information to these add-ons
- 79. Fully realized, safety-considered opportunities for pedestrian and bicycle traffic.
- 80. Bike lanes AND walking path
- 81. If it is to be built it must have bike lanes nd pedestrian walkways.
- 82. Maybe some pretty flower pots for the sides or bike repair kits at either end. Mounts for temporary signage to advertise local events to boaters. A design that discourages potential use for suicide.
- 83. Having 4 lanes
- 84. More traffic ordinated, then pedestrian.
- 85. Question is unclear. Other what?
- 86. It's not a tourist attraction it's a bridge. 3 things it needs walkway, bike lane and 4 lanes now.
- 87. Speed of completion
- 88. You said other first, you please describe.
- 89. better not to build it at all
- 90. A third crossing is not in the long term interests of the community and is being driven by the insatiable demands of property speculators. Communities should develop in harmony with the geography rather than with massively costly infrastructure. projects to change geography for the benefit of the few.
- 91. A
- 92. The bridge has to be economical and practical. Don't build a bridge that people will hate. Minimum 2 lanes on each side, easy access, reserve bike lane, reserve bus lane. Think bigger, Kingston is growing. Future...
- 93. How do I rank "other"? I have no idea what the question is.
- 94. Designing the bridge with the correct east and west shore touchdown points and grooming the roads and feeding traffic flow to optimize this flow. A dedicated and protected bike lane (ie like a sidewalk for bikes)
- 95. Ridiculous waste of my money.
- 96. a bridge is needed with the amount of houses being being built on the east side. traffic time to get downtown or to the 401 is going to take too long.
- 97. Same as above. Impossible to answer without context for total project costs and incremental costs for each of these options.
- 98. None
- 99. accessible flow of pedestrians, cyclists to established bike lanes, sidewalks etc with courtesy crossings and other signs
- 100. Why does the bridge need power generation????

- 101. Learning opportunities and the ability to gather data for public use
- 102. I believe the bridge should be number 1 priority. Everything else in the city looks great.
- 103. The bridge should not be built. If t is built its emphasis should be for accommodating pedestrians, bikes and transit, not cars.
- 104. N/A
- 105. The immediate surrounding area, roadways coming into the bridge.
- 106. Built soon!!! Tired of all the issues that prevent the actual bridge being built. It is talked to death. Time for action NOW
- 107. No other thoughts. Won't let me deselect.
- 108. If big money is going to be spent to build the crossing why not have it become a focal point/additional point of interest amongst the city's skyline??? There's an opportunity here to build something unique to Kingston... Fresh, new and dare I say modern ideas should be welcomed!
- 109. Any means to keep constructions' cost low.
- 110. Bike and walking lanes
- 111. Not building the bridge. I think it is very strange that a city that says it is seeking to be sustainable would spend millions of dollars on a bridge basically for cars, when we should all be moving to public transit, more environmentally sustainable transit. Bizarre.
- 112. on the bridge too
- 113.
- 114. Not sure what this box was lol.
- 115. The bridge could be named after a local OPP officer or CAF soldier that has lost their life in the line of duty. Or a veterans memorial bridge. Thanks.
- 116. DON'T BUILD IT!!!
- 117. Tourism is a major industry in the area. Make the bridge another feature that visitors will talk about.
- 118. Not sure what this even means...
- 119. Other
- 120. Not sure
- 121. Wifi? That's a bit obnoxious
- 122. Not applicable
- 123. Other doesn't specify a category
- 124. Not sure what "Other" would include. This is why I selected "Not sure"
- 125. Get it built!
- 126. Not sure. Silly question

- 127. Na
- 128. Most of these issues have nothing to do with a bridge qua bridge. A multi use surface on a bridge? Where did that come from. A bridge had a single function. Justify the bridge before you even talk about 'enhancements.' and this survey hadn't even attempted to do that.
- 129. Didn't select other
- 130. Quality materials and ability to expand the width (lanes) in the future.
- 131. I don't want a bridge. I am surprised that you don't allow for this option right off the top.
- 132. its a bridge, i am sick of traffic on 15, now that the speed is reduced, what the hell is going on, on live on a short road, john f scott rd, the speed limit is faster than 15 go figure
- 133. The bridge is a stupid waste of money. Don't build it.
- 134. Getting it done in a timely manner under budget. That should be the priority on all the other crap just a functional bridge that will reduce traffic congestion on highway 15
- 135. I am not sure of what else would be worth spending extra money on a well Co structure bridge of simple efficient design is what is required that is all.
- 136. capable of handling mass traffic flow.
- 137. None
- 138. WiFi is not necessary on a bridge,

Low railings, sight seeing opportunities are very important.

- 139. I oppose construction of the third crossing, so it is inappropriate for me to answer these questions. If the city truly takes a long view of its population, its sustainability, and its transportation planning, it will abandon consideration of a third crossing.
- 140. Nothing
- 141. Just a bridge
- 142. N/A
- 143. A designated bike lane separated from the driving surface
- 144. Blank
- 145. The bridge must not put any pollutants in the river during or after construction. This is vitally important so that there are reduced ecological consequences to the bridge. For example, the Centennial Drive bridge throws salt and sand onto Little Cataraqui Creek during the winter, and this collects on the ice and then melts into the water. It would seem that this has caused serious consequences to the health of the creek which is more stagnant and congested than 10 years ago.

I am not sure of the purpose of rest rooms unless they are connected to a cycling route. And planters are expensive to maintain and not necessary.

- 146. To be built sooner rather then later to alleviate traffic on hwy 15.
- 147. Safety for pedestrians, bicycles, it's too far away for the downtown tourist look so why

- put a place on a bridge to stop and look (possibly block other pedestrians). Would think that vehicles in centre lanes and walking and bicycle path separated (European style)
- 148. Not sure what you're looking for here
- 149. I'm not sure about the noise reduction but equal consideration should be given to the marine habitat to have as little effect and stress on the river as possible. The bridge should also not interfere with birds or cause danger to them.
- 150. We should be dumping a huge pile of money into making sure the other bridges are used properly and that traffic lights are all managed on both sides in order to increase traffic flow without a third bridge. We should also be zoning the east end so that more than sprawl is built there so that citizens over there can have a completely self sustained community, easing traffic problems.
- 151. A bridge that looks nice and is useful in many ways would be a great asset to the area.
- 152. Didn't mean to click any box!
- 153. N/A
- 154. FUNCTION!! Bike safety, extra lanes, safety rails, pedestrian safety
- 155. Let's get the bride up first and worry about planters ,paths ,benches ,plaques etc at a later date .design with this in mind and it can reduce costs
- 156. Very few people can answer these questions honestly without knowing what the cost would be. Bridges are not "elegant" they are ugly metal, pavement and concrete.

 Maybe You should ask "Are you willing to have the city pay 10% more for a rarely read plaque?"
- 157. You have to make the case for why we need a bridge to service an area with a limited population compared to the rest of the City, which itself (by City reports) is projected to have a negative growth rate by 2031...who is being serviced with this bridge to what end? Most of the people who live east of the Cataraqui River work in that area and those who don't hardly face any significant traffic issues in getting into the City. From my west end location I regularly cross the Causeway (several times per week, at least twice on each occasion) and have never had any particularly difficult time in doing so. This is an expensive and unnecessary construction that will only increase taxes significantly, with limited value.
- 158. N/A
- 159. I answered other and now have to fill this in.
- 160. Bike and wheelchair friendly.
- 161. Just build it don't care what it looks like as long as it cuts down on dam traffic
- 162. I'm not sure what other features I would consider. I just know that implementing energy generation and working toward offsetting emissions from construction and maintenance, while possibly winding up green long term are important initiatives to consider. Particularly while facing climate change.
- 163. Selected 'not sure' because I didn't realize the question wasn't required
- 164. Gefvkhf b

- 165. Both sides should get equal treatment on landscaping. No side is better than the other. This bridge does not need bells and whistles. Just a way to get across the river. No money needs to be wasted on fancy ambiance and flowers and all kinds of weird surfaces. If the bridge becomes a source of power generation who benefits???local taxpayers?? Lol.
- 166. 4 lanes
- 167. cost
- 168. Currently on the west side there is a boat launch for canoes and kayaks and the area is used for fishing. I think it is important that water access with parking is incorporated into the design. The area is also used for skating in the winter.
- 169. Not sure
- 170. Bike path (no "sharrows" the Causeway is terrifying) and accessible pedestrian walkway. Washrooms on the shore might be nice.
- 171. Suicide barriers
- 172. We have an opportunity to create an iconic bridge. I believe it should be four lanes (know it is not happening) and could be a symbol of Kingston. Think Brooklyn Bridge, Golden Gate Bridge, etc
- 173. Mitigation of environmental impact including flora and fauna, cultural heritage and neighbourhood impacts.
- 174. Nothing
- 175. How much money has been spent on this that the citizens of Kingston are not seeing fully displayed or explained. Not sure who believes this is acceptable.
- 176. Not Sure is there a plan for city to see? Please!
- 177. Glass encased pedestrian and cycling below roadway for year round use. Provides the lookout in all weather with rest points and full view opportunities.

Have walked the present causeway in the winter and rain. Much shorter and very uncomfortable with exposure to elements including wind. Hard to imagine enjoyable use for more than 50% of the time if on the road deck.

- 178. I do not know what "other" means here.
- 179. No other comments.
- 180. N/A
- 181. I don't care because I do not feel our money should be going to that bridge or wind turbines!
- 182. accidently clicked it and could not
- 183. How it merges with the streets and traffic on the other side is most important and one of the reasons that the causeway is not well placed on the city side. A bridge is almost always beautiful as it is as a structure. KISS
- 184. Bike lanes!!!!

But, that said, i *still* think the bridge just cannot be a fiscally or environmentally

responsible project, so I worry that any answers I give here will be taken out of context.

185. A lot of these are if/then requirements with some mix of trade-off and balance. Noise reduction is important, but not if it involves huge hideous barriers that detract from the other amenities and beauty of the bridge. If you are going to have a viewing area (i.e. arch lookout) at all, then it has to have elements that make people want to use it. If the bridge is going to be part of the waterfront trail (for biking, walking, etc.) then pathways, vegetation and rest areas on either side make sense.

Essentially the bridge would be a feature structure of the area and needs to be considered as part of the broader context, not simply a path from A to B though it has to do that too.

- 186. As little destruction of the marsh as possible
- 187. I support making it touristy for sure
- 188. Don't build a bridge that will look terrible in 50 years

Don't build a bridge that will be difficult or expensive to maintain

- 189. I believe that Kingston has an urgent need for more low cost housing; existing road maintenance and repair; improved transit in those areas of the city not yet served by an Express bus; waste management could be much improved; we need bike lanes, and more waterfront walking trails
- 190. I'm not exactly sure what is meant by this question.
- 191. Not really sure
- 192. Nil
- 193. I don't think we need the bridge at all, but I've duly answered the questions as if it's going to be built, which seems to be the case, so please don't disregard my survey responses. I'm a taxpayer too.
- 194. Proper entry ramps and connection to existing street grid are quite important. Private sector partner(s) should be involved with City to reduce overruns and risk of graft.
- 195. Minimal effort only
- 196. Let's not loose sight of the project. We are building a bridge to move vehicular traffic and pedestrians across the Cataraqui river. There are many bridges like this throughout North America, and they don't have all these bells and whistles - but successfully move traffic.

This bridge needs to be 4 lanes - 2 east, 2 west, and bike lanes in both directions as well. Side walk on one side only.

And, when it is completed - please have Gore road, Elliot avenue, John Counter Blvd and Taylor Kidd Blvd - all changed to one name to cover the whole road - east to west.

The name of the bridge can be called John Counter skyway bridge.

- 197. Nothing else.
- 198. Nothing

- 199. Three or four lanes, not just two!
 - The function MUST supersede the form.
- 200. As a taxpayer I don't believe this crossing is worth the money as if you read the plan by the current provincial government she is targeting to eliminate the better part of commuting by the year 2050 realistically when do we think this crossing will be built by. As someone watching money be spent like it going out of style I believe this crossing is a total waste of money.
- 201. It should be 2 lanes each way, forget making it look good or green energy make it work for traffic.
- 202. F this survey.
- 203. Please spend this money on other things our city needs.
- 204. There needs to be more then on lane of traffic going both ways or this will not work.
- 205. Id like to see it pedestrian friendly with multi-path that ties to the the current network on the east side.
- 206.
- 207. Not sure
- 208. Safety
- 209. Easy accessibility both sides for users with good lighting to reduce chances of accidents.
- 210. ???
- 211. The bridge should be aesthetically pleasing, a signature landmark, but crucially must be able to be expanded for future traffic growth, or potentially designed to accommodate counterflow lanes for peak traffic
- 212. Minimum 4 lane highway bridge
- 213. .
- 214. Regarding the "Other" statement, an IMPORTANT part is that the bridge MUST allow for all boat traffic. I believe that, in addition to this bridge, that the causeway be demolished, and replaced with a bridge that is of an equal height to the third crossing. The boat crossing is extremely problematic for downtown traffic.
- 215. Is it going to jeopardize the World Heritage status of the site? (See Dresden)
- 216. Places to fish off bridge walk way and bike way.
- 217. An alternative to 401 in the north end
- 218. Why are we talking about spending extra money on a bridge that we supposedly have not yet even said we are going to build? IF we build it (not saying we should) we should get the maximum value for our money and not tell the builders we are willing to throw bags of money at them for extras.
- 219. Again...build the bridge! Keep it simple and get it done! Bike lanes and a sidewalk!

How important is it to you that the bridge construction be as economical and practical as possible? *

Response	Chart	Percentage	Count
Very Important		37.6%	342
Important		36.9%	336
Somewhat Important		21.0%	191
Not at all Important		4.5%	41
	_	Total Responses	910

How important is it to you that the bridge maintenance and operation be as economical as possible? *

Response	Chart	Percentage	Count
Very Important		51.6%	470
Important		34.4%	313
Somewhat Important		11.2%	102
Not at all Important		2.7%	25
		Total Responses	910

Knowing that better construction quality and engineering innovations typically leads to maintenance and operation cost savings in the future, which is more important to you? *

Response	Chart	Percentage	Count
Pay more now to save more later		84.3%	767
Pay more later but save more now		5.7%	52
I'm not sure		10.0%	91
		Total Responses	910

Comments

Response

- 1. better to save now as all costs just go up, so whatever maintenance costs we think we are saving they will actually be much higher when the time comes. and on this topic, we should FOR SURE have at least 3 lanes for maintenance. that way, if paving etc. in future, we don't drop to just 1 lane as we do on the Lasalle causeway. if there are 3 lanes we can keep 2 open. and you could use the 3rd lane as in or out depending on volume, plus it would give more room to hold snow in the event of a major storm.
- 2. Seriously, if we don't have the money in the bank to pay for then it shouldn't be started. Is this the case? Has any provincial or federal grant monies actually been acquired?
- 3. Focus on public transportation. Use 401 for those areas to grow. Improve laws to allow downtown intensification with 6 -8 stories max height with proper setbacks and trees. Our city planners are so off on this plan. Money should be spent on improved high speed internet and education coupled with parkland infrastructure to draw millennial's to the area. This will drive growth for the area. Bridges are yesteryear's infrastructure.
- 4. Practical, economical and smart.
- 5. I would need a more detailed cost/benefit analysis to answer this question. Spend an extra \$1 million today to save \$10,000 per year would not be a good trade-off. Spending an extra million to save \$100,000 per year that might be a fair trade-off.
- 6. Less 'down' time for repairs in the future. The Kingston East population know all about the hassle of causeway closures for repairs.
- 7. Okay less now and less later through innovative design that leverage knowledge from existing projects
- 8. Cost increase annually. I would rather spend more now to build the bridge properly than spend twice as much in 15 years.
- 9. The bridge will save the city a bundle in developing the east end and bring in more taxes in the future, get it built now the costs later will be to much
- 10. Get it done, if the naysayers are worried about the cost, get it built, then we can do all the "nice things\' after. The IMPORTANCE HERE is Get it Done!!!!!!!!!
- 11. While in principle I'm in favour of paying more now to save later there are caveats:
 - future savings needs to be greater than current costs (including any funding charges over time)
 - we have to actually have (be able to acquire) the funding to spend now.
 - there needs to certainty in the future savings (more than a warm fuzzy that the savings will occur)
- 12. Just don't sacrifice quality over aesthetics. I understand having a beautiful bridge just not at the cost of it always requiring a lane closed for maintenance.
- 13. The pay more now to save later is a misleading myth and has never been proven for any construction/development. It will always require maintenance and upgrades. Build in the savings at the beginning of the project.

- 14. Anything that costs more now to save in the future should embed a demonstrative measurement for city residents that it cost \$X more to incur the cost but here are the net savings (after maintenance of item) year by year and accumulated to show that it is net saving money in the long-term.
- 15. Costs within reason.
- 16. Need more than 2 lanes plus bike path
- 17. This is kind a stupid questionnaire. The real question is do we need the bridge at all and why is the NO bridge side not even being considered. The questions are totally biased towards the bridge.
- 18. We need a bridge
- 19. Since we're looking to share the cost of construction with the federal and provincial governments, I'd prefer to have a higher up-front cost. The feds and province will not help with the operation of the maintenance and operation of the bridge. Let's save some money down the road (ha!) by investing more now.
- 20. make this a toll bridge
- 21. The important question is how much we are going to waste today on a third crossing.
- 22. To me it's obvious to spend more now not only to save money, but also time and disruption to service in the future
- 23. Eat the upfront cost to save money in the future. Kingston's city council is excellent at ignoring the long-term benefits because they're terrified of the immediate short term pain.
 - Nothing like building infrastructure on the cheap to spend way more maintaining/replacing it later on.
- 24. Make the bridge wife enough for 4 lanes now, so that it is practical to carry the increase in population in the East end ,that the bridge will bring!!
- 25. Interest rates are low. We should use this fact to keep our costs down in the future.
- 26. I would need to see more financial cost information, given the various options, to make a better informed decision.
- 27. We do not need this bridge. The express buses are an excellent solution to the transit problem. Why not have them run every 5 minutes during peak times.
- 28. I'm young and don't want to pay for our frugal decisions later, nor would I want my children to.
- 29. This is a big step for Kingston so the least we can do is make it amazing.
- 30. Just get it built.
- 31. Come on this isn't rocket science. Get it built
- 32. If our City currently lacks the resources to complete this project sustainably than we should scrap it, as it is largely unnecessary and, if built predominantly for motor vehicles, will only create traffic congestion, pollution, noise, artificial light and environmental damage in the area.

- 33. The only cheap and sustainable solution is to use the current gridlock to get more commuters into public transportation. Even if that solution does not please those commuters.
- 34. Doesn't make sense at all
- 35. Structure and safety of bridge is priority.
- 36. The use of long lasting materials, that do not corrode, and are hard wearing, are essential. Otherwise we will be closing lanes every couple of years in the summer months.
- 37. Only spend more when there are practical long term gains ,gains don't necessarily have to be financial
- 38. This survey is extremely biased and provides very limited options for alternative responses. The first question should have been do you support council continuing to spend money on this project? Many people think this is too much money for a project that will benefit so few and create a huge financial burden for decades to come. Explore other options first before pursuing this so blindly.
- 39. I don't need elaborate, I need functional. Bike lanes and pedestrian walkways are a must. Benches are a must for people to rest. Proper lighting for safety purposes also a must. Having it sooner rather than later would be ideal.
- 40. It seems to me that these are all loaded questions. Human nature would tell us that people generally will pass costs onto the next generation. So, these questions seem to invite an outcome that favours a low cost approach to the bridge's construction and therefore will ease its initial acceptance.
- 41. Important to consider the full life cycle costs. What is the rate of return on the additional up-front-cost for energy saving measures?
- 42. Decision should be based on economic analysis.
- 43. Ever hear of the KISS Principle?....."Keep It Simple Stupid'
- 44. Again, it depends on the impact and the actual numbers. Will spending an additional \$1M now save \$3M in the future? Will spending \$2M now save \$500K in the future? I'm not opposed to spending more now to save later if it is a sound investment, but again, the benefits need to be quantifiable.
- 45. This all depends on who lives in this town. Military do not care about the long term because They move.
- 46. But of course, this entire survey assumes that it should be built. It should not be.
- 47. As a child I moved to Fort Henry Heights in 1960. As long as I can remember they were planning to build another bridge. Time and money are being wasted.
- 48. We can do it!
- 49. Presumption in he question is invalid. Tried tested and true construction and design will lower overall costs. Fancy new stuff will fail early.
- 50. No such thing as pay now save later. If you have people that believe that..... get new people.

- 51. My home is less than 600 sq ft yet my taxes go up at least 100\$ per year, how much will this cost me when it don't even affect me and is not something I will use!?!
- 52. Same comment as above... The bridge needs to be built. If costs are an issue, you can have a toll and/ or yearly pass to help offset the costs...the toll could be 25 or 50 or 75 cents. People would pay for the added convenience but build it soon stop any further stall tactics set a bridge opening date of 2020 or something.
- 53. Or don't build it because your consultants report states it will only reduce Kingston commutes by 1%
- 54. With the inflation and growing cost of living, NOW is the time to spend. Not later.
- 55. Pay now while interest rates are low.
- 56. That is rather a leading question. I assume it means my tax money is going to be wasted on extravagant measures every way possible. How about building a quality product and doing it economically?
- 57. No one likes a black hole to throw money into.
- 58. You get what you pay for and going out to the lowest bidder is false economy, but a harder sell from an 'uneducated optics' standpoint. In reality a fair price for fair quality and fair speed of construction is the best bargain in the long run. How many times do lowest bidder projects not work out only to have to go back and spend more money to fix them. I can give you a list but let's assume we all know this. If necessary educate the public to the fact.
- 59. I can't afford to pay for your ridiculous vision.
- 60. No context for current and future costs. Impossible to answer.
- 61. get the core done well and the sustainability and accessibility. limit frills of extra coloured lights and anything more than benches and light planters
- 62. The bridge is a waste of money and not required. Putting more development pressure on the east end will likely lead to pressure to close ranges and other base operations and lead to base closure which will be a disaster for Kingston. Development should be encouraged to the north not to the east and west. That way the 401 can be a major arterial road for Kingston and good farm land can be saved.
- 63. Stop eating money on this project.
- 64. I absolutely subscribe to the fact that it's better to pay more initially than to save money on a substandard product. Look at Centennial Road for example, it was designed to be 4 lanes but was brought down to 2 to save money. Now traveling it is typically a chore, especially around rush hour.
- 65. Delays will eventually cost more for the said Bridge, and just discussing about this Bridge taken very long time, adding more constructions' costs already.
- 66. We would save absolutely the most money by not building this folly. Why is it even on the table?
- 67. DON'T BUILD IT!!!
- 68. It would be great, if possible, to have LEEDS rating. This would be an opportunity to

- positively promote this structure and increase tourism/interest.
- 69. Saving money now ALWAYS costs far more than you saved. Spend money now and you avoid future costs that will always go up with inflation.
- 70. Only where there is confidence in savings later.
- 71. Don't mess it up like the krock
- 72. The bridge is an infrastructure which will be around for 100+ years. Scrimping now (in the construction) could bring very high costs in the future. Much more important to build quality now, even at an extra cost.
- 73. The questions above cannot be answered without numbers. As such, they should all have a possible answer that reflects this.
- 74. Be smart, but don't penny pinch, yet listen to the penny pinchers.
- 75. Only if the capital investment costs in these innovations will PROVE to pay back and give a true positive return on the cost benefit analysis. Anything more than 5-10 yrs is ridiculous.
- 76. Just don't build it.
- 77. if you live in the east end we need a bridge, those that live in the west end what do they know, if 401 is blocked, and the causeway is under construction, or the rideau is doing work on the Kingston mills rd, we are land locked, no way to town
- 78. The bridge is a stupid waste of money. Don't build it.
- 79. maintenance will always have to be done. Why spend it now newer better products may be available that were not when the bridge is built
- 80. Save more now and later by not building this.
- 81. It doesn't pay to go for the cheapest bidder. If you want quality you are going to have to pay for it.
- 82. We would save lots by NOT building this unneeded bridge.
- 83. I oppose construction of the third crossing, so it is inappropriate for me to answer these questions. If the city truly takes a long view of its population, its sustainability, and its transportation planning, it will abandon consideration of a third crossing.
- 84. Most roads in Kingston have to be repaired re paved CONTINUALLY
 Pay upfront for QUALITY work and products!!!!!

 It will save in the future
- 85. nothing to add
- 86. Consider it being a Toll bridge...free passage for pedestrians, bicycles, and busses. Toll fee for other motor vehicles...
- 87. The answer I want to give above is NONE. I'm very sure.

This entire survey assumes i want a bridge and that the only discussion left is how much money I want to spend on it and when.

i am against building another bridge. Improve the transit system to the township,

improve the (in places non-existent) bike lane system to the township, and educate people on the benefits of using what we have and living within our means. There are far more important expenses in the Kingston area.

- 88. Build it right the first time!
- 89. Build the bridge!!
- 90. There is an oft-quoted wisdom: "They don't make things like they used to." It would be a step in the right direction to put the lie to that saying by showcasing a well-designed, well-functioning, soundly build, quality construction in this bridge.
- 91. This is not an option. It is irresponsible to add to the debt load of future generations and saddle the city with higher costs because we wanted to save a penny now. Penny wise -- pound foolish.
- 92. Taxes are already extremely high compared to other cities we have lived. I cannot afford an increase for a new bridge.
- 93. Usually labor is the most expensive so it makes sense to use quality materials and craftsmanship at the start of the project. I don't for see another bridge in the future if this one is done right.
- 94. Bridges, such as the one over the Bosphorus in Istanbul, are signature identifiers for their cities. Night LED lighting effects add a huge amount of attractiveness at minimal operating costs. Let's make this a new symbol for our city!
- 95. Explanation of how what and why would be required to answer this question. This is not a straight yes/no
- 96. You forgot to put in the most important factor in this project: that it get going. Enough time has been wasted!
- 97. Build the best we can with the money we have. Future generations will thank us for not being cheapskates when it comes to public buildings and infrastructure. We should be proud of our public buildings built with our money-building on the cheap just discourages future governments because citizens will not see the value they gained through their investment.
- 98. These questions are ridiculously vague and inadequate. "Rate the importance oif spending extra money" is an example, the question on lighting covers both coloured (pretty but pointless) and navigational (essential, and also coloured) the choice is impossible. As to the choice of importance on the last point "Other" what is Other and how do I specify it?
- 99. Within reason
- 100. Toll cars and have toll free pedestrian and cycling paths.
- 101. If we make the stupid decision to build the bridge we should do it right but we should not build this bridge.
- 102. I can't see that planters etc. are necessary. It is a bridge and needs to be practical, economical and of a simple, elegant design. We aren't going to hang out there. We are going to cross it.
- 103. get it built

- 104. Bridges are built to be functional. However, given how close they are to waterfront real estate they can't be "ugly"
- 105. No bridge, no cost.
- 106. Labour is the number cost. Pay more now to save \$ later.
- 107. Consider all costs and pick the lowest cost over a long period of time.
- 108. Obviously the cheapest alternative is no bridge at all. (Especially one that spans the widest section of the river).
 - You can't chose "pay more now" unless you know the potential tax implications.
- 109. Do neither. The bridge is not necessary for any reason you have been able to demonstrate.
- 110. It's generally cheaper overall to maintain a well-built structure occasionally than to constantly repair a poorly built structure
- 111. Provided we have confidence that we ARE REALLY getting the best, it likely will save in the long run. The price of everything keeps going up!!!
- 112. The only cost figure being released is more than 10 years old and no design has been approved yet so answering questions about cost is very premature. Without even a whiff of federal or provincial funding could mean Kingston residents will be on the hook for the entire amount. We already have tax increases higher than inflation and any more is unsustainable.
 - As far as maintenance is concerned, for a municipality consistently in the top ten for worst roads the commitment to preventative maintenance is questionable.
- 113. Nothing is guaranteed. If it was built 20 years ago, quality would be insured...but today, builders have not desire to build to last.
- 114. Premium quality materials and construction means reduced maintenance headaches down the road that could cost more in the long run.
- 115. Self driving cars are coming. No need to go crazy building an infrastructure which won't be needed in 20 years.
- 116. Whatever saves the taxpayers money.
- 117. In my opinion, the bridge is vitally needed infrastructure and should be fully paid for (100%) from infrastructure funds promised by the federal and provincial governments. The federal government is paying almost 100% of the rebuild of the Champlain Bridge at Montreal and the City of Brampton says it is entitled to billions of dollars for infrastructure projects for electing 5 liberal MPs in the last federal election. The provincial government is proposing to pay over \$1,000,000,000 each for transit extensions from Mississauga to Brampton and across Hamilton. IMHO Kingston has been short changed at least \$100,000,000 by each of the federal and provincial governments over the past 20 years this is close to enough to build a 4-lane bridge without any 33% contribution from the City of Kingston.
- 118. That depends on the amounts needed to be spent now and later. I think people need to be informed properly with all figures laid out in order to make an informed decision. I understand that this is a preliminary survey, but the questions on this survey are

- extremely vague and I would never make a financial decision based on such nonspecific information.
- 119. Don't build the bridge and instead create incentives for public transit and cycling.
- 120. In the video you were discussing a bridge that would last a 100 years. That means getting it right the first time and spending the required money now. How do we know that we'll even be using the same method of transportation 100 years from now?
- 121. I am not a fan of creating "amenities " on the bridge, make it functional, safe and well built, by all means put a pedestrian walkway and bike lane on it. But it is not nor will it ever be a tourist attraction.
- 122. All for looking at long term planning
- 123. Not sure we need the third crossing!
- 124. this Bridge has to be built to last by the best Quality we have at our fingers. Do small cost now not big cost later.
- 125. You use the constriction as economical and practical in the same sentence. The importance is in the practical and then the economical.
- 126. Build it for a 100 years. Do it right the first time.
- 127. I do not want the bridge as it destroys our east end of the city
- 128. I don't want to pay at all for this. I don't even go to the East end now that it has been destroyed by nothing but subdivisions. It used to be a beautiful drive on Highway 15, that is no longer. My children were supposed to go to Lasalle. They had no desire to go there. It used to be more community oriented. It is nothing but a bunch of houses stuck together.
- 129. Short term thinking will just cost us more.
- 130. We all know that the same thing will cost more later. The money we spend now will "cost" us less than the money we spend later.
- 131. I am not in favor of the third crossing. Take time to relax and enjoy the scenery as you wait for ten to fifteen minutes. What is the big hurry.
- 132. Two different questions for one survey point:
 - How important is it to you that the bridge construction be as economical and practical as possible? This is a loaded question, economical long/short term? practical? not sure what this really refers to.
- 133. Keep in mind the future which is changing around us towards generally one future necessity and build what is needed using simplicity and a limited number of design priorities. Find a contractor who understands those priorities and has an excellent track record for design and physical construction excellence, and forget all the rest. The distinction of a bridge is in how it best enables the goals of those who we want to use it to cross. Goals like people walking, on bikes, buses, rapid transit maybe streetcars on major routes, weight/height limits on transport trucks, smoothly integrating on the shore side. In the art of design simple and utilitarian IS beauty.
- 134. i'm not sure because I think these questions PRESUME we need the bridge and want the bridge. If the bridge is not needed or wanted, we do not have to make these

decisions.

- 135. When you pay later there are interest charges.
- 136. Don't engage in a false economy. Consider the value of the elements and spend accordingly. It doesn't all have to be stainless steel, but if there are parts that will last considerably longer and thereby delay any untimely and irritating bridge maintenance go that route.
- 137. Good design is key. It is important that this structure be functionally beautiful. Practicality is part of that as is being economically prudent over the long term. This bridge is going to be there a long time, so do it right the first time. Costs only escalate when good design is ignored.

Also, given that there is no comments box provided after the next question, I would add that if the bridge is well designed to aesthetically incorporate all the functional elements that are needed/desired, then you will probably not need to add a separate distinguishing feature as that will likely have already been addressed.

- 138. be economical but only within the boundaries of doing the project right without cutting corners or sacrificing pedestrian and cyclist use.
- 139. Far to often the public gets conned by the officials and we end up paying more now AND paying more later. Please try to get it right the first time.

As to question below......We need a bridge. We need a bridge now. What will distinguish it from other bridges is that fulfils a need and is not "a bridge to no-where". Do not spend more money try to make this more than what is needed. A good design speaks for itself.....no glitter required.

- 140. It would be wiser to spend more now on construction quality because maintenance costs or fixes will not be any more economical in the future. Do it right the first time so we pass on minimal cost to the future generation. They will have other issues they will need fund i.e. Health Care and Pension Crisis
- 141. I have found that Kingston is very poor at sticking to budgeted cost and quality. eg. rusting railing at Artillery Park. I do not support third crossing. If it proceeds, contracts must be written with accountability of time and budget and penalties for failure.
- 142. The most economical and practical answer would be not to build the bridge at all. In my opinion it is a huge waste of money that should be spent on more equitable environmentally sensitive projects.
- 143. Unfortunately its usually pay more now, just like the K-Rock Centre and the Grand Theatre and the new police station...and pay more later, just like the K-Rock Centre and so on....
- 144. We could minimize long term costs associated with east-west travel by not building the bridge, by improving the Hwy 15/Hwy 2 interchange on the east side, by continuing to improve Kingston public transit, for example.
- 145. IF a firm majority of Kingstonians (plebiscite with at least two thirds in favour) want a 3rd crossing, and the costs are born 1/3 Kingston, 1/3 Ontario gov, and 1/3 Fed gov, then build a four lane bridge.
- 146. Don't forget the bike paths, sidewalks, trees. I suggest a third lane for emergency

- vehicles, parks and rest area at either end. No expense should be spared.
- 147. Everyone knows that aiming for the lowest bidder will only rack up costs later on. The bridge is an investment for Kingston invest smart by spending the money upfront.
- 148. I believe that with a sound quality maintenance program the bridge will last many years. I don't believe the city of Kingston can provide that maintenance.

As an example - the Invista rink complex was designed to be very cost efficient - but the maintenance of this facility is truly embarrassing to say the least. Dressing room walls are marked with graffiti, shower stall ceilings are mouldy and falling apart and air vents clogged with dust and dirt.

The water temps from shower heads are near scalding (109 degrees from head) and complaints garner no repair action. The bridge maintenance should be privatized.

- 149. If this was built after the first assessment, it would have been economical
- 150. If we reduce the incidence of upkeep this will allow for better flow of traffic consistently and reduce wait times during maintenance as they will be fewer...If that can actually happen
- 151. don't strap the future with now costs. do it right
- 152. Is this really and expense that Kingston can afford now. The streets we have are in bad need of repair!
- 153. In general, paying more upfront for better construction is a good idea, because you can determine how much money you have now, not how much you will have in 10, 20 or 50 years. Also, hopefully if you spend more upfront, the bridge will last longer.
- 154. Be responsible to our legacy and children, not merely selfish
- 155. Build it low maintenance unless there is a cost savings over time
- 156. My understanding is that a full cost-benefit analysis will be done that would determine this. I assume and sincerely hope the City intends to consider full life cycle costs before going ahead with a decision.
- 157. 'Typically'...
- 158. Don't build it and save a lot of money.
- 159. Unless the (upfront vs longer-term) costs are quantified for the survey participant I question the veracity of the responses.
- 160. Costs are continually rising so best to pay extra now as we don't know what the future holds and we don't know what future costs could escalate to.
- 161. As stated above, once bridge construction is complete, a complete replacement of the Causeway crossing should be looked into, in order to eliminate the lifting bridge, and replace it with a properly tall bridge.
- 162. This should all be contingent upon additional funding from other levels of government and NOT property tax increases.
- 163. Are you suggesting that the builder will cut corners to save money? If so then they should not be building it! Get the best value for your building dollar now and have the builder do such a good job building it now that maintenance and operation costs are

	the lowest they can be.
164.	The best way to save is to NOT build this unnecessary piece of infrastructure.
165.	I would like to see the bridge designed so that an extra lane or two, could if needed, be added at a later date.
166.	I already pay a ridiculous amount of property tax. Much more and we will move. Ottawa was less.

Would you support additional costs to create a bridge that had unique or signature look, design elements or use(s) that showcased its engineering and innovation throughout? *

Response	Chart	Percentage	Count
Keep it plain and practical with no extra costs.		36.8%	335
Moderate additional costs to provide some distinguishing feature.		43.3%	394
Higher additional costs to give it unique and signature features that distinguish it from other bridges.		15.4%	140
Not sure		4.5%	41
		Total Responses	910

Tell us how familiar you are with project delivery models. *

Response	Chart	Percentage	Count
Very Familiar		11.0%	100
Somewhat Familiar		47.3%	430
Not at all Familiar		41.8%	380
		Total Responses	910

Based on your knowledge of project-delivery models, select the model that you believe provides the best value for Kingston for this project. *

Response	Chart	Percentage	Count
Design-bid-build		30.0%	273
Design-build		14.1%	128
Public-private partnership (P3)		13.4%	122
Not sure		26.6%	242
It doesn't matter to me		15.9%	145
		Total Responses	910

Comments

#	Response
1.	A design-bid-build should result in the best cost and project management.
2.	Denmark crowd funded their huge bridge. Hwy 407 is privately owned and operated. Joint ventures make sense in this modern era. If private partnership would escalate the design to be a tourism piece, then go for it. Holland and other countries have done this.
3.	Because then the private partnership will probably charge a toll and we won't have to pay for everything.
4.	Why is there not an option for opposition to the whole concept. The mayor seems to be railroading this project!!!
5.	I am not qualified to really answer this question but I have heard that P3 models cost more in the long run, at least for hospitals. I think that the city should decide on the design and then find companies to bid to build that design
6.	Design-build tends to be the fastest way to get a project done. Design-bid-build requires a level of skill to oversee and manage the project that I have not seen in the city's administration and especially on the part of city council which has a reputation for indecisiveness. Public-private partnerships are the wet dreams of conservative idealists who are convinced that the private sector does everything better than government.
7.	Costs paid by taxes not toll
8.	The history of P3 projects in G8 countries is primarily one of the public paying exorbitant costs in the long run.
9.	If you can fund some of the cost of the bridge through private enterprise, then that frees up money for other projects.
10.	Offers a way to move some of the cost to the bridge users through possible tolls.
11.	Inflation will kill this project like it has for thebpast 45 years. Build the bridge already.

- 12. If you don't know why are you asking the question?
- 13. The traditional Design-Bid-Build can sometimes just go to the cheapest bid, and I don't agree with that. I think it's important to go with the best for the job and not the cheapest.

I believe the P3 allows the City to manage the project, while outsourcing the experts that they need to complete the project. This keeps accountability and timeline management in the City's hands.

- 14. Presumably this would save taxpayer dollars . If this type of model wouldn't save money then I believe a design build model is best.
- 15. This may allow for thinking outside the box in terms of construction and design, without the extra financial burden. I just don't know if this type of model will make us beholding to an outside source? That we don't want.
- 16. More competitive and better partnership between public and private entities than other models.
- 17. Use local businesses where available
- 18. A large firm would likely jump at having their name on the "built by" sign as well it will reduce our costs. The provincial and federal gov't would likely endorse the project more quickly if we were requesting less funding.
- 19. Time saver
- 20. I feel this would be the faster approach
- 21. A bid usually results in a lower price point as all parties want the business and provides most costs up front and contractual.
- 22. Design-bid- [iterate] build

preference for designing a solution that meets the community requirements and desires (design) - no point in building something that will not achieve this.

Bidding then allow a capitalist free-market to do it's good work (there needs to be appropriate assurance that the bid is realistic).

If necessary iterate the design or prioritize design elements to allow for lower cost bids

- 23. More financially practicle.
- 24. PPP involves a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project. In some types of PPP, the cost of using the service is borne exclusively by the users of the service and not by the taxpayer.
- 25. I think the design build is better as not sure how informed city is to design bid build through process of building a bridge. Would be nice to see some at-risk component built in with an overall max price combined with certain sub-category max prices on certain aspects of the build ie. pillar build and placement might have a low and high estimate, pick the high estimate for critical parts of build and low estimates for less critical to keep the overall max price as low as possible, but City will pay no more than max price no matter what!!!

- 26. This bridge should NOT be a toll bridge. Kingston needs to remain attractive for tourism.
- 27. After watching the issues with the Big Dig, I have lost faith in the city's design-bid-build process. A D-B process could speed up timelines.

This has always been advertised as the first "city owned bridge". A P3 would not be city owned, especially if it adds tolls. The bridge will be part of the main arterial route for the city. I doubt that the city considered a P3 model for the John Counter construction, so why this bridge?

- 28. Avoid escalating costs as much as possible.
- 29. Fairness and openness of competition.
- 30. Opportunity to compare pricing and construction. The engineering firm that designs may or may not subcontract to build or may build themself. Design-bid-build allows for competition and better prices at both the design and build stages.

That being said, The City of Kingston hasn't always done the proper due diligence in deciding on a builder. As an example, there have been delays and problems with the builder of the bridge upgrade on King St W / Front Rd. If the criteria hasn't been upgraded to include a review of past projects and/or detailed information on their plans, then it might be wiser for The City of Kingston to do design-build, and hire the engineering firm to PM their own build.

Consider safety records because a firm that is putting the effort into safety has likely also considered all other facets of project management. If you put an increased weighting on their safety then you are vetting for complete thorough and experienced project management.

- 31. This would allow for a good balance of oversight, public participation, and most likely produce the best result. A good designer is not necessarily a good builder and vice versa. This option would allow us to find the best designer and the best builder.
 - I don't see what role a P3 model would play, unless you were looking at building a toll bridge. There is no benefit to a private sector partner except insofar as the bridge might generate revenue from a toll system. This is in my opinion, of course, since I can't imagine what private sector company would be interested in a P3 to build this bridge.
- 32. When it comes to the bidding system the allure of a cheap bid could result in subpar infrastructure.
- 33. The bridge MUST be useable to all forms of traffic or the positive impact on traffic flow will be substantially hindered. ie commercial truck traffic in emergency situations not allowed to use bridge will still cause severe congestion as the EDI route is much to far off route, commercial drivers will still go through causeway as alternative, even with it's street obstacles. Toll fees will also cause them to use causeway as they already pay exorbitant road tax in massive fuel bills of \$60,000.00 to \$70,000.00 per year for an average long haul driver. I speak with personal experience. Access through the city east to west and west to east done right is an absolute must for this city to be progressive in future not just for average motorist but economically for commercial business which is the back bone of economical development and steady employment which brings money to city. Projects like this one cannot be hindered by those who live in their own little world and lack long term vision to bring economic growth. Thank you

- an area resident for approx.50 years.
- 34. It's already taken decades to get to this point, a little more time using design-bid-build to reasonably control costs won't be the worst thing in the world.
- 35. Public private partnerships have a record of poor service and high costs after the initial honeymoon--- I am opposed to this false economy.
- 36. Without a tentative tender and bid, we will get hosed
- 37. Equal share of responsibility
- 38. Share the costs more effectively.
- 39. Best value for best design
- 40. I believe that P3s end up costing tax payers more, and private sector profiting.
- 41. Lower overhead, and quicker completion time. I believe this third crossing bridge should remain a fully-owned public asset.
- 42. If it's going to be built, there should be a bidding process so the city can see what will give it the best value
- 43. because I said so.
- 44. Keeps costs down compared to design-build, and public-private partnership risks losing city autonomy over what is essentially a core city function
- 45. Bidding will allow for fair and open market competition and allow the city to select the best bid to complete the work.
- 46. Against P3. I remember Straits Crossing in 1999. Concerned about other bridge financial disasters such as the Johnson Street bridge in Victoria and the new bridge on the trans Canada.
- 47. To get the best price.
- 48. Costs known upfront, taxpayers not on hook for cost over run
- 49. I think that involving the private sector will help drive efficiency in the project and derisk the tax payer liabilities.
- 50. Greatest opportunity for evaluation of multiple design and construction approaches with allowance for public input.
- 51. Kingston has a poor record accepting the risk of cost over runs on big projects. Better to spend a bit more upfront to transfer the risk to someone who knows what they are doing. Of course anything that can ne by private sector staff instead of city public service union staff will be more efficient
- 52. The city is wasting money expanding the airport, why not create a third crossing to lessen traffic congestion for the majority of tax payers in Kingston.
- 53. We need a fair process that functions in the public interest
- 54. If the right project managers are involved with the right selection process you get the right bridge in the right location at the right price WITHOUT cost over-runs

- 55. City owned. Let's get it together
- 56. Companies that design and build bridges are able to know how to build and build efficiency. Also knowing what designs will save money.
- 57. Faster
- 58. Open competition drives innovation
- 59. When the private sector is fully engaged in the project with tight controls on quality, cost, schedule, deliverables, and tough penalty clauses. The economics will be realized through the bidding process.
- 60. Easier
- 61. Now (30 years) is the time to cease courting mandate and trust in the democratic public whom have allowed you the privilege to make decisions
- 62. I like the concept of choosing the company best for the job. Not necessarily the least expensive one either.
- 63. Anything but a P3. Despite what its proponents may claim, P3 is a model designed solely to maximize the amount of money that private contractors can squeeze out of government. While in theory the contractor takes on some of the risk, in practice it is always the government who gets stuck holding the bag if something goes wrong.
- 64. Again, these questions take for granted that the bridge is needed and approved.
- 65. Seen this model used in establishments in Quebec and worked really well at a good price and time. Seemed to be a more balanced model between city, private and public
- 66. Best price for quality of material and reference checks on bidders
- 67. The company designing the project is better qualified to deliver their project on budget and time.
- 68. you get a variety of different plans and see who votes on that and then see who likes them and go from there.
- 69. Competition
- 70. As long as the bidding is authentic and the winner bidder is held to the cost projected and anything over is paid for the company who wins the contract, then I think this would be fair.
- 71. I'm torn between design build and design bid build. I do not favor a private partnership, unless it is a nominal fee per car for use. Pedestrian and bicycle traffic should be no fee.
- 72. It promises lower costs.
- 73. More choice...ensure there is a warranty!!
- 74. Puts more of the cost-overrun risk on the builder.
- 75. It will be faster.
- 76. Public Private partnership never benefits the taxpayer. Initial appearances may give the impression that there are tax savings or cost benefits, but the taxpayer always ends

- up on the hook for costs and the profits always end up with the private partner.
- 77. Best prices and competition
- 78. Design benefits from input on constructability. Direct feedback. Example is Peak Eng...great work. Example of what NOT to do is JLR and POMERLEAU
- 79. Best inexpensive design city decides.... if they ever can... take the best bid. Get it build
- 80. My experience seeing design-bid-builds is that the projects always go over what they say they will, the construction corners can be more easily crossed and that overall quality can take be negatively affected. I would rather understand what the costs are on the onset and have the project more reliably funded then try to save money. Infrastructure is already something that takes a great toll in Kingston and the better it starts out, the better it will be long term.
- 81. 3P projects have consistently proved .very poor.value for.money outcomes for the taxpayers. Private sector involvement in the capitalization and operation of these projects is detr8mental to the public interest.
- 82. Best design at the best price
- 83. It looks to be the best project delivery model
- 84. In my understanding there could be some private industries that could pay money to (1) have their name on the bridge (ie Springer) (2) money for advertising locations at the designated rest areas, (3) could even have a multi toll access (not the most popular)
- 85. Streamlined project, though selection and contract terms become very important
- 86. P3 models promote corruption.
- 87. Economic, faster than P-P partnership
- 88. Design and Bid, you have the best chance to have company getting their cost down. You don't want to over spend on a project because it is guaranty. Negociating
- 89. I don't want private ownership of the bridge. I bet it would be a toll bridge that no one uses as fast as the company could do it.
- 90. partnerships won't work,, its a bridge.. Bidding is important to determine value but lowest bid should not necessarily win. The bid that provides best cost/benefit ration based on predetermined criteria should be used. Also longer warranty on work done (ie 10 years on road surface, sidewalk cracking etc) Priority should also be given to local contractors assuming all things equal and they can do the job at a reasonable cost. Remember this bridge is for Kingston and should support the Kingston trades economy and businesses.
- 91. gets options and other ideas, competitive
- 92. Generates the most competitive bids
- 93. Control of the project is better managed in house
- 94. Competitive process will reduce cost but keep quality high.
- 95. Design needs to be nice. Major river crossing.

- 96. I really do not support this project but do not hold much hope of it not being built therefore any way of not leaving the cost burden on already over taxed residents is preferred
- 97. For minimising overall Cost
- 98. From the clip, it seems like a good balance of business acumen and government accountability.
- 99. Accountability factor. On time and on budget.
- 100. We need something good and something they can actually build
- 101. Combining market oversight, and public input and guidance, seems the best fit for Kingston
- 102. I believe of the 3 options that this is the best because the design is made by an independent 3rd party to the actual construction contract. And once you have the design approved by all levels of government, including other government departments, then a fair bidding process can commence. If we go with design build, we are required to spend additional funds on the design phase (multiple bidders), making the selection process more lengthy and complicated. I don't agree with P3 process because at the end of the day the costs to the users always increase more than initially projected. It is a public structure: why should a private company be granted the privilege of profiting from its management?
- 103. This is tough. Depends on many factors Design build may be better
- 104. Plans laid forth and competitive companies bid to win the contract. Keeps costs know.
- 105. Bidding is good, but not necessarily the lowest bidder. Learn from Ottawa's recent bridge building mistakes and please don't repeat them.
- 106. I believe the Design-build project-delivery model is the correct one as it will minimize the time it takes to get it completed, we have waited long enough and millions have been spent already with previous and current city chasing its tail and trying to look like they are doing something but in actuality had not intention of completing this project. The Federal government and Provincial governments are both promising infrastructure money so let's go out and get it and then minimize the risk and time using the Designbuild model!
- 107. well that is a question that myself and most don't quit understand, just build a bridge, i am not an architect, just a housewife, who has lived in this area for 41 years keep those questions so we all understand.
- 108. seems the fastest and least expensive
- 109. That is the best way to keep costs down and contractors honest.
- 110. cost certainty. we've waited forever for this crossing; a little while longer to have better cost control makes sense.
- 111. The cheapest initial bid doesn't always reflect true quality and adaptability required in a project of this magnitude. Not using bid model requires transparency and accountability.
- 112. Shared costs.

- 113. Better result when a community is involved in the process.
- 114. P3s tend to have become long, muddled projects where the public shoulders almost all of the costs and, once the job is complete, the building becomes the responsibility of the city anyway. There's no real incentive to work hard or do well in this kind of set-up.

While design-bid-build tends to have slightly higher cost than Design-build, I tend to see municipalities getting more of what they want with less headaches. True, more points of contact for the City's staff to work with, but that's to be expected. This project should be about getting what we all want in a third crossing.

One of the newer thoughts on the Design-Bid-Build process is to incorporate into the bid various deliverables that the public wants. You may not want the cheapest price to be set as the deciding factor. The factors in the bid side should be made public.

- 115. Against P3
- 116. P3s seem to end up costing taxpayers a lot more money than they promised. E.g. hospital projects in Ontario and Montreal.
- 117. Just because I feel that the bidding process can lead to cost cutting
- 118. Wouldn't it be fair to give opportunity to local companies?
- 119. Everyone is invested this way. Keeps all parties more accountable.
- 120. Choice matters... Even if it it city council choosing for the people over a general vote. It drives companies to compete and lowers cost of building based want to be competitive.
- 121. I think the City has underestimated the damage the passage of time has done to this project. It has fallen into prevarication. Design-build seems to be the fastest approach to getting this done.
- 122. I like competition between firms-but that doesn't mean we go for the lowest bidder. I believe we have learned that lesson. It's important to have an existing design and then to hear bids from companies, and through that process judge them on their strengths and weaknesses and their past performance on other projects. The public will thank us. Public private partnerships work but it really depends on the type of project and its sizewhat would a private company look for in this project so as to justify their investment? The promise of future profits I would think; they would only get those through a toll on the new bridge a la the 407. Good luck with that.
- 123. It'll be less expensive than design bid build. The previous work of the firm can be used to evaluate their capacity and type of designs that they employ.
- 124. Having a bidding stage is important as it allows the City (hence the taxpayers) to include penalties if the bridge is missing items or timelines are not met.
- 125. if you are going to have a toll, P3 works, historical design-bid-build, gets what you want, however cost overruns are common. A very good front end document from the owners engineer will lead you to a design build package, designed to fit your budget.
- 126. Slow and steady makes sense for such a big process and public input is important. P3 initiatives are a great way for companies to try and make profit from public infrastructure and I don't believe they actually save us money.

- 127. Offers best tax payer value.
- 128. cost effective
- 129. Multiple tenders ensures competitive costing
- 130. It seems as though this option would allow for tighter control of costs, once the final design is chosen, proponents bid based on that specific design, and don't have freer reign with their proposed costs.
- 131. From the life span of the project perspective (100 years let's say), additional time involved in designing a project is negligible. At the same time public funds are protected in the best way against cost overrun.
- 132. As long as the City is not required to select the lowest bid, this method provides better competitive bidding.
 - We have waited so long for this bridge, that when we build it, we need it done well. I hope I see the day when the Taylor Kidd expressway, and the Third Crossing extension of it, unites the east and west into one thriving city. Let's grow!
- 133. Costs will be controlled.
- 134. Business understands business political appointees do not.
- 135. More options become available giving the opportunity to decide on multiple designs/visions while also adhering to the public mandate established through this kind of survey.
- 136. I think the city has been rather successful with this process. In my limited opinion (as a consumer and community member) the Big Dig was done very well. Care and attention to tourists, shoppers, business owners, cyclists and motorists was considered. I believe that was a design-bid-build. Leaving he difficult implementation to the developers with the also difficult design process to the city (with much developer input).
- 137. Design bid build is only helpful if you do not choose the cheapest option. Design build can be helpful if you have the builder involved in the design process to help prevent issues later on.
- 138. Bidding has never worked for the city of Kingston...
- 139. Gives more opportunity to construction businesses gets a variety of estimates. More disclosure and accountability to the public on why the costs are what they are
- 140. The longer this process goes on the more questions and doubts, all the while costs are increasing.
- 141. As mentioned above, I am suggesting that our MP and our MPP should be demanding and delivering all the funds required for the Third Crossing Bridge. The City of Kingston should not have to negotiate or beg for funds. The funds should be unconditionally offered.
- 142. cost savings
- 143. Public sector accountability, and seeing how Kedco was managed, this is likely a good option as it would likely mean more transparency.

- 144. so we have a say in how the bridge is designed
- 145. This method sounds like it will be the most efficient. I was torn between this and P3 (because I think the public sector should fund public infrastructure, however, they take forever to approve and begin projects and might co-opt the project). If you can design and build locally based on local feedback, the bridge might be a source of community pride.
- 146. I believe this is the best business model as we go into the project knowing exactly how much we are spending, and more importantly holding the winner of the bod to their original amount.
- 147. The idea of a third crossing has been around for decades. I understand funding split equally between the three levels of government had been approved int 1983. A new council decided we one wasn't needed. The city since amalgamation has continued to build more and more houses etc. ever since and all councils have put off the ideas of a third crossing. How did they intend to alloy all these people to come into the city.

That is why the bridge design-build plan should be the way so that the next council can't decide not to build it.

- 148. Nothing additional to add
- 149. P3 models are just a near term cost avoidance strategy, and the taxpayer always loses. Remember the arena?

We need the retain affirm that is responsible for a design and fixed price to build it. Make it responsible for cost overruns.

- 150. Private funds to ensure it is build to meet actual need not just what city can afford
- 151. I believe that this provides the best value for the money.
- 152. we will not have stalls for bids to come in. This bridge is 15 yrs behind we need it. The engineers on site will confirm that all right products will be used with our people checking on the checkers but not to get in the way or stop the project!!!!
- 153. faster and probably better quality control
- 154. Speeding up the process will reduce costs and get us acting in sustainable transportation faster. This is not to say P3 would not have similar results. Choice is up to the City and economic guarantees of P3 that I am not very familiar with.
- 155. This usually pans out to be the most efficient more hands make less work.
- 156. I am totally opposed to P3 projects as they cost more in the long term.
- 157. P3s are a nightmare. Keep the project and jobs public.
- 158. procurement should be fair and transparent. Design-build can be hard to manage.
- 159. It sounds like this would potentially allow the project to complete sooner. As an east-side resident, the increased congestion at the Hwy 15/401 intersection is making it more and more difficult to easily access the other side of the city. The sooner a third crossing can be in place, the better it will be for the city.
- 160. P3 makes the project more complicated and whether it is acknowledged or not private partnership has too many risks and undoubtedly a desire by the private org to

- benefit/profit more, leading to cost overruns and delayed delivery.
- 161. Have businesses that benefit from the bridge put their money into it.
- 162. Enough waffling, but ensure that the input is informed.
- 163. 1. Design + Build can result in companies taking advantage of customer. They provide design options that will maximize their profits when it comes to building later. When these 2 phases are separated, the designers have to focus on providing the best design.
 - 2. Before a design is developed it is very hard to figure out exact pricing for building. Having the design completed and accepted would allow the City to get more accurate quotes when it comes to the build phase. Since the build will be the most expensive part it makes sense to make sure that is the most accurate.
 - 3. Typically the best designers aren't the best builders and the best builders aren't the best designers.
- 164. Private sector bears the risk.
- 165. Bidding is an absolute requirement, to ensure my tax dollars are well spent.
- 166. Options that are expressed and responded to over time. What do I know.
- 167. Bidding can keep costs down, P3 would include revenue for the private partner ie tolls
- 168. Competition at the initial stage
 - + consistency from design to implementation
 - + accountability for the holistic process.
- 169. More flexible to discover opportunities for value engineering.
- 170. We don't need a landmark. We don't need a special project that shines a light on Kingston. We need a bridge. It needs to carry traffic and people for many, many years to come. We don't need to reinvent the wheel here, we need to build a bridge and the sooner the better. Every day that is wasted on a special design or this and that is another day that we have to struggle to stay a part of the city of Kingston. Design it, bid it, build it.
- 171. The design-build allows project considerations and problems to addressed in the most applicable way at that time in that context with the input of all the disciplines involved. This makes sense for more complex projects, such as this bridge. Risk is taken on by the contractor as well as the municipality, but the municipality would retain a certain level of control. All of this is good given the nature of the project, the cost concerns, and the need to reduce risk overall.
 - P3 model Even though the question assumes this, I don't really see P3 as comparable to the DBB or the DB approaches as it can incorporate either. I would say it's more of a funding and ownership model (including risks). As such, there's no reason that you couldn't combine the two (i.e. P3 and DB), if feasible. And I would say that the feasibility of the P3 approach in this instance would depend on how the bridge is to be operated and maintained in the future as much as how it's built, plus how the original funding concept with all three levels of government actually rolls out (Assuming this has yet to be finalized). Given all that, it might even make sense apply the P3 model to

- different parts or stages of the project.
- 172. I commute over the bridge everyday and the congestion is so frustrating. It affects what time individuals get to work, ect
 - It is also a safety issue with emergency vehicles and road rage.
- 173. It would be much easier to deal with one contractor so that the project can continue on a smooth pace versus different contractors for different phases. The experience that is gained on phase 1 by one contractor can be used on the next phase and so on. Also there would be one contractor to hold accountable (bonding) even thigh he might have sub contractors.
- 174. Overall engineering experience, better end product in this manner.
- 175. I believe the best outcome would be achieved this way.
- 176. Decisions can be made at each step,
- 177. See above
- 178. P3s are a proven long term, performance based approach for big infrastructure projects, such as the 3rd crossing bridge project would be. Additionally, by incorporating best business practices along with public overview (Fed, Prov, and Muni govs' involvement) building the bridge thru P3 has the best chance of being on or under budget because it encourages competition all the while keeping project costs within budget and delivering the project on time.
- 179. Just from what I've heard in the video
- 180. Since the taxpayers of Kingston are responsible for the bridge why bother with the farce of P3? Why let private developers make profit at our expense, set the conditions and pull out when there is no longer any profit to them leaving us to manage the bridge?
- 181. Design-build I believe is the best option as it provides the best value and cuts out the option of places under cutting to get the bid and later on create problems that can be costly. The most design-build process takes money out of the equation for a moment and allows the delivery process to show the components that will last the longest and create the best long-term as well as responsibilities can be clearly defined and this in turn can lead to better risk management by the concerned parties.
- 182. Minimize costs and time it takes to complete a project, as well as ensure quality (http://www.fhwa.dot.gov/reports/designbuild/designbuild2.htm)
- 183. I believe the firm that designs and builds the bridge will take more pride in ensuring the job is done correctly. Pride of ownership.
- 184. We need to tender to keep companies from breaking the bank
- 185. I believe this method will allow for innovative design and construction because the elements have the flexibility to come from different firms.
- 186. Allows for the best design to be chosen to suit Kingston's needs
- 187. I believe P3 has good track record in other parts of the province and country.I also believe that the fewer individual contracts put out for tender by the government,

the better. Just give the management of the whole thing to a private sector which will lose money and potentially their job if they mess up. Many times we have seen the lowest bidder for public infrastructure get the contract, only to have cost or construction time increases along with quality problems. Publicly elected city councillors and public servants are unqualified to be evaluating bids for these things and under pressure from their constituents mostly go with the lowest bidder even if this may result in more cost over the long term.

- 188. Each company comes with a design and a projected cost as a bid for the construction. This then lets the city ask important questions about the bridge before awarding the contract to the winning bid/design. It also allows the city to say they don't like any of the designs and to request new bids to come forward.
- 189. I believe this is the most accountable format and that it can to invest more in the community. As with the little Cataraqui Creek crossing on Front Road, publicly tendered bids are not always best fulfilled for the community needs and interests, whereas the P3 style ensures best monitored procedure from investors who could hold stakes in the project.
- 190. I believe this more traditional approach will result in a more efficient process and is more likely to be on time and on budget.
- 191. If we musts build it make is cost less.
- 192. seems to be the most sensible way
- 193. Allows for variation of design proposals
- 194. More control of final product
- 195. The owner is more involved in the bid, design and construction process. The process also assists the owner in establishing reasonable prices for the project.

Additionally, this method also ensures fairness to potential bidders (or invited bidders) and improves decision making by the owner by providing a range of potential options.

- 196. We don't need a bridge built by the lowest bidder. It has to be strong enough to last a long time. We don't want to have to do re-dos 5 years from now.
- 197. its the best of all worlds, the design is above all else. then let private enterprise drive the price through competition.
- 198.
- 199. Most competitive model.

PPP would indicate toll bridge. That's not acceptable.

- 200. The reason why I selected Design-Build, is because this bridge needs to be built in the utmost haste though only pausing long enough to do a sustainable design and construction.
- 201. I don't think this council has the maturity to negotiate and maintain a PPP agreement without negative outcomes and the "design-build" model would be disastrous for a project like this.
- 202. I feel one contractor to build the bridge would be cost efficient and no charge for use.

Private sector would want people to pay for use.

203. The Design-bid-build model can occasionally result in a proposal which is tunnelvisioned, leading to a narrow-focused and poorly written bid-RFP. It would fail to incorporate the wealth of knowledge and experience of private sector contractors.

This can result in costly oversights and budget overruns which would be catastrophic to the local economy for this size of project.

A NEW model could start with the P3 financing & management and also champion a new method for a design phase.

This new design phase could incorporate recommendations from a screened & selected group of competing private contractors.

This group would be required to reach a consensus by vote on how each facet of the design and construction should optimally be handled.

The group's chair would present the findings to council and have the ideas incorporated into the design and RFP.

The group's competitive and varied opinions would prepare a balanced and fair recommendation for RFP specifications.

The group of contractors carry no guarantee of being awarded a bid and should be nominally reimbursed for their efforts in this team at the conclusion of the presentation of findings phase.

I think that this input would be immensely valuable to the entire project and would cost a tiny fraction of the overall budget.

It would add an additional layer of caution and care to the project, which, politically, would protect & insulate the council from the political fallout of a disorderly or overbudget project.

- 204. Should ensure a more competitive edge on construction costs.
- 205. Design-bid-build will provide more options put forth by bidders while still adhering to the standards required for the building of the bridge.
- 206. keeps costs in check
- 207. I am guessing it will cost less in the along run.

What are the most important aspects of a project delivery model to you? *

Response	Chart	Percentage	Count
Minimizing construction time		41.3%	376
Ensuring good maintenance regardless of other City priorities		31.3%	285
Delivering the project on budget		61.9%	563
Keeping costs as low as possible		28.7%	261
Effectively coordinating the work with other work in the areas affected		33.0%	300
Ensuring information about the project is open and accessible		37.1%	338
Maximizing the opportunity for contractors to innovate on efficient methods of project delivery		23.5%	214
Ensuring that maintenance and operations (snow plowing, pothole repairs) are done by City employees		26.0%	237
Maximizing the amount of time over which the cost of the construction work can be spread out	Г	10.4%	95
Maximizing the amount of construction work that is managed by the City		7.7%	70
Maximizing the amount of flexibility the City has to modify the project, if needed		20.0%	182
Maximize the number of bidders competing for each aspect of the construction		17.6%	160
Minimizing carbon emissions of construction (and operation phase)		19.5%	177
Other		5.2%	47
		Total Responses	910

Comments

#	Response
1.	The best solution is no bridge.
2.	Work done properly and on budget is probably more important than on time. However, do not hire an inexperienced company nor the company that did the King St W / Front Rd bridge upgrade.
3.	Why is there no option for those who don't want the bridge?

- 4. We should respect taxpayers and the environment and not build a third crossing!
- 5. None of these options refer to allow me to emphasize the preferences offered in the initial page!
 - I want a bridge that is as reliable and economical over its lifetime as possible -construction time time and costs are subordinate to this end.
- 6. I'm not sure on what a delivery model is
- 7. Minimizing noise, pollution and waste of construction and operation
- 8. My knowledge of ``project delivery" is based on the LVEC fiasco: Much hype by ``specialists" about respecting the budget (including: ``with this, public transportation will even run a profit"), and then running over budget and the taxpayer stuck with the bill in the end.
- 9. Design of the bridge should be related to history of the 1673 first colony.
- 10. Making sure that someone actually knows what's going on. This survey approach is very odd. experts should be answering the questions not the public
- 11. Prefer a non city contractor and definitely not a city of Kingston worker as they cannot even use their signal lights on the city trucks let alone keeping their concentration and focus on a project this huge. Plus watching 5 employees stand around while one employee works and we get to pay for this lax attitude.
- 12. Many people are opposed to this project. This questionnaire allows no voicing of such sentiment.
- 13. Don't build it at all. It's unnecessary.
- 14. Do not build it.
- 15. Establishing a true majority of the taxpayers who have to pay for this via referendum. I certainly can't afford one more penny paid to the city to waste.
- 16. Respecting the requirements outlined in the Environmental Assessment.
- 17. Realizing the bridge is not good for the city and cancelling the project.
- 18. I would prefer NO BRIDGE
- 19. my main interest would be in not wasting taxpayers' money on this extravagant project.
- 20. DON'T BUILD IT!!!
- 21. Ensuring the City of Kingston has the required equipment and manpower for maintenance and upkeep, should this be their responsibility to do so.
- 22. Don't want a f up like the krock
- 23. Quality work, a builder with previous successful experience.
- 24. I don't want a bridge.
- 25. I oppose construction of the third crossing, so it is inappropriate for me to answer these questions. If the city truly takes a long view of its population, its sustainability, and its transportation planning, it will abandon consideration of a third crossing.

- 26. Use QUALITY PRODUCTS
- 27. It needs to be non-toll.
- 28. Ensuring enough time is given for coordination of the design prior to tender.
- 29. Making sure the east end people who live in an unsustainable neighbourhood pay for most of the cost and don't destroy downtown in the process.
- 30. I do believe the city is becoming somewhat more efficient with some projects ,however most projects go way over budget ,time ?
 - And at the end of the day ,how many city workers are familiar with bridge construction . Let's keep only pros involved .
- 31. There doesn't seem to be anything here about minimising the impact on the environment when the sediment of a polluted river is disturbed. The public needs to know more. Will wildlife habitat suffer? etc.
- 32. Minimize the costs entirely by not building this bridge. Make it a toll bridge for those who want to use it or feel it is necessary. This is NOT a project I support as an already overburdened Kingston taxpayer.
- 33. Allowing local companies first opportunity to bid on the work and ensuring local people be hired by companies to participate in the work.
- 34. Stop the political correctness or posturing for approval with other levels of government and recognize the tax paying citizens, not the renters, those who pay property taxes are over burdened and fed up.
- 35. I do not wont the bridge
- 36. Save your money, DON'T BUILD IT!!!
- 37. Ensuring the work done is of the highest quality.
- 38. I know nothing about this process. Do what you do best as elected reps of the people.
- 39. making sure we don't spend money on the bridge that it is more important to spend on other things: transit, elder care, affordable housing, active transportation infrastructure, parks, etcetera. This is the infrastructure that will attract young people to kingston and make the city truly sustainable. The bridge is too expensive for what it achieves (a few seconds' savings on time from the east end) and it is environmentally unjustifiable as well.
- 40. Minimize design work by city, minimize construction work by city during construction.
- 41. Again, I believe the most cost effective and sustainable option is not to build a fourth crossing at all there is a crossing at Kingston Mills why not widen the bridge there?
- 42. Minimizing unintended consequences eg following ON procurement rules, we could end up with construction being done by ... Italian contractors, for example.
- 43. I want a safe nice looking bridge that will not cost our city continuous money to maintain.....
- 44. Nothing

- 45. minimizing bridge building in Kingston
- 46. Ensuring that emergency response is included in any and all project delivery analysis.
- 47. Minimizing disruption to the surrounding areas and environmental impact overall.
- 48. See important comments below

Please tell us if you agree or disagree with the following statements:

	Agree	Disagree	Not Sure	Total Responses
It doesn't matter if the City or the private sector manages the construction as long as it is finished on time and on budget. *	637 (70.0%)	190 (20.9%)	83 (9.1%)	910
It doesn't matter if the City or the private sector manages the operation and maintenance of the bridge as long as it is well-maintained. *	589 (64.7%)	244 (26.8%)	77 (8.5%)	910

Would you like to share any other comments about the proposed Third Crossing?

Ini	ra Crossing?
#	Response
1.	a lot of people don't want the money spent on this bridge (probably includes me) but if there is federal infrastructure money available for something like this we should be ready to grab it. we do need it. we do not control the 401 nor the Lasalle causeway for that matter. both of those can be shut down at the same time as it is 2 diff departments and levels of gov't that control them. at least this one will be city controlled.
2.	Its taken to long to even get to this point and with the rapid development of the East end it is essential that a plan is devised and started as soon as possible.
3.	Exploring options and all resources makes sense. It enables the city to look at the big picture. This will result in a better product.
4.	Again if we can't afford this bridge (ie the money is in our little piggy bank) then we should not be spending it.
5.	The \$130 million ++ budget should be spent on improvement of existing infrastructure upgrades and future funding. The list of other needs that will propel growth are endless

- and will position us for the long term! No Bridge!
- 6. Third crossing is not needed ...once the 401 is finished to highway 15, traffic will use that if there is a problem
- 7. As a long time resident of Kingston East, this is something that needs to happen nless you are going to shut down construction over here.

People talk about sustainability but how sustainable is it to have cars drive up to 401 and around the city and then back down in either the east or west end. How sustainable is it to have cars idling while the bridge goes up hourly or traffic is totally tied up...just my two cents

- 8. Get it done! I support this project wholeheartedly!
- 9. In addition to the above statements regarding management of the construction and maintenance of the bridge, I would add " and the prescribed quality standards of construction and maintenance service levels are met or exceeded"
- 10. I hope that the bridge includes a bike path.
- 11. In 1962 I was 14 years old, living in Kingston and listening to my parents talk about the concept of a third crossing. I moved back to the Kingston area in 2004 and the third crossing was still talk. it is now 2016 and I live in Kingston and there's still no bridge. One of these days the federal government is going to open the lift bridge at the causeway and decide to leave it open for boat traffic as the the damned thing is simply past it's life expectancy. Then Kingston will be screwed. Get on with the project.
- 12. Just build it. This is taking entirely too long.
- 13. Please let us (on East side) know what the Gore Rd exchange will look like so we can provide you some feedback on that. Also I like the idea of a car park area so we can park and walk or bike across. Will the pedestrian walkway be accessible by bike too?
- 14. Start the job already.
- 15. Build the thing before I die or move. The clock is ticking
- 16. Please just get it done.
- 17. Don't make the mistake of one lane per direction for vehicles. Complete short sighted.
- 18. I'm very afraid that the focus on this bridge has become more about foot traffic than actual traffic. If we spend more money creating a pretty spot for pedestrians to look out over the water and use wifi, than we do ensuring quick and efficient access to the rest of the city for vehicles, we'll be defeating the whole purpose of the third crossing.
- 19. Just get it done already.
- 20. Please use this opportunity to show Kingston to be committed to a sustainable future. This is so terribly important for Kingstonians that will be around for decades to come. My reluctance towards the overall pain of construction and a new main drag through my neighbourhood will be wiped away if this project is used to further sustainable energy development in the city.
- 21. I think the City needs to manage the long term maintenance and operations once the bridge is complete. This should not be managed by the private sector.

- 22. The third crossing is very important but I think that Hwy 15 and Gore road are not going to be able to handle the extra traffic.
- 23. I am strongly opposed to a privately managed project or privately operated bridge post construction.
- 24. Please just build the bridge!!
- 25. I'd approach the military base and ask them to support funding for the crossing. Much of the congestion going to the east in the AM and away in the PM are due to the thousands commuting from the base daily. Weekend traffic is minimal in the east end leading to believe that the bridge is only a needed for weekly traffic patterns.
- 26. Just get it done already!!!!
- 27. It needs to happen!! No more debating!! I don't live in the east end, yet I can appreciate the need for it to happen.
- 28. As a resident of Greenwood Park we need this!
- 29. We don't want this bridge to be the butt of all the jokes on late night tv. Ensure it doesn't look like a phallus from the air. Ensure its not all the newest, cutting edge ideas that have yet to be tried.
- 30. Build it we need it
- 31. Get it done!
- 32. It is badly needed.
- 33. Ensure the design of the third crossing takes into account future expansion of the city of Kingston and its needs.
- 34. Build it.
- 35. It is NOT a third crossing! It is a first crossing.
- 36. I think it is absolutely necessary!!!! The causeway has outlasted its useful live as the dedicated in city crossing to the east end.
- 37. I question the choice of location. I went to most of the public meetings and other locations along hwy 15 were not really considered. Especially shorter distances across the river and counter-intuitively the longest distance possible was selected. I still believe the shortest distance location (Hwy 15 to Belle Island) would be the better choice of location and that challenges (i.e. Native lands on Belle Island) could be overcome and a bridge could be built at a smaller expense over a shorter time frame and least neighbourhood disruption.
- 38. We need it now!!!
- 39. If management can be done effectively and efficiently by the city then okay, otherwise have it done professionally.
- 40. Extremely impressed with the access to information ad opportunity to give input to this venture. It is a huge piece of the success and future growth of Kingston and its tax base. Having this bridge built and making it a key waterway landmark would be fabulous for tourism on land and water, while creating a much needed new access

artery from the East to West sides of the city. Keep up the great work

- 41. This project, although miss titled, is long overdue it is time that the city of Kingston provide the residents of the east end with the city's first uninterrupted transportation corridor. I would hate see this project not move forward simply over the "emissions" issue!
- 42. Bid and hire based on proven experience. Consider safety records because a firm that is putting the effort into safety has likely also considered all other facets of project management. If you put an increased weighting on their safety record, you will ensure a firm that can likely manage all aspects of its project. There is ample evidence (peer reviewed scientific literature) that supports this statement.

It's not necessary to get distracted by flashy add-ons like wind or water turbines or geothermal energy. That is time and money; if those are desired build them elsewhere in the City.

If it makes sense, spend more now for better quality and reduced upkeep.

- 43. Using the 407 as an example of a privately maintained roadway will clearly illustrate HOW NOT to maintain the bridge. The 407 is a roadway to be used the wealthy elite or businesses only. It is not really for public use most of the public cannot afford it. If we have to have a bridge I would hate to see the private sector managing the bridge. The City is bad enough.
- 44. I have trouble calling this Third Crossing highway 401 is not a crossing for the city of Kingston it was not built as a crossing for Kingston the only crossing we have is the Lasalle Causeway. Now it is time to Stop Talking and let's have some action
- 45. Very concerned about traffic impact on west side....too much attention to east end needs
- 46. Been living here in the East end on Highway 2 East and trust me when I say this, we need a third crossing. Since I moved here in 2006, I have heard of dozen of accidents on the 401 and just recently an accident on the Causeway, now I can't imagine if I needed to be rushed to the hospital which is normally 10 minutes to KGH would have taken because the Ambulance would not have been able to get through the Causeway. Come and live here in the East end for 1 month and then you can see why we do need a Third Crossing.
- 47. I am fully in support and eager for the City to get this bridge built! As a resident of the east end who works downtown, I expect to use the new bridge daily.
- 48. If the city is serious about encouraging residents to use something other than cars to commute in Kingston, a new crossing, owned and managed by the city, is imperative. The current crossings do not accommodate adequate or safe public transit, pedestrian or cyclist access, and neither are within the city's purview to change.
- 49. It should not happen!
- 50. It would be nice to have a walkway for people who don't drive and just want to walk across, much like the causeway.
- 51. It has been talked about long enough, Please bring it to fruition. Thx.
- 52. We need the crossing. People living on the east end of the crossing deserve it.

Congestion on the bridge and on 401 is making this a safety issue for them. Get on with it.

- 53. Just do it
- 54. I believe a third crossing is very needed. especially with all the new development happening along Highway 15.
- 55. No matter what, this bridge needs to be built
- 56. Worried privatization of the bridge will lead to a toll.
- 57. The third crossing will help tie the city together by bringing eastern Kingston closer to its neighbours and reduce the congestion around the Causeway. It's a chance for city council to do something progressive that may not pay off immediately, but will instead positively affect the city for decades to come. Don't listen to the small-minded naysayers and kick this project down the road for a future council to do more expensive studies on. Get moving now and take advantage of the infrastructure money that's about arrive.
- 58. Just build the bridge and stop with these surveys
- 59. Please consider making the bridge a toll bridge. It worked in Saint John, NB. Mind you the toll was only 10¢ per crossing when it was built, but it is now paid for. The toll would of course need to be higher than that these days & lots of people would scream about it! Would they prefer higher taxes? Doubt it! Maintaining the
 - Toll would help with up keep . Put a bike/pedestrian track beneath the
 - Span for safety. Don't worry about drivers being able to see the view ,they should be paying attention to their driving. You can't see over the sides of the Confederation Bridge to PEI, & it's not a problem!!
- 60. Plan and construct with the future in mind. The East End is growing and more people, using private or public transit, will using the bridge. Project what the usage will be in the near future (20 years) and construct with that in mind but have growth potential built-in too. It is unacceptable to have another structure like the one lane Centennial Street overpass where traffic seems to be always congested.
- 61. Get it done already!
- 62. no
- 63. I think the bridge should have dedicated bike lanes, sidewalks that can manage two,people walking abreast, and the ability to control the number of lanes in each direction depending on the time of day (to increase efficiency during rush hour. But basically I'm not convinced that Kingston needs the bridge.
- 64. again, the most important thing to think about with the 3rd crossing is the future. Are we investing in a world that is changing so rapidly that we have no idea what it will look like when the bridge is completed. We as a society are going to have to move beyond car culture. Is this the best use of tax payers money, energy and dreams? Are there better ways to solve the problem of gridlock in the east end. I think from what I understand and have witnessed from my time living in Toronto and now visiting it is that the more avenues for traffic to exist, the more cars that will exist, and the more gridlock. Nothing that Toronto has done in the past 25 years has decreased the

amount of cars or gridlock, and the only thing that has happened is the amount of time spent in traffic in toronto has increased. The same can be said for Kingston as an almost life long resident the only clear co relation is that the more roads we build the more cars we have. We need to look to outside of the box creative solutions that will solve grid lock. The express bus to the east end is a great innovation that should be expanded on. What about banning cars in the core of the city? Run buses every 5 minutes.

- 65. All for it...
- 66. Strongly believe that the bridge should be constructed in the most cost effective way possible.
- 67. The only thing we can't undo is the damage on the environment. Please consider habitats, the effects of encouraging car based travel by building a bridge for cars.
- 68. We should take into account the wildlife that we will be destroying for the bridge. Perhaps measure areas on both sides of the lake that have the least amount of sea life (willows, marshes, lily ponds all hold mammal life). As well as on land, too, where the construction vehicles will be driving on. Preferably away from any active mammal habitats. Turtles, frogs, snakes, chipmunks ALL help manage our eco system and some even clean our lake naturally ridding of unwanted algae. As for the bridge itself, I think we should opt for a more visually appealing bridge as this would be only the second bridge here in Kingston, Ontario. If we make it beautiful and unique to look at, we are providing more enthusiasm towards Kingston's future tourists as well as or residents for the many years to come.
- 69.
- 70. We need it. We need it yesterday.
- 71. Hurry!!!
- 72. As someone who drives across town twice a day for work, hurry up and build the thing traffic through downtown is a mess.

Public private partnership is a bad idea that usually appears to save costs but raises them in the long term for users. Please don't build a toll bridge

- 73. I'm concerned with the City's spending plans on MAJOR infrastructure (i.e. airport expansion & now a third crossing). I sincerely hope that taxes will not take a major hike to support these VERY expensive projects. We, the average working residents of Kingston, do not have enless sources of money. We have families to feed and clothe, bills to pay and very little (if anything) left at the end of the day. I sincerely hope the City is getting grants or other funding for these projects. Please give us more information about the financial shape of our City.
- 74. Z
- 75. I firmly oppose a P3 option. They have a long history of failure and unexpected cost overruns that are overwhelmingly borne by citizens. In addition, introducing profit to bridge maintenance is inefficient, and the alternative of allowing public sector wage undercutting is offensive.

In addition, the description of the bridge and images shown concern me. Combining cycling and pedestrian traffic is a bad idea. I have been hit by bicycles before and it's

- not pleasant. It also appears that there are four lanes of traffic. Why combine pedestrian and cycling traffic when you have room for isolated bike lanes? If the goal is to look at the full lifespan of the project, active transportation should get priority as that will extend the lifespan and reduce maintenance needs.
- 76. That this will be another bridge disaster financially. Cost overruns in Victoria are bad enough for the Johnson Street bridge but the SF-Oakland bridge costs are now \$6.5 billion, 2500% over the original \$250 million estimate!
- 77. We need a third crossing. The east end is growing consistently and we need another route into the city. Rush hour is gridlock around the causeway.
- 78. I am wondering what went wrong on the repair to the bridge on front road. I wouldn't want the same thing to happen to this bridge. What safe guards are in place to make sure a construction company will do the all the work in a timely manner?
- 79. In terms of maintenance, I would say it doesn't matter who maintains it so long as it's maintained at the lowest cost to tax payers. This should include all associated cost with the public sector for example defined benefit pension liabilities
- 80. Please get construction underway!
- 81. I have one problem with this survey: It is asking my opinion about a number of specific issues of which I have relatively limited knowledge, but it is not asking the one question that I feel should have been asked whether I favour a bridge in the first place. Which I don't. I live east of the river. I don't find traffic a problem and I believe the city's money would be better spent on other areas including improved transit and maintenance of existing roads and other infrastructure. This survey only reinforces the feeling I already had that the decision to build this bridge has already been made, and now the "consultation" consists of asking us, the residents/taxpayers, about the details.
- 82. We, the public, have waited for years...actually DECADES, for a third crossing. There can be no further studies, budgets, design plans, consultations or environmental assessments necessary. Put a shovel in the ground tomorrow and get the damn thing built... Before another 20-30 years goes buy and you are still wringing your hands about it
- 83. It's a bad idea. The most costly way to throw away an incentive to get more commuters to use public transportation.
- 84. I am not pleased with the way this process has been handled to this point. We have to do better going forward and get the best bridge at the right location at the best price. This has been going on for almost 50 years, we have to stop talking and start doing.
- 85. Get on with it. Getting tired of all the studies and preparation foot dragging. Lets show some true outlooks and decisions to make Kingston a Great city and not one which can be a can do city.
- 86. I walk to work sometimes and there is a need for sidewalks on both sides of the bridge. I also live on highway 15 and can clearly hear the traffic crossing the bridge and future construction should address the noise issue. I would never cycle across our existing bridge which is far too narrow to accommodate cyclists and vehicles.
 - Also why has the city never promoted a small passenger ferry to take people from the east end to the Wellington extension. Promoting a way to ditch the car and walk would

- be seen as an environmental plus for our city.
- 87. Bike lanes and connecting to bike lanes on either side of the causeway.Stop the city from micromanaging and increasing costs due to questioning every little detail it only delays and increases costs.
- 88. The bridge should be for transportation. Bike and walk would be nice but not a place to stop and lookout. Look at other cities that have bridges they are build to help the people of the city get from one place to another not for aesthetics.
- 89. Build it. It's necessary for the growth and prosperity of Kingston
- 90. The third crossing is in the wrong place and could easily be half the length, without infringing upon the Belle Island site.

The bridge design is unimodal, and has no capability of multi use for transit, active and express travel.

- 91. The name of the bridge should be related to Cavalier de Lassalle......CAVELIER BRIDGE.
- 92. Questions and answer options aren't well designed. As usual.
- 93. I think wifi/interactive screens would be too much. To me, the most important thing about creating the third crossing is that it is effective in creating a quicker route from the east end, and is not an eye sore, but does not increase noise/traffic/etc in the affected areas. It is not important to me to create another tourist attraction, especially one that close to where I live. I also very strongly think that it should be done by the city and not the private sector.
- 94. This entire third crossing project is completely unnecessary.
- 95. This has been in the works for so long and we really just want another safe way to get through the city.
- 96. Now (30 years) is the time to cease courting mandate and trust in the democratic public whom have allowed you the privilege to make decisions
- 97. These final questions on the business planning are absurd. Staff should be researching the best approach not asking the uninformed public. Seems like an amateur operation to be asking the public these questions. Seriously poll the community on whether the bridge should be built and report out the result before spending any more money on this.
- 98. City or private doesn't matter but if private sector is chosen I would obviously prefer a local company to keep jobs here.
- 99. We don't need this bridge and can't afford it. In the long term, its main effect will be to encourage further suburban sprawl in the east end, not to reduce congestion or travel times due to induced demand. Rather than spending \$120 million on a new bridge, we should spend \$5-10 million on upgrading our roads and traffic control systems downtown and at the Highway 15/Highway 2 junction to reduce the rush-hour bottlenecks there.
- 100. Cycling lanes

- 101. I opened this questionnaire in the expectation that it would entertain doubts about the overall necessity of the bridge. It does no such thing, but simply lures respondents into a mentality that the project is fait accompli. The whole thing smacks of a "set-up" designed to move the bridge from proposition to done deal.
- 102. This bridge will be there for a long time. It's design should be something we are proud of. Let's not be so cheap that we build an eyesore that is difficult and expensive to maintain.
- 103. This is another great project Kingston needs....we live in Liberal Fortress Kingston, we supported both levels of Gov't....now it's time for PAYBACK in the form of Financial support from the Liberals.....MP Gerretsen has stirred up a hornets nest about 'Bringing Back The Cows' to the Prison.....Nonsense, millions must be spent to simply continue on Trudeau's plan to reverse just about every project or plan the PM Harper did.
- 104. I would prefer if construction and maintenance created local jobs whether it is City folks or a 3rd party doing the work doesn't matter but let's not bring in too many folks from Toronto (or wherever) to do it all...understandably there would be a need for some outside expertise and labour but keeping it local as much as possible would be ideal.
- 105. While not without its price tag, I believe another link between old Kingston and the growing Kingston East will continue to become more important. It's a positive investment in the future.
 - Congestion on the La Salle Causeway and Highway 401 is not without its own environmental and monetary costs as it is.
- 106. Should not be privatized at all
- 107. This is a costly, environmentally destructive project that is not necessary. I resent that the city continues to promote it as a done deal in every city venue and publication and uses push polls like this one to get people choosing different design options in the absence of a final decision. I worry that the results of this and other similar polls will be used as evidence that people want the bridge and are already discussing what it will look like.
- 108. I have concerns that the project should be cemented once started. I do NOT want future councils to have the opportunity to undermine the project once we have committed to it.
- 109. I just do not trust private businesses as they usually want to cut corners.
- 110. I remain unconvinced that it is needed. I am worried that the city seems to be committed to building when there has been no real, reliable study done to see if it is needed in preference to better traffic management for the causeway. At the moment I would make the crossing a major factor in my vote at the next municipal election. Mist things being equal, I would vote for a councillor and mayor opposed to a new crossing.
- 111. It is very important that the third crossing be built and it should have been built along time ago. The city needs to make this a priority and get it done.
- 112. Keep in mind -- it is an incredible waste of scarce taxpayer dollars that is needless. The Dillon Consulting Master Transportation Plan that "started" the "New City" on this route had to be "fudged" in order to even justify the 3rd crossing. Namely -- it had to assume Hwy 401 did not exist. Sort of like assuming the world is flat -- if your initial

- assumption is false, your decision (or, in the case of a flat earth, your navigation decision) is going to be flawed.
- 113. So many experts have been paid so many dollars to study and plan this bridge. There are experts in bridge building. Pick the best and get it done.
- 114. Do not do it!
- 115. The city has grown so much that I think we need it.
- 116. When is the shovel going in the ground?
- 117. Just build it already. Four lanes, bike paths, sidewalks. It doesn't need to be fancy.
- 118. This bridge is a huge waste. Intensify existing mainland Kingston. That'll save more GHGs and dollars.
- 119. I have a \$100 bet that says it won't get completed before 2025 Any takers...
- 120. Can't wait to see it in 2036 at the slow rate this process has gone on for.
- 121. I am annoyed that my postal code does not appear in the choices at the end!!
 I had to indicate that I live outside Greater Kingston but my region was annexed in 1998 and pay Kingston taxes.
 - I live in the Greater Kingston area -- near Kingston Mills -- my postal code is K0H! Why did you not consider those of us -- and will you devalue our opinions?
- 122. The ling term costs of building, maintaining and operating a third crossing are.not justified in the light of ither city priorities.
- 123. I do not support a third crossing. It's not good for our landscape nor environment... We should be building up our ugly waterfront not tearing it down.
- 124. Once the project is approved there is a business plan and a project plan, the whoever manages it is moot. There needs to be oversight, agreed. The O&M for the bridge could be anyone, not looking at protecting City jobs, I am merely looking at what is economical and beneficial to all.
- 125. P3 style projects dismantle public the public good. Public sector always incurs the cost, while private sector gets the profit.
- 126. Stop delaying and get it done already.
- 127. We don't think the bridge is needed!!!
- 128. Same as previous comments The bridge needs to be built. If costs are an issue, you can have a toll and/ or yearly pass to help offset the costs...the toll could be 25 or 50 or 75 cents. People would pay for the added convenience but build it soon stop any further stall tactics set a bridge opening date of 2020 or something.
- 129. Please justify the need and let us know how much our taxes will go up.
- 130. I don't believe we need one if the 401 three lanes continues to Hwy 15
- 131. Make it as a project to be still proud in 20 years.

- 132. Just get it done!
- 133. If it goes to private sector does it become a toll bridge?
- 134. I do not want a toll bridge so a P3 partnership will most likely not work unless some lease-back option is developed. The city should just pay its portion and get on with it. Of course, the federal and provincial governments must come through as well. Good luck!
- 135. This project has been talked about for decades. Please get on with the building of the bridge. I am one of the citizens that live on the east side of the city and would love to see it built.
- 136. We don't need one. We will build it and pay an enormous financial cost and realize it doesn't make that much of a difference. Traffic congestion heading north / south on 15 should be the city priority
- 137. Need this crossing and we need it now. Keep it simple, easy to use/access, free of tolls and somewhat distinctive in design so its something that we can be proud of and maybe find its way into promotional literature.
- 138. These questions should have included an area of whether the waste of money project should proceed at all.
- 139. Residents should have knowledge who maintains what part of the third crossing, that way if there is a problem or concern someone can be contacted asap.
- 140. I hope that there is little weight given to the responses to this survey. These are questions that are best left to those with full and complete information to make the necessary decisions.
- 141. I feel that this is something that has been needed for many years, we have all witnessed occasions where the 401 is shutdown and Kingston is used as a through way for far to much traffic. During these situations it blocks emergency vehicles and makes it hard for EMS.
- 142. I see the roadways getting ready to make this a great route and im excited to see this hopefully come to life within 10 years in a sustainable and accessible way to connect the city, spruce up the North, and grow our community. Keep at it, you've started now!
- 143. Get it done already. (Expletive) or get off the pot.
- 144. Either build the bridge or stop expansion in Kingston East. During evening rush, traffic is backed up from the Westbound 401 ramp to the intersection of Highways 2 and 15. Enough has been spent on studies over the last 60 years that the bridge could have been built on the study money alone. Coming across the LaSalle Causeway yesterday at 3:00 p.m. when the lift bridge was raised to let two boats through had traffic backed up for blocks. Kingston Mills Road will be closed from September 2016 to May 2017, eliminating the 3rd present route. What happens when the 401 is closed due to an accident?? We need this bridge and have needed it for the last 20 years.
- 145. I have been involved with a number of PPPs (as an advisor to the private sector)!and the public always does poorly with them. Promises are never kept by the private sector if they do not make the profit they were planning on making
- 146. Stop it before any more of our tax money is wasted on this unaffordable insanity

- 147. Am concerned that private sector involvement will result in the lowest bidder doing the cheapest minimum to complete contracts. If the city really needs this bridge, then the city needs to be able to afford it for the lifetime of the bridge, without the crutch of private money.
- 148. I do not support this project I am not convinced it is necessary and do not believe we can afford the cost burden as taxpayers.
- 149. The third crossing is 10-15 years over due. With all of the expansion on the east end traffic is even worse than ever. When the causeway or highway are closed, good luck getting even to downtown in less than 45 minutes. A third crossing is desperatly needed. Also highway 15 should be expanded to 4 lanes, at least from Gore Road to the highway. I work on the east end and live in the west, from about 3:00-5:30, traffic is backed up from the highway, past Innovation Drive. While the third crossing would alleviate a large chunk of that traffic, I wouldn't expect the bridge to be built within the next 5 years. The bridge over the 401 is already set up for 4 lanes and the buildings on 15 appear to be far enough from the road they wouldn't interfere with traffic.
- 150. I believe we need this third crossing for several reasons. The main reason is public safety. The City of Kingston is allowing unnecessary over development on the east side but is setting them up for disaster because of the traffic issues. Provincial highways are not meant to be road ways to avoid traffic jams. The city has a responsibility to the east side of the city who's tax money they have no issue taking to make sure that emergency services can get to them. The causeway, Kingston mills bridge and 401 could all lock down in a disaster. Then what? It's time to stop wasting tax payers money on study after study just build the bridge. We also as a historical city have a duty to make the bridge as appealing as possible so that unlike some other buildings it isn't an eyesore on downtown.
- 151. Try to minimise avoiding fancy design of the Bridge, keep it practical, then to make sure for at least four lanes now, for future expansions with extra costs.
- 152. 3P projects are notorious for going over budget, costing more in the long run, and not being a good deal for citizens. Who pay for it all....
- 153. See my previous comments.
- 154. DON'T BUILD IT!!! I am totally AGAINST this project and the massive expense which is unnecessary. Are we sure that the Feds will not shut down the causeway if the 3rd crossing is built? Regardless, there are many other priorities that rate higher than a 3rd crossing in my opinion.
- 155. I have concern how the building and other planned infrastructure expansion will coordinate. For example, there has been dialogue regarding expansion of highway 15. Will these two projects be on going at the same time, or occurring one after the other. If so, how will this impact the residents and traffic and how to best reduce the length of time for disruption.
- 156. I am all for the third crossing but Pittsburgh townships taxes are some of the lowest in the city; which I realize stem from amalgamation. However the cities taxes are being increased in areas where they are almost the same as a mortgage payment. Pittsburgh township will be the main citizens who will be using this bridge on a daily basis and yet their taxes will not reflect this. It is quite unfortunate. There taxes need to increase more so than others. Otherwise it is really just not fair.

- 157. The proposed third crossing would make a large positive difference to me and my family living on Gore Road. The amount of time and energy we use driving to reach one of the current bridges would be greatly reduced. I cycle to work three seasons of the year. A third bridge reducing traffic on the existing narrow bridge would make my cycle more pleasant and safe. Several of my neighbours cite the Causeway as the reason they do not cycle. A third crossing may increase the number of cyclists and walkers, reducing congestion and pollution, plausibly leading to health benefits. Thank you for taking the time to consider all relevant aspects.
- 158. DO NOT MAKE IT A TOLL BRIDGE. It MUST be a city-run and maintained structure. Private companies are in it for profit and will likely toll it (HWY 407 comes to mind).
- 159. I prefer 4 lanes in order to plan for the future. The city needs to look at 25 or more years down the road.

This bridge is about cars and the opportunity to develop the east end of the city.

- 160. Make it bus, bike and pedestrian only. Cars can go around.
- 161. Dont f it up like the krock. Krock was built partially to try and get the cup buuut can't fit 5 thousand ppl which was the goal and the ice surface is too small... also noooooooooo parking thought they said they would add parking? Nooope but if you wanna go shoppin while there is an event be prepared to pay up to an extra 50\$ just to park! This city fails tome and time again. Do something right for a change
- 162. Just get the damn thing built. Enough time has passed for studies, evaluations, etc to have been done. Stop talking and start building.

Granted, I no longer live in the city but I still have family members that do. Years ago my mother stated that she hoped she lived long enough to see 3 things actually happen in Kingston: sections of Centennial get connected and railway overpass (done), railway overpass on Counter (It seems to be underway....finally!) and the 3rd crossing.

She will be 87 this year. Time is running out for her wishes to come true.

- 163. Please build it sooner than later. Long overdue!!
- 164. Needs to be cost effective and if private is better okay go with it
- 165. I still don't agree that this bridge is the best option. I would have liked to see twinning of highway 15 first. This would have been a relatively cheap option. If the city thinks that highway 15 doesn't require additional lanes come sit in traffic from 4 to 5
- 166. I would like to further understand how Kingston plans on maintaining the bridge when a large percentage of the streets in this City are an embarrassment to drive on!
- 167. This bridge should be four traffic lanes wide (2-in each direction) to allow for emergency vehicles and future traffic flow demands. Consider winter conditions in the road surface design (icing (both on the roadway and falling from the structure onto the roadway), whiteouts, high winds, etc...). Don't get too wrapped up in bicycle and pedestrian lanes, remember we are a winter city those lanes won't be used much for 5-months of the year.

- 168. A new bridge would be a colossal waste of taxpayer money. I am vehemently opposed to this project. It is completely unnecessary and unjustifiable in any rational analysis, sadly lacking in this questionnaire.
- 169. move to the east end see what happens, how many councillors live out in the east end, remember that when the 401 or hwy 2 are closed down our only access to the city is kingston mills rd, got forbid that we are sol. because the Cataraqui river and the Rideau canal have us land locked. think about that.
- 170. The bridge is a stupid waste of money. Don't build it.
- 171. get it done sooner than later
- 172. We need this third crossing. Those that are opposed are the ones that don't have to commute back and forth on a regular basis and do not fully understand the importance of this third crossings. They have that rich person attitude, it doesn't affect me, I don't care about anybody else. That area is growing and the problem will only get worse and more expensive the longer you wait. This bridge could have already been built and paid for if council could have come to an agreement and get there heads out of there asses
- 173. Often times when contractors bid on a project they underbid. They win the project but end up costing more in the end and have multiple delays. Have seen this many times with government projects in this city. I would like to see a contractor picked who has an excellent track record for seeing projects through to the end while staying on budget. Even if changes need to be made to project design.
- 174. This bridge is a waste of our tax dollars and is NOT required.
- 175. I oppose construction of the third crossing, so it is inappropriate for me to answer these questions. If the city truly takes a long view of its population, its sustainability, and its transportation planning, it will abandon consideration of a third crossing.
- 176. Use QUALITY products

Do not SKIMP

- 177. It is long overdue.
- 178. The bridge is long over due.
- 179. It's not all about the money, although your survey suggests otherwise. We are not robots in this city and this survey, while well-intended, was insulting.

Please continue to ask for input, but not in ways that limit what feedback we give you, and how much.

Thanks.

- 180. Before you begin I hope everybody will be aware of the cost overruns on bridges such as Victoria's Johnson Street bridge, the Oakland bridge and others. Find a couple of bridges for cynics like me where the bridge came in on or under budget.
- 181. To have only one lane both ways is ridiculous make it 2 both ways to start !!!
- 182. This is a very port ant project.
- 183. I live in the east end and don't want this bridge!!

- 184. I am tired of all the discussions and proposals that have been ongoing for a number of years about if a bridge is required. YES a bridge is most certainly required. I have lived on the Eastend for over 20 years now and I would like the city to FINALLY invest in the infrastructure of the Eastend. The amount of time and money that has been spent over the years discussing this issue is insane. The Eastend has increased its population just like other parts of the city, if not more, and the city has done minimal to assist with the complaints and concerns of their citizens who reside here. There have been occasions when the causeway and the 401 has been closed and the only way into the city centre is through Kingston Mills, which is now scheduled for closure for the next 6 months or more. I expect at some point in time someone on the Eastend will require emergency services during one of these "closures" which could be potentially a matter of life and death, and What do you think will happen then..my guess would be a lawsuit, just saying. The city needs to stop talking about the issue and start to implement a plan on how to proceed.
- 185. I trust city employees to do the job well and look out for the best interests of taxpayers. e.g. Ravensview.
- 186. This should not have any effect on local business except to bring others to Kingston East. It will ensure safety and emergency service plus scale down the amount of traffic down Hwy 15.
- 187. We have been talking about this bridge since I was a teenager in the 1970's, possibly before that but I noticed it then. If we want to generate revenue from that part of the city, investors have to see that there is more than one perceived access point to the downtown core and the rest of the city. I work over on Highway 15 and if I happen to need to go downtown it's a mess due to everybody wanting to push through one lane. Please PLEASE get this moving
- 188. LET'S GET IT BUILT!
- 189. Stop wasting our tax dollars and just build the f-ing bridge!!!
- 190. Get on with it.
- 191. I suspect many of us will have difficulty with this section
- 192. Make it a toll bridge
- 193. I live in the city center, don't go to Kingston East with any regularity, but feel generally that the bridge should not be a toll bridge, that all city taxpayers should contribute to the bridge. We didn't consider a toll when the Centennial bridge was built and I don't believe a toll is being considered for the bridge spanning the rail tracks and creek on John Counter Blvd.
- 194. We as a city we need to move fast on the 3rd crossing, because the cost will just keep going up!

If city council decides not to build the 3rd crossing, then let's forget about this and move on to other stuff that is important.

Like......cleaning up Montreal street and Division street, Princess street empty buildings they look terrible!

195. In spite of everything that I have said in this survey, I believe that building the 3rd Crossing will be a historical mistake that future generations will pay for years to come.

It will amount to a massive transfer of public funds to real estate developers in Pittsburgh for private corporate gain and lock the city into a car-dependent sprawling form that will make it almost impossible to meet our carbon reduction targets over the next few decades.

- 196. The most beautiful part of Kingston for me is when you are looking at the skyline from Highway 15/2 intersection and crossing the causeway. It looks absolutely wonderful where old church steeples blend with modern buildings. I think it is extremely important that the new bridge enhance or add to that skyline.
- 197. I love Kingston. If the bridge can be maintained well by a third party in a more cost effective way than having city employees maintain it then that's OK. You must have the data to do a comparative analysis.
- 198. I don't believe that a third crossing is required, especially now with the third lane on the 401.
- 199. You are assuming it will be passed. I would like to see projected traffic flow: volume esp. peak periods. The projected development along highway 15. Where the bridge traffic will go in Kingston.
 - I would prefer to see money spent on existing road maintenance e.g. Potholes.
 - Also on sewers and drains. We need to make Kingston work better before we take on massive infrastructure projects, especially in view of likely population decrease.
- 200. what are we waiting for costs of building to get cheaper? City population to diminish? government grants?? (just kidding). Quit wasting money doing assessments and studies. Get it built. We needed this years ago. Just do it. If a bridge can be built between New Brunswick and PEI, SURELY we can build a bridge across the little Cataraqui River. JUST DO IT
- 201. Again, why are we doing this? Create more roads etc creates more traffic. AND the time they are a' hanging.
- 202. Do not listen to nimbly groups.
- 203. Just want to see it completed.
- 204. Why don't you offer survey respondents a chance to state, right up front, whether they support this project? I don't. No one I do does. Most of the people I have spoken to about this project feel it is not being proposed with transparency. By how much will our taxes go up as a result of this project? Who benefits? Who wants it? How ill it improve traffic flow in the City? Bring people downtown to the core?
- 205. I have been waiting for this bridge to be built for most of my life and know the impact it would make so get building already
- 206. It is important that local constructor is involved in the project, lets out taxpayer money stay in the community. Also since it is a municipal project, it should involve as much of our own, City of Kingston workforce and expertise. There are people focused on delivering the best value for our community in a long run. If because of the project, size of City of Kingston work delivery team/ city staff need to be increased, well, this are money well spend in the community.
- 207. I would like to see top class safety features for those travelling on the bridge, those

- sight-seeing, security of the bridge itself against wind, rain, flood, ice floes in winter, damage by water traffic etc. and prevention of suicide attempts. Emergency call phones at intervals, for example, even a place for a police cruiser to sit during rush hour, at least.
- 208. I don't think the project should proceed. The impact on the environment will be enormous, the cost will be prohibitive and the need hasn't been proven to my satisfaction.
- 209. Get it done. It's been decades and we need it now.
- 210. Please make it 4 lanes to allow for continued growth in the east end
- 211. Just build it sick off traffic needed to be done long time ago!!!!!!!
- 212. I am extremely hesitant to consider a private option as it risks far greater costs in the long and short term, be it through the actual costs of construction and operation or unseen costs in build quality and design. Assuming efficient execution and maintenance by public funding, the costs should either equalize or reduce longer term. Again, not focused strictly on direct financial costs of materials, labour, and maintenance but also on indirect costs. I've seen too many public projects corrupted by private institutions that cut corners or turned to a for-profit model.
- 213. For the love of all that is holy, hurry and build the damn thing. It was needed ten years ago, please ensure that your solution is scale able and will be able to handle far More traffic than it is predicted it should need.
- 214. 4 lane not 2
- 215. Keep our city staff in jobs!
- 216. Third crossing is greatly needed
- 217. I get frustrated seeing the continued growth of the east side while this project goes on, still not with final approval. Also, i was very put off by the way i found out about this survey a big sign in the market square about COST. Please try to convince all kingstonians about the benefit. Yes there is a necessary cost and it is important to explore this but the negative framing before final approval feels purposeful and undermining of the project.
- 218. I don't see the need for 3P stuff where the City is one of the Ps. The federal and provincial governments are welcome to fund the project 100% as they see fit.
- 219. Just do it now. Creates jobs and is needed more every week. Do it before the causeway becomes totally insufficient for volume.
- 220. The distinctions above might matter, depending on the impact on the community and jobs.
- 221. I think a third crossing should be functional, but not a waste of tax payers money. ot doesn't need to be fancy.
- 222. Don't build the bridge.
- 223. I worry about the teams focus on dollars over design and functionality. Your questions are all about money and not living with the bridge. The team has already modified the design according to the infographic, raised the speed on the bridge (while having

pedestrians trying to enjoy the water views. Ha!) Do any of you have any background in cultural planning? Because the changes proposed does not seem to indicate a familiarity with how humans interact socially with structures. You understand how to move traffic around but I am not sure about people.

Finally, while I know this is the "bridge location" I think you have all missed a major cultural initiative / cost saving point. You already invest approximately 300000+ a year into monitoring Belle Park environmentally because Kingston chose to fill in a marshland 87 years ago with garbage. You spend money making this into a location for walking, fishing and golfing. You already have a dirt road that runs through the entire facility. The space between Belle Island and Craftsman Blvd is much smaller than between Gore Road and John Counter minimizing the impact to the river. You are providing your second largest employer with a route directly to their door. You already have landscaping to help deal with stormwater as part of your Phreatophyte Tree Feasibility Study . You have the potential for bike paths already there, for a nice leisurely 40/50 km an hour drive through a beautiful park (think Long Sault Parkway or driving through Sandbanks or Presquile) with trees and glimpses of the water. Create a few more green spaces not devote to golfing where people can picnic. This creates a tourist haven and more opportunities to interact with the park and the water.

Finally I don't see beauty when I look at your design. I will see/hear congestion and noise since you are hoping to increase the speed. I would prefer a curvier design more like the original to reduce speed through smart construction. I will see Tim Horton cups floating in the river and no longer seeing swans and herons. Yes I will get to work in five minutes instead of 12-15 minutes. But it is not worth the cost to the environment.

- 224. The third crossing has been discussed for far too long, there have been enough studies etc. Right now with Liberals in both Provincial and Federal government representing Kingston, we need to act quickly to secure as much financial assistance from both levels of government to build this crossing.
- 225. This survey is very flawed-- no questions are asked about whether the Third Crossing is actually wanted or needed!
- 226. It's been too long with too much talk and consulting already. This is a bridge, not a tourist destination. A road, a sidewalk, some streetlights; that's all that's required. Reduce initial and continuing operating costs by cutting out this wifi, telescopes, aesthetics nonsense. If it can't be built in a practical, economical, and efficient manner, don't build it. This city can't afford another unnecessary white elephant.
- 227. Please get it done not only for the convenience of people living in Kingston East but also another crossing for when the 401 is closed.
- 228. This should have been done years ago. Quit with the male bovine excreta and get the job done. Hire someone with the leadership and authority to do it, and do it well instead of spinning your wheels. Consulting stakeholders? Get it going and get it done, or the east will become a separate municipality again.
- 229. I would prefer that the third crossing was not built.
- 230. This is a must, A number of people think it is not necessary which might be the case today, however if this city is to continue to grow it is a MUST, It when connected to Sir John A will provide a perfect ring road around the city, something that most cities of any size has. We must look to the future. It will obviously cost us all more tax dollars

- that any of us want to pay however in reality it is a must, let 's get on with it.
- 231. It is such a shame that the funding model does not assist the citizens of Kingston who pay taxes. For the greater good would be fine if there were any measures in place to reduce other tax burdens.
 - Spend is easy. Too bad the financial aspects, that is the cash flow of citizens ignored for others to manipulate.
- 232. Ensure there are barriers in place to mitigate sound, and block view of the traffic for the residents backing onto the route. It is also very important to ensure that traffic flow is taken into account when designing the interchange between Hwy 15 and the bridge so there is no chance of people using Point St. Mark Dr. to cut through to get to the south bound Hwy 15, thereby avoiding traffic at the intersection of Gore rd. and Hwy 15.
 - Really love the idea of a third crossing, and can't wait to see it finished!
- 233. It is short sighted to only have a two lane crossing, the regular 401 closures cry out for a better detour route that would obviously be this crossing. Work with private sector to gain funds to build a proper minimum 3 lane with reversible middle lane (see Halifax Dartmouth bridge) or 4 lane. Make it an E-toll bridge allowing Kingston taxpayers a reduced price option for a transponder but charge the maximum for non transponder users. When the 401 is closed or slow it will be a cash cow. Perhaps partner with 407ETR to manage the E-toll infrastructure, no doubt for a % of revenue they already have the system in place. Find the money some where but do not limit yourself to a two lane bridge. This has been in discussion since I first arrived in Kingston in 1977. Don't build two lanes and then spend a another 40 years wishing it was 3 or 4.
- 234. I am not convinced that the bridge is necessary, especially given the expansion of the 401. Given that the City wants to be Canada's most sustainable community an amenity which encourages vehicle use is not very consistent. I am very disappointed that there has not been a frank discussion of the actual costs and the impact they will have on city property taxes (which are already very high). Overall, this issue needs a healthy debate with all of the facts on the table.
- 235. I would be willing to pay a toll to cross if needed to get it DONE. No more nay sayers get the best do the best and try not to break us.!!
- 236. I strongly resent the nature of this survey. It assumes that everyone completing it is supportive of building the bridge in the first place. I am not. There has not been a meaningful, deliberate, informed debate with Kingstonians so that they can understand the huge financial implications the bridge has for the City. We do not need a bridge. It's unnecessary and wasteful. The City has many other priorities that rank well above the bridge.
- 237. Business plan should focus on benefits to people movement and sustainable transportation. This opens the east side of Kingston to many existing facilities in the Division/Counter area within the same time frame as using a lot of carbon based construction to build on the east side before the population warrants the need. The carbon footprint of a large mall on the east side will easily exceed the carbon concerns of building the bridge for access to existing facilities less than 5 minutes away crossing the bridge.
- 238. Just build the damn thing Kingston has been talking about it for decades.

- 239. I am concerned that any private involvement would increase costs and decrease control.
- 240. We do not wont the bridge as it will devalue the east area and destroy our green area. We are getting a shopping centre why do we need to go to the west end. We need to widen Hwy 15
- 241. no
- 242. It should be a public infrastructure project. No private interests as they don't take public safety seriously.
- 243. much needed for all the right reasons traffic congestion and emergency access.
- 244. After what I have seen of the City's management of projects, I'd say the City should not have anything to do with spending OUR MONEY! People are getting sick of paying for all of this stupid ideas!
- 245. As an east-side resident, I would enjoy being able to bike from my home, across the new third crossing, to the K&P trail and beyond, so having a multi-use pathway is very important to my family.
- 246. Don't build one
- 247. The economy of the country, province and city are bad. This is not the time to take on a project like this.
- 248. I've heard that the proposal is for single lane. Like so many other roads in Kingston Midland, the Bayridge extension, and even the original Taylor Kidd this is short-sighted and bespeaks a lack of vision about future growth so typical of a myopic city planing paradigm. For instance, envision residential and business growth in the East end in 30 50 years. Envision 401 traffic diversion in the event of an accident. Envision overall growth in the city in the coming decades. Double it now so that we're not having this discussion again in 2050 or 60.
- 249. I think the bridge should go from the east end of Medley Court to Medley Court. Surely a shorter bridge is a cheaper bridge. I am sure the environmental disruption caused by this route will resolve itself in a few years.
- 250. Get on with it. I have been an East end resident since 2004 and have been eagerly awaiting a much-needed third crossing.
- 251. The above is a stupid question. Do your best to do both.
- 252. It matters that a private company manages and maintains this bridge. the most important thing is to lock in the cities potential costs so there cannot be any cost overruns.
- 253. This bridge is not needed
- 254. Don't build it! Also, this survey is ridiculous: it assumes that we want it built. Any interpretations of the findings are going to be highly suspect because people who don't want the bridge will answer in all sorts of random ways. Other people are not made aware of tradeoffs -- if they say they want it to be sustainable and beautiful, they may be interpreted to think that expenditures on other budget items are not as important. This is a serious problem with survey design.

- 255. Do not let the NIMBA people influence the agenda.
- 256. Build it, yesterday would be nice. There is more and more building going on in the east and without this bridge it's very close to being labled a hardship. The east is missing out on the west and vise versa. Build it with the future in mind, use it to create energy and make damn sure it has a very, very long life span so it doesn't have to be rebuilt any time soon.
- 257. I'm having to say I "disagree" to the two statements above as there's not enough information at this point to determine either way. In the first instance, it would depend on the amount of control the City would have over what actually gets delivered "on time and on budget"; in the second, it would depend on cost and other factors as well. And even if the City did not manage the construction or the maintenance directly, as a City project and a City landmark the City would, nevertheless, end up being held accountable by the public for anything that happens with it. Given this, more control might be needed in order to address potential concerns.
- 258. It's a bad idea. I'm against it. I hope it never happens.

There are much more important aspects of this city than just ensuring that cars (because that's what the bridge will primarily serve) can get around faster.

- 259. If you're going to do it, do it properly and do it well. Make sure it works for all users and types of traffic.
- 260. I would not like to see private partnerships. That to me means there could be tolls and the bridge is named after the company and I don't like those ideas. Also, I think maintenance costs will be higher going private.

Also I have concerns about bidding. I don't want the lowest bid to win as I know that corners will be cut to meet that financial goal. In the long run I think that will be detrimental to all Kingstonians.

Also, if the bridge is done correctly, there should be no potholes as noted in the question above.

Also, I would like to see someone build a bridge taking into consideration the temperatures of this region. I am referring to the bridge built in northern Ontario recently with steel cables holding up the bridge and the company did not take into consideration the temperature difference and in winter, the steel cables contracted to the point where the beginning of the bridge came up a half metre.

- 261. have any given thought to modifying the causeway as an interim project: additional lanes, changing traffic flow on the west shore (king one way, Ontario one way)
- 262. Just get it done ASAP, it effects so many families and businesses
- 263. I hope that local labor is also a factor in the construction of a third crossing. I would not be impressed to hear after the project was completed that most of the labor on the project came from other parts of the province or country. I think it is important to showcase Kingston and Area's workforce capabilities. I would also have problems with using the crossing knowing that our local area workforce was not a major component in the construction of the bridge
- 264. Aesthetics change over time-thus my resistance to paying big bucks for design

- 265. Yes please reconsider this project widen the 401, use the money to enhance the lives of all Kingstonians, such as improved waste management and recycling, low cost housing, better transit, better maintenance of existing roads the bridge is going to increase green house gas emissions and that is a very poor choice for a city with a limited tax base which has also committed to work to improve the environment instead of worsen it.
- 266. Just stop stopping this project and please get it going.
- 267. I am concerned about unintended consequences, and hence the City of Kingston losing control. For example, Hwy 407, is a beautiful highway, but it was paid for by taxpayers, the toll is very expensive especially for infrequent users such as Kingston residents, and complaints are difficult to resolve because it's a public organization that is difficult to contact, and seems to have no accountability to government (ie taxpayer) agencies.
- 268. Bridge must be built for the future, building for today's needs will make it obsolete in about a dozen years.
 - Handicapped access must be planned in advance. The bridge needs a walk way and a bicycle path with appropriate lighting. A sightseeing platform on the walk-bicycle path bridge looking out toward the lake would be pleasant. Unfortunately, a personal harm prevention barrier must also be put up. An extra third lane for emergencies and morning and evening rush hour traffic shift would be a great addition. Snow removal and drainage with the Cataraqui River below is another environmental issue.
- 269. Once funding from the three levels of gov is guaranteed... then incorporate those funds within the P3 model, then ensure Kingstonians have a plebiscite on the 3rd crossing... OR first ask Kinstonians IF they believe a 3rd crossing is required... Kingstonians need to first know what the "best case" and the "worst case" scenarios are regarding costs... as they will be footing their share of the costs through property taxes.
- 270. Again, you are asking the wrong questions...not one question about the City minimizing the impact on the flora, fish, foul and fauna and people. Not one question about alternatives to a bridge.
 - If this project is go ahead regardless of need, complete control should be kept by the City, staffed by the City, supervised by the City.
- 271. Stay away from privatization. Minimize the waffling on this project not sure why there is continued debate when a third crossing is what we need to improve accessibility.
- 272. The city can oversee the operation from an arms length. Hire a firm to be the general contractor to perform the day to day operations, and that general can sub out to other qualified firms to assist in the construction of the bridge.
 - The city can then contract out the service maintenance of the bridge with solid contractual deliverables with respect to maintenance to a supplier/ provider. Important for the city to oversee the service contract and if supplier does not meet the requirements terminate with a penalty, and retender or go to next bidder.
- 273. with the cost of planning and engineering cost several times to see if Kingston needs a third crossing, could have paid for half of the crossing.
- 274. I don't have enough expertise in this area to make an informed comment

- 275. After living in Kingston my whole life both city center and west now living in the east I feel that we can not at this time afford a third crossing. The streets we do have need to be addressed first. I am not in favour of having our taxes increased for a third crossing.
- 276. It doesn't make a difference who is managing the project however it is imperative that local residents living near the construction are taking into consideration in terms of length of construction, safety, hours and level of noise and installation of proper traffic lights to control traffic flow where necessary.
- 277. No
- 278. Stay on budget.
- 279. This crossing will likely become the most popular and locally used of the three crossings. It's economic impact will affect the city budget for years, but give greatest opportunities for a region of Kingston that has been virtually shut out of economic progress for years.
 - A crossing will tie our city together and has the potential to lead residents to a better quality of life if built with future considerations in mind.
- 280. The need has been evident for many years-it is time to move it forward before costs grow even further.
- 281. I would stress once again I believe that this crossing may be a valuable option today but in keeping with the provinces goals to reduce those commuting by their targets this seems like a waste of money. And if commuting is really reduce by 80 percent completely unnecessary.
- 282. The city is not capable of managing a project of this scale without going massively over budget, contract it out.
- 283. How will the City take this survey into account considering how technical this is?
- 284. I just don't see how this crossing is justified. I get that the city has allowed a lot of suburban development on the east side in the last 15 years, but there is nowhere near enough traffic (or enough people affected by that traffic) to justify such a massive expenditure. The developers seem to be pushing for this for obvious reasons. They're not the ones concerned for the wellbeing of the whole, the city should be. To me this makes as much sense as the bridge to Wolfe island they talk about every few years before realizing the numbers don't add up. I get that baby boomers like to make it rain with this kind of stuff but my generation is the one that's going to end up paying for this. Can we have a referendum on it?
- 285. I am not sure about PPR projects as I have heard conflicting reports about their effectiveness and efficiency. I guess it depends on the integrity of the partners which would be of utmost importance in this situation. I would want to look at the record of private sector companies with experience in this type of work and also the extent of the city's commitment.
- 286. Don't make it pretty, just make it usable and sustainable.
- 287. I believe that it is imperative that the 3rd crossing is completed in a timely fashion. The discussion has gone on long enough. I agree that we want to encourage other modes of transportation. The people who live in the eastern part of the city deserve to have

- easier and quicker access to Kingston. Each day the 401 increases in higher volume of traffic. Using it as a reliable or safe alternative to having another crossing is not acceptable.
- 288. It's needed and should have a dedicated bike lane that is separated from vehicular traffic by some sort of barrier.
- 289. It should be built with three lanes and have a toll system. Pedestrian walkway is not required and if incorporated should be dual use with bicycles.
- 290. I will never use the crossing and its hard to justify the huge project cost for such a small benefiting population. if this is the direction the city is going then go big and account for future development for a city of 500,000 so we dont do this project again in 15 yrs. also the waterfront crossing still needs to be rebuilt and widened.
- 291. I would like to see the bridge built before I die. I am 57 and have lived on the east side of Kingston for over 30 years. They have been talking about this for years and still nothing gets done. I would like to remind all the people who say a third crossing is not needed to imagine what the west end of Kingston would be like now if they only had access to downtown via Front Road/King St. And the 401! I can't believe that a city like Kingston has only two crossings from the East, one of which is on a 400 series highway and the other is an antiquated cantilever bridge. Let's do this thing!
- 292. Make it a toll bridge. Pay for it through bond, pay off bond with tolls.
- 293.
- 294. As little as possible should be managed by the City.
- 295. Since the city has grown substantially since the past 50 years, the two bridges that currently link the other side of the Cataraqui river have become dangerously overloaded. In the case of the 401, if an incident occurs that requires a closure, an absolutely overwhelming amount of traffic will go across the causeway, which, outside of the economic costs, puts people's lives at risk because emergency response times will increase to dangerous levels. In the case of this occurring during a major event, such as the upcoming The Tragically Hip concert, this could be disastrous.

In the opposite case, a failure of the causeway raising bridge (or, worst case scenario, a boat crashes into the bridge and destroys the mechanisms and requires a replacement), would force commuters to reverse back up to the 401, which would again cause massive delays for commuters. As well, in the case where the raising bridge fails, unlike the 401 bridge where emergency vehicles may be able to find a way across, emergency vehicles would have absolutely no alternative than to use the 401 to respond to the emergency.

Thus, this bridge is not only needed, it is -essential-.

Additionally, the causeway bridge I believe is nearing the end of its service life. If a replacement is to be considered, a third crossing would again be essential in order to ensure traffic flow is not heavily impeded. The replacement bridge should match the height of the third crossing, so Kingston can eliminate traffic backups caused by boat crossings.

296. I don't think that the proposed Wellington Street Extension, which I think is a terrible idea in certain aspects, should have any bearing on this project. I own a home in the affected area and don't like the idea of funnelling more traffic and chaos through my

neighbourhood - especially with the continuous loss of parking downtown. I'm not against a third crossing in principal, but I'm not convinced it can be done sustainably.

297. The maintenance and operation of the bridge MUST be the responsibility of the city.

If a limited company or corporation is negligent in maintaining a structure, the penalties are intangible and can be ineffective.

The real people behind a possible accident (caused by a failure in maintenance and operations) are heavily shielded from liability and responsibility.

I think that there is simply no effective incentive for private businesses to go above and beyond in the matter of protecting citizens.

- 298. We have not yet agreed to build a bridge! The City is proceeding as though the bridge is a sure thing hold a Referendum! Ask the tax-paying public how they feel about mortgaging our future for this. How about we ask the Province to improve the 401. Let's ask the Province to pay for any third crossing if it absolutely has to be done.
- 299. It's long overdue.
- 300. I am disappointed that the city is moving ahead with this.at all. We should be looking for alternative methods of transportation to cars. Install a skyway tram to the east end for passengers; consider a passenger ferry from the east side of the river and lake. Get Creative! A bridge is a step backwards.
- 301. For the size of this city and the economic realities today, i do not agree at all with a third crossing. Big waste of money and i will not be staying in Kingston as my retirement city if my taxes continue to increase.

Where do you live: *

Response	Chart	Percentage	Count
Greater Kingston Area		93.5%	851
Outside the Greater Kingston Area but within Ontario		5.9%	54
Outside Ontario but within Canada		0.4%	4
Other		0.1%	1
		Total Responses	910

Select the first three letters of your postal code: *

Response	Chart	Percentage	Count
K7M		24.4%	208
K7N		1.5%	13
K7P		9.3%	79
K7K		43.4%	370
K7L		17.7%	151
K7G		0.5%	4
K0H		3.2%	27
		Total Responses	852

Select your age: *

Response	Chart	Percentage	Count
Under 18		0.1%	1
18-24		4.3%	39
25-34		19.9%	181
35-44		22.1%	201
45-54		21.3%	194
55-64		20.3%	185
65 or Above		10.9%	99
Prefer Not to Answer		1.1%	10
		Total Responses	910

What is your primary means of transportation? *

Response	Chart	Percentage	Count
Car/drive		87.9%	800
Bus		3.4%	31
Kingston Access Service		0.2%	2
Walk		4.3%	39

Bike	3.2%	29
Taxi	0.0%	0
Carpool	0.2%	2
Other	0.8%	7
	Total Responses	910

In general, how often do you travel over the Cataraqui River? *

Response	Chart	Percentage	Count
Never/rarely		8.0%	73
A few times a month		28.0%	255
A few times a week		21.2%	193
Daily (including weekends)		16.2%	147
Daily (five times a week)		12.5%	114
A number of times a day		14.1%	128
		Total Responses	910

If you travel over the Cataraqui River (i.e.: Highway 401 or Lasalle Causeway) please tell us your primary reason: *

Response	Chart	Percentage	Count
Work		42.4%	386
Shopping		11.1%	101
Entertainment/recreation		25.3%	230
School		1.1%	10
Other, please specify		20.1%	183
		Total Responses	910

If you travel over the Cataraqui River (i.e.: Highway 401 or Lasalle Causeway) please tell us your primary reason: * (Other, please specify...)

#	Response
1.	All of the above - work, shopping, entertainment
2.	visit family
3.	Bike rides
4.	driving to Brockville Gananoque or Ottawa
5.	Because there's NO WHERE ELSE TO CROSS everyday
6.	All of the above
7.	Errands
8.	None
9.	Visit to Gan
10.	Golf
11.	All of the above
12.	Various equally. I spend a lot of time in the downtown and other areas of the city. I very often walk rather than drive.
13.	Visiting friends
14.	Household/Children
15.	Cancer treatments
16.	Shopping, entertainment, kids activities, etc
17.	travel
18.	Work, shopping, entertainment
19.	All of the above!!
20.	all the above as the east end has to go to the west end for almost everhting currently
21.	all of the above
22.	Shopping entertainment etc
23.	Travel
24.	To get to see people who live there or onto highway 15.
25.	To ghetto Gananoque
26.	Visit people
27.	Parents live across river
28.	Visit friends
29.	During work. (OPP)

30.	Hardware store like a lot, restaurant and grocery, children school bus
31.	Visit friends
32.	Connect with family that lives in West end of Kingston
33.	Visiting family (Howe island)
34.	visiting friends/family
35.	Visiting family in Pittsburgh
36.	We live on base. We go over the bridge for everything except work/school.
37.	Visit friends/Family
38.	family/friends
39.	Parents
40.	Family commitments
41.	Travel
42.	School, shopping, entertainment
43.	Friends live there
44.	All of the above
45.	Visiting friends
46.	All of the above in equal amount
47.	My kids school, jobs and shopping
48.	Go to Gan
49.	Visit relatives
50.	travel outside of Kingston to points east
51.	All of the above
52.	Visiting family
53.	Appointment
54.	Combination of Work + Rec
55.	Family
56.	Association meetings and as a School Bus driver
57.	Like Mssrs Holmberg and Westenburg (former reeves who think it is needless) I live in Pittsburgh District along Hwy 2.
58.	Use 401 to go east to Ottawa
59.	Health
60.	Sheep dog trials. Once a year!

61.	Visit family and friends
62.	To get to Hwy 15
63.	I have family there that I am very close to. I visit them regularly
64.	driving.
65.	visit my mother
66.	activities for my kids and doctor appointments
67.	going to other communities, Gan, Brockville, Ottawa
68.	recreation
69.	I do not
70.	hospital
71.	Family
72.	My postal code is not listed & I'm within city boundaries K0H 2N0
73.	Famil
74.	Convenience, supplies
75.	Dr. And Dentist
76.	Travel to other parts of town, visits to Artillery Park, shopping, entertainment.
77.	Pleasure
78.	Visit Family
79.	work, shopping (grocery shopping), and school
80.	Personal
81.	Doctor, hospital and other health care appointments.
82.	To see family in Gananoque
83.	Visiting friends
84.	Family Year Round Cottage
85.	visit family/ gym
86.	Family
87.	both
88.	Family
89.	Friend
90.	visiting friends on the east end
91.	Pleasure
92.	I live in an area without public transport, and access to Kingston is essential for work,

	shopping, entertainment, and school
93.	Travelling to Kingston from Ottawa.
94.	Other
95.	Travelling to destinations east on the 401 if I am downtown at the time.
96.	All of the above. When you live in the East end you ALWAYS have to cross the river
97.	Visit relatives
98.	Seeing clients east of the river; travelling east of Kingston on Hwy 2 or the 401; visiting friends
99.	for work, grocery shopping, and appointments for drs. and such
100.	Visit friends
101.	Various reasons, including walking to RMC with dog
102.	Visit family
103.	RMC membership. Running at RMC. Cycling out Hwy 2. Friends in East end
104.	Access services, visit friends, sometimes recreation, traveling east beyond kingston
105.	medical appointments
106.	Medical
107.	Visiting family and friends, long-distance cycling trips, interviews for work
108.	A multiple of reasons actuallymedical .appointments, entertainment, shopping,
109.	Visit friends
110.	All of the above
111.	Medical, and visit friend in retirement home
112.	business related deliveries, to go north on 15, or east on 2, to get to the 401
113.	Visiting family and friends.
114.	to visit family
115.	Visiting, appointments, travelling
116.	to go downtown when visiting family
117.	Visit friends, Doctor
118.	elder family care
119.	Going to relatives house or my cottage
120.	Clinic,hwy2 to Gan
121.	Going out of town to Gananoque or Ottawa.
122.	visit family

- 123. Fort Henry & Sister's Apartment
- 124. I used to live in Kingston (and am hoping to return), but when I do drive there presently, it's to see my family.
- 125. Visit friends
- 126. Primarily work but everything else too. Services are concentrated east of the causeway. Shopping is almost nonexistent in the east side and increasingly moving west. I reside in the east side and want to live in the east side but am forced to spend much time and money west.
- 127. Fitness program 5 days week plus shopping on weekends.
- 128. Recreation
- 129. attending businesses such as vet offices
- 130. Family visits
- 131. Appointments
- 132. Hospital
- 133. go to Gan
- 134. Visit friends
- 135. Visiting
- 136. family
- 137. Semi retired so work, volunteer and social commitments
- 138. visiting family
- 139. easier access to the downtown core of the city and faster., longer stays
- 140. environmental work and volunteer work
- 141. to reach hwy 2
- 142. visiting relatives
- 143. I don't go there
- 144. Travel to Gananoque
- 145. Visiting friends
- 146. All of these 3: Work, Shopping, entertainment/recreation
- 147. Going to Gan, picking up spouse at work.
- 148. recreation: cycling out highway 2 etc.
- 149. travel east, scenic route
- 150. Various sometimes work, sometimes to visit friends, sometimes going to further destinations.
- 151. Random trips

152.	All of the above.
153.	travelling out of town
154.	to get to the other side
155.	mamogram
156.	Medical and banking
157.	Travel
158.	Visit family
159.	Work and entertainment 50:50
160.	And shopping to downtown and west end retailers. Hwy 401 is not a city crossing.
161.	Mom and dad live in gan area
162.	Visit friends who live on east side of town. Also to golf at courses east of the river.
163.	Family
164.	Family
165.	Visiting friends and family
166.	Visit family
167.	Family visits
168.	doctors appointment
169.	Visiting
170.	Work and shipping ,medical, entertainment
171.	family
172.	volunteer association meetings at cfb kingston
173.	FRIENDS live in the east
174.	Visit family
175.	My children.
176.	Visit friends in Barriefield
177.	Golf/shopping
178.	Visiting friends and family
179.	Dentist visits and traveling out of the city via 401
180.	Shopping and for meeting.
181.	all of the above except school
182.	obtaining supplies and equipment for livelylhood
183.	Х
E-	

Tell us how you heard about this survey: *

Response	Chart	Percentage	Count
The City of Kingston's Third Crossing webpage		8.0%	73
Other City webpages (e.g. council reports)		3.3%	30
Social media		72.4%	659
Advertising in newspapers, radio or online		9.6%	87
Other		6.7%	61
	Т	otal Responses	910

Would you like to sign up to receive any of the following via email:

Response	Chart	Percentage	Count
City of Kingston news releases		42.9%	99
Information about the Third Crossing		90.9%	210
Information about infrastructure projects		42.0%	97
		Total Responses	231



D CROSSING SURVEY RESULTS

More than 1,100 people participated in the survey. Results include all responses from completed and partially completed surveys, meaning numbers of respondents per questions vary.

RESPONDENTS WERE LOCATED AT:



93.4% GREATER KINGSTON AREA



5.9% OUTSIDE THE GREATER KINGSTON AREA BUT WITHIN ONTARIO 0.5% OUTSIDE ONTARIO **BUT WITHIN CANADA**



0.1% OUTSIDE OF CANADA

HOW OFTEN THEY TRAVEL OVER THE CATARAOUI RIVER 8.1% NEVER/RARELY

28.1% A FEW TIMES A MONTH

21.1% A FEW TIMES A WEEK

16.2% DAILY (INCLUDING WEEKENDS)

12.5% DAILY (FIVE TIMES A WEEK)

14% A NUMBER OF TIMES A DAY

THE RESPONDENTS AGE RANGED FROM:

4.3%





18-24 (25-34)

22%

35-44

THE RESPONDENTS FORM OF TRANSPORTATION:

4.3% WALK 3.3% **BIKE**

0.2% CARPOOL

0.8% OTHER

PRIMARY REASON FOR TRAVEL:



43% WORK



11.9% SHOPPING



28.8% ENTERTAINMENT/RECREATION



2.0% OTHER

1.1% SCHOOL



7.9% ALL OF THE ABOVE

RESPONDENTS THINK IT IS IMPORTANT THAT **CARBON EMISSIONS RELATED TO BRIDGE** CONSTRUCTION ARE MINIMIZED.

THAT THE BRIDGE INCORPORATE SUSTAINABLE AND RENEWABLE ENERGY SOURCES SUCH AS **SOLAR, WIND AND GEOTHERMAL TO GENERATE ENERGY, RESPONDENTS SAID:**



24.8% VERY IMPORTANT

39.3% SOMEWHAT IMPORTANT 13.5% SOMEWHAT UNIMPORTANT

22.5% NOT IMPORTANT



BETWEEN BRIDGE AESTHETICS AND **GENERATING ENERGY THROUGH SOLAR** PANELS AND/OR MINI-SCALE WIND TURBINES ON THE BRIDGE, RESPONDENTS SAID:

WHEN ASKED IF THEY HAD TO CHOOSE

14.8% FOR AESTHETICS 31.4% FOR ENERGY GENERATION

46.4% LOOK OF THE BRIDGE WITH SOME **ABILITY TO GENERATE ENERGY**

7.5% NOT SURE

KNOWING THAT BETTER CONSTRUCTION QUALITY AND ENGINEERING INNOVATIONS TYPICALLY LEADS TO MAINTENANCE AND OPERATION COST SAVINGS IN THE FUTURE, WHICH IS MORE IMPORTANT TO YOU?

PAY MORE NOW TO SAVE MORE LATER



NOT

SURE

2.2%

5.5%

3.0%

2.5%

1.8%

2.5%

2.0%

2.6%

2.4%

48.4%

PAY MORE LATER BUT SAVE MORE NOW



HOW IMPORTANT IS IT TO

PRACTICAL AS POSSIBLE?

20.1% SOMEWHAT IMPORTANT

4.5% NOT AT ALL IMPORTANT

YOU THAT THE BRIDGE

CONSTRUCTION BE

AS ECONOMICAL AND

38.3% VERY IMPORTANT

37.1% IMPORTANT

HOW IMPORTANT IS IT TO YOU THAT THE **BRIDGE MAINTENANCE** AND OPERATION BE AS ECONOMICAL AS POSSIBLE?

51.5% VERY IMPORTANT IMPORTANT 10.8% SOMEWHAT IMPORTANT 2.7% NOT AT ALL IMPORTANT

39.6% YES 44% NO

SHOULD THE CITY BE PREPARED TO SPEND MORE MONEY TO MINIMIZE/OFFSET CARBON EMISSIONS **DURING CONSTRUCTION?**

STANDARD ITEMS TO PREMIUM ITEMS

16.4% NOT SURE

WOULD YOU BE SUPPORTIVE OF PAYING MORE TODAY TO INCLUDE FEATURES THAT WOULD SAVE MONEY IN THE FUTURE



RESPONDENTS RATED THE IMPORTANCE OF SPENDING EXTRA MONEY ON EACH ITEM TO UPGRADE THEM FROM

SOMEWHAT

IMPORTANT

38.3%

35.0%

21.0%

29.5%

35.1%

32.1%

38.1%

39.6%

40.2%

4.7%

VERY

IMPORTANT

25.6%

30.3%

9.5%

17.6%

50.0%

16.7%

23.0%

22.7%

23.8%

27.6%

54.5% STRONGLY SUPPORT 33% SOMEWHAT SUPPORT 4.3% SOMEWHAT OPPOSE 5% STRONGLY OPPOSE **3.2% NOT SURE**

SOMEWHAT

16.5%

15.1%

22.1%

21.4%

7.5%

24.4%

20.2%

18.0%

16.6%

5.0%

UNIMPORTANT

NOT

IMPORTANT

17.4%

14.1%

44.4%

29.0%

5.6%

24.3%

16.7%

17.2%

17.0%

14.3%

83.6%

6.0%

HAD A UNIQUE OR SIGNATURE LOOK, DESIGN ELEMENTS OR USE(S) THAT SHOWCASED ITS ENGINEERING AND **INNOVATION?**

WOULD YOU SUPPORT ADDITIONAL

COSTS TO CREATE A BRIDGE THAT

MODERATE ADDITIONAL COSTS TO 43.8% **PROVIDE SOME DISTINGUISHING**

KEEP IT PLAIN AND PRACTICAL WITH NO EXTRA COSTS.

HIGHER ADDITIONAL COSTS TO GIVE IT UNIQUE AND SIGNATURE FEATURES THAT DISTINGUISH IT FROM OTHER BRIDGES.

NOT SURE

FEATURE.



■■ × NOISE REDUCTION

MULTI-USE PATHWAY

BRIDGE LIGHTING

BRIDGE AESTHETICS

ARCH LOOKOUT AMENITIES

COMPLETE STREET AMENITIES

SIGNAGE AND INTERPRETIVE INFORMATION

RESPONDENTS FAMILIARITY ITH PROJECT DELIVERY MODELS

VERY FAMILIAR

SOMEWHAT FAMILIAR 47.1%

41.9% **NOT AT ALL FAMILIAR**

BASED ON THEIR KNOWLEDGE OF PROJECT-DELIVERY MODELS, THEY SELECTED THE MODEL THAT THEY BELIEVE PROVIDES THE BEST VALUE FOR KINGSTON FOR THIS PROJECT.

DESIGN-BID-BUILD 29.8%

14.4% **DESIGN-BUILD**

13.2% PUBLIC-PRIVATE PARTNERSHIP (P3)

26.5% **NOT SURE**

IT DOESN'T MATTER TO ME 16%

IT DOESN'T MATTER IF THE CITY OR THE PRIVATE SECTOR MANAGES THE CONSTRUCTION AS LONG AS IT IS FINISHED ON TIME AND ON BUDGET.

70% AGREE 21% DISAGREE **NOT SURE**

IT DOESN'T MATTER IF THE CITY OR THE PRIVATE SECTOR MANAGES THE OPERATION AND MAINTENANCE OF THE BRIDGE AS LONG AS IT IS WELL-MAINTAINED.

64.8% AGREE 26.8% DISAGREE 8.4% NOT SURE

WHAT ARE THE MOST IMPORTANT ASPECTS OF A PROJECT DELIVERY MODEL TO YOU?



41% MINIMIZING CONSTRUCTION TIME



31.2% ENSURING GOOD **MAINTENANCE REGARDLESS OF OTHER CITY PRIORITIES**



32.8% EFFECTIVELY

AREAS AFFECTED

COORDINATING THE WORK

WITH OTHER WORK IN THE





29% KEEPING **COSTS AS LOW AS POSSIBLE**







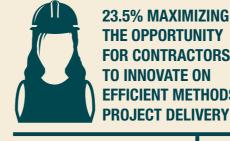
CITY EMPLOYEES



36.8% ENSURING INFO

ABOUT THE PROJECT IS

OPEN AND ACCESSIBLE



THE OPPORTUNITY **FOR CONTRACTORS** TO INNOVATE ON **EFFICIENT METHODS OF PROJECT DELIVERY**



10.4% MAXIMIZING THE AMOUNT OF TIME OVER WHICH THE COST OF THE **CONSTRUCTION WORK CAN BE SPREAD OUT**



17.9% MAXIMIZE THE NUMBER OF BIDDERS COMPETING FOR EACH ASPECT OF THE CONSTRUCTION



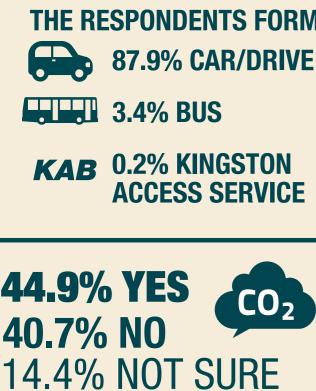
AMOUNT OF FLEXIBILITY THE CITY HAS TO MODIFY THE PROJECT, IF NEEDED

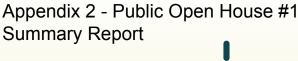


CONSTRUCTION AND

OPERATION PHASE 5.1% OTHER











THIRD CROSSING PUBLIC OPEN HOUSE #1

FEEDBACK SUMMARY



More than 200 residents from across the city attended the first Third Crossing public open house on Sept. 29, 2016 at La Salle Secondary School. The purpose of the open house was to provide the public with information about how the preliminary design and business plan for the proposed bridge over the Cataraqui River are being developed, the progress that has been made to date, and the information that the public can expect to receive in the future as the work progresses to completion.

Throughout the open house, residents had the opportunity to meet with project staff and participate in four interactive stations, reviewing information and providing comments directly to the Third Crossing project team through conversation, on post-it notes, flipchart paper and through written comment forms. Information provided at the open house included:

- A brief history of the Third Crossing
- Updates on preliminary design and business plan phases
- An overview of results from the 2016 public summer survey and how those results were used
- The bridge architecture: concept, elevation, profile, landscape and user-experience elements
- The bridge engineering: fieldwork activities and structural design elements
- The business plan process for developing the costs' benefit and economic impact analysis, project delivery model options and project financing

Want to look at the materials shared at the public open house?

View the Third Crossing display boards at:

CityofKingston.ca/city-hall/projects-construction/third-crossing/consultation

Couldn't make it to the public open house, but still have comments?

Share your thoughts or opinions. Email the Third Crossing team at ThirdCrossing@cityofkingston.ca.





The full public open house feedback report is available on the third crossing web page and is a compilation of all input received. These bullet points represent an overview of frequently noted themes that emerged from discussions and written input at different stations and comment forms at the open house.

- The Third Crossing has been studied and talked about for too long - just build it. There was generally support for building the Third Crossing among those that participated in the open house. Those participants that signaled their support of the bridge see it as essential infrastructure to address transportation needs and feel it will benefit the entire community.
- Why do we need it. These participants commented that the Third Crossing is not justified based on traffic volumes / numbers, that it promotes a more car-centric culture and urban sprawl, causes concerns about the environment and would cost too much.
- Servicing business operations. Participants noted the proposed bridge would facilitate business deliveries and improve access for employees and customers who live in all parts of the city.
 Participants noted the bridge would allow for easier access to employment destinations particularly to CFB Kingston.

- Active transportation across the Cataraqui River.
 Many participants commented that the proposed bridge would create a route for active transportation and support the proposed walking and cycling facilities shown in the bridge design. These participants noted that walk/bike lanes on the proposed Third Crossing are essential and the bridge would enable a better transit route across the city by creating an east-west connection to North Kingston.
- Long-term sustainability/reliance on the La Salle
 Causeway. Concerns were noted about relying on
 the Causeway as the main connecting route across
 the river noting its age and condition. Comments
 included the need to provide an alternate to the
 Causeway for emergency vehicles and concerns
 about the impacts of congestion from through
 traffic on downtown neighbourhoods. There are also
 questions about whether the Federal Government
 will maintain the Causeway as an access across the
 river over the longer term.
- Use of Highway 401. Highway 401 is not seen an acceptable travel route for connecting the city even with the future six-lane widening. Participants expressed concerns about accidents, high traffic volumes, safety concerns and rerouting of trips up and around the highway as significant impediments to use the 401 as a travel route for local trips. It should be noted there are some participants who feel the 401 provides an appropriate travel route and should be given more consideration as an alternative to building the Third Crossing.





WHAT YOU TOLD US AT THE PUBLIC OPEN HOUSE



- Design. Participants like the proposed bridge's V-Pier Concept and the walkway and lookout on the south side as key features. They noted that the look of the bridge is important and asked that benches for people to sit and soft nighttime lighting be considered. Participants liked that there is a park on both shores in the design.
- Number of lanes in the design. Some participants
 noted that the two lanes proposed in the design
 makes sense for now, but there is interest in
 considering three or four lanes so that future needs
 are accommodated in the design.
- Potential impact of traffic to nearby neighbourhoods: Concerns about the approach to the bridge at John Counter mentioned include: no light at Ascot Lane and John Counter; access for River Park residents and access to the park; and the need to provide for a cycling route from the west side of the bridge to downtown. Concerns expressed about the access to the bridge at Gore Road include: Protecting the Point St. Mark neighbourhood from traffic shortcutting through local streets and the need to provide more parking at the library.

- Economic development and tourism growth. The proposed bridge was mentioned to be important for growing economic development and tourism by creating better transportation connections and access across the city through John Counter.
- Funding the bridge. There are mixed views about funding the bridge. For some, the project is seen as unaffordable, too costly and would take away funding that should be spent on other City projects i.e. spending on social issues. For others, they believe the bridge is an important City priority that must be funded and is long overdue.
- Federal infrastructure funding and funding through the Province of Ontario. Participants indicated the City should pursue funding from other levels of government and also consider different project delivery methods (including public/private partnership models). There is interest in learning about the cost-benefits and financing plan through the next phase.





Participants noted that the interactive open house was an effective way to ensure individuals could learn about the update on the preliminary design and business planning process while discussing these directly with the Third Crossing project team. Comments expressed that it provided everyone who attended an opportunity to participate.

Participants also commented that they liked the use of interactive stations to convey information, the high quality of displays and use of communication materials to promote better understanding of the Third Crossing process to date and next steps. There were also comments providing ideas for how we can improve the format for the next open house.

What people liked about the open house:

- Engaging with lots of opportunity to provide ideas and ask questions. Chance to talk to people oneon-one and digest information. City Staff and consultants were available and approachable.
- Covered every aspect in detail and lots of staff to answer questions.
- Got to see what the bridge could look like.
- Good visuals easy to understand.
- Helped to conceptualize the areas where the bridge will impact – east and west approaches.
- Informality of being able to browse at my own pace.
- Opportunity to speak to other citizens about their views. Able to openly share opinions and respond to others on the flipchart paper. Felt comfortable and didn't feel that anyone was able to dominate the discussion.

Ways the open house could be improved:

- Better acoustics and less crowded room.
- More space between displays.
- More people to answer questions so as to not have to wait to talk to staff.
- Less negative commenting by attendees on other people's comments.
- Short overview presentations offered concurrently and repeated several times.
- Had hoped to see detailed financial and cost-benefit information at this meeting.





WHAT ARE THE NEXT STEPS ON PHASES TWO AND THREE OF THE THIRD CROSSING ACTION PLAN AND PUBLIC ENGAGEMENT?



The detailed feedback report from the first Third Crossing open house is available on the City's web page. The Third Crossing team is reviewing the feedback received through the public open house and will be continuing to consider comments during the next two phases. Residents can continue to share comments at ThirdCrossing@cityofkingston.ca.

The next steps on phases two and three of the Third Crossing Action Plan include the following:

- Finalizing bridge preliminary design
- Finalizing the business plan including:
 - Cost-benefit analysis will it be a good use of tax dollars?
 - Economic impact analysis what are the economic benefits of the Third Crossing?
 - Procurement options analysis how does the City administer the design/construction?
 - Project financing analysis how will the city pay for the bridge?
- Making the reports available for public comment and holding the second public open house.
- Finalizing work and preparing a report to council in spring 2017.

All correspondence received by the city will be compiled as part of the overall public engagement on phases two and three for the Third Crossing Action Plan and will be included in the Report to Council in the spring of 2017. To learn more about the Third Crossing Action Plan, visit the web page CityofKingston.ca/ThirdCrossing







CITY OF KINGSTON

PRELIMINARY DESIGN AND BUSINESS PLAN: THIRD CROSSING OF THE CATARAQUI RIVER

PUBLIC INPUT REPORT Public Open House No. 1 September 29, 2016





















CITY OF KINGSTON PRELIMINARY DESIGN AND BUSINESS PLAN: THIRD CROSSING OF THE CATARAQUI RIVER

PUBLIC INPUT REPORT

Public Open House No. 1 held on September 29, 2016

About This Report

The City of Kingston held Public Open House No. 1 for the Preliminary Design and Business Plan for the Third Crossing of the Cataraqui River on September 29, 2016. This report, prepared by J.L. Richards & Associates Limited, provides a summary of the public input from the Public Open House. It describes general themes and key messages frequently heard. The appendices include the verbatim public input from the Open House and the written comment forms.

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1.1. What is this Project About?	
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Appendices: Detailed Station Description and Verbatim Public Input

Appendix A: Project Status (Station 1)

Appendix B: Bridge Architecture (Station 2)

Appendix C: Bridge Engineering Design (Station 3)

Appendix D: Business Plan (Station 4)

Appendix E: Verbatim Written Comments about the Open House

Appendix F: Verbatim Written Comments about the Third Crossing

Appendix G: Information Station Display Panels

For more information on this project or to provide written comments, please view the City's website (www.cityofkingston.ca/third-crossing) or contact:

Third Crossing Project Team

Email: thirdcrossing@cityofkingston.c Phone: a (613) 546-4291, Ext. 3130

Preliminary Design and Business Plan: Third Crossing of the Cataraqui River Public Input Report: Public Open House No. 1

September 29, 2016





PRELIMINARY DESIGN AND BUSINESS PLAN: THIRD CROSSING OF THE CATARAQUI RIVER PUBLIC INPUT REPORT: PUBLIC OPEN HOUSE NO. 1

1. ABOUT THE PROJECT AND CONTEXT FOR PUBLIC OPEN HOUSE NO. 1

1.1. What is this Project About?

The City of Kingston's Third Crossing Action Plan is currently focusing on the completion of the Preliminary Design and Business Plan for the Third Crossing of the Cataraqui River. The bridge will link John Counter Boulevard (west side) and Gore Road (east side). At this location, the Cataraqui River forms part of the Rideau Canal, a UNESCO World Heritage Site, National Historic Site, Canadian Heritage River, and Federally regulated navigable waterway.

The Preliminary Design and Business Plan projects are based on an Ontario Municipal Class Environmental Assessment (Class EA), which was engaged in 2009. The Class EA recommended an Arch with V-Piers bridge concept, linking John Counter Boulevard and Gore Road, as shown below on **Figure 1**. The Class EA was approved by City Council in 2012 and by the Province in 2013.



Figure 1: Preferred Bridge Concept

The completion of Phase 2 (Preliminary Design) and Phase 3 (Business Plan) will help inform City Council's decision-making process and whether Council intends to proceed with Phase 4 (Final Design and Cost Estimates) of the Action Plan.





The Preliminary Design and Business Plan are focusing on the following main objectives:

Preliminary Design

- Complement the Rideau Canal
- Compatibility and functionality
- Enhance user experiences
- Engage all stakeholders
- Inform Phase 4 Action Plan

Business Plan

- Cost Benefit Analysis
- Economic Impact Analysis
- Project Delivery Options
- Project Financing
- Inform Phase 4 Action Plan

1.2. What was the Purpose of the Public Open House?

The first Public Open House was held on Thursday, September 29, 2016 at LaSalle Secondary School from 6:00 p.m. to 9:00 p.m.

The purpose of the Public Open House was to provide information about how the Preliminary Design and Business Plan are being developed, the progress that has been made to date, and the information results that the public can expect to receive in the future as the work progresses to completion. Information included:

- A brief history of the Third Crossing.
- Updates on the Preliminary Design and Business Plan phases.
- An overview of results from the Third Crossing Public Survey (Summer 2016) and how those results have been used.
- The bridge architecture elements: concept, elevation and profile, landscape design and user experience.
- The bridge engineering elements: fieldwork activities and structural design.
- The Business Plan elements: cost benefit and economic impact analysis, project delivery model options and project financing.

1.3. How did the Community Learn about the Public Open House?

Notice for the September 29, 2016 Third Crossing Public Open House was provided through the following:

- **Website:** posting the notice on the project website www.cityofkingston.ca/third-crossing on September 9, 2016.
- **City events calendar:** posting the notice to the City of Kingston events calendar www.cityofkingston.ca. on September 9, 2016.
- Sandwich boards in Market Square: posting the notice on sandwich board signage at Springer Market Square the week of September 12, 2016 for three weeks.





- **Facebook:** posting the notice on the City of Kingston Facebook account for five days in September (12, 20, 22, 28 and 29, 2016). This included communication on Bridge Buzz and display boards. Also reminders to provide comment after the Open House were posted on Facebook on October 17, 2016.
- Twitter: posting the notice on the City of Kingston Twitter account for 13 days in September (12, 14, 17, 20, 21, 22, 23, 24, 25, 26, 27, 28, and 29, 2016). This included:
 - Reminder to the public to see the display boards online.
 - Also reminders to the public to provide comment after the Open House were posted on Twitter on October 24, 2016.
- Newspaper ads: three newspaper advertisements in the Kingston Whig-Standard on September 21, 2016 and in Kingston This Week on September 15 and 22, 2016. Ads were also included in:
 - The Kingston East News on September 9, 2016
 - The Gananoque Reporter on September 22, 2016
 - The Kingston Heritage on September 22, 2016
- City news release: City of Kingston media releases prior to the event on September 21, 2016. This was picked up as news stories on CKWS, Station 14 and in the Kingston Whig Standard.
- **KROCK digital sign:** KROCK digital sign advertising from September 1 30, 2016.
- **Sign in front of LaSalle Secondary School:** Posting a sign in front of the location of the meeting to advertise the Open House.
- Whig advertorial: news advertorial with Kingston Whig-Standard, September 27, 2016.

1.4. How was the Public Open House Organized?

The Public Open House provided the opportunity for the public to drop in anytime from 6:00 p.m. to 9:00 p.m. and visit four information stations, as shown on **Figure 2**. The format was interactive, in that City staff and Project Team members were available to discuss the information with individuals at

each station.

The Public Open House was attended by 213 people, as noted from the sign-in sheets. The Open House proved to be an effective way of ensuring that individuals could learn about the update on the Preliminary Design and Business Plan process and discuss this information with City staff and the Project Team. It provided everyone who attended with opportunity to participate.

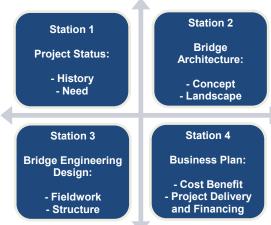


Figure 2: Information Station Topics





Residents commented that they liked the use of interactive stations to convey information, the high visual quality of displays and organization of materials to promote a better understanding of the Third Crossing process to date and next steps. Some residents noted that it was quite busy and noisy, that more space could have been provided between displays and although there were lots of City staff and Project Team members to talk to, they had to wait sometimes to do so. Residents further noted they appreciated having informal discussions with the Third Crossing Project Team and felt that no one perspective dominated the discussion. Residents also appreciated the opportunity to be heard and to receive answers to their questions. The ability to write comments on post-it notes and flipchart paper and to view other people's comments in a non-confrontational way was also noted as being useful. A number of residents indicated that they would have liked a short presentation or overview when they arrived and/or concurrently at each station (repeated 3 or 4 times).

The detailed description of each station is noted in the following. The public input received at each station is included in Appendices A through D of this report. To augment the input received at the information stations, a comment form was provided. A significant number of those that attended, 147 (70%) provided additional written comments on the form provided. Written verbatim feedback on the comment forms is found in Appendix E (Comments About the Open House) and Appendix F (Comments About the Third Crossing) of this report.

Station 1 provided general information on the Third Crossing Project, including:

- a project timeline starting from the Class EA;
- project need justification;
- the public consultation program;
- demographic information from the Third Crossing Public Survey (Summer 2016);
 and
- project facts.

Stations 2 (Bridge Architecture) and 3 (Bridge Engineering) provided information on the progress of the Preliminary Design Project to date, including:

- the project scope, schedule and vision;
- fieldwork activity highlights;
- the bridge elevation and profile;
- bridge design concepts;









- landscape design concepts;
- traffic and lane configurations;
- user experience enhancement concepts;
- potential construction impacts;
- interim noise assessment results; and
- design feedback from the Third Crossing Public Survey (Summer 2016).

Station 4 provided the following information on the Business Plan:

- the purpose of the Business Plan;
- background information on the cost-benefit and economic impact analyses;
- · project delivery and financing options; and
- feedback on project delivery options from the Third Crossing Public Survey (Summer 2016).

The display panels from the Public Open House are provided in Appendix G.





2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD

There continues to be significant interest in the Third Crossing. Given the extensive input received at the Public Open House, it is important that the following synthesis of key messages heard, as provided in **Figure 3**, be reviewed together with the verbatim comments provided by residents at the four stations in Appendices A through D, and the written comments in Appendices E and F. The numbers are provided for reference purposes only and do not signify an order of importance.





Figure 3 -	- General	Themes Fi	reauently	Noted	and Kev	[,] Messages	Heard

	I Themes Frequently Noted and Key Messages Heard
General Themes	Key Messages Heard
Frequently Noted	
1. The Third Crossing has been studied and talked about for too long	 Many residents support the Third Crossing and feel that the City needs to build the bridge as soon as possible. Reasons cited included the following comments: it would reduce traffic congestion, car idling time and the City's carbon footprint; it would encourage active transportation and public transit use; it would accommodate future tourism and economic growth; the increased tax base would support future infrastructure maintenance and new infrastructure projects; it is needed for emergency response services; it would provide for easier access to all parts of the City. the City should move forward as the need for the bridge has been confirmed numerous times in the past; it is essential infrastructure for the City and will benefit the entire community; and it is important for access to employment destinations, particularly to CFB Kingston.
2. Why do we need it	 There are others that question the need for the bridge and feel that it should not be built. Reasons cited include: it is not supported by future traffic needs and projected population growth; it overlooks the role of Hwy 401; the expansion of Hwy 15; and optimization of signal timings at the Hwy 2- Hwy 15 intersection for addressing current and future traffic congestion; it supports reliance on the automobile which impacts climate change and social sustainability. It is only going to benefit those who drive a car. it would support car traffic at the expense of other forms of transportation e.g. active transportation and public transit; it would accommodate more urban sprawl; it is only going to benefit those who live in the east end; it could cause negative environmental impacts; the city cannot afford it. It would take monies away from other city priorities e.g. sustainability and fighting poverty; and improved services for Kingston residents living on the east side of the Cataraqui River could decrease the need to drive to other parts of the City.
3. The bridge would improve servicing of business operations	Business representatives and residents noted the importance of improving and facilitating the movement of goods and services to all parts of the City. The bridge is seen as an important connector for employees, deliveries and services. Better access to employment destinations were noted, particularly to CFB Kingston.





4.	High level of support for increasing active transportation by including walking and cycling infrastructure in the bridge design.	 There is significant support for facilitating active transportation by providing walking and cycling infrastructure in the bridge design: the bridge could be a key route for cycling and walking; residents like the plans for a dedicated cycling and pedestrian route; residents would like to see benches and places to sit; there is support for increasing transit connections east-to-west and connecting to North Kingston through the use of the bridge for future transit routes.
	The long-term sustainability of relying on the LaSalle Causeway is not seen as a good solution.	 There is concern that the LaSalle Causeway cannot be relied upon as the key travel route for work, shopping, play and emergency purposes. Comments included: the high volume of travel, closures and maintenance on the Causeway is negatively impacting City residents and business owners; need to provide an alternative for emergency vehicles; through traffic is negatively impacting the downtown neighbourhoods; and concerns about whether the Federal Government will maintain the Causeway as an access over the long-term.
6.	Highway 401 is not an acceptable travel route for connecting the City.	While some residents believe that the 6-lane widening of Highway 401 provides an appropriate travel route for people to access the east end, many others expressed concerns about accidents, high traffic volumes, safety concerns and re-routing of trips up and around the highway as significant impediments.
7.	Design is important and residents like the V-Pier Concept and features shown in the design	The design aesthetics of the bridge and bridge corridor (what it will look like) are important to residents. Residents noted that they liked the V-Pier Concept and the walkway and lookout on the south side. They noted the importance of: • benches for people to sit; • soft nighttime lighting; • look out areas; • having the park on both shores in the design; • context: protecting and enhancing natural features; greenspace; lookout nodes; interpretive panels; bench seating; • connectivity: multi-use path; cycling lanes; social gathering place; and • signature design: elegance; visual effects and impacts; functionality; constructability.
8.	Number of lanes in the design	There is interest in accommodating either: a three lane bridge or four lane bridge; or the ability to expand the bridge to three lanes or four lanes in the future. Regarding the three lane bridge option, the middle lane would act as a reversible lane that changes direction depending on the peak direction of travel.





9. Potential impact of traffic on nearby neighbourhoods	Concerns were noted about traffic patterns and lane configurations resulting from the bridge and how these would impact residences on the east and west approaches. Specific concerns noted include: • back up of traffic east-and-west-bound if lights are installed at the Ascot Lane – John Counter Boulevard intersection; • restricted access onto John Counter Boulevard and to the riverfront park by those living in the Village On The River apartments or River Park townhouses; • possible short-cutting through the Point St. Mark neighbourhood, resulting in pedestrian and cycling safety issues; • need for more parking at the library; • need for dedicated bike and pedestrian crossings for safety and to accommodate active transportation; and • other specific concerns noted in Appendix F.		
10. Economic development and tourism growth	Residents noted that the bridge could provide important transportation connections across the river through to John Counter Boulevard for growing economic development and tourism. Residents noted that the bridge could provide important missing connections across the river for residents on both east and west sides and provide for employment, economic development and social interactions in North Kingston.		
11.Funding the bridge	There are strong views about funding the bridge with those that support the project, seeing it as long overdue and feasible. Other residents believe that taxpayers cannot afford it and that it would take money away from other city projects that should be used to address poverty and affordable housing.		
12. Federal infrastructure funding and funding through the Province of Ontario	A number of residents noted the importance of seeking funding from other levels of government and considering different project delivery methods (including public-private partnership models). There is interest in the cost-benefit and economic impact and financing plan that will be reviewed in the next phase of work.		





3. NEXT STEPS

The comments received at the Public Open House will be considered by the Third Crossing Project Team. A second Public Open House is scheduled for Spring 2017 and will provide updated project information on the Preliminary Design and Business Plan phases. In the interim, the next steps in the project will include the following:

- Finalize the preliminary bridge design and engineering.
- Undertake the Business Plan, including:
 - Cost-Benefit Analysis: will the Third Crossing be a good use of tax dollars?
 - Economic Impact Analysis: what are the economic benefits of the Third Crossing?
 - Procurement Options Analysis: how does the City administer the final design and construction of the Third Crossing?
 - Project Financing Analysis: how will the City pay for the Third Crossing?

Following the second Public Open House, a Final Preliminary Design Summary Report will be prepared which fully documents the planning, design and decision-making process. The Business Plan will also be completed. Both reports will be presented to City Council.

APPENDIX A PROJECT STATUS (STATION 1)





Station 1 (Project Status) provided general information on the Third Crossing Project, including:

- a project timeline starting from the Class EA;
- project need justification;
- the public consultation program;
- demographic information from the Third Crossing Public Survey (Summer 2016);
 and
- project facts.

The detailed verbatim comments in **Figure 4** below are based on the input provided on the post-it notes and flipchart paper. Note residents' responses to other residents' comments are indented and *italicized*.

Figure 4 – Comments
Project Status (Station 1)

	Froject Status (Station 1)
Themes / Topics Identified	Comments
Project Need Justification	We need this bridge!! Our downtown was never meant to handle the traffic it presently has. We need to move much of it north of the downtown; along the J.C. Blvd., this is particularly true of the x-train traffic. Do not direct it downtown! Make it go around. Make the downtown the destination not a bypass!
	Survey was flawed – didn't allow you to choose no bridge.
	Be sure to watch the Danish, Swedish production "The Bridge" on Netflix. It shows the impact of a freighter hitting the Denmark to Sweden bridge.
	No Bridge.
	No long bridge – unsustainable. Build a causeway and short bridge – sustainable.
	Do not build a bridge widen Hwy 15 first and close off Point St. Mark at Gore Road on way out.
	○ I agree.
	o stupid idea.
	Stop this nonsense now! Build the bridge!
	If you build it we will come.
	Save our city build the bridge!!





Figure 4 – Comments Project Status (Station 1)

Till (T. 1.)	
Themes / Topics Identified	Comments
Project Need	Make it happen.
Justification	This is a show! They are going to make it anyway.
	 Long overdue, we need to build for an integrated city future, not broken up in sections that silo the community. Think longer term!!
	 It's 2016. Let's build the bridge. It is for all of Kingston, not just us in the west end. Been a resident of Kingston East all my life. Our biggest employer, the Base, RMC, are out here. Hwy 15 is totally covered in new housing and condo's. The green bridge is "cute" but we have outgrown it, it is wearing away. We need to grow.
	Let's look to the future build that bridge ASAP!
	 Use the bus you entitled people!!!
	 Or ride your bike across the bridge.
	Before the cheerleading starts, shouldn't our elected representatives vote on whether to proceed?
	Spend money on transit.
	Business needs the bridge now.
	Move to the great north west, no third crossing!
	Stop the belly aching and build the bridge.
	Do not build bridge – widen Hwy # 15 first before putting bridge in.
	 I don't see the need. It's very expensive and encourages more traffic. We should consider better transit for people who seek a downtown destination, and using the 401 to get to / from the farthest east side of the city.
	 We are spending gobs on transit now. Not everyone will take transit period! We are continuing to grow look around us in the east end. We are expanding and need infrastructure to match this growth.
	 Let's not forget this bridge is for all of Kingston, not just Kingston East. Let's project a positive attitude and do what is right for the City.





Figure 4 – Comments Project Status (Station 1)

	Floject Status (Station 1)	
Themes / Topics Identified	Comments	
Project Need Justification	 Agree, I'm from the next county over and would use this! Don't like driving on the 401 because of age and downtown is too busy! 	
	 Disagree, it is for the few that drive over the bridge and don't want any wait times. But it is all of our tax dollars. There are better ways/higher needs to spend this money. 	
	 No, it's not for all of us, but takes money away from other services, needs – it is pretty selfish – money only for rich car drivers that can't be bothered to take the bus – what about a better city for all? Less cars, cleaner air, etc.? 	
	 With the closure of Kingston Mills Rd. at the locks, for approx. year, many residents are trapped and must use a multi-lane provincial highway to access Hwy 15. The alternative is a 20 – 25 km trip into Kingston to use the causeway. When there is an incident or construction on the 401 (Summer 2017) what a mess! 	
	 Difficult for ambulances to get to KGH in this situation see last week's accident that closed the 401.Smart Child, a huge expense unneeded when population is projected to peak in 14 years from now in 2030 and then decline. Other less expensive options are possible. 	
	 Sure a heck of a lot of \$ for something that happens 2x /year! No third crossing, make the causeway better, safer way to 	
	cross. ○ No way to improve the causeway – 3 rd crossing is	
	essential. - It's the 21 st century – self driving vehicles, drones, carbon taxes etc. aging or declining population don't waste our money on a stranded asset.	
	 A 21st century solution is mass transit not a bridge. It's the 21st century! Build a bridge!! 	

APPENDIX B BRIDGE ARCHITECTURE (STATION 2)





Station 2 (Bridge Architecture) provided information on the progress of the Preliminary Design Project to date, focusing on the following design elements:

- bridge design concepts;
- landscape design concepts; and
- user experience enhancement concepts.

The detailed verbatim comments in **Figure 5** below are based on the input provided on the post-it notes and flipchart paper. Note residents' responses to other residents' comments are indented and *italicized*.

Figure 5 – Comments
Bridge Architecture (Station 2)

Themes / Topics Identified	Comments
Design Concepts	 Designs look great, full steam ahead. Great design! Love it! Well done. Spend the money! Two lanes are essential. Three lanes with a bike lane, maybe a walk lane also. 3 or 4 lane bridge!! 4 lanes with bike lanes & walking lane if not 4 – 6 lanes please. City of Kingston lets fly now & pay later Make it four lanes! Proper bike lanes so that bicycles do not need to drive single file with cars. Roundabout at Highway 15 – Gore Road Great idea No roundabout! Definitely roundabout We need a bigger parking lot at library. Yes!!! Yes! We need much more parking. Maintain / Relocate the dog park to stay on the east side!!
	Can people get under [the bridge]?

APPENDIX C BRIDGE ENGINEERING DESIGN (STATION 3)





Station 3 (Bridge Engineering Design) provided information on the progress of the Preliminary Design Project to date, focusing on the following design elements:

- the project scope, schedule and vision;
- fieldwork activity highlights;
- the bridge elevation and profile;
- traffic and lane configurations;
- potential construction impacts;
- interim noise assessment results; and
- design feedback from the Third Crossing Public Survey (Summer 2016).

The detailed verbatim comments in **Figure 6** below are based on the input provided on: the post-it notes and flipchart paper. Figure 6 also documents input provided on large plans of the preliminary traffic and lane configurations, which were also available at Station 3. These comments in particular focused on various bridge project topics, beyond those specifically presented at Station 3. Note residents' responses to other residents' comments are indented and *italicized*.

Figure 6 – Comments
Bridge Engineering Design (Station 3)

Themes / Topics Identified	Comments
Traffic and Lane Configurations	a) John Counter Boulevard:
	 River Park subdivision residents: How are we going to get out of our subdivision? How do we have access to the boat launch or John Counter? How will this bridge affect the Park in the area? Noise level?
	What will the noise level be? What about trash?
	How do we get out from our subdivision (River Park)?
	How do we get out of our community?
	Lights [at Ascot Lane-John Counter Boulevard intersection] will back up bridge
	 No lights will be a barrier of access to residents off Ascot Lane
	○ Is a 2 lane roundabout the answer?
	○ 4-way stop? Traffic lights!
	We'll never be able to leave our homes in River Park – 144 houses!
	Current traffic [at Montreal Street] is very busy.





Figure 6 – Comments Bridge Engineering Design (Station 3)

Themes / Topics	Comments
Identified	
Traffic and Lane Configurations	Is this going to affect parking in our community?
	Needed cycling route to downtown.
	Need bus service [eastbound].
	Two lanes will be essential in 50 years!
	This lane [Ascot Lane] goes into the parking lot of an apartment building! Is it a public throughway?
	Widen Counter from Division to Montreal.
	Where does the boat launch go?
	Park is here. How do we get to it?
	Where is the access to the park that is supposed to be right here?
	b) Gore Road:
	How are you going to control traffic through the neighbourhood? [arrow to Point St. Mark]
	○ Speed limits.
	 Pt. St. Mark and Gore Road close access so we are safe against cars cutting through, one way out only.
	 Close off access to Pt. St. Mark. No access
	 Terrible idea to have an entrance just before cross[ing] bridge or after cross[ing] bridge. People will cut through Pt. St. Mark to go south on CR 15. Pt. St. Mark will become very busy! Then speak to Council No access signs Make one way
	c) General:
	Yay! Safe biking and walking!
	 Next: Wellington Street! I notice you cut the map off east of proposed WSE [Wellington Street Extension]. Are you or are you not presuming its existence in your models and assumptions? How will people get to bridge from downtown? Not be WSE I hope.





Figure 6 – Comments Bridge Engineering Design (Station 3)

Themes / Topics Identified	Comments
Potential Construction Impacts	 What is the environmental cost of stirring up very polluted soils under the river? UNESCO heritage site – protect area. As your own map indicates, this is all significant wetland. There is no way that ecosystem won't be affected by this scale of construction.
Project Need Justification	 No bridge! Existing bridge 100 yrs. old. What happens to it? Can the City afford 2 bridges? What 2 bridges? Look forward. Don't get stuck in the past. Don't waste taxpayers' money. Build the bridge! & add a toll! Wastage of taxpayers' money! Referendum!! All vote on it. We don't need it. Fix the roads. Yes! No bridge! The bridge is essential Yes - and long overdue 2nd that Yes - bridge soon! No, it's not essential or overdue by any means. It would only encourage more tract housing development! Housing development will happen with or without the bridge We don't need the bridge. Build it! Just do it





Figure 6 – Comments Bridge Engineering Design (Station 3)

Dridge Engineering Design (Station 9)	
Themes / Topics Identified	Comments
Project Need	○ Yes! Fits a need!
Justification	 Build the bridge so Pittsburgh residents have equal access to ambulance (911) services – save lives.
	More taxes out of our pockets!
	 Not so. \$\$\$ already in Pittsburgh Benefit Fund and can only be used for the 3rd Crossing.
	 The money has already been put aside.
	- Not the case.
	 Kingston east pay taxes and gets nothing. At least give us access to services.
	 Delay changes to Highway 15 until understanding of Third Crossing impacts.
	Welcome to the 21 st Century.
	We need the bridge!
	o Yes
	The bridge will raise our taxes but it will correct the current traffic problem. If it doesn't it is wasted money! And I see no logical reason to convince me that the bridge will have a long term beneficial effect on traffic flow.
	Build the bridge!!! I'm sick of sitting in my car idling. Also a bridge would allow me to walk or bike to work.
	If you can spend \$20 million on John Counter? Build it!!
	o Ditto!!
	"Great deal of planning." Build it for our future.
	Medical emergencies, big concern when causeway closed!
	This is a show! They are going to make it!!
	 In 50 years, Kingston will be smaller than it is now! How?
	 Yes, it will be smaller according to City figures. People are going to Ottawa and Toronto, not Kingston & Belleville.
Cost Benefit Analysis	We need to know all the costs before any more \$ is spent.

APPENDIX D BUSINESS PLAN (STATION 4)





Station 4 provided the following information on the Business Plan, including:

- the purpose of the Business Plan;
- background information on the cost-benefit and economic impact analyses;
- project delivery and financing options; and
- Feedback on project delivery options from the Third Crossing Public Survey (Summer 2016).

The detailed verbatim comments in **Figure 7** below are based on the input provided on: the post-it notes; flipchart paper. Note residents' responses to other residents' comments are indented and *italicized*.

Figure 7 – Comments Business Plan (Station 4)

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Themes / Topics Identified	Comments
Cost Benefit and Economic Impact Analyses	It is important that cost benefits be broadly considered and with due acknowledgement of the assumptions built in. Do CB analysis before spending on design and distracting with "wow" factor. As in, decide if you can afford need a new house before looking at or putting an offer on one.
	Only for 20 years? That's a lot of money for something so temporary!
	Too expensive! Perceived convenience does not justify cost to tax payers. Remember, account over runs accrues to the city alone, and there will be lots of unforeseen costs!
	• Kingston tax payers cannot afford to pay for the 3 rd crossing. They are hoping the federal government will pay for it. But our MP, Mark Gerretsen, told our mayor and the public at a meeting at City Hall in February of this year, that there was not going to be federal money for the 3 rd crossing in the near future. However, the federal govt. has allocated \$60. Billion for transit and green and social infrastructure over the next 12 years. Why is Kingston not applying to the Federal Government Govt. for a large city and area transit plan that would address many goals in the official plan (sustainability, etc.) as well as reducing traffic congestion for drivers?





Figure 7 – Comments Business Plan (Station 4)

Themes / Topics Identified	Comments				
Project Delivery and Financing Options	• From an economic development perspective, it is a "no brainer". It is an opportune time to take advantage of Federal programs.				
	• Please consider private / public partnership and a toll (i.e.: Halifax).				
	Municipal owned and tax payer funded.				
	The benefits will outweigh the financial out lay 100/1. East side residents can't advocate "for the 3 rd crossing bridge" and not contribute some of the former Pittsburgh Township benefit fund! Millions of \$\$\$ has been ear marked only to be used on the 3 rd crossing. It was set aside before Pittsburgh Township amalgamated into the City of Kingston.				
	What if the Feds decide that they no longer will maintain the causeway after financing 1/3 cost of the new bridge? Our MF warned us this summer against taking over the causeway.				
	 Good point, if the Feds close the causeway we may have to take our own bridge across and then walk downtown from there, close to vehicular traffic. 				
	The City should consider including the causeway in the equation when negotiating funding for the 3 rd Crossing. How critical is the lift bridge to ensuring navigation in the Inner Harbour. Would a larger fixed bridge provide the same level of access to marine navigation?				
	 What if the Feds (tried to sell us the causeway for \$1.) because we have our own bridge? 				

APPENDIX E

VERBATIM WRITTEN COMMENTS ABOUT THE OPEN HOUSE





Comment forms were provided to the public at the Welcome Table and were available at each information station. Everyone who attended was encouraged to provide additional comments and questions on the form provided. 147 comment forms were received.

Comments about the Open House are found in this Appendix. Each number corresponds to a different individual's response. The comments are verbatim. Where specific names and addresses were provided, these have been omitted from this report.

For the open house overall, please tell us about your experience by checking which applies	Strongly agree	Agree	Disagree	Strongly disagree	No Response
I received the information that I need to understand the process.	49	59	13	5	21
The open house was a good use of my time.	53	57	10	5	22
I liked the format of the event.	43	58	16	9	21
I felt like I was heard.	35	52	14	15	31

What did you like about this open house?

- 1. Glad to have one. Hope you have others. THANK YOU!
- 2. Easily read posters with helpers to explain if needed.
- 3. Covered every aspect. Experts receptive to questions.
- 4. Meeting others in town and consultants here to answer question.
- 5. Format.
- 6. Chance to talk to people one-on-one. Chance to digest info.
- 7. Good communications.
- 8. Friendly and communicative city staff.
- 9. Well presented.
- 10. All of the information was available in one location.





- 11. That I got to meet the persons actually doing the work on the 3rd crossing.
- 12. Lots of experts to talk to.
- 13. I thought it was very well presented. All aspects were covered in detail. Lots of staff to answer questions.
- 14. The information was well displayed and very informative. I believe in the bridge and truly hope it is built sooner rather than later.
- 15. Lots of feedback, positive words from our Mayor & Councillor.
- 16. Clear presentation of information although sometimes almost overwhelmed by the quantity of the information.
- 17. Ability to see everything about the bridge.
- 18. Opportunity to speak to fellow citizens about why I want the bridge, why Kingston needs the bridge.
- 19. Ability to speak with experts.
- 20. It was spread out in a large room that made it easier to see each display. Lots of staff were answering questions.
- 21. Format & People (expertise).
- 22. Build the bridge and give Kingston a future with proper traffic flow.
- 23. Well set up. Good use of visual concepts maps etc.
- 24. We got to see what the bridge was going to look like.
- 25. Detailed visuals. Experienced senior staff and consultants to explain process and options clearly.
- 26. Staff were knowledgeable, information nicely displayed, lots of opportunity to comment.
- 27. I liked the presentation of survey results. I enjoyed being able to leisurely browse. Well organized.
- 28. Would have been nice to have a central briefing following by a Q&A. Hard to be heard with 4 stands and so many people trying to engage.





- 29. It made all the planning come alive.
- 30. One could speak to people personally in charge and discuss our views.
- 31. The presentation.
- 32. A clear display of comprehensive information.
- 33. Well done!
- 34. Everything was well done!
- 35. There were lots of people to ask questions to.
- 36. I like that one of your representatives spent 25 minutes listening to my reasons why this bridge is NECESSARY, ASAP.
- 37. That is was held and gave more information.
- 38. Somewhat informative.
- 39. Well laid out, very informative renderings of bridge design were well presented.
- 40. The different aspects that were brought forward complete with the experts in back area (conservation, City, environments).
- 41. Graphics re: design and environmental impact.
- 42. Opportunity to see what ideas, plans, and analyses that have been progressing over the process.
- 43. Information and displays. Information was very helpful from volunteers.
- 44. Chance to chat with other people and learn more. Nice display with posters.
- 45. It was a learning experience to see how disrespectful and dogmatic my elected officials are.
- 46. A good idea to have an open house, but not one that presents the bridge as a done deal. Environmentally it is not a wise choice and the tax implications are horrendous, especially as federal/provincial funding has not been received.
- 47. Excellent displays.





- 48. Easy to drive to from downtown at rush hour yes really.
- 49. The designs are great and I can't wait to see this new bridge. Hoping for two lanes but anything will help at this point. 15 Hwy to 401 is getting sketchy.
- 50. I liked that I could speak to our local councillor.
- 51. Well laid out information boards. Friendly representatives and knowledgeable.
- 52. Ability to speak freely.
- 53. Ability to write comments, however, councillor/Mayor were far too pro-bridge so our objections not heard.
- 54. Very informative.
- 55. Engaging, with very clean design concepts. Excellent job!
- 56. Community getting together for information will be good for emergency services and relieve the downtown core.
- 57. Availability of key personnel to ask questions to. Good forum for <u>both</u> yes and no people.
- 58. I liked the easy access to information.
- 59. Will require another open house after the council meeting.
- 60. It had the information I needed, do not feel like my opinion will be recognized by city council though.
- 61. Lots of information about all aspects of the process.
- 62. The information available to the average citizen was great! Some knowledgeable people manning the various stations.
- 63. The informality of being able to browse at my own pace and ask questions to the various exhibitors without having to sit and listen to so many others' questions.
- 64. Well I didn't feel that the nay-sayers overwhelmed the process. I <u>want</u> this bridge built. Do it!!
- 65. It was informative.





- 66. Good presentation, lots of knowledgeable people.
- 67. It gave us a true picture of what and where it will be with very well laid out drawings and maps, etc.
- 68. Visual presentation helped to conceptualize the areas where bridge will impact East & West approaches.
- 69. It provided essential information about the process, requirements, design and benefits.
- 70. Many people available to ask questions of who were very informative.
- 71. Lots of detail, information, and well attended. Interesting discussions with various views on project.
- 72. City staff excellent and available.
- 73. It seems like this is a done deal with no debate.
- 74. I could quickly move to the area that interested me and spend more time to understand the concepts/issues. Charts were easy to understand.
- 75. Very pleasant presenters. Liked idea pages & markers.
- 76. Visual panels were abundant and well formatted. Expert staff/consultants were available and approachable.
- 77. The organized presentation of information. The obvious opportunity to interact with city staff and those involved in the process.
- 78. Free coffee.
- 79. Access to the persons responsible for each element of the project especially design & construction.
- 80. We all have a chance to understand the impacts and benefits and costs and designs. We all have a say in what the future Kingston looks like!
- 81. Great graphics to demonstrate design. Friendly, knowledgeable project staff on hand to explain.
- 82. It was valuable to have people at the various stations to explain and answer questions, although it was very difficult to hear them.





- 83. There was no pressure at the displays just good information re: the drawings, etc.
- 84. Comprehensive displays, information.
- 85. I enjoyed speaking with the person about cost/benefit analysis.
- 86. Informative. I have a better understanding of the project.
- 87. I liked that people could openly share their opinions and respond to others on the table papers.
- 88. People available to ask questions.
- 89. Station concept with people to speak to the various areas.
- 90. Chance to read peoples' opinions.
- 91. Many folks to answer questions and explain photos/exhibits.
- 92. The diagrams were well done. There was lots of help.
- 93. Easy to connect with others.
- 94. Found the presentation & set up extra informative. The focus on specific facts of huge importance (vs. opinion).
- 95. I liked talking one-on-one with consulting and city members.
- 96. Lots of visuals so you get an idea and how it would fit into landscape.
- 97. Well laid out, informative. Like the bridge idea with bike and walking paths, like the green space, trees that will be planted.
- 98. It was very informative and I have confidence in the process and the parties involved.
- 99. I was able to get good answers to questions that I had <u>plus</u> learn new things that I was not aware of.
- 100. Found out more about the plan. Had some of my questions answered.
- 101. Do issues not answered UNESCO heritage issues. Close off access to neighbourhood from traffic.





- 102. I feel a referendum is in order.
- 103. It promised a full disclosure of the conditions surrounding the adoption of the third crossing.
- 104. Informative.
- 105. Pertinent charts and diagrams with text explained the process very well.
- 106. The open house is not a real public engagement.
- 107. The open house was broken down into easy to understand segments.
- 108. Slick presentations but no contrary information on the bridge.
- 109. Do not build this. Full stop. We can barely keep ourselves above water now.
- 110. Accessibility of public figures mayor and representative. Visuals good job.
- 111. Interesting visual displays, good energy.
- 112. I got more information than I had before regarding the status of this project. I got to hear some differing opinions.
- 113. Well research, presented and organized.
- 114. Staff were good communicators.
- 115. Ability to look at ideas at "own speed". Ability to network with those involved in project.

In what ways could the open house have been improved?

- 1. N/A. [4 responses]
- 2. People identifying where they live.
- 3. Feedback format limited how will chart paper comments be used? Seems like this is well under way before public input, which is not right.
- 4. As a person occasionally needing medical (emergency) treatment I feel it essential the bridge be completed soon. Timeline for completion would be nice.





- 5. The open house assumed that the project would go ahead so the public was inundated with taxpayer-paid cheerleading <u>before</u> our elected representatives have voted to go ahead.
- 6. Cancel the 3rd crossing proposal.
- 7. This would have been a good forum to administer a survey after one had the opportunity to review the displays and ask questions.
- 8. It should include all the possible 3rd crossing options from a location, design and cost estimates.
- 9. Is there a plan to increase parking at the library? With dog park, library and community garden, it overflows onto Gore Rd sometimes.
- 10. No comment except Well Done!!
- 11. Maybe a question and answer period.
- 12. Spread out into the hall to reduce the noise level.
- 13. Open a Q&A formant for portion of time.
- 14. Maybe answer any questions.
- 15. No comment. Very good.
- 16. Stop the delay. Get on with the construction. The bridge was needed 25 years ago!
- 17. There is a need to explore an extension of Gore Road with eventual North/South links to Hwy 401 and Hwy 2.
- 18. More parking.
- 19. Perhaps an opportunity for dialogue with fellow citizens and city officials would have been productive.
- 20. No.
- 21. None.
- 22. I feel that an initial 10-15 min presentation to begin and then break off to areas. So many people there hard to get information. Not well organized.





- 23. Stop having them. Just build it.
- 24. Happy as is. Thanks.
- 25. Have city officials speak about what is actually being done.
- 26. When will we stop studying and get it done???
- 27. A formal talking portion by members of city or clearer representation about the style of open house.
- 28. More physical space between exhibits.
- 29. A couple of brief talks about the ideas, crossing design concepts, and what is at the open house in situ.
- 30. Would have appreciated a speaker to introduce us to event.
- 31. Allow for anti-bridge alternatives, criticism of the gross bias of the presentations.
- 32. This was advertised as a meeting comment sheets are too passive with means of feedback. Pros <u>AND CONS</u> should have been given more equal weight there is a strong case for non-bridge solutions e.g. better public transit, better 401 access, etc.
- 33. Too many people here.
- 34. Need to hear from and talk to those who are responsible for the decisions. The basis to proceed or not is not explained. Not easy to access without a car.
- 35. More people telling positive things and not a bunch of protestors. The bridge must be built.
- 36. I found it difficult at first to identify who from city or council was sharing information.
- 37. Large venue, a little noisy. Looking for a voting ballot to give my support for Third Crossing. Add lights to bridge for seasonal effect.
- 38. A chance to address the politicians more directly.
- 39. All information, including traffic studies should have been included. Projected tax impact not available.





- 40. Did not appreciate being stopped at the door by protestors!
- 41. Seems to me this is a "done deal" and it was more of a showcase to display how great the 3rd Crossing will be. Where's the discussion?
- 42. A better location. City Hall is roughly at the center of Kingston's population. City Hall is the appropriate place for such "open houses".
- 43. Space was a little small.
- 44. Don't allow the "no" people to have a voice.
- 45. Bring city council in so we can ask questions. This bridge needs to be built for the future development of our city. It is the 21st century!!
- 46. A short presentation/overview of where things are would have been nice.
- 47. Sometimes crowded near the displays, however, a very good presentation.
- 48. Can't think of anything.
- 49. Probably a more "1", "2", "3" ... sort of progression. From concept → completion. Wandering all over the place looking at different aspects of the project felt a little "disjointed".
- 50. I think it would have been better if we had people talking about it.
- 51. Some of the charts and graphics were not easy to follow and required a fair deal of analysis to determine what they were actually saying legends on each may have helped.
- 52. More accessible for citizens in North End.
- 53. Keep the no lobby from accosting people at the entrance.
- 54. We need alternatives other than more CARS for transportation. We need to take on a different model.
- 55. Too noisy. Hard to get to boards.
- 56. A formal presentation offered concurrently and repeated 3 or 4 times some information was complex and very technical and I would have understood better in presentation led by expert with less surrounding noise.





- 57. Free donuts.
- 58. Craft beer & snacks. Seriously good job, well executed.
- 59. I would have preferred a presentation, followed by questions. I can read information on a website without taking the time to attend an event and fill out a comments form, as well, on a website. At some other open houses, people sat at tables with a facilitator and provided feedback better way to be heard.
- 60. More snacks, school bake sale. I was thirsty but I don't drink coffee.
- 61. Hold them in an acoustically more suitable venue I could barely hear my interlocutors, or be heard by them.
- 62. Need a table to write this on! But seriously, why is this a sales job? C/B analysis hasn't been done you should not be drawing pretty pictures.
- 63. At some point public consultation becomes overtaken someone has to make a decision. The <u>same sane</u> folks who disagree with everything on each side of river show up to hate everything. Build the bridge please! (Hope you don't find any turtles).
- 64. Simplify the poster boards.
- 65. Stick with visuals most relevant to the current situation/plan.
- 66. The "hater" type comments written on drawings are not helpful. There is a group of individuals who attend these meetings and are always negative!
- 67. Perhaps additional people to answer questions at the various stations.
- 68. Maybe more people to answer questions. It seemed that there were many that had to "wait-in-line" to ask questions.
- 69. Up to date data.
- 70. Some elements were not visible. In particular there were no in depth traffic flow charts or information to show how traffic will actually flow better with another bridge. How do you know that the people on Highway 15 will choose the bridge over existing routes?
- 71. Difficult to find large enough area furnished to eliminate crowd noise keep looking!





- 72. Public meeting.
- 73. Present both the arguments <u>for</u> and <u>against</u> would have resulted in a more informed public.
- 74. It is too repetitive there does not appear to be any new information such as the cost/benefit analysis. What are the costs/benefits in the analysis? Do you/town hall really want to build a new bridge or is this all a warm, fuzzy, touchy, feely protracted labour without a delivery of a viable entity?
- 75. None that I can think of.
- 76. Had hoped to see financial breakdown of total bridge cost and funds that are already available/set aside for the bridge that are in the Pittsburgh Benefit Fund Bank Account. As well as federal and provincial funds that have been committed/approved for bridge and financial impact on Kingston residents.

APPENDIX F

VERBATIM WRITTEN COMMENTS ABOUT THE THIRD CROSSING

Comment forms were provided to the public at the Welcome Table and were available at each information station. Everyone who attended was encouraged to provide additional comments and questions on the form provided. 147 comment forms were received.

Comments about the Third Crossing are found in this Appendix. Each number corresponds to a different individual's response. The comments are verbatim. Where specific names and addresses were provided, these have been omitted from this report.

- 1. This bridge is an excellent idea on many levels.
 - 1. Stimulate Economic Development
 - 2. Reduce destructive congestion
 - 3. Walk/Bike lanes are essential
 - 4. Opportune time to tap into Federal Funding for infrastructure
 - 5. The cost is low for the benefits it will provide
 - 6. It is an essential piece of infrastructure for the city
- 2. To the municipal staff: Be brave!! We are on the yes side!
- 3. I would like to know what is planned to make sure Barker Dr. is not a cut through. I have a very young family and don't want to have to worry about cars, lots of cars speeding down our street.
- 4. Can't wait till April 2017 for Preliminary Design.
 - We need to move ahead and make good use of present council.
 - Consider the building of Taylor Kidd with many bridges which K-Town Pittsburgh District never heard a squeak about expense.
 - Consider the need for quick access of EMERGENCY vehicles to K-Town hospitals 5 minutes for cardio interventions is timely for positive results. Pittsburgh residents denied equal access to care.
 - Consider Pittsburgh Residents taxes funneled to central city no bus service no sewers along #2 River subdivisions. Definitely Pittsburgh residents denied equal services but pay taxes in excess.
 - Wasted gasoline/environmental hazards as traffic idles in queues. Adds cost to individual travellers and wastes gas.
 - Funding opportunities presently available (make work projects). Tolls could assist with paying Kingston municipal share.
- Long Overdue. Much needed.
 - Completes a true East-West artery for Kingston.
 - Benefits the entire community.
 - Love the proposed designs. Cycling/walk lane and the lookout are great features.

- 6. Need ASAP while Justin is spending (Justin likes Kingston All Liberal).
 - Love Preferred option for V-Pier Concept.
 - Woodrow Wilson Bridge is stunning in DC.
 - Need Ability to expand lanes from $2 \rightarrow 3$ for rush hours.
 - Kingston East end will grow with the bridge.
 - Bridge Will increase tourism and trade for Kingston as all passing cars on 401 will be intrigued to visit.
 - Community runs and bike rides across the bridge will get national attention.
 - Kingston's tourism industry will expand greatly creating jobs and revenue.
 - Plan for bike paths and parks both sides is very well thought out.
 - This presentation was well done and appreciated.
- 7. Stop consulting build bridge.
- 8. I am opposed to the third crossing for these reasons:
 - 1. Encourages/supports car traffic which is the opposite of what we need under severe climate change forecasts also bad for society (individualism).
 - 2. It will cost a lot of money. There are hundreds of better ways to use this money.
 - 3. It is for only a certain segment of our population for those who drive cars regularly in a certain part of the city and who can't but mostly who won't use other forms of transportation. This is a bit elitist. Connected to above (#2) shouldn't this be used for real needs like fighting poverty, a degraded environment, etc.? as opposed to fighting the annoyance some people feel they experience in traffic?
 - 4. To be built in a provincially significant wetland. We need to be protecting important ecosystems not destroying them.
- 9. Third crossing YES! How long will it take to complete? We need it soon.
- 10. Residents of the East (off Hwy 15) really, really, really need this third crossing as soon as possible. Our taxes should help provide this so we can have easier access in our city. We have <u>so</u> much congestion now on the causeway! Thank you.
- 11. We can't afford it No Prov/Fed \$
 - Commute times (in rush hour) average 10 min from downtown
 - The quality of city of Kingston East (green, cycle-friendly, etc.) is in peril!
- 12. A third crossing is <u>NOT</u> required when there will be a 6 lane bypass, new ramps on the 401 which is a mere <u>4 km</u> north of the proposed 3rd crossing. Furthermore, a cost of \$300 million dollars or more is an absurd <u>waste</u> of tax payers' money. When there are people begging on Princess St. etc., such extravagance is not justified nor should it ever be tolerated.

- My question is "What is the rationale for spending millions of taxpayers' dollars for a redundant, unnecessary crossing?"
- 13. From my perspective, the Third Crossing is essential. As the East end continues to develop there will be a corresponding increase in traffic. I live in Glenburnie and worked on the Base. My preferred route was Kingston Mills Rd. to # Hwy 15. I ceased using this route because of the increased traffic, reduced speed and the installation of additional traffic lights. I now use Montreal St. and the LaSalle Causeway. If the Third Crossing is built, then consideration should be given to extending access to Hwy 2 and the Base from Gore Rd. Consideration should also be given to widening Hwy 15 from Gore Rd. to Hwy 2. That intersection might be more efficient as a round-about. BUILD IT!
- 14. Public Debate!!!! This shouldn't be stopped!
- 15. This open house does not address the cost and future requirements for the 3rd Crossing.
 - 1. Why are there 13 piers?
 - 2. Why not a suspension or cables stay bridge?
 - 3. Why not over a shorter span?
 - 4. Why not just one (1) pier, off of Belle Island?
 - 5. Why not make use of Belle Park fairways?
 - 6. Why not 4 lanes wide, with pedestrians and active traffic under the bridge deck?
 - 7. Why not use the old railway tracks for the approach?
 - 8. Why not have a span across the river to be at the minimum point? Length = cost!
- 16. A needed piece of infrastructure for the health of Kingston in the near future and distant future.
- 17. YES! YES! We need this crossing like yesterday!!! City Hall go for it don't back down now. We need the bridge (3rd Crossing).
- 18. Yes! Yes! Yes! BUILD IT! Sooner the better!
- 19. Having lived on the east side of the river for 45 years I am 100% in favour of a third crossing. For most of that time I have commuted from east of CFB (too far beyond the end of the bus line) and have witnessed the enormous increase in traffic at two peak times in the day sometimes it now takes me 45 mins for a journey that used to be (and during off peak times still is) 10 mins.
 - The need to provide an alternative to the Causeway for emergency vehicles (particularly ambulance) is essential.

Many do not realize that the East End is also the location for a major employer – CFB Kingston, which is undergoing expansion. I understand that approx. 50% of those working on the base live west of the river. After 4:00 pm Highway 15 to the 401 becomes clogged with traffic as the base comes out.

For balanced growth within the city as a whole a Third Crossing is essential.

20. I understand reasons for not <u>wanting</u> a third crossing (access too near my house, traffic noise, construction, won't use it, expensive, etc., etc.) but not wanting the crossing is not an argument for not needing it.

The reasons for <u>needing</u> the crossing have been well documented. They are essential to the future wellbeing of the <u>whole</u> Kingston area.

As residential and commercial development continue along the Highway 15 corridor, the frequent bottleneck situation on the Causeway and bumper to bumper vehicles on Hwy 15 at peak times will only escalate to breaking point.

- 21. Stop the study after study just build it.
- 22. I would like to see this bridge built!!! I feel it is in the best interest of the city and business growth.
- 23. Has the roadway design on west side of bridge considered the current and future traffic patterns (anticipated use) of new bridge? E.g. Montreal & John Counter is currently a traffic issue which will increase when new JC overpass is complete during rush hour for 3000-4000 residents living in area of intersection.

Will the cost side of the CBA include the network of infrastructure cost required to address the new traffic from the bridge. E.g. direct cost of bridge + road improvements (+ inflation) vs. benefits.

- 24. No more delays please! It is dangerous to have only the Causeway as the only major access to the KGH.
- 25. 6 lanes coming for #401 and widening of #15 we do not need a 3rd crossing.
 - How will you prevent Pt. St. Mark Road from becoming a short cut to and from bridge? It is a residential area with lots of children.
 - Make #15 meandering as opposed to a speedway.
 - Why encourage people to get somewhere 5 min faster?

26. I am happy to see bike lanes, use of biking trails on East side. Pleased with look out on south side, possible on the north side? Close to entrance perhaps.

Not sure 2 lanes will do it but better than none!

Must improve traffic flow on H. 15 – before bridge!! Safe use of bike lanes & school crossings, apt entrances need lights!

27. I am all for the Bridge. I am a second generation Pittsburgh township living on this side.

I also own and operate a business in Kingston and it is starting to be unbearable for my employees to get around on this side and through to Kingston. I lose money because of all the delays and traffic that is now on this side.

In order for my company to grow, I need to be able to get around the city. Since we don't own the 401 near the causeway and the costs to the causeway are not an option.

28. It is too bad that development is outpacing the progress of the new bridge.

Hwy 15 delays are growing exponentially each year.

There can be no further delays.

City must confirm funding mechanisms ASAP and keep project on track.

Recent developments, new commercial hub and continued high employment at CFB Kingston make this the City's highest road priority.

My household crosses the Cataraqui on average 26 times per week.

- 29. I have lived in the east end all my life and worked in west. I spent a lot of time sitting in lineups to get to work and come home.
 - Leave area north of bridge natural, mixed meadow or park.
 - Bridge needs to be lit at night (soft inviting, not harsh).
 - Design is beautiful.
 - You need benches along bike path for people to sit on and rest.
 - Senior bench on each end of path over water.
 - We need to get building before the costs go up more.
 - Bridge will improve downtown tourism.
 - Bridges make cities interesting and visually attractive.
 - Love the paths and parking at each side.
 - I think there are real social benefits to this bridge, place for people to meet and talk (this can't be measured).
 - I think you've done a good job with design and planning.

- Glad it's concrete so we won't be listening to the noise like the causeway.
- STOP CONSULTING START CONSTRUCTION
- 30. We need the 3rd crossing. I am hoping that the bridge will relieve Hwy 2/Hwy 15 congestion. Please consider adequate bike lanes on bridge.
- 31. Get on with it!
- 32. We have been waiting for 40 years for this bridge. It finally looks like it might happen. Kingston will be able to grow to the East with benefits for all.
- 33. The Third Crossing was discussed over so many years and finally it may come to the attention of all of us concerned. It has been badly needed for so many years and with all the houses being built on this side of the river we are really at a desperate point and need more access to town. Especially with traffic building so much and the hope of a police or ambulance getting to us is becoming more desperate!
- 34. Can't wait for the very much needed Third Crossing, to reduce traffic, to connect east & west Kingston make us <u>ONE</u> city!
- 35. Wellington Street Ext. has to go ahead. Third Crossing should only go ahead if federal and provincial governments pay most the costs. O.P.P. is closing Hwy 401 in back accidents. The E.D.R. is too far for a so called green city. Transports only get 10-12 miles per gallon.
- 36. First, the Third Crossing is ESSENTIAL for the economic and social health of not only the areas east of the river, but also the northern areas adjacent to Hwy 401. It seems probable that the increased east-west traffic enabled by the bridge will stimulate business and increase property values.
 - The plans presented business, architectural, and engineering are all excellent.
 - Let's proceed with all deliberate haste to begin the further design, and then the construction.
- 37. My question: The City has allowed the east end to grow at a staggering rate, why has traffic control taken so long to respond?
- 38. Every year we spend more money on studies and this has been going on for years. Born and raised in the city of Kingston and driving the same for 45 or so years. I have faced many, many times the traffic problems of the causeway or 401 or both. The lock crossing is not designed for large traffic and would not resolve the movement of traffic in major situations.

Stop spending money on this unless it is spent to actually begin construction of the Third Crossing.

Just build the damn thing. We need the ability to move traffic in all situations and the Third Crossing is the ticket. Sorry I don't have my glasses.

- 39. Forward thinking. Need four lanes and a dedicated bike/pedestrian cross as well. I don't mind paying extra taxes for the convenience of <u>NOT</u> having to travel on the 401 to the west end. That has become a deadly thing to do. We can save lives by building this crossing less traffic on the 401 is a must!!! Thank you.
- 40. Let's get it done now! Medical emergency is very important to us. LaSalle causeway is very old and needs a lot of work. There are quite a few accidents on the 401 from Hwy 15 to Gardiners with the extra traffic coming on and going off, especially in the winter. City needs to take responsibility for a river crossing to let their east citizens know they are important. Few reasons we need to get this done now.
- 41. As a business owner and community resident, I firmly believe the bridge is an integral part of the growth of Kingston east and Kingston as a whole.

Timing for funding is perfect and we need to take action now.

The 3rd Crossing needs a better name – a contest to name the bridge might be a great option to draw the community together for the future of the bridge.

- 42. (1) We need it. (2) We want it. (3) Get it done!
- 43. I am opposed to the "Third Crossing".

Such a project would only result in more suburban sprawl, which contradicts Kingston's expressed goal of being a "green" city.

It has been disappointing to see so much farmland and green space paved over to make unsustainable single-family home developments. The projects we've seen create traffic congestion and an increase in greenhouse gas emissions. A "Third Crossing" will benefit developers. For the rest of us, it will make for more traffic, dirtier air (pollution is higher in the suburbs), and a continued auto-dependent lifestyle.

The costs in additional infrastructure, over and above the bridge and its approaches, will be prohibitive.

The widening of the 401 makes the "Third Crossing" redundant.

- 44. We feel that we are still short-sighted as we would like four lanes for the future. Still we are very supportive of the current plan if we can get it going soon!!
- 45. Three lanes with bike and walking lane and hope this will happen in my life time
- 46. The Third Crossing is not an environmentally or financially responsible choice for Kingston. Especially as Kingston's population is not expected to grow over the next two decades significantly. Better public transit, better access to 401 from Kingston East, more encouragement of bicycle and ride sharing, should be part of a non-crossing vision. The Third Crossing only increases car dependency and traffic increases.
- 47. BUILD IT!!
- 48. Please build the Third Crossing ASAP and definitely build it BEFORE changing Highway 15. It will have a significant impact on current traffic patterns and I think you will be wasting money if you don't wait.

Also – two lanes is just a band aid solution. 3 or 4 lanes are necessary if you want to build a bridge for the future.

A bicycle path must be separate from driving.

Also – consider the impact of those scooters that are becoming so prevalent – the lanes should be wide enough for two scooters to go abreast.

Build a bridge – ASAP!

49. Traffic needs don't warrant this.

The future protections rely on growth assumptions that are higher speculative and using old guidelines.

Expanded transit and better mix of land use would.

The highway would encourage more and more road trips, reduce value in North King's Town, and encourage more single family homes on green field areas.

This is the opposite of sustainable.

- 50. Have more surveys in our high schools, let them have more of a say.
- 51. (1) I do not understand why the city has not completed and exhausted all remedial projects. A) Traffic circle at #15 & #2, B) computer managed traffic lights on causeway approaching the bridge, C) developing alternate access to the Rec Centre with optimizing the road down the hill (#2) to the bridge putting in a 3rd lane.

All remedial work should be done 1st before completing a bridge – remedial work will be expensive as well.

(2) Demographic study – seniors like us travel the causeway because there is no hardware store or other services on the east side. If the population is growing, put a hardware store and a big grocery store on east side – to keep us off the road. This would save more greenhouse gases.

I did not really appreciate a sales job approach – I would prefer to have had just the answers to my questions.

52. My concerns are that this is TOO much money for something that is not a huge problem. From downtown it takes 10 minutes to get to the 401. From Pittsburgh Township it takes 10 minutes to get to the 401. 10 MINUTES.

This is not needed. This is not a problem. Fix the causeway, widen the causeway. Don't further empty the downtown. The amount of money is not worth giving cars a few more minutes.

- 53. We must have the Third Crossing. We own business (in bloom) on Gore Road. The cost of deliveries to the center of town is killing us.
- 54. This is a project that needs to be abandoned. There is no need for such a bridge. It is far too expensive.

Our taxes increase 1-2% ABOVE inflation as it stands and additional increases will put living in Kingston out of range for many.

This project is a legacy for the Mayor and the Kingston EAST Councillor at the expense of the tax payer.

The environmental impact is not known. How any species at risk, endangered species, etc. have been identified? None, however, they do exist.

A waste of money, time and damaging to the environment all so that our councillor can cut 10 minutes off his trip to Costco.

- 55. Please BUILD IT! The sooner the better!
- 56. Too much money for too few people.

Traffic in west end way worse.

Federal and provincial grants are still paid by our local taxes.

I don't think a survey of 1100 people is a fair turn out, not at all valid.

The survey questions seem to be based on a done deal.

- 57. I strongly support a third crossing for Kingston, owned by the municipality, and not a private bridge. It is "the right bridge at the right time" for Kingston.
- 58. I noticed Universities of Guelph & Waterloo are involved where are our Queen's Engineers/students?

How about Kingston charges \$1.00 for every vehicle that uses the Causeway between 8:30 am - 9:15 am, and 3:30 pm - 4:30 pm. Kingston will get lots of \$\$, traffic will decrease drastically – no more traffic jams! I know it's not feasible, I'm halfway joking. But there must be other solutions!

London, England lets certain cars drive downtown on certain days (odd license plate = odd days) and it works!

I think the use of cars will change dramatically in the next 15 years.

3 years to build, 10-12 years of use. Then it'll be redundant.

- 59. The wrong solution to a non-problem. Despite the hype, the LaSalle Causeway is not the cause of the occasional traffic hang-ups. The lights at RMC & Hwy 15 cause the congestion. Cloverleaf or traffic circles would smooth traffic, but might encourage more car travel, environmental harm. The old plan to build more (low-density) housing at Gore Rd should be dropped as no longer appropriate in an age of global warming and slow or negative growth in Kingston.
- 60. Very rigorous, open approach over the last few years. Congratulations!
- 61. I am extremely in favour of the third crossing and I will be very disappointed if a small, vocal minority shuts the project down. The benefits far outweigh the negatives. My wife and I live in the West End; however, we own a business in the East End. The third crossing would cut our commute time in half and,

therefore, greatly reduce our carbon footprint. The third crossing would also greatly help deal with congestion downtown, which would make it a more desirable place for people to go for shopping/dining. Another big reason I am in favour of the third crossing is because the causeway is governed by maritime law and favours boats over cars. If the causeway fails, cars aren't let through and the city would become crippled. We witnessed that happen last summer when the causeway was under repair. We also witnessed how disastrous it is when the 401 is closed and the only way over the river is through downtown. Please make the third crossing a reality and do not let a small, vocal group beat the greater good!

62. I am a business owner who owns a business on the east end and lives in the west end.

My business struggles on a daily basis due to lack of knowledge about what is actually available in the east end as well as ease of access to the east end.

Not only should east end councillors and citizens support the third crossing to open up the East to the rest of Kingston, but west end councillors and citizens should be supporting this as well.

Congestion in this city is unacceptable; the 3rd crossing is a step in the right direction.

Environmentally it will save on cars driving double the distance and less idling time in traffic.

- 63. I am concerned about the traffic pattern (i.e. increase use as a shortcut) of Point St. Mark Drive. There are 12 children in the 3 neighbouring houses to ours. The kids often play on their driveway with balls, pucks, etc. With an entrance to Gore Road, even using traffic signals, residents from Grenadier Village as an example, could use this route as a shortcut. Particularly when the new Shoppers Drug Mart is open. It is extremely difficult to turn left off of #15 and people may prefer a quieter drive through point St. Mark. I support the building of the third crossing but am concerned about increased traffic on Point St. Mark and the changes that the resulting traffic will have on this wonderful neighbourhood.
- 64. Yes. I came just to say that we <u>do</u> need a third crossing! I live on Hwy 2 and anytime the LaSalle Causeway needs work there is a real backlog of cars. No bus service comes along Hwy 2 past the base.
- 65. Yes to the Bridge Crossing. Will the emergency services be relocated?
- 66. If this city is to develop the way it has always done and continue to, the third crossing is essential. Yes we will pay for it out of our pockets but our infrastructure will develop faster and keep with the times. Work toward a bigger and better Kingston.

67. Build this thing NOW! Get traffic out of downtown streets. The downtown was never meant to handle the massive traffic loads (i.e. Johnson, Brock, Union, King, Montreal, etc.). Particularly the East/West streets.

By building J.C. Blvd. you take traffic (particularly the X-town traffic) out of the equation.

The only traffic flowing into the downtown core should be traffic with a downtown destination.

- 4 lane this structure; or at the very least design it to accept 4 lanes with a suspended pedestrian walking beneath. Curving it off at the near-shore give you the clearance you require.
- 68. Please build the bridge. It is needed. There is a lot of heavy traffic flow in the east end. When the 401 is closed and the causeway is down to 1 lane, it's hard to get into Kingston. Build it.
- 69. Why construct a bridge on the widest part of the river?

The bridge as proposed directs traffic away from downtown to either the big box stores at 401 or Cat. Centre.

70. Build the bridge! What is the future for the LaSalle Causeway? It's 100 years old and continues to undergo constant maintenance. Does the preliminary study take into account the benefits of having another bridge to allow a proper rehabilitation or replacement of the causeway?

This proposed bridge type is <u>not</u> easily widened. Is the City 100% confident that this bridge only needs two lanes? The cost would be another 120M to add two more lanes. Basically, we would have to build another bridge beside it.

There should be some consideration to simplifying the approach span piers to more conventional, and focus the aesthetic on the Arch position. This will save money and construction time.

The road appears to be on a curve – is this Arch portion <u>curved</u>?

- 71. I feel it is very much needed right now. We have a vital community that is growing both residential and with the industrial and business park. For fire and emergency vehicles #15 and the causeway is not enough. Many cities much smaller than Kingston have 1 & 2 bridges i.e. Belleville/Trenton. Bus transit is fine and is a good service but we need more access to the east side.
- 72. We have two crossings within a few kilometres. In a big city no one <u>even</u> thinks of building the third crossing. It is too expensive considering the size of the city.

I have been driving from Kenwood's Circle to Queen's University for the past 15 years. The maximum delay is <u>5 minutes</u> in the worst case.

We need to fix up roads in the city. The city looks <u>very depressed</u> while driving on Queen St., Ontario St., and many other streets.

Need to invest money more wisely.

Disturbing a peaceful community living on Kenwoods.

Unsafe for the children to cross the Gore Rd. to go to the library.

- 73. The bridge is not about what we want today but what will benefit the city in the future. While the dollar figure is important there are far greater costs associated with not building the bridge if the downtown is in fact a valuable asset of the city, it needs to be accessed by all tourism is a major industry in Kingston and we need to get as many visitors in & out of Kingston as possible the whole corridor up the Cataraqui on the west side needs to be developed to support Kingston's infrastructure this has to be an inviting area for business, families, and tourists. There must be a balance K&P trail/Wellington St. Extension. Third Crossing that promotes a vital downtown Kingston needs to grow, we need an increased tax base to support improvement to our infrastructure development can be thoughtful, functional, and beautiful we need to use our creativity so that the changes we make are for the good of the entire city not a select few!!
- 74. The open house focused on design elements but issues like cost vs. benefits were not as well presented.

For me the issue boils down to cost. I believe the costs are low and I know that the inevitable overruns will accrue to the city alone and not the province or the feds. Also, as amenities develop east of the Cat. River there will be less need to travel to places like the Cat. Centre to shop etc.

Citizens need a stronger argument than convenience to justify an expenditure of tens of millions of dollars.

- 76. Although I respect most of the criticisms of the proposal and the people voicing those concerns, I must disagree. Current traffic issues alone suggest things are not as they should be. With continued growth, including business development, more and more pressure will be placed on Hwy/County Road 15 and the ancient causeway. If we are to be a sustainable city we must do things to ensure we have growth capacity and effective transportation.

Development of the 3rd Crossing is just one cog in that wheel. Not to build it now will only postpone the inevitable and put an increased burden on further generations.

I support the immediate completion of the project. Please get on with it. P.S. I also support airport expansion.

- 77. We need to get on with this project. Enough of the studies wasting money doing so. Necessary for emergency vehicles when 401 closed and/or causeway. Time to be progressive!
- 78. There seems to be many strong benefits to the city's future growth. I can't figure how the Montreal and John Counter roads will handle the increase in traffic. The existing infrastructure can't handle traffic during certain times. Safety is a concern.
- 79. (1) Transport revolution ongoing will make a bridge redundant.
 - (2) Too expensive (see bridge cost overruns in Victoria, Oakland, etc.).
 - (3) ENVIRONMENT!!
- 80. I am against the third crossing because our environment cannot sustain more automobile traffic. We need to think of other ways of transporting people efficiently other than 1 person in 1 car.
- 81. Want to know cost 2016-2019? Increase taxes how much?

82. I strongly support the third crossing for the reasons detailed in the open house presentation boards. In particular, I feel it is essential to effective future development of the city, to transportation efficiency and to improved emergency response, particularly anytime either the causeway or 401 have reduced access.

I am new to Kingston East, having moved from Kingston West Front Road area. I feel isolated here and not well served related to transportation options to access other parts of the city.

Kingston is a vibrant city and a great place to live. The third crossing will make it an even better place and will ensure we are positioned to optimize future opportunities for development, enrichment, growth and prosperity.

Thanks for asking.

83. I strongly disagree with the proposal to build a 3rd crossing.

Costs <u>vastly</u> outweigh benefits. Not worth 150,000 + million!!! of tax \$\$.

Commute time to CITY not significantly improved (see Kingston Life Article).

If more people drive downtown WHERE DO THEY PARK!!

MONEY FAR BETTER SPENT ON TRANSIT & MORE AMBULANCE SERVICE.

HOW DOES 3RD CROSSING BENEFIT PEOPLE IN COUNTRYSIDE OR WEST END??

- 84. It can't come soon enough! The city has been stalling on this for too many years at least 50+ since LaSalle opened and staff had to get back and forth from homes in other parts of the city.
- 85. BUILD THE CROSSING! Also, my grade 10 civics glass has liberal party/left wing "propaganda" of putting down the conservative party. I also want the legal drinking age to be 15.
- 86. Let's not throw away the preliminary work that has been accomplished only to need to repeat it a few years down the road. Forge ahead!

Most of all ensure that is the most aesthetically pleasing bridge as possible – we will be looking at it for a long time. The engineering/design team appear to be making this an objective and they need to be commended.

87. Thumbs up & get it built!

- 88. This project is a much-needed and reasonable undertaking for the city. The project staff and work to-date seem very sound. I trust that the city is capable of implementing this project competently.
- 89. Such a hugely expensive project as the 3rd crossing should only be undertaken if (1) the need is very high and will continue to be so, if (2) there are no other alternatives that will suffice, and (3) if the costs can be borne by taxpayers without sacrificing equally important items.
 - (1) There is some need, but not very high currently. The Kingston population is projected to rise gradually until 2030 and then decrease, lessening the need. Building the bridge would cause more development to occur in the east end, thus causing loss of farmland and increase in greenhouse gases (not less as claimed in the proposal). This development could happen downtown instead if the bridge were not built.
 - (2) There are other alternatives that would achieve many other important goals listed in the Official Plan, as well as help reduce traffic congestion. Hwy 15 is a primary traffic backlog that can be addressed without a bridge. Extensive city and surrounding area transit & active transport, accessible, very fast, convenient, inexpensive to use, would draw people away from cars, reduce congestion for the remaining car drivers, and address the goals of sustainability and reduction of greenhouse gases.
 - (3) Kingston taxpayers cannot afford to pay for the 3rd crossing. They are hoping the federal government will pay for it. Our MP, Mark Gerretsen, told our Mayor and the public at a meeting at City Hall in February, 2016 that there was not going to be federal money for the 3rd crossing in the near future. However, there is \$60 Billion in budget for transit and green & social infrastructure over the next 12 years.
- 90. The Bridge is and has been a necessity for a number of years. The immediate concern is that with the increase of home and business plus a new shopping centre the commercial and housing pressure have been exhibiting, a crisis and meeting the future needs.

The future is now – the past is lost – and cannot receive a catch up – every day delay sets the project back – rises the cost and perhaps changes the requirements.

To quote some comments in the spread sheets – get on with it. We can pay for the bridge through a toll, it happens in numerous places.

91. We need to eliminate unnecessary commuter traffic from our downtown. That will give us the opportunity to make our historic, iconic downtown a more people friendly, engaging, and vibrate feature of our city.

- 92. Everything about this project display and approach makes me feel that it's a waste of time to question the need for a bridge or argue against it. It's going to be built whether we need it or not. That is how the city operates these days! So discouraging.
- 93. Would like to see more information regarding economic impact.
- 94. (1) I like the design with 3 lanes, one of which is dedicated to bikes and people. This will be much safer than crossing the causeway.
 - (2) The expansion of the parks on both ends is beautiful. These will become destinations and will need substantially more parking
 - (3) Parking is already limited/scarce. Much more is needed by the library.
 - (4) Someone said that Mark Gerretsen said if the third crossing is built, the government would no longer pay to maintain the causeway. This needs to be dispelled as a myth (if incorrect).
- 95. In favour of the bridge. It is time to go ahead with it!
- 96. I have still not heard a coherent explanation why the crossing is necessary and what benefits it would bring (and to whom). Especially in view of the rumoured \$125M cost.
 - I need a public commitment from an authority competent to make it that this project will not proceed without funding from the federal and provincial governments before I will attend any more of these "open houses".
- 97. (1) How will people living in River Park get out of the subdivision?
 - (2) How will River Park residents have access to the park (river front)?
- 98. Bypassing the Causeway is a safety issue for Kingston East residents.
 - I am in favour. Carry on and do it!
- 99. It is <u>unconscionable</u> that you are showing all these pretty pictures without hard data and broad assessment of needs/costs.

We should not be enabling sprawl with this bridge.

Kingston does <u>not</u> have a traffic jam problem.

I hope you are sincere that the decision has not been made but it sure feels like it has. Not democracy. Not sustainable green Kingston.

100. Build it!

It will improve communities both sides of river.

Current traffic flow through downtown is atrocious for communities, the environment and infrastructure.

This can be a positive 'win-win' for the city. Concerns about traffic flows though the East side communities must be taken into consideration. Traffic will impact the neighbourhoods <u>unless</u> you make streets 'one-way', 'no enter' and have 'light speed bumps' to protect smaller communities.

The opposition from Kingston regarding 'expansion' is ludicrous – in fact having a bridge will promote infill and possibly decrease expansion further West (maybe/hopefully). Please consider 3 lanes → to move the thousands of cars each way more efficiently at peak times.

Please consider an 'easy' toll.

Those who live in Kingston who don't want this bridge are obviously not impacted by the current poor traffic flow through downtown all 4 seasons (add Causeway bridge delays for boats on the hour and potential/likely 2^{nd} ferry every $\frac{1}{2}$ hr.) \rightarrow and the downtown will be an even greater mess.

The Wellington Street X folks don't want this but <u>please</u>, <u>please</u> don't let them sway you!

101. I am concerned with the environmental impact seeing as the river bottom is polluted and would spread when worked on. Also, this is close to a large wetland and would disturb wildlife.

There have been studies done showing that the more roads you make the more cars it brings that weren't going that way usually. If this is the case a bridge would make things worse.

I say no to the third crossing.

- 102. I am for it!
- 103. I am 100% in support of this project. Kingston needs to stop delaying any change or anything new. This is a need, not a want.
- 104. Thank you so much. We really want this bridge.
- 105. We need 4 lanes!! Not 2!!
- 106. It seems that we need an alternative to the LaSalle Causeway for further growth of the City.

I fully support the construction of the "Third Crossing". I do also believe that we should have a toll on the bridge as a user pay. This toll could/would facilitate repayment of the construction costs and continued maintenance of the bridge.

The bridge would decrease traffic through downtown neighbourhoods not designed for current and future traffic volumes.

107. We need to build "IT". Cost will continue to rise.

Should <u>not</u> be a toll bridge, it's for all of Kingston, North, East, West, South.

Well laid out and designed. We need to attract bigger business to Kingston.

- 108. Definitely in favour provided that:
 - (1) Visual appearance is not sacrificed to reduce cost.
 - (2) Forward planning to make sure it's not obsolete in terms of traffic flow before it is completed i.e. spend money now instead of much more later.
- 109. I have decided that it is needed and needed urgently. No time should be wasted from now until ribbon-cutting.
- 110. Ascot Lane intersection how will cars leave the River Park Community safely? I think this intersection will need a traffic light then I worry about backed up traffic blocking the intersection at Montreal & Counter.

Bicycle connections at the bridge landing spot on the west side show a potential path along the river to the north. The city has said this pathway is not possible – which version is correct?

Pollution from sand, salt, oil, etc.... going into the river. Piping this off the road to the sides makes sense but cars/trucks will also splash the pollutants over the guard rail into the river or onto the ice where it will collect and concentrate until a thaw. That will be damaging to the ecosystem.

I am worried about cutting trees on the east side of the river – there are a few very old maples and a lovely old oak. This area must be protected.

Overall, I am worried about speeding and safety on the crossing.

111. Widen Hwy 15 first.

Getting shopping centre so why do we need bridge.

No bridge.

Close off Pt. St. Mark & Gore Rd. to traffic cutting through neighbourhood.

- 112. I travel to and from Eastview to Queen's every workday. As far as I can see, the causeway is quite accessible for crossing save for about ½ hour in the morning and perhaps 45 minutes in the evening. Even then, the amount of extra time to cross the causeway is not excessive. There seems to me to be very little cause for building a third bridge.
- 113. People tend to stick to their position & not be that interested in opposing views. I am against it for several reasons.

High cost to be borne by decreasing population overall in next 20 years, increased no. of retirees.

Assumption that one-person-per-car is only way to travel, especially during rush hour.

Lack of analysis of alternate transportation: walking, cycling, bus travel or combination of these – many large European cities do this very well.

More details in my article which appears in Kingston East News (Sept 2016, p.11).

114. I believe it is essential to keep pace with population, amenities, and industry growth.

A third crossing is essential to meet the demands of that growth.

A third crossing will also ensure that an entry/exit for emergency vehicles is open/available.

If the Ontario government/ministry of highways can lay out 20 + million for new ferries to satisfy 1500-2000 people living in Wolfe and Amherst Islands – they should show support to help finance a third crossing for the City of Kingston (population 123,000).

- 115. It is needed. It will not do the job that proponents expect. We have more urgent priorities.
- 116. The design, the location all look very good. This bridge is for the future so please build it. Please include a bike lane.
- 117. Stop it please.
- 118. You are so late to the party. Gore/Hwy 15 is now very tight and congested that it is impractical. You should have moved the Hwy 15 access to the Rose Abbey intersection where there is/was plenty of open space but that is now gone because it has been bought and developed privately for more houses and a shopping centre (yeah).

Having traffic lights to access the housing developments at both ends of the bridge will have traffic backed up regularly.

Every time I drive through J.C/Montreal St. I see houses immediately under where I expect to see the bridge ending. Why were houses built so close to a future bridge end.

The bridge is required:

- (1) Shorten bus commutes for East Kingston workers going to jobs in West Kingston. My 19 year old university son had to give up a good summer job at Transformix because his bus commute from Greenwood Park to Gardiners/Cat Woods would have been 1 ½ hours each way. Not fair to him or other carless job seekers.
- (2) Keep large diesel powered trucks, trucks pulling campers, etc. out of the downtown core which will help to the sustain its historic characteristics and charm.
- (3) The LaSalle Causeway bridge was never built to support the current demands. Keep the bridge and build the other to share the traffic burden. This town is growing whether you wish to accept it or not. Mount & ride the development/growth/expansion bull before it destroys your downtown 'china shop'.

- (4) Emergency vehicles cannot respond rapidly to life threatening emergencies during current commuting hours requiring transport to KGH. How many heart attacks, strokes, respiratory arrests die enroute to KGH from Kingston Est when LaSalle and 401 are impassable? Are preventable deaths population control by Kingston Town Hall on Kingston East? Major law suits territory.
- (5) A 2 lane bridge may be appropriate for now with suitable separate bike/pedestrian walkways but the bridge structure should be built to accommodate an easy expansion to 4 lanes when the future population makes it required.
- (6) CFB is the primary employer on the east side but a large/significant number of 401 and LaSalle Causeway commuters travel from the west end every day and this won't ever change, for work & events.
- (7) Dismantle the lovely library at Gore/Hwy 15 and rebuild stone by stone as part of the new community centre in Grenadier Village.
- (8) Waiting for the next Hwy 401 accident shut down should be a dynamite treat now that Kingston Mills is closed for a year.
- 119. Pro. I am strongly in favour of the Third Crossing. It will solve traffic congestion & save fuel. It is necessary in light of increasing population in the East End.
- 120. Good that it would include a sidewalk and bike path. However, I think it would be better to focus on concentrated central city development, maintaining, and improving the LaSalle Causeway, and public transportation, thereby avoiding the need for another bridge. This would result in lower taxes and lower environmental impact. The third crossing could lead to more tract housing development on the best farmland, inhibiting local food production. This would lead to more pollution and greenhouse gas emissions to bring our food in from far away. It would also strand us if in the future California cannot supply the bulk of our food. Many people who live in the Gore Road area would likely not use the Third Crossing, but would drive downtown, back home to Gore Road, then perhaps back downtown again.
- 121. "Signature" Bridge. As an engineer, I'm a bit worried about "signature" structures! Often they don't perform well in service and require expensive maintenance and/or modifications. My view: keep it elegant and simple.

Assuming that the bridge deck will receive de-icing salt each winter, more attention should be paid to reducing corrosion of structural steel – and particularly rebar in the deck. Rebar corrosion has been a <u>HUGE</u> expense in Ontario.

Attention should be paid to Life Cycle Cost – which involves future maintenance, deck repair/replacement, traffic disruption, etc.

122. The idea and the location of this crossing are not new. Most housing being affected was built after this crossing was planned. It amazes me that people will build houses and move next to something like this and complain when it starts to be implemented – but I am not surprised.

I believe this crossing is needed and I believe that it is not going to get any less expensive if it drags on.

I lived near the bridge to PEI when it was built and all of the fears people had just simply did not happen.

- 123. We support the bridge and only wish it has been constructed 10 or 15 or 20 years ago.
- 124. <u>Fully</u> support 3rd crossing ASAP!!! Essential! Not an option to NOT build it ASAP!

Area on east of river has been allowed to grow too quickly for the infrastructure in place. There are now negative issues such as congestion, emergency issues, etc.... that are a reality for us.

All existing crossings are owned by province or feds. Time for city to step up with one of its own crossings.

When 401 is closed, we are held ransom (I cross at least twice daily Mon-Fri).

- 125. No Third Crossing.
- 126. The smartest person in Kingston says:

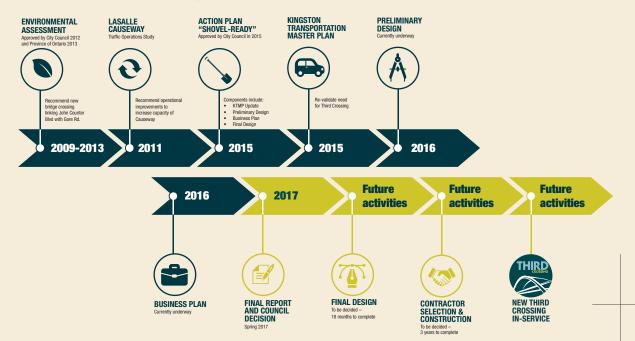
"[Q:] Kingston needs: [A:] A Third Crossing bridge." (Excerpt from Kingston Life, March/April 2016, page 40: an interview with Mr. Arthur McDonald, Scientist and Nobel Laureate).

APPENDIX G INFORMATION STATION DISPLAY PANELS

PROJECT STATUS DISPLAY PANELS (STATION 1)



THIRD CROSSING ROAD MAP





WHY DO WE NEED THE THIRD CROSSING?

OPPORTUNITIES:

- Provides needed/forecast transportation capacity across the Cataraqui River over the next 20 years
- · Decreases travel time and greenhouse gas emissions
- Decreases traffic congestion along the Lasalle Causeway
- · Provides additional access throughout the city for emergency vehicles
- Provides an alternative route during Lasalle Causeway and Highway 401 closures
- Provides an opportunity for active transportation with a multi-use trail
- · Accommodates growth as defined within the Official Plan and urban growth boundary

HAVE WE CONSIDERED DIFFERENT SOLUTIONS TO ELIMINATE THE NEED FOR THE THIRD CROSSING?

- ✓ More transit service
- ✓ More trips by walk or cycling
- ✓ Encourage other ways to reduce transportation demand (ride-sharing, telecommute)
- ✓ Tolerate more traffic congestion
- ✓ Allow for more development through infill and intensification

RESULT - THE THIRD CROSSING IS STILL NEEDED

SUPPORTING STUDIES:

- Kingston Transportation Master Plan (2004)
- Kingston Transportation
 Master Plan Update (2009)
- Traffic Operations Study -Lasalle Causeway Corridor (2011)
- Third Crossing Environmental Assessment (2012)
- Kingston Transportation Master Plan Update (2015)



PUBLIC ENGAGEMENT PROCESS

GOALS:

- Provide accurate and timely information
- · Respond to questions
- Listen and record input received from public
- Incorporate input into the project work
- Provide results



HOW ARE WE DOING THIS?

- Third Crossing project website
- Third Crossing team contact info including project email account
- Public Open House #1
 - History/timelines of the Third Crossing
 - Provide progress update on work for Preliminary Design & Business Plan
 - · Results of the Public Survey and how input is being used

• Public Open House #2

- A brief history of the project to date
- Provide recap of Open House #1 from September 2016
- Provide updates on preliminary design and business plan phases
- Summary of public feedback received and how it was used

• On-going stakeholder consultations

- · Parks Canada
- First Nations
- Permitting agencies (local, provincial, federal)



PUBLIC SURVEY RESULTS

Third Crossing public survey was open July 19 to August 21 2016.

More than 1,100 people participated in the survey. Results include all responses from completed and partially completed surveys, meaning numbers of respondents per questions vary.

More than 100 pages of personalized feedback and opinions include the following

- Active transportation and accessibility opportunities
- Urban sprawl and traffic congestion
- Concerns of tax implications over the years
- Third Crossing fatigue regarding the need/ justification
- · Do you want/need a third crossing?

914 PEOPLE THAT RESPONDED **WERE LOCATED AT:**



93.4% GREATER KINGSTON AREA



5.9% OUTSIDE THE GREATER KINGSTON AREA BUT WITHIN ONTARIO 0.5% OUTSIDE ONTARIO



BUT WITHIN CANADA

0.1% OUTSIDE OF CANADA

HOW OFTEN THEY TRAVEL OVER THE CATARAQUI RIVER 8.1% NEVER/RARELY

28.1% A FEW TIMES A MONTH

21.1% A FEW TIMES A WEEK

16.2% DAILY (INCLUDING WEEKENDS)

12.5% DAILY (FIVE TIMES A WEEK)

14% A NUMBER OF TIMES A DAY

THE RESPONDENTS AGE RANGED FROM:

0.1%













NOT TO ANSWER

THE RESPONDENTS FORM OF TRANSPORTATION:







3.4% BUS

87.9% CAR/DRIVE 4.3% WALK



3.3% **BIKE**



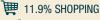
0.2% CARPOOL



0.8% OTHER

PRIMARY REASON FOR TRAVEL:

43% WORK





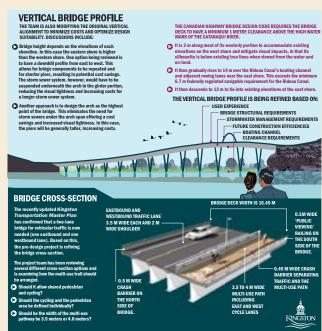
1.1% SCHOOL

2.0% OTHER

7.9% ALL OF THE ABOVE



THIRD CROSSING FACTS







STAY UP TO DATE WITH THE THIRD CROSSING BRIDGE BUZZ CityofKingston.ca/ThirdCrossing



CONCEPTUAL RENDERING OF ARCH WITH V-PIERS FROM 2012



BRIDGE ARCHITECTURE DISPLAY PANELS (STATION 2)



PROJECT VISION: Design Quality

- ✓ UNESCO World Heritage Site
- √ 'World-class signature bridge' (RFP)
- √ 'Aesthetically pleasing structural solution' and 'High quality design' (Parks Canada Aesthetic Guidelines)
- √ Focal Arch Span over Rowing Lanes



BRIDGE SETTING



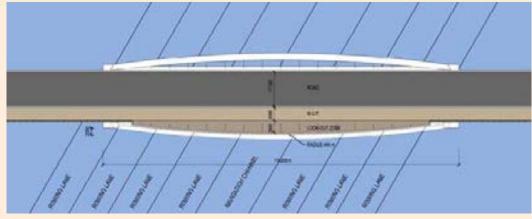
PROPOSED ALIGNMENT – A Gradual Sweeping S-Curve



BRIDGE ARCH CONCEPT: Plan & Elevation

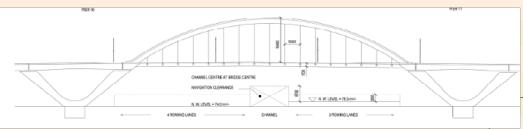
ARCH PLAN VIEW

- Arch Spans Rowing Lanes and Rideau Boat Channel
- Slight Outward Tilt
- Hangars Support Deck
- Look-out Platform on South Side



ARCH ELEVATION VIEW

- Low Profile Arch
- Slender Design
- Adequate Vertical Clearances





BRIDGE ARCH CONCEPT: 3D Modelling (In Progress)









VIEW FROM VEHICLE

OVERHEAD VIEW

ARCH TIE (CONCEPT)



PRECEDENTS: Arch and V-Piers Designs





PEDESTRIAN & CYCLING EXPERIENCE



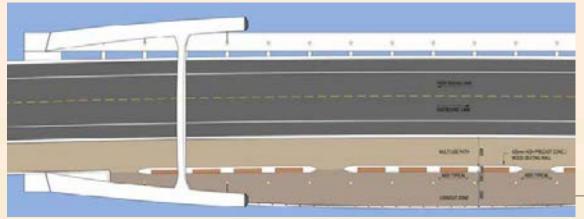




Corktown Footbridge, Ottawa

Nelson St. Cycleway, Auckland

Interpretive Panels



ARCH LOOK-OUT CONCEPT - Accessible Seating Area, Interpretive Panels, Continuous Multi-Use Path



LANDSCAPE CONCEPT: East Approach



LANDSCAPE CONCEPTS: Mitigate – Restore - Enhance, Native Plantings, User Experience, Connectivity



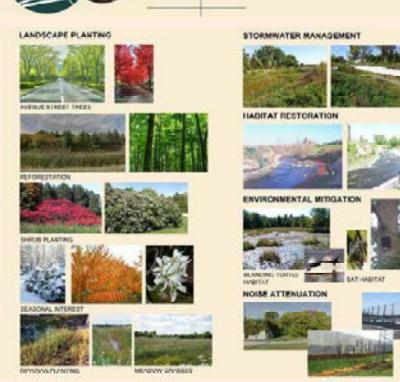
LANDSCAPE CONCEPT: West Approach



LANDSCAPE CONCEPTS: Mitigate – Restore - Enhance, Native Plantings, User Experience, Connectivity



LANDSCAPE ELEMENTS





BRIDGE ENGINEERING DESIGN DISPLAY PANELS (STATION 3)



PRELIMINARY DESIGN: Scope & Schedule

1. It is building on the conceptual information from the Class EA.

2. WE ARE HERE:

The Concept Report assesses design options and construction cost estimates from the Class EA and describes a preferred concept

3. LATE 2016 / EARLY 2017:

The Interim Preliminary Design Reports will further refine the preferred concept, construction phasing and scheduling and construction cost estimates.

4. APRIL 30, 2017:

The Final Preliminary Design Report will confirm the recommended design, construction phasing and scheduling and construction cost estimates in support of pending future final design and construction



NATURAL HERITAGE FIELDWORK





- Ecological Land Classifications
- Breeding Bird / Wildlife Surveys
- Habitat Assessments





Significant Features:

- Woodlands
- Wetlands



CULTURAL HERITAGE FIELDWORK



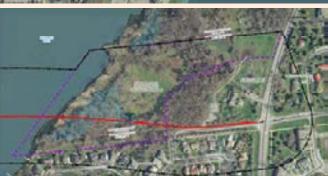
- Rideau Canal
- Gore Road Library
- Archaeological Site BbGc-127
- Stone Survey Marker





GEO-ENVIRONMENTAL FIELDWORK





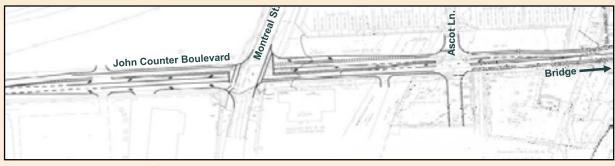
Potential Sites of Concern:

- 919 / 931 Montreal Street
- 603 John Counter Boulevard
- 612 / 630 John Counter Boulevard
- No sites of concern on east shore

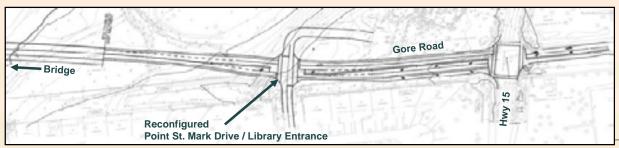
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TRAFFIC AND LANE CONFIGURATIONS



WEST APPROACH - John Counter Boulevard



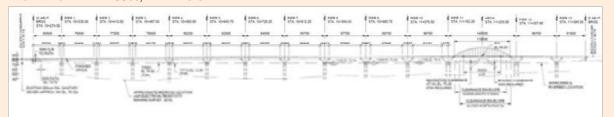
EAST APPROACH - Gore Road



BRIDGE ELEVATION AND PROFILE



HIGH PROFILE – 1.00%, 12 V-Piers



LOW PROFILE - 0.75%, 13 V-Piers

(2.8m height difference)

COMPARISON→



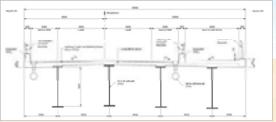
BRIDGE DECK CONCEPT

DECK CONCEPT

- Two Vehicle Lanes
- Generous Shoulders
- South Side Multi-Use Path
- Steel I-Beam Girder Structure
- Low Profile Barriers for View

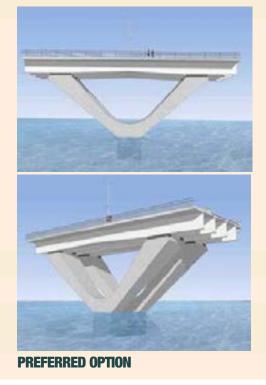


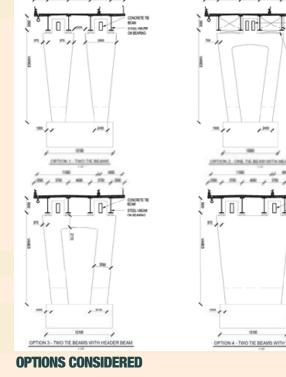
TYPICAL CROSS SECTION





BRIDGE V-PIER CONCEPT







CONSTRUCTION IMPACTS: 3 Year Timeframe

BRIDGE CORRIDOR

- Limited Land for "Laydown" (Construction Staging, Equipment & Material Storage)
- Physical Presence
- Rideau Canal (Land/Water)

EAST SHORE

- Maintain Library Access
- Archaeological Site
- Stone Survey Marker
- Dog Park Temp. Relocation
- Noise and Traffic





Example: East Shore Construction Access and Staging Areas

- WEST SHORE

- Property Acquisition
- Overhead Utility Relocations
- Noise and Traffic



Interim Noise Assessment Progress Update



Interim noise barrier dimensions (assessment and design options on-going):

	WEST SIDE		EAST SIDE	
	BR04	BR05	BR07	BR10
HEIGHT	2.6 m	2.6 m	1.5 m	2.75 m
LENGTH	140 m	113 m	340 m	205 m

SUSTAINABILITY & INNOVATION



- Sustainability design charrette
- Cultural-Natural Heritage Protection
- De-icing and anti-icing systems
- Energy efficient materials (e.g. LED)
- Structural health monitoring
- Service life design
- Maintain construction flexibility
- Sealed components
- Hanger and coating systems
- Stainless / galvanized steel



PUBLIC SURVEY RESULTS PRELIMINARY DESIGN

Third Crossing public survey was open July 19 to August 21 2016.

More than 1,100 people participated in the survey. Results include all responses from completed and partially completed surveys, meaning numbers of respondents per questions vary.

More than 100 pages of feedback and opinions included the following themes:

- Balancing bridge aesthetics and function
- Minimize impact on ecology and habitat
- · Include features that promote tourism
- · Pay more now if there are practical long-term gains
- Energy generation.

44.9% YES CO₂ 40.7% NO

14.4% NOT SURE

RESPONDENTS THINK IT IS IMPORTANT THAT CARBON EMISSIONS RELATED TO BRIDGE CONSTRUCTION ARE MINIMIZED.

CO₂

39.6% YES

16.4% NOT SURE

44% NO

SHOULD THE CITY BE PREPARED TO SPEND MORE MONEY TO MINIMIZE/OFFSET CARBON EMISSIONS DURING CONSTRUCTION?

22.5% NOT IMPORTANT OULD YOU BE SUPPORTIVE OF PAYING MORE DDAY TO INCLUDE FEATURE THAT WOULD AVE MONEY IN THE FUTURE

WHEN ASKED HOW IMPORTANT IS IT TO YOU THAT THE BRIDGE INCORPORATE SUSTAINABLE AND RENEWABLE ENERGY SOURCES SUCH AS SOLAR, WIND AND GEOTHERMAL TO GENERATE ENERGY, RESPONDENTS SAID:

24.8% VERY IMPORTANT

39.3% Somewhat important 13.5% Somewhat Unimportant



54.5% STRONGLY SUPPORT
33% SOMEWHAT SUPPORT
4.294 SOMEWHAT OPPOSE 4.3% SOMEWHAT OPPOSE 5% STRONGLY OPPOSE 3.2% NOT SURE

14.8% FOR AESTHETICS 46.4% LOOK OF THE BRIDGE WITH SO ABILITY TO GENERATE ENERGY

7.5% NOT SURE KNOWING THAT BETTER CONSTRUCTION QUAL





RESPONDENTS RATED THE IMPORTANCE OF SPENDING EXTRA MONEY ON EACH ITEM TO UPGRADE THEM FROM

SIAN	DARD HEMS TO PREMIUM HEMS	VERY IMPORTANT	SOMEWHAT IMPORTANT	SOMEWHAT UNIMPORTANT	NOT IMPORTANT	NOT SURE
ΙĮ×	NOISE REDUCTION BRIDGE LIGHTING	25.6%	38.3%	16.5%	17.4%	2.2%
3	MULTI-USE PATHWAY	30.3%	35.0%	15.1%	14.1%	5.5%
<u>ş</u>	ARCH LOOKOUT AMENITIES	9.5%	21.0%	22.1%	44.4%	3.0%
#	COMPLETE STREET AMENITIES	17.6%	29.5%	21.4%	29.0%	2.5%
Γ	BRIDGE LIGHTING	50.0%	35.1%	7.5%	5.6%	1.8%
0	SIGNAGE AND INTERPRETIVE INFORMATION	16.7%	32.1%	24.4%	24.3%	2.5%
3	BRIDGE AESTHETICS	23.0%	38.1%	20.2%	16.7%	2.0%
00.	WEST SHORE LANDSCAPING	22.7%	39.6%	18.0%	17.2%	2.6%
40	EAST SHORE LANDSCAPING	23.8%	40.2%	16.6%	17.0%	2.4%
?	OTHER	27.6%	4.7%	5.0%	14.3%	48.4%

4.7%

BUSINESS PLAN DISPLAY PANELS (STATION 4)



WHAT IS THE THIRD **CROSSING BUSINESS PLAN?**

PURPOSE:A Third Crossing business plan will provide decision makers with important information on costs, benefits, economic impacts, project delivery models, and funding strategies to help answer the following

COST BENEFIT ANALYSIS "WILL IT BE A GOOD USE **OF TAX DOLLARS?"**

Compares the construction and maintenance costs of the project against the benefits that the project would provide over a 30-year period.

Ţ models including: Design/bid/build Design/build Private Public Partnership (P3) **BUSINESS**

PROCUREMENT OPTIONS ANALYSIS "HOW DO WE ADMINISTER THE DESIGN/ CONSTRUCTION?"

Involves a qualitative analysis of traditional project delivery

ECONOMIC IMPACT ANALYSIS "WHAT ARE THE ECONOMIC

BENEFITS OF A THIRD CROSSING?" Calculates the financial impact that would be generated in Kingston's economy if the Third Crossing would be constructed.



PROJECT FINANCING

"HOW WILL WE PAY FOR THE BRIDGE?"

Involves an analysis of all available funding sources and uses of funds including municipal tax, development charges, user fees, and grants.

BUSINESS PLAN STATUS:

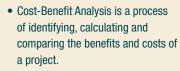
All components of the business plan are underway and will be completed and presented to Council in spring 2017. It will contain information to answer the question of whether or not



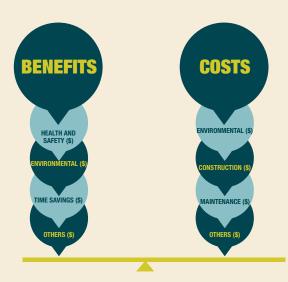
REPORT TO COUNCIL 2017



WHAT IS COST-BENEFIT ANALYSIS?



- · Views the benefits and costs of an infrastructure project from society's perspective as a whole.
- Enables an "apples to apples" comparison of the impacts of a project by monetizing socioeconomic impacts such as travel time savings, environmental impacts and others.
- · A dollar today is worth more than a dollar tomorrow.
- · Future benefits and costs are discounted to bring all aspects to the present day.
- · Widely used tool for analysis for the appraisal of infrastructure projects.



COST-BENEFIT ANALYSIS IS NOT INTENDED TO SUPPLANT THE DECISION-MAKING PROCESS BUT SUPPLEMENT IT.



WHAT IS COST-BENEFIT ANALYSIS?



Does the development of the Third Crossing generate societal benefits in excess of costs? Is it a good use of taxpayer dollars?

Data sourceAnalytical tool

- Collins Barrow engaged to provide an independent and objective Cost-Benefit Analysis of the Third Crossing.
- Transparency is foundational to our approach and all of our inputs, methodology and limitations will be clearly documented and form part of the business plan.
- Cost-Benefit Analysis used extensively by the public sector to in Canada and the USA assess infrastructure projects.

Our independent assessment considers multiple scenarios and other qualitative information as well.



WHAT IS ECONOMIC IMPACT ANALYSIS?

- Economic Impact Analysis helps assess what a project means for the local economy in terms of number of jobs, GDP, government tax revenues and other measures of economic activity.
- Takes into consideration local employment, supply chain and economic development impacts.
- Like Cost-Benefit Analysis, Economic Impact Analysis is a data point that supplements the decision making process.



METROLINX

UNIVERSITY

COMMUNICATION

The Collins Barrow team have extensive experience

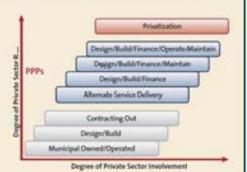


PROCUREMENT OPTIONS ANALYSIS

BACKGROUND:

The 2012 Environmental Assessment recommended that the City carry out a review of various Third Crossing procurement options as part of the business plan assignment. The Procurement Options Analysis component of the business plan will determine the preferred design and construction administration methods for the Third Crossing.

PROJECT DELIVERY MODELS



DESIGN BID BUILD PROJECT DELIVERY STRUCTURE



DRR CONSIDERATIONS:

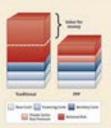
- Most familiar method for owners and contractors:
- Separate contracts allows decision points for each procurement
- · All design components are specified prior to construction;
- Payments to contractors occur on a monthly basis

DESIGN BID FINANCE PROJECT DELIVERY STRUCTURE



DBF (P3) CONSIDERATIONS

- · Less familiar method for owners and contractors;
- Combined contract requires only one decision point for P3;
- · Performance specifications guide the overall design and are less prescriptive allowing flexibility during construction;
- . Payments to contractors are withheld until the project is completed



VALUE FOR MONEY

The process of developing and comparing total project costs, measured at the common points in time, as comparators of traditional versus nontraditional models. A value-for-money exists when the risk-adjusted costs of the P3 option are less than the risk-adjusted costs of traditional models.

PROJECT RISK MATRIX



PROJECT RISKS

Project experts identify, assess, and allocate various elements of risk that could occur on a project. This risk information is used to guide future phases of the project and also informs the value-for-money analysis.



PUBLIC SURVEY RESULTS BUSINESS PLAN

Third Crossing public survey was open July 19 to August 21 2016.

More than 1,100 people participated in the survey. Results include all responses from completed and partially completed surveys, meaning numbers of respondents per questions vary.

More than 100 pages of personalized feedback and opinions included the following themes:

- Tax implications
- Privatization versus public ownership
- Whole-of-Life Costing
- · Project delivery model preferences
- Government funding

RESPONDENTS FAMILIARITY WITH PROJECT DELIVERY MODELS

11% **VERY FAMILIAR SOMEWHAT FAMILIAR** 47.1%

41.9% NOT AT ALL FAMILIAR

BASED ON THEIR KNOWLEDGE OF PROJECT-DELIVERY MODELS, THEY SELECTED THE MODEL THAT THEY BELIEVE PROVIDES THE BEST VALUE FOR KINGSTON FOR THIS PROJECT.

29.8% DESIGN-BID-BUILD

14 4% **DESIGN-BUILD**

13.2% PUBLIC-PRIVATE PARTNERSHIP (P3)

26.5% **NOT SURE**

16% IT DOESN'T MATTER TO ME

IT DOESN'T MATTER IF THE CITY OR THE PRIVATE SECTOR MANAGES THE CONSTRUCTION AS LONG AS IT IS FINISHED ON TIME AND ON BUDGET.

IT DOESN'T MATTER IF THE CITY OR THE PRIVATE SECTOR MANAGES THE OPERATION AND MAINTENANCE OF THE BRIDGE AS LONG AS IT IS WELL-MAINTAINED. 70% AGREE 21% DISAGREE 9% NOT SURE

64.8% AGREE 26.8% DISAGREE 8.4% NOT SURE

WHAT ARE THE MOST IMPORTANT ASPECTS OF A PROJECT DELIVERY MODEL TO YOU?



41% MINIMIZING CONSTRUCTION TIME



31.2% ENSURING GOOD MAINTENANCE REGARDLESS OF OTHER CITY PRIORITIES

61.6% DELIVERING THE PROJECT ON BUDGET



29% KEEPING **COSTS AS LOV** AS POSSIBLE

 $\overline{\mathbf{c}}$

32.8% EFFECTIVELY COORDINATING THE WORK
WITH OTHER WORK IN THE AREAS AFFECTED



25.9% ENSURING THAT MAINTENANCE AND OPERATIONS (SNOW PLOWING, POTHOLE REPAIRS) ARE DONE B CITY EMPLOYEES



36.8% ENSURING INFO ABOUT THE PROJECT IS OPEN AND ACCESSIBLE



23.5% MAXIMIZING THE OPPORTUNITY FOR CONTRACTORS
TO INNOVATE ON **EFFICIENT METHODS OF** PROJECT DELIVERY



10.4% MAXIMIZING THE AMOUNT OF TIME OVER
WHICH THE COST OF THE CONSTRUCTION WORK **CAN BE SPREAD OUT**



17.9% MAXIMIZE THE NUMBER OF BIDDERS COMPETING FOR **FACH ASPECT OF THE**



19.7% MAXIMIZING THE AMOUNT OF FLEXIBILITY
THE CITY HAS TO MODIFY
THE PROJECT, IF NEEDED



5.1% OTHER

Action plan Phase two and three time-line

l Piaii



Appendix 4 - Near Neighbour Door-to-Door Hand out

JANUARY - MARCH

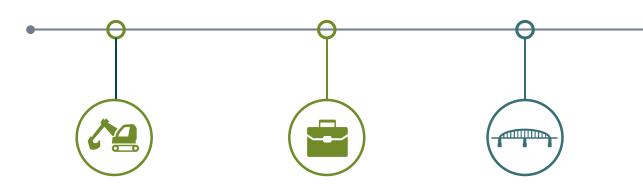
APRIL - MAY

JUNE 13

Preliminary engineering designs and cost estimates

Final Draft Business Plan Final
Preliminary
Design Report

Final Business Plan Final Report to Council







Your feedback is important. If you would still like to give us your comments please email the project team at **thirdcrossing@cityofkingston.ca**

CityofKingston.ca/ThirdCrossing





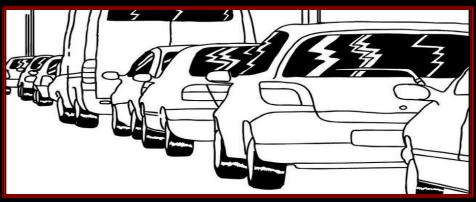


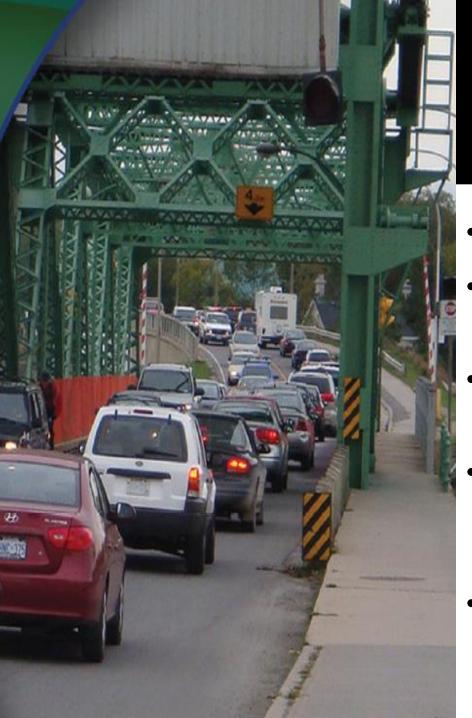


Transportation Plan









Opportunities

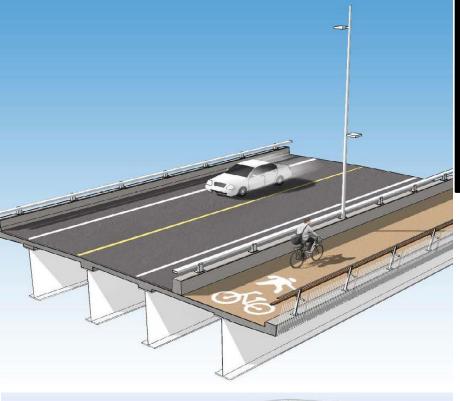
- Transportation capacity
- Decrease travel time and emissions
- Additional access for emergency vehicles
- Alternative route during Highway 401 or LaSalle Causeway closure
- Provide opportunities for active transportation



Preliminary Design

- Design work led by JL Richards
- Builds upon conceptual design developed as part of Environmental Assessment (2012)
- Stakeholder engagement (Parks Canada, First Nations)
- Field investigations
- Permit requirements





Preliminary Design

- Vehicular lanes
- Multi-use pathway
- Central arch design
- Accessibility
- Maintenance



Preliminary Design



Shoreland Improvements

- Road connections
- Water front trail connections
- Intersection improvements

Business Plan

PURPOSE:

A Third Crossing business plan will provide decision makers with important information on costs, benefits, economic impacts, project delivery models, and funding strategies to help answer the following questions.

COST BENEFIT ANALYSIS "WILL IT BE A GOOD USE OF TAX DOLLARS?"

Compares the construction and maintenance costs of the project against the benefits that the project would provide over a 30-year period.

BUSINESS PLAN

ECONOMIC IMPACT ANALYSIS "WHAT ARE THE ECONOMIC **BENEFITS OF A THIRD CROSSING?"**

Calculates the financial impact that would be generated in Kingston's economy if the Third Crossing would be constructed.

PROCUREMENT OPTIONS ANALYSIS "HOW DO WE ADMINISTER THE DESIGN/

Involves a qualitative analysis of traditional project delivery

CONSTRUCTION?"

· Private Public Partnership (P3)

PROJECT FINANCING

models including:

· Design/build

· Design/bid/build

Involves an analysis of all available funding sources and uses of funds including municipal tax, development charges, user fees, and grants.

"HOW WILL WE PAY FOR THE BRIDGE?"

BUSINESS PLAN STATUS:

All components of the business plan are underway and will be completed and presented to Council in spring 2017. It will contain information to answer the question of whether or not the Third Crossing should be built.



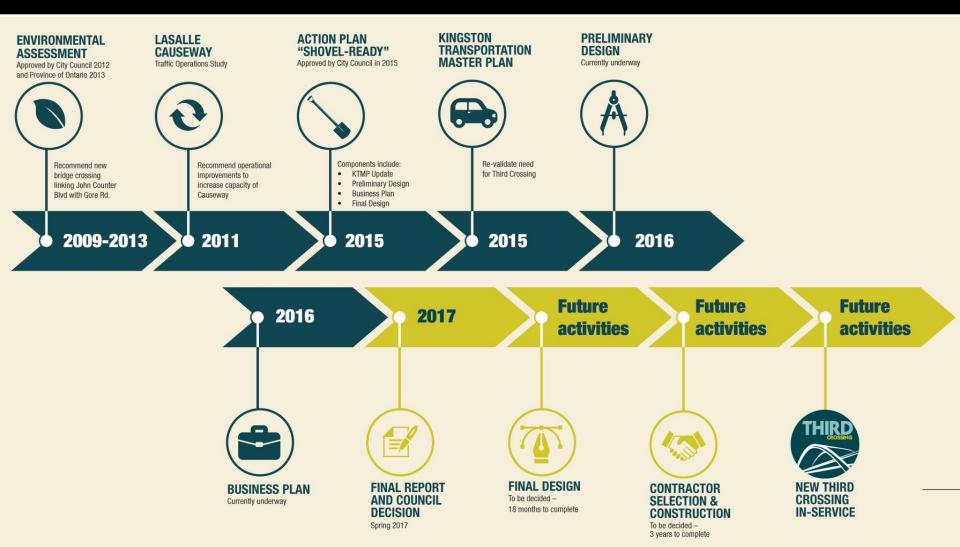
REPORT TO COUNCIL 2017



Public Engagement

- Studied too long...just build it.
- Why do we need it.
- Servicing business operations.
- Active transportation opportunities.
- Long-term reliance on LaSalle Causeway.
- Impact of traffic on near neighbourhoods.
- Use of Highway 401 not a suitable alternative.
- Economic development and tourism.
- Federal and provincial investment.

Third Crossing Road Map



Road to Council

- Information Sheets on key pieces of work April 19, 2017
- Public Open houses 6:00 p.m. 9:00 p.m.:
 - April 26 LCVI High School
 - April 27, Ecole Sir John A. Macdonald School
- Draft reports, preliminary design and business plan May 3, 2017.
- Final report for Council's consideration June, 2017

Questions?











PUBLIC ENGAGEMENT



CONDUCTED CITY WIDE SURVEY ON PRELIMINARY DESIGN & BUSINESS PLAN

1,144 people responded – one of the largest response rates to a city survey. (Summer 2016)



THREE PUBLIC OPEN HOUSES

238 comments received from residents at Public Open Houses.

All feedback will be incorporated in the final report on the preliminary design and business plan for Counci's consideration.



OVER 9000 VISITORS TO THE THIRD CROSSING WEBSITE



RESPONSE TO OVER 100 EMAILS REGARDING THIRD CROSSING QUESTIONS & COMMENTS

13 COMMUNITY 350 RESIDENTS

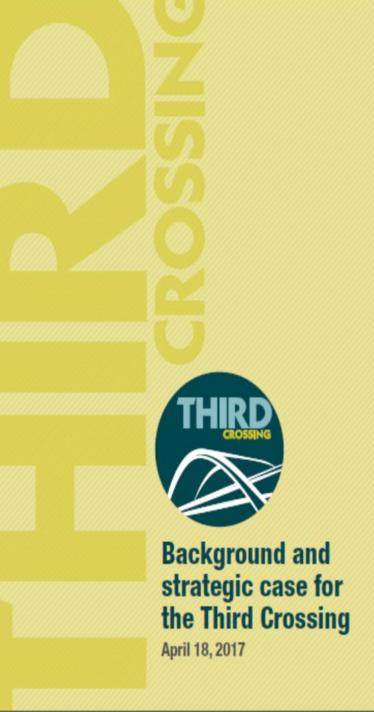


INFORMATION SHEETS AND MAKING DRAFT REPORTS AVAILABLE IN ADVANCE

 Information Sheets 1- 3 available April 2017

 Draft Reports available May 2017







Council Priorities

- Invest in Infrastructure Council priorities during term (2014-2018).
- Advance work on the Third Crossing to make the project 'shovel-ready'.

Strategic Policies

 Consistent with the Official Plan, the Urban Growth Strategy and the Transportation Master Plan.



Background and strategic case for the Third Crossing April 18, 2017



Active Transportation

 Multi-use pathway 4m wide and sizable catchment area for peds/cyclist

Kingston Transit

 Link transit routes in east to central and west end area.

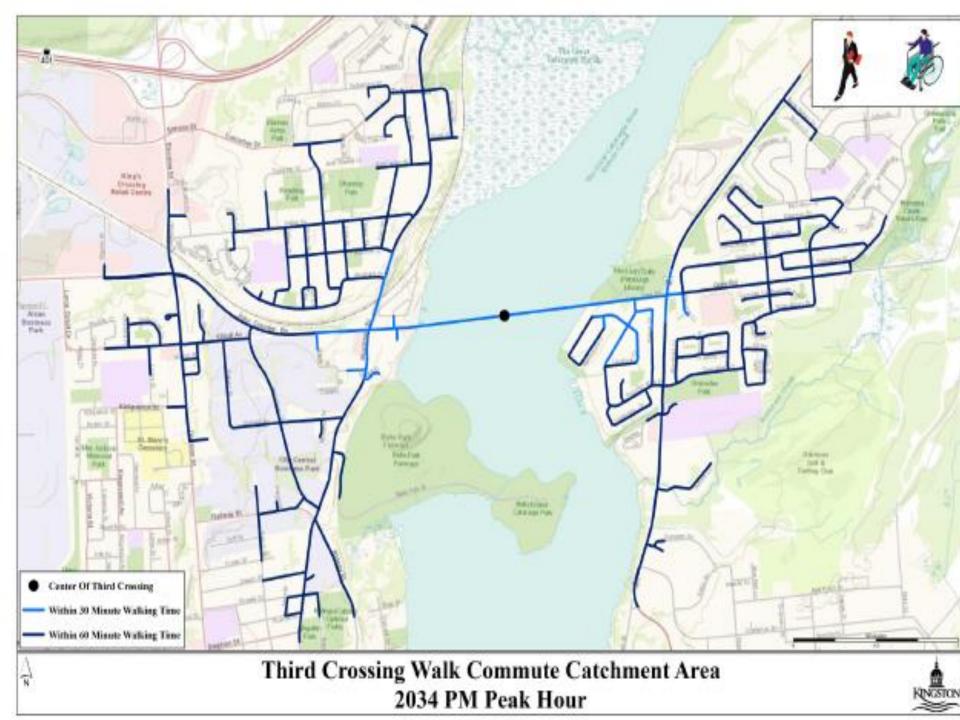
Road Network

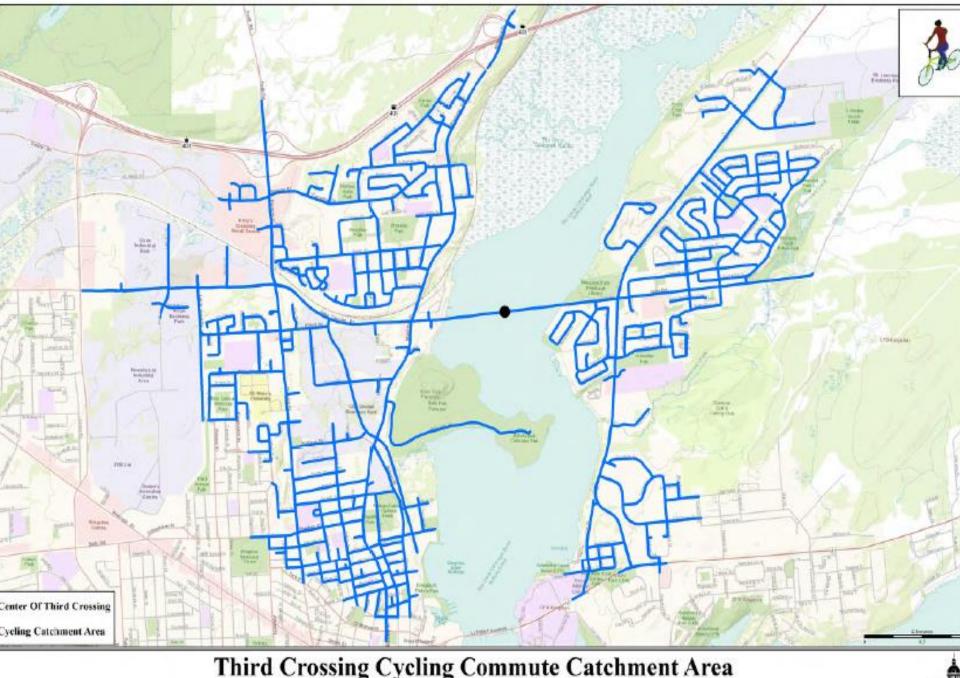
 Increased transportation capacity and reduced congestion and delay

Emergency Services

- Additional access for EMS vehicles
- Alternative route during Highway 401 or LaSalle Causeway closure





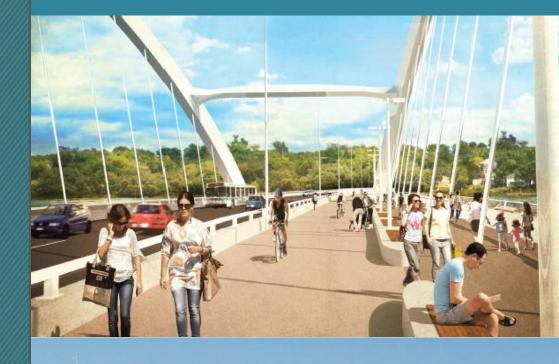


Third Crossing Cycling Commute Catchment Area 2034 PM Peak Hour



Preliminary Design and Cost Estimate April 18, 2017

Preliminary Design & Cost Estimate



Preliminary Design and Cost Estimate April 18, 2017

Preliminary Design & Cost Estimate

Design evolution



Preliminary Design and Cost Estimate April 18, 2017

Preliminary Design & Cost Estimate

- 2019 Cost = \$180M (assume construction start in 2019)
- 2017 Cost = \$167M
 (based on preliminary design in 2017)
- 2011 Cost = \$120M
 (based on conceptual design in 2011)
- Change in cost
 - Construction Price Inflation ~ \$34m
 - Temporary Work Bridge ~ \$20m
 - Land Acq, HST ~\$6m

Business Plan

Financial Plan

How will we pay for the construction of the Third Crossing?

- 1/3 Federal Government = \$60M
- 1/3 Provincial Government = \$60M
- 1/3 City of Kingston = \$60M

Business Plan

Financial Plan

1/3 City of Kingston = \$60M

- ½ Development Charges (DCs) = \$30M
 (Funds city collects to help pay for the cost of providing municipal services to development.)
- ½ City Tax Payer = \$30M
 - Cash = \$15M
 - Debt = \$15M

No dedicated tax increase is required

Business Plan

How much money has been collected in DCs for the Third Crossing?

- DCs are collected by asset categories (i.e. roads) and not the project level (i.e. individual road projects). The Third Crossing is in the City's roads category and DCs have been collected for this and other road projects since 1999.
- Applying a proportionate calculation, staff project that, to the end of 2016, the
 total funds collected were approximately \$11M. If approved and construction
 begins as early as 2019 and is completed in 2022/2023 it is estimated that,
 based on projected growth, funds collected will be approximately \$20M.
- The balance of DCs for the project (\$10M) will be collected beyond that timeframe from additional growth and development.

Business Plan

Financial Plan

How will we pay for the on-going operation and maintenance?

- Annual operations and on-going costs for maintenance has been factored into the existing annual operating budget and the asset management capital envelope for all of the City's transportation infrastructure.
- No dedicated tax increase is required
- Total debt charges and ongoing operations and maintenance costs ~ \$20 per year for an average residential household over the asset life.

Business Plan

Cost benefit analysis

- Cost-benefit ratio ~ 5.5 to 7
- Compares favorably with other major transportation infrastructure projects.
- Both user and non-user benefits
- Average user of Third Crossing has 5km shorter trip and 8mins in travel time savings.
- Non-user also benefits as a result of reduced congestion in the road network and incremental time savings.
- Pay-back period ~ within 10 years

Business Plan

Economic impacts

Impacts per year during the construction phase (3 years duration)

- 89 jobs (per year)
- \$6M in salaries and wages (per year)
- \$10M in local GDP (per year)

Catalyst for build-out of St. Lawrence Business Park

- 276 jobs
- \$21M in salaries and wages
- \$29M in local GDP

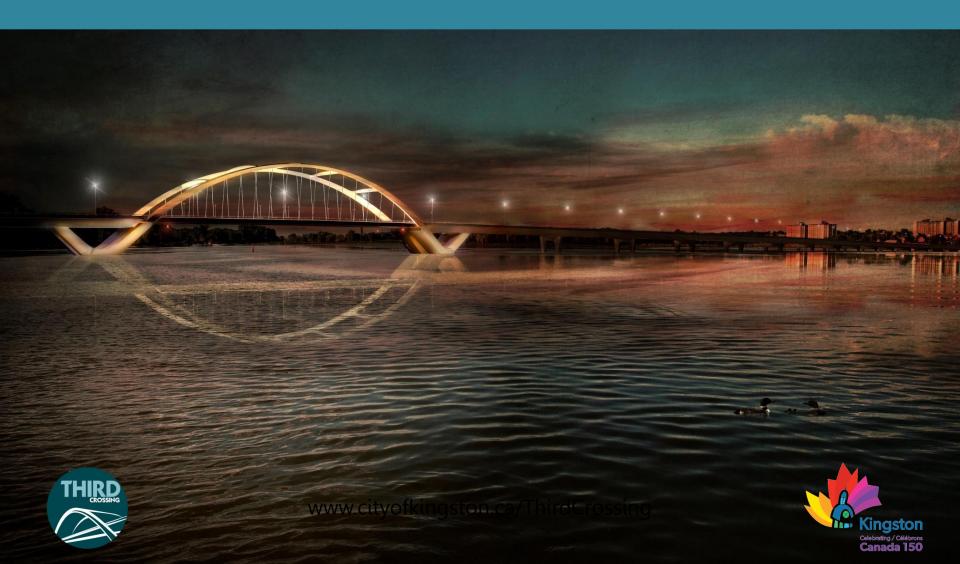
Road to Council

Next steps

 Finalize draft reports and release final reports for Council consideration first wee of June, 2017

Special meeting of Council - June 13, 2017
 6:00 pm, Council Chambers

Questions?



Appendix 6 - Business and Community Presentation Summary of Feedback

Business and Community Presentation Summary of Feedback December 13, 2016 – May 25, 2017

The following is a summary of questions and comments expressed by individual participants at meetings held with business and community organizations. It is not intended as a verbatim account. It is also not intended to represent the views of the organizations noted.

Organization	Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion.
St. Thomas Moore Public School (class visit request)	 What would the bridge look like? What are the different types of bridges? Would the city be the one to build the bridge? When would it be built? How does it affect the environment?
Greater Kingston Chamber of Commerce	 Thank you for the presentation. What procurement options is the city looking at to construct the bridge? Have we heard about funding from the federal government and the province? Will there be a dedicated bus route along the bridge? This bridge is essential, has been talked about for too long. How will we pay for the bridge? What will it mean for property taxes? Give some consideration to active transportation and tourism potential for the bridge. It will go a long way to reducing congestion in the downtown – have you considered a four lane bridge?
Kingston Community Health Centres (KCHC)	 How is the city taking into account the environmental considerations, emissions, wildlife, pollution into the Cataraqui River? I don't support this project and don't see why we need it. What is the process for the remaining pieces of work – when will we see results from the preliminary design and business plan? I've done some research into the traffic patterns and I don't see how we arrived at these assumptions. How can we build this and our taxes not go up? As a North end resident I support the project and want to see it moved forward.

Organization	Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion.
	Discussion on different bridge structure types
Queen's University,	Questions on bridge construction methods, costs and timing.
School of	Question on environmental mitigation methods
Engineering	Discussion about how project of this nature are managed.
	Question on how the need and justification is determined.
	Misleading to say that 1/6 of the city share would come from development charges.
Seniors Association Kingston Region	Third crossing is a legacy issue. I tried to dig to find information on traffic patterns. There is no sense of what this would cost on our yearly tax bill, and the real necessity to have it. What about salt, mitigation, snow removal, bird patterns, accidents and transport trucks on this bridge.
	What are the environmental considerations of not building the bridge, cars lined up along Ontario Street spewing gas. Cars shouldn't go through downtown to get to the west end.
	There are nine bridges across the Moira River, this isn't anything new.
	We don't need a Wellington X.
	Is there a problem with snow removal etc. on the bridge?
	What about procurement of the land on the west side, I live on John Counter Blvd and no one has contacted me yet.
	If we're expanding HWY 15 do we still need a Third Crossing?
	Is there a potential that this bridge will be a toll?
	What is the service life of this bridge vs the La Salle Causeway? The bascule lift bridge is enormously expensive. Is there no responsibility from the federal government to do a study on the Causeway (network on the south side.)
Seniors Association Kingston Region	The government recently invested \$40B in the Champlain Bridge because they have obligations.
(continued)	What is the consideration to the downtown businesses and the navigation of the River?
	Is there a guarantee the feds will maintain the Causeway, will they close it?

Organization	Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion.
	Thank you for this presentation – certainly been talked about in our community for too long.
Rotary Club of Kingston	How does this relate to the need for the Wellington Street Extension?
	What about federal and provincial funding?
	What percentage of the bridge budget does the AT component represent? It was assumed to be around 25% Does it make sense to spend that money on putting AT on the bridge, when that money could be spent elsewhere in the city.
Walk 'n' Roll technical advisory committee	What is the length of the span of the bridge? 1.2 km. It was then questioned if it made sense to have cycling on the bridge because there could be huge winds and this would make an inhospitable environment.
	It was further questioned whether it would be better to spend a quarter of the money on increasing active transportation on the Causeway.
	This is a vital link for cycle tourism. The 1.2 km is not a big distance and the inclusion of rest areas is important.
	 Another member noted that they would cycle across the bridge and that the facilities would be well used and that if the city was going to take anything away – take away the cars.
	• It was asked whether transit would use the bridge. It was indicated that this would be a future route connecting trips on the east and west side and into the Highway 15 and John Counter/Montreal Street corridors and is seen as an important transit connection.
Walk 'n' Roll technical advisory	With respect to the direction to accept congestion, it was suggested that disincentives should be put in place i.e. higher parking charges.
committee (continued)	Discussion of emergency services and role of the bridge.
(commutat)	Discussion that the bridge is not just about relieving congestion.
	 Discussion of improving connections to provide for active transportation, transit and emergency services.
	No dedicated tax increase, you're not saying there isn't a tax increase.
Friends of Kingston's	What are the benefits to the users and non-users?
Inner Harbour / McBurney Park Association / Wellington X	How many households are we projected to grow by?
	I wrote a letter to Council to look at the larger special design, are you looking at other places in the world doing similar projects like this, have you examined that. I haven't gotten a response.
	Great to see more financials.

Organization Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion. Nothing stopping us from running buses on the 401 to contributes to greenhouse gases reduction. Have you taken into account induced demand, are we building induced demand into the cost benefit analysis? What is the basis for the financial model – do you have funding already? Could the DC's be used for something else if the city was in support? Good figures on cycling etc. but where are these people going to and getting off at? I can't blow up the cycling maps online to see the streets. What are the opportunity costs / SLC business park – what are we giving up to build this? How many buses, how many bus drivers? We are fixed Friends of Kingston's on this, need to put the breaks on this given the provincial investment in Inner Harbour / the 401, feds invested in the Causeway. We need to look at other McBurney Park projects we could invest in. Association / Qualify the ancillary costs – new signage etc. Wellington X (continued) What happens if the province and the federal government doesn't invest? What is the interest on the debt? Is there a lookout on the path? How do the boats get through? • Earth facing climate crisis, a year or so ago Council asked staff to include climate impact. What has been done to assess the climate impact of the building and maintenance? Welcome this as something that will dilute backups on the Causeway. It shouldn't be belittled. Victoria bridge identical. Will this be a second crossing? Did you consider the Causeway and what happens when you take this out of commission? Is it considered shovel ready when the reports come to Council in May? Project has been talked about for two long, now is our opportunity to build it. When will this report be coming to Council for a decision? **Imagine Kingston** Appreciate the presentation; have you given any thought to making smaller versions of this information so residents can easily understand what's in the reports?

Organization	Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion.
	What if there is no federal and provincial funding?
	CFB as a branch of the federal government doesn't have an official position on this project. We recognize our employees work on all sides of the community and are looking for safe, reliable access to work.
Canadian Forces Base (CFB) Kingston	 Concerned about access to emergency services and the hospital in the event of a closure of the Causeway and the 401.
	 How does this align with the Environmental Assessment work on HWY 15?
	What does the cycling infrastructure on the bridge look like?
	Thank you for reaching out to keep us informed.
Kingston Economic Development	You talked about \$30M in Development Charges – is this already set aside or will a new pocket be required?
Corporation (KEDCO) Board / Tourism	Who would own the bridge?
Kingston	Do we know where the federal and provincial funding is at?
Kingston Accommodation Partners (KAP) / Downtown Business Improvement Association	Can we have more opportunities to have Ontario Street be open to pedestrians?
	What are the environmental impacts – do you have carbon emission studies to share what this will do? Is it possible to pull that info and make that plainer for the public?
	Great presentation – what effort has been made to make this bridge a signature piece and more aesthetic?
	What are the plans for the La Salle Causeway and how does this related to the plans for the Third Crossing?
	I notice is says preliminary design, is there a possibility for tweaks in that design? Would be great if it incorporated a Kingston brand because it will be something the public will have to look at.
	The 4m wide path – is there security features for students, etc who want to come over the bridge?
	How do we get this bridge on a toonie?
	This is an opportunity to create an east / west link and to move product.
	Where is the traffic coming from?
	 The city knew the recent Causeway closure was coming, what about others? Are there others coming?

Organization	Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion.
	Thank you for the presentation - really impressed to see how the city has looked at several different aspects in the cost benefit analysis. Can you elaborate on the benefits for users and non-users?
	Build it now!
	This is really the only bridge that we can cycle on.
Rotary Club of	Kingston East will be a destination people want to use. It will be a part of the city people want to be in.
Cataraqui – Kingston	What can we do to show our support?
	The Chamber recently endorsed this project for several reasons including the economic impacts of having an east west corridor to move products and goods across our community. 96% of our membership voted in favour. Bigger implications of having the bridge - it's been talked about for too long, now is the time. We will be doing some lobbying before the council meeting to ensure the community knows the importance of this project.
	How likely are the other levels of government to finance this?
	Any consideration to a toll charge to help with the costs?
	Was there a cost benefit analysis done for the John Counter Blvd Extension?
	 The Third Crossing is tied into JCB and Taylor Kidd – is there plains to twin them?
	Bridge will give opportunity for expansion in Pittsbugh and for residents on the east side to be linked to the North end.
	Will also integrate military families better into the community.
Community	Naysayers talk about HWY 2 and 15 but back ups will still happen.
Response to Neighbour Concerns (CRNC)	I live on Gore Road so yes I can walk to work! But will there also be congestion at 15 and 2?
	Are you going to have cycling roads for people on the bridge?
	The cost is set at \$180M but we all know these things go up, is there a contingency built into these plans?
	My children are in sports and getting them back and forth to sports is difficult across the city. I appreciate this, well done.
	The bridge will help with response times in emergency services.

Organization Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion. Question on growth projections (couldn't hear entirety) – seems to me something is scaring people away from Kingston and that projections can be manipulated. We have to deal with our current situation and not rely so much on projections. You have in your presentation the 2011 number of \$120M – how can you go to 50% from 2011 to 2017? That's above inflation. Coalition of Kingston Communities (CKC) What analysis has the city done on cost overruns? What has the city found and what contingency does the city have? 15% isn't enough for a project of this size. Given council approval, do you think the project can start in 2019? Do you think you will have a decision from the federal and provincial governments before 2019? I have no confidence on the conceptual information. How do you know or have confidence in your numbers? I believe this project will have some wonderfulness, my concern is the wildlife, wild animals living in their place. I am totally in approval and think the bridge is necessary, have you done any research on habit and protecting the wildlife etc. I've written into your office and haven't gotten a response. I attended an open house where you promised us information. Why haven't we been given the material we were promised? • I am one of the people who you will be building the bridge for? I live on the west side and work on the east side. Why not Belle Park? Is there a company in Kingston capable of undertaking this project? So **Coalition of Kingston** the jobs and salaries you quoted wouldn't necessarily stay in Kingston. Communities (CKC) They won't stay in the community. (continued) You talk about economic development impact of the St. Lawrence Business Park but the salaries seem ambitious and the economist used the top ends on these figures. Can you talk more about the money set aside for the project in development charges. Is there not 13 other projects competing for the same pocket of funding? Seems like there are other things we could be investing in. Like to talk about the human cost and Pittsburgh Library. What's going to happen to the library? Are they going to short cut into Pt. St. Mark? You mentioned Parks Canada and that they have been rigorous but KEAF hasn't been asked to comment on this project which is surprising. Appendix F, few red flags appear. Concerned that sediment could be a

Organization	Questions / comments heard This is not a verbatim account and reflects the notes take by city staff at meetings. It is not intended to represent the views of the organization noted. It is provided as a summary of what was heard through questions and discussion.
	show stopper and create a toxic legacy. Back in 1997 there was leaching in the same area and cost a lot of money. Basic answer – don't create a problem at all costs.
	What is your mandate from Council? Sinkhole process, you've done it before and you'll do it again.
	 Would argue that the 276 jobs is the best case scenario, is the whole thing, numbers skewed to the high side? I asked a question of how much development charges we had of four different people and received four different answers.
	Question on legal liability.
Coalition of Kingston Communities (CKC) (continued)	I am one of the few people who read all of the documents. There wasn't enough time to review that amount of information. Question on page 190/191 saying fire trucks can't turn around on the bridge. Those things are significant. We've been listening to projections (crystal ball.)



More than 330 residents from across the city attended the second and third public open houses held on April 26, 2017 in the central/west part of the city at Loyalist Collegiate & Vocational Institute Secondary School (LCVI) and April 27, 2017 in the east part of the city at École Sir John A. Macdonald Elementary School. Both open houses provided the same updated information on the Preliminary Design and Business Plan for public review and provided the opportunity for the public to offer input on the updated design, project cost and financing and results of the business plan in advance of the finalization of draft reports. The open houses provided the opportunity for residents to offer input on the following:

- Would the bridge design balance sustainability, aesthetics, user experience and affordability?
- Would the Third Crossing would be a good use of tax dollars?
- What would be the economic benefits of building the Third Crossing?
- How would the City administer the design and construction of the Third Crossing?
- How would the City pay for the Third Crossing?

Information provided at the open house included:

- Updates on the preliminary design and cost estimates
- The bridge architecture: arch span, renderings, landscape plans, active transportation, and road layout and user-experience elements.
- The bridge engineering: fieldwork, environmental considerations, sustainability and structural design.
- The business plan including results of the cost benefit analyses, the economic impact analyses, project delivery models and project financing.
- Public feedback and how it's being considered.



What you told us at the Public Open Houses

The full public open house feedback report is available on the third crossing web page and is a compilation of all input received. These bullet points represent an overview of frequently noted themes that emerged from discussions and written input at different stations and comment forms at the open houses.

Build the bridge now

There continues to be broad support for the Third Crossing and views that the City needs to build the bridge as soon as possible. Those participants that signaled their support of the bridge told us:

- It would reduce traffic congestion, car idling time and the City's carbon footprint.
- It would encourage active transportation.
- It will encourage public transit use.
- It is needed for emergency response services.
- It would accommodate future urban, tourism and economic growth.
- The increased tax base would support future infrastructure maintenance and new projects.
- That transportation infrastructure in Kingston East is not keeping up with the development that has been occurring.
- It would accommodate easier access to all parts of the City and connect the city.
- It is time to move forward as the need for the bridge has been confirmed numerous times in the past.
- It is essential infrastructure to address transportation needs and will benefit the entire community.

The bridge is not needed

Other participants continue to question the need for the bridge and feel that it should not be built. Those participants told us:

- It is not supported by current or future traffic needs and projected population growth.
- It overlooks the role of highway 401. Cars and transit can use the 401.
- The city cannot afford it.
- It would take monies away from other city priorities.
- It will encourage more urban sprawl.
- It supports reliance on the automobile which impacts climate change and social sustainability.
- Invest in active transportation on the causeway instead.
- Money spent on active transportation on the bridge would be better spent on other active transportation projects elsewhere in the city.
- It is only going to benefit those who drive a car.
- It is only going to benefit those who live in the east end.



What you told us at the Public Open Houses continued

Long-term sustainability of relying on the La Salle Causeway is not a solution

There is continued concern that the La Salle Causeway cannot be relied upon as the key travel route for work, shopping, play and emergency purposes. The high volume of travel, closures and maintenance on the Causeway is negatively impacting City residents and business owners.

Highway 401 is not an acceptable travel route for connecting the City

While some participants continue to believe that the 6-lane widening of Highway 401 provides an appropriate travel route for people to access the east end, many others continue to express concerns about accidents, high traffic volumes, safety concerns and re-routing of trips up and around the highway as significant impediments.

High level of support for the updated u-pier design

Participants like the updated u-pier design with the arch as the focal point, user experience with multi-purpose path, 9.5 metre look out area and rest stops. They told us that it is a better design, is more economical and better takes into consideration the natural environment. They like the context of the setting i.e. protecting and enhancing natural features, greenspace, lookout nodes, interpretive panels, bench seating together with the signature design elements, functionality; and constructability.

Strong support for how the bridge design would facilitate active transportation

The bridge is seen as an important connection to active transportation on the east and west side of the river and a new route for active transportation across the city. The connectivity with the multi-use path, cycling lane, social gathering place, waterfront trail, observation areas and active transportation on the west and east approaches creates a well-liked user experience which offers new travel choices across the river.

Potential impact of traffic to nearby neighbourhoods is of concern

Residents continue to have concerns about whether traffic volumes resulting from the bridge project would encourage short-cutting through the Point St. Mark neighbourhood, resulting in pedestrian and cycling safety issues, unless turns from Gore Road onto Point St. Mark Drive (right-turn eastbound / left-turn westbound) are completely restricted; and restrict access onto John Counter Boulevard from condominium development and Village On The River apartments.

Bridge is important for creating a 'connected Kingston"

Participants see the bridge as providing new travel choices across the river to facilitate employment, economic development and social connections to create a connected Kingston that will have benefits for all residents.



Funding the bridge

There continue to be strong views about project funding for the bridge from both supporters and non-supporters. Continuing to seek funding from senior levels of government is important. For some, the project is seen as unaffordable, would take away funding for other city priorities, has tax implications and is based on under-estimated costs and exaggerated benefits. For others, the project is seen as affordable, necessary, a wise use of tax dollars and overdue. These participants believe that there are financial, economic and social costs of not building the bridge and that it will also cost more in the future if it is not built now.

Next steps

The detailed feedback report from the first Third Crossing open house is available on the City's web page. Public input received by the city as part of the public engagement on phases two and three of the Third Crossing Action Plan has been compiled into an overall public engagement feedback report. The public engagement feedback report is being included in the Report to Council in June 2017.



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CITY OF KINGSTON

PRELIMINARY DESIGN AND BUSINESS PLAN: THIRD CROSSING OF THE CATARAQUI RIVER

PUBLIC INPUT REPORT Public Open House Nos. 2 and 3 April 26 and 27, 2017





















CITY OF KINGSTON PRELIMINARY DESIGN AND BUSINESS PLAN: THIRD CROSSING OF THE CATARAQUI RIVER

PUBLIC INPUT REPORT

Public Open House Nos. 2 and 3 held on April 26 and 27, 2017

About This Report

The City of Kingston held Public Open House Nos. 2 and 3 for the Preliminary Design and Business Plan for the Third Crossing of the Cataraqui River on April 26 and 27, 2017. This report, prepared by J.L. Richards & Associates Limited and independent Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company provides a summary of the public input from the Public Open Houses. It describes general themes and key messages frequently heard. The appendices include the verbatim public input from the Open Houses and the written comment forms.

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Appendix D: Written Comments about the Bridge Architecture and Bridge Engineering

Appendix E: Written Comments about the Business Plan

Appendix F: Written Other Comments about the Third Crossing

Appendix G: Information Station Display Panels

For more information or to provide written comments, please view the City's website (www.cityofkingston.ca/third-crossing) or contact: Third Crossing Project Team

Email: thirdcrossing@cityofkingston.ca Phone: (613) 546-4291, Ext. 3136





PRELIMINARY DESIGN AND BUSINESS PLAN: THIRD CROSSING OF THE CATARAQUI RIVER PUBLIC INPUT REPORT: PUBLIC OPEN HOUSE NOS. 2 AND 3

1. ABOUT THE PROJECT AND CONTEXT FOR THE PUBLIC OPEN HOUSES

1.1. What is this Project About?

The City of Kingston's Third Crossing Action Plan is currently focusing on the completion of the Preliminary Design and Business Plan for the Third Crossing of the Cataraqui River. The bridge will link John Counter Boulevard (west side) and Gore Road (east side). At this location, the Cataraqui River forms part of the Rideau Canal, a UNESCO World Heritage Site, National Historic Site, Canadian Heritage River, and Federally regulated navigable waterway.

The Preliminary Design and Business Plan projects are based on an Ontario Municipal Class Environmental Assessment (Class EA), which was engaged in 2009. The Class EA recommended an Arch With V-Piers bridge concept, linking John Counter Boulevard and Gore Road, as shown below on **Figure 1**. The Class EA was approved by City Council in 2012 and by the Province in 2013.



Figure 1: Class EA Preferred Bridge Concept

The completion of Phase 2 (Preliminary Design) and Phase 3 (Business Plan) will help inform City Council's decision-making process and whether Council intends to proceed with Phase 4 (Final Design and Cost Estimates) of the Action Plan.

The Preliminary Design and Business Plan are focusing on the following main objectives:

Preliminary Design

- Complement the Rideau Canal
- Compatibility and functionality
- Enhance user experiences
- Engage all stakeholders
- Inform Phase 4 Action Plan

Business Plan

- Cost Benefit Analysis
- Economic Impact Analysis
- Project delivery options
- Project financing
- Inform Phase 4 Action Plan





1.2. What was the Purpose of the Public Open Houses?

Open House No. 2 was held in the central/west part of the City on Wednesday, April 26, 2017 at the Loyalist Collegiate & Vocational Institute Secondary School (LCVI) from 6:00 p.m. to 9:00 p.m. Open House No. 3 was held in the east part of the City on April 27, 2017 at the École Sir John A. Macdonald Elementary School from 6:00 p.m. to 9:00 p.m. Both Open Houses provided the same updated information on the Preliminary Design and Business Plan for public review and provided the opportunity for the public to offer input on the updated design, project cost and financing and results of the business plan in advance of the finalization of draft reports. The Purpose of the Open Houses was to provide information and receive input on the following:

- Updated preliminary design work, including the evolution of the preferred design and the updated cost estimate. This included bridge renderings, landscape plans and road layout for the east and west approaches and updated fieldwork and environmental considerations;
- Business Plan including results from the cost benefit analyses, the economic impact analyses, and financial model and project delivery models; and
- Public feedback and how it's being considered.

Given the complexity and scope of information being presented, the city prepared three information sheets to provide a written description of the strategic case for the Third Crossing, the preliminary design and cost estimate and the business plan. These information sheets were used to provide a summary of the information in the preliminary design report and business plan. Graphical and visual displays were prepared for the Open Houses to further provide details and information to ensure a good level of understanding by the public. The information sheets were available on the website before the Open Houses and copies were distributed at both Open Houses. Open House Displays graphically displayed information on the Preliminary.

1.3. How did the Community Learn about the Public Open Houses?

Notice for the April 26 and April 27 Public Open Houses were provided through:

Newspapers:

- The Kingston Whig-Standard on April 18, 2017.
- Kingston This Week on April 20, 2017.

Websites:

- Posting notice on the City of Kingston website www.cityofkingston.ca/thirdcrossing on Bridge buzz webpage.
- Posting on Carousel (website and KingNet) from April 10 to April 27, 2017.

News releases: April 4 and April 20, 2017.





Social media:

- City of Kingston Facebook account on April 5, 7, 9, 12, 15, 18, 20, 22, 24, 26 and April 27, 2017.
- City of Kingston Twitter account on April 12, 15, 18, 20, 21, 22, 23, 24, 25, 26, and April 27, 2017.

Signage:

- Posting of Curbex sign for month of April at the following locations:
 - 1. Belle Park, 731 Montreal Street
 - 2. INVISTA Centre, 1350 Gardiners Road
 - 3. City of Kingston municipal office, 1211 John Counter Boulevard
 - 4. Hwy 15, north of Gore Road
- Posters in Market Square Frames, April 3 through April 27, 2017.
- Digital Information Signs (DIN) at City Facilities including Recreation and Leisure from April 3 to April 27, 2017.

1.4. How were the Public Open Houses Organized?

The Public Open Houses provided the opportunity for the public to drop in anytime from 6:00 p.m. to 9:00 p.m. on both nights and visit four information stations, as shown on **Figure 2**. The format was interactive, in that City staff and Project Team members were available to discuss the information with individuals at each station. An orientation card was provided at the welcome/sign-in table identifying key station topics. Comment forms were also distributed and made available at tables where community members were able to provide overall written feedback.

At each station, community members were encouraged to write comments on flipchart

paper and post-it notes. At Stations 2 and 3 copies of landscape plans and road layout plans were provided on tables for the public to review and provide written feedback on the plans.

The Public Open Houses were attended by a combined total of over 325 people (95 people at Open House No. 2 at LCVI; and 230 people at Open House No. 3 at École Sir John A. Macdonald), as noted from the sign-in sheets. A number of people chose not to sign-in.

Station 2 Station 1 **Bridge Architecture Project Status** Updated Preliminary design and History/Next Steps cost estimates Background and Strategic Case Bridge design evolution for Third Crossing and innovation **Public Engagement** Landscape elements Station 4 Station 3 **Business Plan Bridge Engineering** Cost-benefit and economic Updated results of fieldwork impact analyses Traffic and lane configurations Procurement options Pedestrian and cyclist Financing plan and economic experience feasibility of the project

Figure 2: Information Station Topics



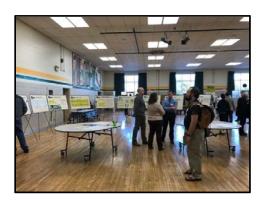


The way that the information was presented was generally well received with positive comments about the way in which people could view the information and provide their input. The room acoustics and spacing of the stations provided for a good level of comfort. Some participated for an hour or more with others staying for an extended time. Tables and chairs were set-up in an area where people could fill out comment forms. Tables were set-up in each station with flipchart paper and most individuals took the opportunity to both read other people's comment and to provide their own. Based on the feedback received the open Houses proved to be an effective way of ensuring that individuals could learn about the update on the Preliminary Design and Business Plan process and discuss this information with City staff and the Project Team. It provided everyone who attended with equal opportunity to participate.

The detailed description of each station is noted in the following. The photos shown to the right depict some of the activities at the different stations. The public input received at each station is included in Appendices A to C of this report. To augment the input received at the information stations, a comment form was provided. Of those that attended, 92 (28%) provided additional written comments on the form provided. Written verbatim feedback on the comment forms is found in Appendix D (Comments about the Architecture and Bridge Engineering), Appendix E (Comments about the Business Plan) and Appendix F (Other Comments about the Third Crossing) of this report.

Station 1 provided information on background and strategic case for the Third Crossing, including:

- project timeline since the Class EA;
- strategic planning considerations;
- active transportation options;
- travel flow change;
- emergency services;
- potential opportunities for enhanced transit services;
- quality of life; and
- public engagement.











Stations 2 (Bridge Architecture) and 3 (Bridge Engineering) provided information on the progress of the Preliminary Design Project to date, including:

- project vision;
- preliminary design project scope and schedule;
- bridge views;
- user experience;
- evolution of the preferred bridge concept;
- renderings of the bridge concept;
- landscape plans (east and west approach)
- natural heritage fieldwork;
- cultural heritage fieldwork;
- geo-environmental fieldwork;
- geo-technical fieldwork;
- noise assessment:
- span arrangement;
- innovative pier design, arch views and superstructure;
- roadway layout;
- constructability;
- property impacts construction activities;
- in-water compensation;
- permits and approvals; and
- public feedback.

Station 4 provided the following information on the Business Plan:

- business plan results;
- cost benefit analysis results;
- · economic impact analysis results;
- procurement options analysis status;
- capital cost information;
- financial breakdown;
- sustainability;
- carbon assessment; and
- public feedback.







The display panels from the Public Open Houses are provided in Appendix G. These were also posted on the city web-site several days following the Open Houses.





2. GENERAL THEMES NOTED AND KEY MESSAGES HEARD

There continues to be significant interest in the Third Crossing. Given the extensive input received at the Public Open Houses, it is important that the following synthesis of key messages heard, as provided in **Figure 3** below, be reviewed together with the verbatim comments provided by the public at the four stations in Appendices A to C, and the written comments in Appendices D to F.

Figure 3
General Themes Frequently Noted and Key Messages Heard

Octicial Tile	emes Frequently Noted and Key Messages Heard
General Themes	Key Messages Heard
Frequently Noted	
1. Build the bridge now.	 There continues to be broad support for the Third Crossing and views that the City needs to build the bridge as soon as possible. Reasons cited include: it would reduce traffic congestion, car idling time and the City's carbon footprint; it would encourage active transportation; it will encourage public transit use; it is needed for emergency response services; it would accommodate future urban, tourism and economic growth; the increased tax base would support future infrastructure maintenance and new infrastructure projects; that transportation infrastructure in Kingston East is not keeping up with the development that has been occurring; it would accommodate easier access to all parts of the City and connect the city; it is time to move forward as the need for the bridge has been confirmed numerous times in the past; and it is essential infrastructure for the City and will benefit the entire community.
2. The bridge is not needed.	 There are others that continue to question the need for the bridge and feel that it should not be built. Reasons cited include: it is not supported by current or future traffic needs and projected population growth; transit could go on the 401 or through more buses on the Causeway; the City cannot afford it; it would take monies away from other City priorities; it overlooks the role of Highway 401; It will encourage more urban sprawl;





Figure 3
General Themes Frequently Noted and Key Messages Heard

	General Themes Frequently Noted and Key Messages neard		
General Themes	Key Messages Heard		
Frequently Noted			
The bridge is not	it supports reliance on the automobile which impacts		
needed	climate change and social sustainability;		
(continued).	it will not be used for active transportation;		
	 that investing in active transportation on the Causeway is a 		
	better solution to putting it on the bridge;		
	that money spent on active transportation on the bridge		
	would be better spent on other active transportation		
	projects elsewhere in the city;		
	 it is only going to benefit those who drive a car; and 		
	it is only going to benefit those who live in the east end.		
3. The long-term	There is continued concern that the LaSalle Causeway cannot		
sustainability of	be relied upon as the key travel route for work, shopping, play		
relying on the	and emergency purposes. The high volume of travel, closures		
LaSalle Causeway	and maintenance on the Causeway is negatively impacting		
is not seen as a	City residents and business owners.		
good solution.			
4. Highway 401 is	While some residents continue to believe that the 6-lane		
not an acceptable	widening of Highway 401 provides an appropriate travel route		
travel route for	for people to access the east end, many others continue to		
connecting the	express concerns about accidents, high traffic volumes, safety		
City.	concerns and re-routing of trips up and around the highway as		
	significant impediments.		
5. High level of	Residents expressed that the updated design: u-pier with Arch		
support for the	as the focal point and look out area is a better design, is more		
updated u-pier	economical and better takes into consideration the natural		
design with Arch	environment. There is significant support for the updated		
as the focal point	design aesthetics of the bridge and bridge corridor.		
and user	Residents noted that the design addresses:		
experience with	context of the setting i.e. protecting and enhancing natural		
multi-purpose	features; greenspace; lookout nodes; interpretive panels;		
path, look out	bench seating;		
area and rest	connectivity i.e. multi-use path; cycling lane; social		
stops.	gathering place;		
	connectivity to the waterfront trail, observation areas and		
	active transportation on the west and east approaches; and		
	'signature' elements i.e. elegance; visual effects and		
	impacts; functionality; constructability.		
	The second secon		
	The number of lanes was further discussed with differing		
	opinions on two, three or four lanes.		





Figure 3
General Themes Frequently Noted and Key Messages Heard





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General Themes Frequently Noted and Key Messages Heard

	General Themes Frequently Noted and Key Messages Heard		
G	Seneral Themes	Key Messages Heard	
Fı	requently Noted		
	Concerns about	Residents continue to express concerns about whether traffic	
	the potential for	volumes resulting from the bridge project would:	
	short-cutting	 encourage short-cutting through the Point St. Mark 	
	through streets	neighbourhood, resulting in pedestrian and cycling safety	
1	on the east	issues, unless turns from Gore Road onto Point St. Mark	
	approach and	Drive (right-turn eastbound / left-turn westbound) are	
	potential for	completely restricted; and	
	restricted access	restrict access onto John Counter Boulevard from	
	on the west	condominium development and Village On The River	
	approach.	apartments.	
	Support for	Residents noted that the bridge is not just for those who live in	
	increasing	the east end, but would rather:	
	connections east-	provide important missing connections across the river for	
	to-west noting the	all City residents;	
	mportance of	 provide opportunities for new routes and travel choices; 	
	Kingston as a	 facilitate access to employment on both sides of the river; 	
	connected city.	enhance employment and economic development;	
		Improve access across John Counter to Kingston East for	
		jobs in the Business Park and west to Kings Crossing;	
		encourage active transportation and public transit use; and	
L.,	<u> </u>	have user and non-user benefits.	
	Strong views	There continue to be strong views about funding the bridge	
	about project	with those that support the project, seeing it as long overdue.	
	funding for the	A number of residents noted the importance of:	
	bridge from both	the City continuing to seek funding from other levels of	
	supporters and non-supporters.	government;	
•	non-supporters.	the City owning the bridge, given that: the other two greenings are award by the	
		o the other two crossings are owned by the	
		Provincial (Highway 401) and Federal (LaSalle Causeway) governments; and	
		o the LaSalle Causeway cannot be relied upon as	
		the key travel route for work, shopping, play and	
		emergency purposes;	
		 that it is wise use of the city tax dollars; 	
		 that it is wise use of the city tax dollars, that it is affordable; 	
		 that it is allordable, that the financial information has been well thought out; 	
		 that the infancial information has been well thought out, that the analysis should take into account what the cost 	
		of not building the bridge now would be and what the	
		increased costs would be in the future if the decision is	
		put off; and	
		pat on, and	





Figure 3
General Themes Frequently Noted and Key Messages Heard

General Themes	Koy Massages Hoard
	Key Messages Heard
Frequently Noted	that there will be a loss to the after a face of the
Strong views about project funding for the bridge from both	 that there will be a loss to the city of taxes if the industrial, commercial and residential development is Kingston East doesn't happen.
supporters and non-supporters (continued).	 Those who oppose the bridge believe that: taxpayers cannot afford it and will have to pay for cost over-runs; taxes will increase to fund the project; other City projects (i.e. affordable housing) will be impacted; the social and economic benefits from the bridge are exaggerated; the capital and maintenance costs are under-estimated; and that the amount of development charges are overestimated. The suggestion of considering tolls on the bridge was made by a few residents. There were mixed views about the use of tolls to help pay for the construction and maintenance of the Third Crossing: the benefits of a user pay system to offset the costs was noted; versus the issue of fairness was also noted, as tolls are not being used in other infractructure projects in the City
	being used in other infrastructure projects in the City. Tolls on the bridge are viewed as setting up an imbalance between new roads constructed in other parts of the city and in Kingston East.
10. Concerns noted about a P3 model of project delivery.	Concerns were expressed about the use of a P3 model for Project Delivery.

3. NEXT STEPS

The comments received at the Public Open Houses will be considered by the Third Crossing Project Team in the review of the preliminary design and business plan. The next steps in the project will include finalization of the 'Draft Final Business Plan Report' and the 'Draft Final Preliminary Design Summary Report'. Both reports will be presented to City Council in June 2017.

APPENDIX A STRATEGIC CASE (STATION 1)





Station 1 provided information on the strategic case for the Third Crossing, including:

- project timeline since the Class EA;
- strategic planning considerations;
- active transportation options;
- travel flow change;
- emergency services;
- potential opportunities for enhanced transit services;
- quality of life; and public engagement.



The detailed verbatim comments in **Figure 4** below is based on the input provided on the post-it notes and flipchart paper. Note residents' responses to other residents' comments are indented and *italicized*.

Figure 4 – Verbatim Comments Noted Strategic Case (Station 1)

Themes / Topics Identified	Comments
Project Need Justification	 Kingston Transit could run an express bus along the 401 from East Kingston to West Kingston. There is a need to have another route connecting the East end to the rest of Kingston. Nobody batted an eye with the approval + construction of the overpass over the tracks by the train station + yet there is another route around 2 blocks away + then another a few blocks from that. Not everyone drives on the 401, and when the Causeway is closed, they are stranded. The Third Crossing would be too much expense, environmental impact, and change to the urban landscape to justify easing traffic congestion that is not equally high at all times; rather at its peak at 8:30 a.m. when people are going to work, and 4:30-5:00 pm when people are going home. At least some people who might be thought to use it may actually go downtown on the way home anyway. In the early 70's when Sir John A. MacDonald Blvd. was built, who would say today we could do without that piece of north/south infrastructure. It's up to Council to put in place the infrastructure for making Kingston's future strong economically and strong for future generations – the 3rd Crossing is a necessary piece for Kingston's future.
	o I agree with this!!!





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Themes / Topics Identified	Comments
Project Need Justification (continued)	 It is hard to decide if building the bridge is a good thing when we are only presented arguments for the bridge. Where is the other side represented so that we ensure both sides are weighted before a decision is made? How soon can the City build this new crossing? Last week our LaSalle Causeway was closed completely April 21-24. That's just totally dangerous for residents who need emergency healthcare. Please stop this delay, 30 more years have passed, the time is now! Agree totally! Neighbour has a heart attack on the weekend it closed. Took at least 30 minutes to get to 401 because of traffic, and then further time to go on Montreal Street to hospital. Thankfully it wasn't a severe heart attack. Need this bridge (third crossing) now! I fully agree that having only 2 routes to get from Kingston East, North into the downtown is a serious safety issue. When an accident shuts down the 401, downtown becomes gridlocked forcing traffic north to Sunbury & emergency vehicles hit heavy traffic. Please! Build it now! Build it before it's my grandchildren wanting a bridge!!! Decades of talk. Enough already. Build the bridge! We've come this far. Let's build the bridge. It's needed. What we need is to explain to the Kingston public that no major traffic congestion is caused by public transit, but only by cars owners. Some of us make more than 1 stop, but you expect us to bus all over! SAFETY of our children in an emergency!! We need it now! We've been talking about it for too long. Just build it. It has been a great (long!!) process of public consultation – and the end result is a gorgeous, ecologically & peoplesustainable design – BUILD THE BRIDGE NOW!! It's for the future generations of Kingston. Increase the ridership and you decrease the number of cars on the road to solve traffic congestion. Come on Mayor, you were elected to move on this brid





Themes / Topics	Comments
Identified	
Project Need Justification (continued)	 Interesting how people would like to bike and take bus to get around Kingston – only valid argument if used for West end. Not going to get my groceries on a bus! You make a decision – stand by it!!! Why did I elect you? So you could waffle on every issue? The 401 is NOT safe, practical or reasonable alternative access route to the rest of the City. The 401 has just been widened and provides an excellent commuting route. No need to mortgage our future with this exorbitant project. Agree! What's the use of a sidewalk / bike path on the bridge without such a path on John Counter Boulevard and Gore Road? We need safe walking, biking, and rollerblading along all City streets and roads, not just for the length of the bridge. Let's build bike paths everywhere throughout the City on existing streets and roads, and not spend money building a whole
Cost Benefit and Economic Impact Analyses	 The 3rd Crossing will support tax base growth, more homes, more businesses contributing tax revenue so the rest of us didn't have to take on increasing tax burdens. The Third Crossing would support further suburban housing development near Gore Road, which is the best farmland and therefore should be farms, not houses. Prime development land (medical park, industrial park) that will never bring any employment or taxation revenue to the City until the bridge is built. Spend the money on fixing all the roads in Kingston first (there's your infrastructure). Build "it" – will open up the whole City. Why would 276 jobs NEED this bridge. This is a WANT not a NEED. Taxes already too high, more taxes less jobs! I totally agree. A waste of taxpayers' money – no financial support confirmed + indeed a project unnecessary, especially to the extent of abt. \$200 million! I agree!





Themes / Topics Identified	Comments
Cost Benefit and Economic Impact Analyses (continued)	 Data availability on Cost / Benefit Analysis will need to be brought into the PUBLIC REALM, in order for meaningful DEBATE to take place. Until then, I remain NEUTRAL on the project. I don't want my mom to have to pay any more taxes for this, and I don't want to have to pay for it when I have to pay either house taxes or rent. The Mayor says there will be no additional taxes included in paying for the bridge. This does not mean much. Will the City raise taxes and designate it for something else? If not, what existing services or infrastructure projects will be cut? The economic impact shows # of jobs created by building the bridge – very misleading as they could also be hired to build bike lanes across the City. What are the permanent jobs created by the third crossing? It would be prudent to do an independent check of future maintenance costs. These can become very high – drainage system, girder painting, etc. Does the \$180M include everything, restoring the wetlands, walking paths, etc, etc, etc. What are the surprises? That will come at us for years to come. All answered right here tonight! Bridge would increase job opportunities for our youth who could be employed at King's Crossing Shopping Centre, 10 minutes on a bus instead of 80 minutes more or less. If we want to be a City rather than a dying Eastern Ontario village, we need to build our transportation networks. Like this City Bridge. Someday we will be thankful that we had the vision to prepare for economic growth with this bridge. It will not get cheaper to do. Provide work for younger generation. Build the bridge! You keep talking about it and the cost keeps rising! Just do it! Progress is good, stop living in the past. It will never become cheaper – and the need will continue to increase. This has been discussed for over 20 years – let's not make people wait any longer. Do it now – please!!! Think forward, Kingston conti





Themes / Topics Comments	
Identified	Comments
Cost Benefit and Economic Impact Analyses (continued)	 Considering the growth occurring on this side of the river, which will only continue, we NEED this bridge. Would open new bus routes and make rest of City more accessible to those with and without vehicles – I'd bus to work if it didn't take me 1.5 hours to get to the other side of town! We know that land owners, speculators, developers are the ones who will really benefit from this, not the public. We will pay for their profits. Good point, it will mostly benefit land owners at the public's expense. Secondly, most traffic comes from commuters who live on the
	West side but work at CFB Kingston. So talk of increased taxes and this us vs. them is nonsense. We ALL live here.
Project Delivery and Financing Options	 This project, if it is approved should NOT be a P3 project. The unforeseen costs will be paid by the City and our offspring! Public Ownership is the ONLY option. I totally agree! If built I am very concerned with the build of the bridge being a P3 project. I am concerned about this too! Tolling of users is the fair way to go – even if only to pay for a portion of the costs. Maybe a toll for the first five years to reduce cost. No toll! Is there a toll road on the West end? Why target East? Build it – user pay – tolls / I agree with the bridge.
Bridge Design	 A ferry boat is a better idea – great for tourism. I agree. Good idea. The only way to stream traffic up to the 3rd crossing from Hwy 2 is to reduce the number of traffic lights. So true! P. 6 Fig. 1 (Background) – The picture shows a very unrealistic scenario. The span of the bridge is 1.2 km so it is highly unlikely that e.g. a couple of seniors will stroll over the bridge. The pic over-estimates such use. It also depicts the kind of separated lanes that are very costly to build + will probably not built that way. Are you going to have any garbage cans?





Themes / Topics Identified	Comments
Bridge Design (continued)	 I think there should be tables to eat lunch by the water Why waste money on a viewing area when it is not needed? I'll use it! Fantastic idea to have bike route on bridge – under current situation it is risky biking across Causeway! Is it possible for Base traffic to access the bridge using a new road Northward to Gore Road, so as to off-load Hwy 15? Alternatively, use a very long red light to slow Base traffic entering Hwy 15 & Hwy 2. Provide public transportation from East side to Division Street shopping district. Build it – 4 lanes.
	 Solar panels along the bridge creates energy and revenue. Use heated panels to keep walkway clean in winter.

APPENDIX B

BRIDGE ARCHITECTURE (STATION 2) AND BRIDGE ENGINEERING (STATION 3)





Stations 2 (Bridge Architecture) and 3 (Bridge Engineering) provided information on the progress of the Preliminary Design Project to date, including:

- project vision;
- preliminary design project scope and schedule;
- bridge views;
- user experience;
- evolution of the preferred bridge concept;
- renderings of the bridge concept;
- landscape plans (east and west approach)
- natural heritage fieldwork;
- cultural heritage fieldwork;
- geo-environmental fieldwork;
- geo-technical fieldwork;
- noise assessment:
- span arrangement;
- innovative pier design, arch views and superstructure;
- roadway layout;
- constructability;
- property impacts construction activities;
- in-water compensation;
- permits and approvals; and
- public feedback.





The detailed verbatim comments in **Figure 5** below are based on the input provided on the post-it notes and flipchart paper. At Station 2, residents were also able to write directly on large plans of the landscape design concepts. At Station 3, residents were also able to write directly on large plans of the roadway layout concepts. All of the comments noted at Stations 2 and 3 are included in Figure 5. Note as well that residents' responses to other residents' comments are indented and *italicized*.

Figure 5 – Verbatim Comments Noted
Bridge Architecture (Station 2) and Bridge Engineering (Station 3)

Themes / Topics Identified	Comments
Bridge Design Concepts	 Build an LRT system instead. How do we get across the river with an LRT system? Is the bridge going to be too windy for cyclists and walkers? I am concerned about that too. Is there a way to shelter the cyclists while on the bridge? I wonder that too. Great design, love the park + pathways!!





Themes / Topics	Comments
Identified	• • • • • • • • • • • • • • • • • • •
Themes / Topics Identified Bridge Design Concepts (continued)	 Would it be possible to put a roof / top over the cyclist / pedestrian lane? To protect from wind, rain + snow! I'd prefer to see 4 lanes now, not later and still widen 401. 100,000 people are entering the country per year, congestion will increase dramatically. Bridge Architecture: The 'pretty' pictures show a somewhat "shiny new bridge", esp. the winter picture. The bridge is silver grey. Really? Seems very unrealistic. Are we trying to "sell" this to the public, like a new house, or are we trying to figure out the reality of building the bridge? I love the pedestrian friend components of the bridge! Need to be 3 lanes – reverse morning and evening. Agree – if you can't make it 4 lanes – make it 3! Yes 4 lanes would be much preferred! Pleasing design, landscaping well planned, get it done! Great design please build it now! Cameras on the bridge to track North End criminals who might be robbing GWP homes. Really? Ouch! Call it the Gord Downie memorial bridge. Mark a separate bike path on the multi-use pathway. Great design. Long overdue. Build it!! Build 4 lanes so future transit can move. 4 lanes do make sense, but the lane for pedestrians and bikes is just FABULOUS! Utterly gorgeous design, very user friendly! Love the wide pedestrian and cycle friendly lane on the bridge! Love the design, something for everyone! Yes! My only recommendation would be 3 lanes of traffic. 1 dedicated east bound, 1 dedicated west bound and 1 hybrid that could change via traffic lights, depending on time of day and volume Evample: when the base lets out at 4 Am. The
	 Yes! My only recommendation would be 3 lanes of traffic. 1 dedicated east bound, 1 dedicated west bound and 1 hybrid





	intecture (Station 2) and Bridge Engineering (Station 3)
Themes / Topics Identified	Comments
Bridge Design Concepts (continued)	 The temporary working bridge – used as a bike and walking path. Solar panels along bridge. Solar panels on bridge. 2 lanes better than no lanes, get it done!! Make it 4 lanes. It will become very congested, as opposed to now? 2 better than none! Make it 4 lanes. I love the multiuse & bike lanes. Good work. Shelters on bridge for people to sit protected from wind. Well designed, something for everyone. Build "it". Like everything about it. Let's get to work! Looks great! Beautiful design to connect the whole city!! Excellent, bravo! Build it now! Looks like a good, simple design. 4 lanes please.
East Side Landscape and Road Layout Concepts	 Need canoe / kayak launch place. This is a lovely wilder area now with some very large old trees. I don't think people want it to become so manicured. Animals certainly don't. Good to see some distance separation between animal habitat north of bridge and bridge itself. Limit changes to drystone wall. Is the traffic capacity of this intersection [Gore Road-Highway 15] the weak link in the crossing / corridor? What about splash from the bridge into the water? Bikes can use multi-use too. Confusing on the drawing to see what is proposed as bike lane. Need to define what is happening with commuter - 2.0 metres. More info on connecting pieces - how cyclists travel across. Detail on how transition from road to bike [Library-Point St. Mark Drive-Gore Road intersection]. What is the emergency evacuation plan for the East End? i.e. ambulance time to KGH for trauma, heart attack, etc.





Themes / Topics Identified Please consider library parking. It is so popular and now people may park there to walk the beautiful paths and the bridge. I fear it will always be full. O Yes!!! O Yes!! O Yes! I doubt you can return the park to its current, wild state, shame! No right turn on Point St. Mark. O What about people that live there? Tearing down a forest to build a bridge is a mistake! Provides one of few woodlands in the City, habitat for species at risk, and Provincially significant wetlands. Roads will also become unsafe with traffic congestion, especially for the demographics in the area (small children and elderly). Do not build bridge in this area! O Yes, build the bridge we already have enough forests. O What forest? Provincial significant wetlands [storm water dry pond].
East Side Landscape and Road Layout Concepts (continued) ■ People may park there to walk the beautiful paths and the bridge. I fear it will always be full. □ Yes!! □ Yes! ■ I doubt you can return the park to its current, wild state, shame! ■ No right turn on Point St. Mark. □ What about people that live there? ■ Tearing down a forest to build a bridge is a mistake! Provides one of few woodlands in the City, habitat for species at risk, and Provincially significant wetlands. Roads will also become unsafe with traffic congestion, especially for the demographics in the area (small children and elderly). Do not build bridge in this area! □ Yes, build the bridge we already have enough forests. □ What forest? ■ Provincial significant wetlands [storm water dry pond].
 Awesome, love it. Loss of habitats [meadow]. Species at risk [meadow]. No right turn here [Point St. Mark from Bridge]. No right turn from Bridge to Point St. Mark. More parking at Library please! Many spots used by dog park users now. Need more parking at library! 275 new houses! 500 cars! [near existing dog park]. Hwy 15 wider [near potential MUP east side of Hwy 15]. Need more parking on east end of bridge to promote walking/nature trails! Don't forget about the bees and other pollinators. Parking for people who want to walk the bridge would be nice. The library lot is already at capacity. Either/both ends. Why do we need a viewing platform? You need to solve the traffic problem at Gore + St. Mark intersection - Barker will become a shortcut for traffic unless you prevent right turns onto St. Mark heading east + left turns from St. Mark heading north.





	intecture (Station 2) and Bridge Engineering (Station 3)
Themes / Topics Identified	Comments
East Side Landscape and Road Layout Concepts (continued)	 Will there be a launch pad and/or park to enter the river with canoes, kayaks, etc.? Great idea!! Ya, good Will there be a commuter parking lot for folks who want to take public transit (or stroll along the bridge & visit the river)? Yes great This is a good idea!
West Side Landscape and Road Layout Concepts	 Black cherry is expected to be a successful species with climate change. Maple is not. Traffic already congested at morning rush [John Counter Boulevard-Montreal Street intersection]. Cars will be backed up bridge. Sidewalk ends [John Counter Boulevard-Montreal Street intersection]? Needs a traffic light [John Counter Boulevard-Ascot Lane intersection]. Grade is 1% but will rise at least 2 m to clear path. Is this a public park [greenspace node northwest of the stormwater management pond]? What about litter dropped by pedestrians? It could be considerable. What about the salt + sand + oil [pointing to the stormwater management pond]? Will that be monitored on a regular (weekly) basis? The river cannot handle any more pollution pressure. Not in good condition [pointing to the Elliott Avenue Parkette waterfront trail]. Is fixing it part of the plan? Biking lanes should continue to the downtown core. Please do a traffic count for Ascot Lane and Village exit onto Counter. On the other map the lane for cyclists etc. goes under the bridge. How will it fit clearance? Will the community on the west side of the bridge be able to use the new community centre to be built on the east side (i.e. the cycle over, etc.)? Will the bridge enhance their access to facilities? "Love" the bike lane – I won't be terrified to bike into town. Causeway is dangerous for bikers. Build it!!





	Comments
Themes / Topics Identified	Comments
West Side Landscape and Road Layout Concepts (continued)	 [Duplicate]: Will there be a launch pad and/or park to enter the river with canoes, kayaks, etc.? Great idea!! Ya, good [Duplicate]: Will there be a commuter parking lot for folks who want to take public transit (or stroll along the bridge & visit the river)? Yes great This is a good idea!
Project Need Justification	 Bridge is not needed. I do not think so either. We need a bridge. Build the bridge! – create a traffic system that will support the East-West nature of our City. A want not a need! I agree, we do not need it, we just WANT that bridge, those who want it. Prove the congestion and the emergency risk – I drive on east side a lot and don't experience traffic delays. I agree, prove the congestion. I'm NOT convinced we need The Third Crossing to ease congestion. This is not the only reason for the bridge. My Kingston is a "CONNECTED KINGSTON" Get on with it!! I am so excited to see some action about getting this project going! It will be a great and wonderful addition to our beautiful City, and will help unite the different parts of it. BRAVO! Pitter-Patter, Let's Get At 'er! It is about time we build – let's go!! Why not make the causeway more bike, rollerblade and pedestrian friendly? Just because you talk about something for years does not make it a good idea. I agree, let's not build it just because it was talked about for years. Could Causeway be made more bike friendly? That's my suggestion. BUILD IT!!! Where I work a decision causes action!





Themes / Topics Identified	Comments
Project Need Justification (continued)	 Surely don't want to be talking about it for at least another 40 years!! Wow! Apparently this started 60 years ago We didn't elect you to do nothing! Just do it! Pease build it! ASAP. It's going to be mind-blowing! Boom! Build it now! Please! Yes Just get it done!! To think that stasis is an option is delusional. We need this to be truly connected to the rest of Kingston. We're an afterthought on this side of the river. People (rest of Kingston) need to realize that. Amen!! Me too! I realize it! I live on King St. (get the traffic jam out of the downtown). This is a good thing for the entire City. It opens up transportation and access for all. It ensures proper emergency response redundancies. Built it! SAFETY – ambulance access. I agree. 401 is hazardous, especially in winter. We need alternative to 100-year old Causeway. Causeway federally owned. City has no crossing. Feds determine when and for how long to close for maintenance, etc. Build it – should have 30 years ago Build it yesterday! Stop dawdling and get it done! Time to elect new councillors!! So much detail – well thought out! Let's build it! Time to stop talking and take some action. This is very progressive project that will benefit the entire City. The elderly I think will feel safer having a Kingston bridge for EMS. Causeway federal, 401 provincial, would be nice to control 1 bridge! Yes.





Themes / Topics	Comments
Identified	Commente
Project Need Justification (continued)	 Building more roads and bridges is not the most environmentally-friendly activity Neither is sitting in traffic. Taylor Kidd Boulevard (East-West EXWY) started in mid 70s, was always to terminate at Hwy 15 Ernestown-Frontenac Counties did their part – Kingston needs to finish theirs. No one lived 30-40 years ago – stop talking about it. Our traffic is nothing, we are being selfish. Use the feds and provincial manager for better thingal.
	 provincial money for better things! Amazing! I really hope it's going to be built. A solution to a problem that doesn't exist. Let's do it! We are getting a 29% increase in lanes with the 401! We only have one bridge – we need two! There are 4 bridges now! Just do it, please! Pretty please!
Cost Benefit and	 Is saving 5 minutes of travel time a good way to spend City \$ in 2017?
Economic Impact Analyses	 I do not think it is at all. I think it's not worth the required City \$ to save 5 minutes. Beautiful bridge. Imagine the savings on fuel costs, wear + tear on vehicles and time that can be saved with this crossing. Driving north can put a financial burden on people, time restraints and rethinking crossing the river. Why do people in the east feel entitled to a bridge that will cost all Kingston taxpayers? I feel it's greed on the part of the people in the east. Don't make us pay for the bridge, please and thank you. I am worried this will be a bad investment. I am worried about this too. What is the long-term development plan for the east side? Sprawling subdivisions + more box stores? Are appropriate planning controls in place? Good question. That would concern me too. The quarry property is already owned by developers; when they build (and they will) there will be more people and more traffic; the 401 is not a viable second crossing – it's the busiest highway in Canada now! We are already behind in preparing transportation services to residents on this side of the river.





Themes / Topics Identified	Comments
Cost Benefit and Economic Impact Analyses (continued)	 I am excited that this bridge will enable me to cycle across the river to join the inner harbour trails. Fairness. West End has had major investments. East End is the poor cousin. 275 new homes this year! 500 cars? Build it now! Looking forward to a great east-west route from Kingston E. to Amherstview. Please, please build it now!! Built "it". Been talking about it since the 50's. Will open up the whole City!! 18,000 people in the east end and growing. Travel west into Kingston will only get worse with congestion and obstructions. We need the bridge to service the growing population and to attract more commercial development in the east end. Feds might/should remove Causeway if built!!! Expenses are understated.
Project Delivery and Financing Options	 No P3. I agree, no P3. When does construction begin? It could have been built a while ago for 70M but City said no and Pittsburgh Township of Kingston were for it. Legacy of debt for residents. No way the prov & feds should pay for 401 & Causeway & 3rd Bridge. Increase in tax revenue on the capital condo (now 80K; if built conservatively to 880K). The increase in tax revenue will fund \$20 million in debt financing, fully paying for the \$15 million of debt financing required for the bridge and leave \$5 million left over for other municipal projects.

APPENDIX C BUSINESS PLAN (STATION 4)





Station 4 provided the following information on the Business Plan:

- business plan results;
- cost benefit analysis results;
- economic impact analysis results;
- procurement options analysis status;
- capital cost information;
- financial breakdown;
- sustainability;
- carbon assessment; and
- public feedback.



The detailed verbatim comments in **Figure 6** below are based on the input provided on the post-it notes and flipchart paper. Note residents' responses to other residents' comments are indented and *italicized*.

Figure 6 – Verbatim Comments Noted Business Plan (Station 4)

Themes / Topics Identified	Comments
Cost Benefit and Economic Impact Analyses	 Great business plan! Who wouldn't say yes to \$0.33 on the dollar for infrastructure. If it doesn't come to Kingston it's just going to be spent in another Canadian/Ontario city. RE: econ benefits – How will tourism be enhanced + how do you know this? What will/are the cost of improving Hwy 15 + other roads from east end of bridge? How will snow clearing work? Trucking snow away is very expensive – has that been factored in? Yes, it will be very expensive, and yet necessary whenever it snows a lot. I am worried about the salt + sand that will splash into the river from cars + trucks – I have seen the effects of that pollution on water bodies. Did you not see the presentation? Business Plan Results – wow, it is that easy?! 3:1 cost benefit? Based on what? Good user + non-user benefits. Don't make us pay for it please. We don't need the cost and environmental impact of another bridge primarily for cars and too windy for bikes. Let's invest in improving the sidewalk and adding a bike path to the causeway. Let's also invest in maintaining the causeway.





Themes / Topics Identified	Comments
Cost Benefit and Economic Impact Analyses (continued)	 For the sake of reducing congestion alone, we need this. All other benefits are the cherry on top. Really like reducing City-wide congestion with this bridge now, before the City population grows. If you are going to keep approving land for development in the East End, you must build the bridge. You can't approve new homes and businesses without providing the infrastructure. This is so true! Yes! Amen. Make this a step to make a full Kingston belt-way (Taylor Kidd – Counter – to #2 East) so that the benefit to all Kingstonians is maximized.
Project Delivery and Financing Options	 How can a \$15M on debt not cost taxpayers any money? Presentation again!!! What if the federal gov't ties its contribution to either the City taking the causeway over or closing the causeway? Good point, it may end up superseding the causeway if it gets built. 100% of cost overruns fall to the City. Why is this risk not identified in the 3-way fed / prov / city split? Cost overruns – as I understand – will have to be paid by the City i.e. us. You don't mention it? RE: Business Plan – well thought out plan, very little future weight on taxpayers shoulders with only \$15 million in debt financing. It will never be cheaper. If there is money left in the Benefit Fund, maybe someone can approach them to see if that money could go towards the bridge. As someone who lives out there + helped contribute to that fund, I would vote for this. I have watched multiple people state we now have \$20 million in development funds already in the bank. We do not according to





Themes / Topics Identified	Comments
Project Delivery and Financing Options (continued)	 We need it, toll makes sense. Are any roads on the west end toll? It's needed – user pay toll gates. No toll! We pay taxes already. No tolls for west end! Why in the east end??? Be fair! No toll at other bridges/overpasses in the west end. No, no, no, bad idea Long overdue – no tolls – we are an equal part of the City and no tolls on any route to the west end! No tolls were planned for the new VIA rail overpass, so NO TOLLS for the east end!!!
Project Need Justification	 Build it! Don't build it! We need it done yesterday! We can't afford it. No, don't build it please, we cannot afford it. When is there going to a public debate about this project? Not an open house. Not in Council among Councillors. We have had numerous open houses, presentations with Q & A with City staff. Not the 3rd Crossing, it is the 1st Crossing. It is not so much a bridge as a municipal road for 20,000 people. We in the east got a sample of the problems last week-end when chaos was created when the feds closed one bridge. Luckily the Hwy. 401remained open. Modern urban planning / traffic engineering research contradicts much of the presentation: Because of induced demand it has been conclusively proven that more roads do not decrease congestion + does not decrease travel time. We are being given misinformation. More roads = more traffic. It has been proven that more roads do not provide any economic or social benefits – those are enhanced by decreasing the # of roads in an urban area. 89 jobs?? – not true. Good point.





Thomas / Tanias	Comments
Themes / Topics Identified	Comments
1001111100	- More roadways or bridges increase net greenhouse gases
Drainet Nood	 also demonstrated with 21st Century research.
Project Need Justification	Very true.
(continued)	 I am upset that this bridge has been presented as a
(commuou)	done deal, rather than honest, open discussion.
	Much better to have an honest and open discussion.
	 City should plan traffic better and build bridge ASAP. Better travel time means less GHG.
	 Building more roads <u>never</u> results in less pollution. It may reduce emissions per trip, but it results in more trips, many of them unnecessary. Good point.
	 The bridge is needed! The east end is growing quickly and
	the longer it's delayed, the higher the costs grow i.e. cost of
	bridge, additional studies. I like the pedestrian + bike lane
	being proposed. It will encourage more people to bike to
	their destination. Biking across the causeway and downtown
	is dangerous.
	 Let's add a bike path and better sidewalk to the causeway, <u>NOT</u> build another bridge.
	 Build it – they are already here!!!
	 NIMBY is neither a rational nor acceptable argument.
	 We've been waiting for 20 years! GO FOR IT!!
	o Actually, over 40!
	 The amalgamated City of Kingston needs to own a bridge from Pittsburgh district to maintain a safe passage way for citizens of Kingston East. Emergency health demands it. None of existing crossings owned by City, therefore, no
	guaranteed access to health/business services.
	The past weekend the Causeway was closed – downtown
	empty – what happens when this bridge is too old to fix?
	Build another bridge before that happens.
	 Lived here for over 40 years – still talking about the bridge – the difference now is all the housing developments that get
	approved.I live in Kingston on King St. W. Far too busy! Too much
	traffic. It should be routed around the downtown.
	Build the bridge!
	Get on with it!!! Safety first.
	Yes, please build it soon!





Themes / Topics Identified	Comments
Project Need Justification (continued)	 Long overdue. Thank God no serious emergencies occurred last weekend when Causeway closed & 401 jammed – how are we supposed to access City hospitals? Outrageous!! Why not build a bridge that will make this City safer and more unified.
Bridge Design Concepts	 The bat house is a good idea . Why not 3-4 lanes to accommodate future growth? Otherwise love the design. Please get this bridge built! The design, much like the Strandherd in Ottawa, is beautiful. Two questionable features, I think the "bulge" in the middle and "observation" area at the end. Both seem unnecessary expenses and, later on, additional maintenance costs. Personally, I would not recreate next to two lanes of traffic. The goal should be efficient, cost-effective, vehicle, bike, and pedestrian movement across the river.
Other Comments	Great information. Interesting to my son too. Thanks!

APPENDIX D

WRITTEN COMMENTS ABOUT THE BRIDGE ARCHITECTURE AND BRIDGE ENGINEERING





Comment forms were provided to the public at the Welcome Table and were available at each information station. Everyone who attended was encouraged to provide additional comments and questions on the form provided. 92 comment forms were received. 72 people provided comments about the Bridge Architecture and Bridge Engineering. 20 people left this question blank on the comment form.

Comments about the Bridge Architecture and Bridge Engineering are found in this Appendix. Each number corresponds to a different individual's response. The comments are verbatim. Where specific names and addresses were provided, these have been omitted from this report.

1.	No	left turns	on Hi	ghway	15	@	Middle	Road
	Ask			what	this	m	eans.	

2. As I do not support the need for this crossing, I am in no position to comment on design or engineering.

Nothing like being 25 years too late.

By the completion date is the bridge really needed, or should we be looking at other alternative structures?

- 3. I believe the bridge should NOT be built. It is a waste of public money and would encourage more suburban development near Gore Road, which should be farms, NOT homes. It could lead to the LaSalle Causeway being closed. It may cause cyclists to experience being knocked over by gusts of wind. Let's add bike paths and better sidewalks to the existing causeway and keep it well maintained. Let's in general build bike paths (graded up from roads) along existing streets / roads.
- 4. Design could be more economical.

Could align with Gore Rd. more directly? Perhaps, but it is needed.

"Inverted U" is better design.

Downtown traffic pumps so much GHG into the air, it is bad.

Deicing will be an issue, as bridge surfaces freeze.

- 5. The presentation is great. Spells it out and those who are open mind see the big picture.
- 6. The bridge design is well thought out and covers all four pillars of sustainability:
 - economic
 - social
 - environment
 - cultural.
- 7. Congestion at Montreal St. + John Counter Blvd. already heavy at rush hour. I think traffic will back up on the bridge.





- 8. Great project. Transportation Study of 1978 identified this link as essential. All planning decisions between 1978-1998 at Pittsburgh Township were predicated on the assumption that this link would be built.
- 9. Design looks fantastic!

Really like the 4 m wide cyclist / pedestrian lane.

Arch is wonderful.

Inspired design!!!

10. World class design and fits well into the environment.

Large multi-function lane adds to all modes of transport + truly gives Kingstonians something to be proud of.

11. The design looks great, and could not be improved on.

The 3rd Crossing is a requirement as agreed by most, but the extra effort put into public access and an impressive design will make this an attraction rather than detracting from the landscape.

Great job!

- 12. How the bridge encompasses all modes of transportation: foot, pedal + wheels including possible future use of vehicles +/or types of vehicles is impressive.

 Overall design provides a beautiful + appropriate "monument" to the City + the backdrop of Cataraqui / River / East.
- 13.1. Why are the pedestrians + cyclists not protected under the bridge deck?
 - 2. Why are we still pursuing a 1.3 km bridge when it can be 400 m? (and 1/3 the capital cost)
 - 3. Why is there no provision for higher order transit?
 - 4. Why is the bridge east abutment landing smack in the middle of a residential area?
 - 5. Why is the bridge so far north of the City?
 - 6. Why are we now up to 18 piers into the river, when it could be few as 2?
 - 7. We can get 4 lanes if the active lanes are suspended under the deck, why not?
 - 8. Many other cities have active lanes protected by the main deck e.g. Vancouver, Calgary, Edmonton, to name a few.
- 14. Design is impressive love the look-outs, reminds me of Brooklyn Bridge in NYC. Also love the multi-use paths and park areas on the east side and the look-out on the west side.
- 15. Beautiful design and well thought out. Having the cost split 3 ways is a great opportunity.





16.I think this is a wonderful project that elevates Kingston to the community vision it has well-deserved for many years. This is progressive, well thought out and well deserving for the residents of Kingston. Kingston is a wonderful City, this project emulates just that.

No question really, just excitement for construction to start.

Thank you for looking after our City.

Looks great! I like the bike and pedestrian ways.

- 17. Good let's get it built. Now.
- 18. Modify the deck plan to allow 3 lanes. The middle lane remotely changeable with lane lighting for direction change as traffic flows direct for rush hours in each direction.
- 19. Just build it!
- 20. Very well thought out! Appreciate factoring in aesthetics and a bike lane. Also like the future landscaping along each side and the "parks" that will be there.
- 21. The design looks beautiful. I like how the environment is taken into consideration. I'm excited to cross the Cataraqui river on bicycle and not fear for my life. This will be an addition to the entire City.
- 22. The design is thoughtful. Love the walkway! Excited for this process to begin, given how long we have talked about this. The placement of the bridge makes sense as well. Lighting looks good too!
- 23.I love the design. It's beautiful and classy. The light is so cool! I love the parks, bike paths & walk ways. It will be such a wonderful addition to the whole City of Kingston! Also for tourists come walk the "Kingston Bridge", just like walking/biking the Brooklyn Bridge in New York! Build it!!
- 24. Love the design! Only issue is that to stream traffic from Hwy 2 up to 3rd Crossing need to reduce number of traffic lights.
- 25. My only recommendation would be to build a 3 lane bridge. It would have 2 dedicated east bound and one dedicated west bound lane. The centre lane would be controlled via lights and would change depending on time of day and traffic demands. Example would be at 4 pm when the base lets out. The centre-hybrid lane would be west bound to traffic. To my knowledge, this is similar to the bridge joining Halifax and Dart Mouth, N.S.
- 26.I love the pedestrian/bicycle lanes! Please build this ASAP. On Monday, April 24, 2017, the Causeway was closed in the evening and the on ramp to the 401 West was intermittent. HUGE SAFETY CONCERN!





- 27. Presentations: I find the use of the ✓ checkmark bullets confusing; as to me a checkmark means "completed". I suggest using a different form of bullet; example ⇒ or •. Financial breakdown: \$30M development charges collected since 1999. This statement is misleading as the City has only collected \$12M to date. Also, "Pay As You Go" statement sounds like a toll booth, but was told it is from Reserves then say that!
- 28. Requirement for 3rd crossing is immediate. The proposed design is fantastic, even more important, the planning to limit environmental impact. Beyond the issue of limiting traffic wait on route 15 & route 2 are the Emergency Services concerns when Causeway & Highway 401 are not easily accessible. As well, the coordination between Provincial & Federal governments for maintenance and closures often lacks, leaving residents without easy access to City and services. One final positive comment on bridge = the bike path proposed would drastically increase bike usage into the City as current route is extremely dangerous across Causeway.
- 29. The bridge needs to be built! If we keep waiting the cost will just keep increasing. The design is awesome and the multi-use path will be a huge benefit.
- 30. Love the added pieces about landscape and addition of walking trails on east end especially. Looks good, design and engineering a lot of work and sweat obviously went into it.
- 31.Looks great if we could find a way to incorporate a third lane that would be awesome. Eastbound in the morning and westbound in the evening.
- 32. Excellent open house presentation. All questions were answered thoughtfully. I like the apparent attention to environmental factors in the design. The bridge architecture is very pleasing, both architecturally and from a multi-use perspective.
- 33. Looks amazing visually very appealing. Really appreciate the work on the east and west landings to create/retain green space. Terrific to incorporate non-car traffic so effectively.
- 34.I am impressed with the design for the bridge that we have now arrived at. From the displays this evening it appears that it will be a pleasing and relatively unobtrusive addition to the landscape. I like the plans for the landscaping at the East end of the bridge and the addition of the walking/bike path along the bridge.
- 35. It appears that active transportation has been fully considered and planned for. This could have a huge impact on how Kingstonians choose to get around.





- 36. My main concern is the access to Point St. Mark drive from the Bridge to the East shore. I, and my neighbours, are concerned about the increase in traffic of people cutting through our neighbourhood by turning right off the Bridge, even though there would be a "no right turn sign" and abutment to discourage the illegal turn there. Overall, I am also concerned about noise and the overall increase in traffic due to the bridge and I want to be sure those issues will be dealt with properly in the initial design of the Bridge design.
- 37. Love the design. Will open up the whole City (we in East end won't feel so isolated). Love the bike path. Openness of Bridge design.
- 38. The design is highly impressive, the engineering we trust in the capabilities of our City staff planning committees, etc. involved in this project. Our hope is this project we see to completion given our ages and mostly that we have something needed for the City for our children and grandchildren.
- 39. Stop talking about it and build it!
- 40. Good presentation informative. I am convinced go, go, go!
- 41. Decide and act!!! Build it!! We need it. Great design attractive & functional.
- 42. Looks lovely, but it doesn't have to be as wide as pictured.
- 43. Love the improvements and paths around the library. I'm concerned about the impact on bats, birds, animals, snakes, etc. Please take this into consideration.
- 44. Love the design!! Absolutely beautiful!! Looks like a lot of care was taken to have the bridge "fit" in with the landscape on both sides of the river!! Thank you now PLEASE build it!! I don't want my kids and grandkids to still be discussing it as adults.
- 45. Find the bridge U design to be pleasing in appearance. The planned landscaping and sound barriers seem well planned. As a senior I would appreciate a third crossing to ensure access to EMS & Fire services as the Federally owned Causeway and the Provincially owned 401 are out of Kingston's control. A Kingston owned bridge gives the City more control over connecting East and West Kingston. It is definitely needed. I had lived on the West side for 41 years and 5 years on the East side. Build the bridge, please.
- 46. The designs look fantastic.
- 47. Looks fantastic.
- 48. The design is excellent. I suggest 3 lanes might accommodate future traffic. The third lane could be controlled by traffic lights.





- 49. Excellent blend of visual appeal with practical design. Particularly pleased with the additional width planned for cyclists/pedestrians. The addition of pathways near the existing library will also enhance that space, particularly, as a "weekend destination" for families with young children.
- 50. The design is wonderful. It is very evident that this bridge project has been carefully researched and professionally prepared. The design will be the envy of other cities that are grappling with growth and the restrictions (natural) of a lake or river.
- 51.I think it is beautiful. It has been very well thought out. It will fit the landscape and be perfect for active transportation like walking or cycling across. I can cycle to the inner harbour and K&P trails with this bridge. All aspects have been considered.
- 52. Lovely design, especially the night image!
- 53.I am impressed with the design. Love the multi-use path and wider viewing area at the arch, in addition to separate commuter bike lanes. Lovely design. Also appreciate paths/parkland at both ends to connect the community.
- 54. Design should allow for additional lanes in the future, without having to start over 25 years from now.
- 55. The design is suitable to the location crossing the Cataraqui similar to NYC bridge which has served that community for decades. The geological granite bottom very conducive to a solid foundation for building a safe long lasting bridge. Please stop delay just get it approved & get the shovel in the ground. Recent LaSalle Causeway closure was very scary for seniors with the other ways and no quick access to Paramedics & ER's. No excuse by "in town" councillors is acceptable our towns have built bridges for Centennial & Taylor Kidd and now over railway tracks before a tragedy and coroners mandate it.
- 56. Design is good. Good consideration of neighbours. Good that pedestrians considered. Good that bicycles considered. Good that Maclean Park is rebuilt. Dog park is very popular, please give some consideration for temporary facility for residents. This bridge cannot be built soon enough.
- 57.I live on Point St. Mark and I am afraid that morning traffic coming from the bridge will use Point St. Mark (right turn) to beat the traffic on Hwy 15. They will try to get to the light of Point St. Mark/Grenadier Drive. In order to miss traffic line-up between Gore Road lights and Point St. Mark/Grenadier light, I would like to see some sort of restriction for vehicles coming from the bridge onto Gore Road (i.e. one way out of Point St. Mark).





- 58. Love the bridge design, I especially like the walking and "viewing" deck facing south. It's nice that you take into account "birds", "bats", etc., but given the amount of pedestrian and vehicular traffic, none of them will want to live there. I hope this will dovetail into a "form-of-Wellington-St.-Expansion" (that should have been built). I think we will regret not making it a 4 lane bridge (despite demographics, Kingston will not shrink, it will grow more slowly, that's all). Build it NOW, not later, Kingstonians cannot wait any longer!!
- 59. Happy to see the progress being made. 10 year resident of Kingston East, so don't know/care about storied past. This seems to be a great plan for a much needed venue to/from what should be considered a high potential growth area for all of Kingston. Thanks for the good work!
- 60. Very excited about the plans seen this evening so much work done people on the east end are talking about this. More parking at library needed now more needed for visitors to just walk across the bridge. No tolls please. I have never heard tolls mentioned in any planning done on the west end we pay our taxes over here too!
- 61.I found out that most of (maybe all) of the consultants don't live here, how is that helpful. Stop the runaway development on the east side before you turn it into the west side. I felt bullied at this meeting by the pro forces some people are not prepared to consider the alternative viewpoint.
- 62. This is a great idea but there needs to be garbage cans so people don't litter. It needs to be really safe so kids don't fall into the water. People are going to park in library lot to walk on bridge, so there should be more parking space for bridge and library.
- 63.It will be very windy and exposed for pedestrians. Please consider some sort of shelters.
- 64. Why has the City continued to approve more and more homes in this area if they don't have the full support to build this bridge? The City is benefitting from the extra taxes. You need to improve infrastructure, roads naturally need to improve if you add homes. If this isn't going to happen soon, stop building!
- 65. I like the bridge design, it is long overdue! The sooner it is built the better. It will take local pressure off the 401 and the Causeway. I am looking forward to driving, bicycling, or walking across the bridge in the near future.
- 66. Material breakdown cost is important look at material alternatives. Solar panels along bridge under walking path. Material development look at expensive material.





- 67. Glad to see that a lot of thought has been put into the design of the bridge, taking into the consideration of pedestrian traffic and cyclist and flow, along with the vehicle usage. I understand a lot of consideration into the location of the bridge was done and that this spot was the most preferred location for several reasons. The method of constructing the bridge was well planned with consideration for the ecology and impact on boaters and rowers, as well as kayakers. This idea of using a temporary bridge to do the construction in order to keep costs down and limited impact to the eco system is very sound.
- 68.I wished that we build a 4 lane bridge but after speaking with several City employees, I understand the cost rationale and future transportation enhancements.
- 69. Supporting the design as of now looks modern. Cycle path = great and safe. Love seeing multi-use path on both sides of the bridge and shoring natural habitat. Like having benches sitting/view area in the middle of the bridge.
- 70. The bridge looks beautiful. It's user friendly for all of those who will use it (vehicles, bikes, pedestrians).
- 71. Who is responsible for the accuracy of the presented information? There are too many slanted opinions in lieu of facts! I have no faith in the accuracy of this project. This process has caused me to question the neutrality of the City.
- 72. Overall seems like a good design. If the effort and money is going to be spent to create a viewing area, perhaps a sound wall would also be a good idea for that section. It would be hard to enjoy the view with nothing but the sound of traffic.

APPENDIX E

WRITTEN COMMENTS ABOUT THE BUSINESS PLAN





Comment forms were provided to the public at the Welcome Table and were available at each information station. Everyone who attended was encouraged to provide additional comments and questions on the form provided. 92 comment forms were received. 53 people provided comments about the Business Plan. 39 people left this question blank on the comment form.

Comments about the Business Plan are found in this Appendix. Each number corresponds to a different individual's response. The comments are verbatim. Where specific names and addresses were provided, these have been omitted from this report.

- To this end, we could spend 200 million better, and supply an alternate, millennium solution which impacts the present needs better, and future generations.
 There might only be 5 minute commuter time difference, and if the 401 is completed at Hwy 15 and LaSalle Causeway expanded, we could spend that capital investment more wisely, without compromising economic growth.
- 2. I do <u>not</u> approve, see my comments on the bridge design and bridge engineering.
- I see cost benefits as long as funding from Fed. + Province come through. Greater development may not be welcomed in Kingston East. \$520 / resident is a deal.
- 4. Now is the time. With the monies already set aside 1/3 / 1/3 + 1/3 why not. You will never get a better deal!!
- 5. The information is factual and well presented the only people who want to poke holes in the B.P. and Financial Plan would no matter what!!!!
- 6. I do not have confidence in the cost benefit analysis results. It appears that the benefits are exaggerated and the costs under-estimated. For instance, it cannot be assumed that the bridge alone will create 276 post-construction jobs with annual wages of \$21,000,000 (avg. \$76,000!!) This type of hyperbole undermines the credibility of the whole analysis!
 - Also omitted from any risk analysis is that 100% of cost over-runs fall to the City!
- 7. All makes sense. Great investment in Kingston's future!!
- 8. 276 jobs need the bridge, why? To service Kingston? What are we 276 jobs underserviced in? To service the Province as a whole doesn't require the bridge. Where are the facts for this? If opinion based it should not be here, not neutral!!! 5th crossing, not 3rd.
- 9. The stated facts are <u>wrong</u>. We do not have \$20 million in development funds!! Yet individuals paid by taxpayers keep saying yes we do! Our financial people say no, we do <u>not</u>, yet public employees keep saying we do. How, why should we believe the rest of their info?





- 10. What is the cost of camera controlled intersections? Why not do <u>all</u> the cheap traffic fixes first?
- 11. Kingston is a rectangular / east to west City. Traffic routes / corridors need to be created to move people / vehicles east / west. New bridge will facilitate this.
- 12. This is an easy decision Kingston has needed this for over 20 years. Funding formula makes sense; we are already living within our means. Matching Provincial + Federal funds may never be available again.

Economic impact will join our industrial parks together and grow our community. Transportation safety is paramount + will be greatly enhanced by the bridge.

- 13. Well covered by the proposal.
- 14. The Cost Benefits should truly speak for themselves + all the reasoning as to why this bridge should be built for <u>all</u> of Kingston + residents if ...

From EDR, emergency, opening up traffic flow etc.

The economic – from direct to indirect will only positively impact our local economy. Project funding has been <u>clearly</u> addressed.

- 15. If this project goes forward, a P3 model should not be utilized. This will cost us, the taxpayers more money in unforeseen costs that private companies will ensure are present and viable in the details of the contract this is a fact, one that our Auditor General has spoken to. 8 billion dollars and increasing (additional costs). Our children will pay! Public ownership is the only option.
- 16. Well thought out BP who wouldn't want infrastructure like this when the Kingston taxpayers are only required to fund 1/3 of it. If not Kingston, the federal + provincial money will be spent in other Canadian communities.
- 17. The bridge is necessary for many reasons: 1. Safety quick access to medical care. 2 makes the downtown core more accessible from the 401. 3 it will be technically the first crossing and will be Kingston owned.
- 18. Like a P3 Plan. Hope it is part of consideration.
- 19. Get our Federal MP and Provincial MPP into action! Where are they in all this? Sadly very quiet on the matter. They should be very active & vocal and pressing hard at their respective levels to ensure federal & provincial support. Get Kiwala & Gerretsen off their backsides. Like City Council, we didn't elect you to do nothing & maintain status quo. We elected you to do things & move the City and region forward.





- 20. Building the bridge will open up prospects for businesses opening in the east end, so we won't need to go into town for everything. It also helps our high school students find employment near their homes. Our children had to work downtown and got off work after buses stopped running so we had to drive to pick them up as opposed to them being able to walk home.
- 21. Well thought out. The longer we defer, the more it will cost. Business will benefit from the increased access.
- 22. Excellent presentation tonight, thanks!
- 23. It is expensive, but it is an investment in our City the one that East Enders are part of. The City is benefiting from all the development, but some people don't want to invest in the infrastructure for the development. Did anyone talk about the cost-benefits of all the roads to the west end. Do you hear talk of tolls over there. No and no. Do you hear Jim Neill telling the west enders to bike and take a bus no! Please stop treating us like we are just costing you money!
- 24. 3rd crossing would improve access to most City services which are on West end and even more would increase prospects of any new developments as residents on East end could more easily travel to business and services.
- 25. The cost is workable now, don't wait any longer!
- 26.I know this is one of many, if not the main con of people's arguments, however, this bridge is a huge need for everyone on the east end and the more it is prolonged, the more it will cost.
- 27. City should approach both federal and provincial government to help funding.
- 28. Cost is very reasonable compared to other projects. Most importantly, under 10-year return on investment is remarkable for a project of this size.
- 29. Whilst recognizing that cost/benefit analysis are always more of an art than a science, the presented numbers are persuasive with regard to the benefits.
- 30. Business plan is good.
- 31. Has the City fully considered and planned for the costs of maintaining this bridge approximately \$1M annually.
- 32. We need the Bridge to open up our City.





- 33. The cost benefit to us is directly related to hospitals and emergency services it is a huge component with retiring residents buying houses in the east side. Also economic impact as ex-military and with the base seeing it grow again, the bridge can only help this.
- 34. Wouldn't mind a toll on the bridge if it means no tax increase.
- 35. When communicating about the project, please continue to emphasize the overall economic benefits of the bridge, not just the savings on the daily commute. This is about so much more than reducing commute times. This is about the economic future of Kingston.
- 36. Really not an issue for me. The economic impact would come from the ease of getting around to various services that the west end has but we don't on this side. We have all (whole City) paid for many other infrastructure projects that have helped the WEST end not it's our turn to benefit!!
- 37. It appears a great deal of work and study has occurred and various studies. After very careful study I think the City has created a very attractive and responsible building plan for our new bridge.
- 38. People on the east of the river are dependent upon the crossings. The Causeway is closed sometimes, Kingston Mills is under repair, and now the 401/Hwy 15 situation. It is a necessary cost to improve our mobility. I have seen that taxes won't go up and funds are in place. What is the delay?
- 39.I fully expect the cost-benefit to be exceeded over the lifetime of this bridge. Use of municipal resources to build municipal communications/transport infrastructure is an entirely appropriate expenditure. Improved East-West flow for Kingston will undoubtedly exceed the already positive outlook.
- 40. In my view, the costs far outweigh the benefits. Projections are for an aging population and fewer residents. The main beneficiaries of this bridge are rush-hour commuters who are in the minority if you consider retirees, students, people who don't drive or those who work outside the 9 to 5 timeframe. It is counter-intuitive to try and sell this project based on environmental friendliness.
- 41. Very well presented.
- 42. Eastern Ontario towns are dying. Building infrastructure like this bridge will encourage business to build here. We can only build our isolated community by developing transportation links that make us attractive, especially as Toronto continues to get congested and too expensive. We can make our City a viable option globally with the bridge and airport expansion.





- 43. You know what, I don't particularly care what it costs; just do it (just so long as I don't have to pay for the whole thing). We must all share the burden of cost of this project and do it with a smile on our face.
- 44. Looks like the longer the wait the higher the cost, so time to get'er done! I would not support a toll.
- 45. The CBA has a value for the supposed 8 minute per day. Possibly \$75,000 salary/year prorated to \$36.06/hour x 350mins/day = \$12,621/day x 365 = \$4,606,655/year for us to be home to rake our lawn, pet our dog, etc. \$4.08/8min so the City "gains" this money for me petting dog? If someone was being paid for those 8 minutes then maybe. But at rush hour they are almost all unpaid hours, therefore, no gain and value. By the City's numbers that could be \$460,666,500 over 100 years, for something completely debatable.
- 46. What is the impact on the neighbourhood on the east side, where is the qualitative analysis of this, data is good, but does not tell the whole story. You may think it's all about economics, but it's not.
- 47. I'm 10 years old, so I don't care about the cost.
- 48. Tolls? Are you kidding me? How about a toll on the Bayridge extension that I paid for but never use!!
- 49. From my understanding, the Province and the Federal government are both subsidizing one third each for the construction of this much needed bridge, so waiting any longer to go ahead with it doesn't make any sense to me and to other people whom I talked with.
- 50. Appreciate creating jobs and being environmentally friendly.
- 51.I think the business plan is well thought out. Even if taxes increase slightly to support this plan that should not be a concern. It is so needed. People who do not support this are not forward-thinkers, or it doesn't help them personally. City council needs to be strong enough to approve this plan and then to lead the entire City in supporting this much needed bridge.
- 52.I can understand the idea of tolls since some believe they shouldn't have to pay for a bridge they won't use. The bridge will only bring growth to the City, which benefits everyone. Also, tolls slow everything down; congestion is a problem, let's solve it.
- 53. What factor did you use for the amazing growth of transit use in the east? What factor did you use for the growth of electric cars which would help the no bridge argument more than the bridge argument. What factor did you use for travel times after Hwy #2 & Hwy #15 are improved?

APPENDIX F

WRITTEN *OTHER* COMMENTS ABOUT THE THIRD CROSSING





Comment forms were provided to the public at the Welcome Table and were available at each information station. Everyone who attended was encouraged to provide Other or additional comments and questions on the form provided. 92 comment forms were received. 65 people provided other comments. 27 people left this question blank on the comment form.

Other comments about the Third Crossing are found in this Appendix. Each number corresponds to a different individual's response. The comments are verbatim. Where specific names and addresses were provided, these have been omitted from this report.

- 1. I am <u>not</u> in favour of this project. Why are we spending all this money on moving even more cars across an environmental sensitive area? What will be the effect on the Inner Harbour + the park? We senior tax payers would rather have these funds spent on health care + education!! Too bad our City leaders don't realize that it's 2017 + we need to get out of our cars.
- 2. I do not approve,
 - I want improvements to already existing infrastructure and good maintenance of it, including fixing potholes, NOT another bridge. If you build another road or bridge, the traffic will come and use it, so it ultimately leads to more traffic. This leads to more GHG emissions and other negative impacts of motor vehicles.
- 3. Impact on JCB / Montreal St. area could be an issue.
- 4. You need to solve the traffic problem at the intersection of Gore and Pt. St. Mark motorists will use Barker as a short cut unless you outlaw right turns from Gore to Pt. St. Mark (heading east) and outlaw left turns from Pt. St. Mark to Gore (facing north) speed bumps will not prevent motorists from using Barker as a short cut.
- 5. This crossing has been studied enough and now is the time. My Kingston is a connected Kingston.
- 6. Just build it. This has already been skipped a generation. Too many lost opportunities.
- 7. I think it is disingenuous to suggest that building new roadways will reduce car emissions. Making it easier to drive will encourage more people to make unnecessary car trips. Many of the public responders in favour of the bridge cite convenience and relatively small savings in time as justification for the expensive bridge.
 - Overall, attending these info sessions feels like going to hear a condo pitch; all upside and flattery, no candid presentation of risk.
- 8. "Build it".





- 9. With 10 minutes, phone calls + questions, I found 2 blatant incorrect statements. How many more are there. All errors are in favour of the bridge, makes you wonder if they are errors. Is the City neutral? They are supposed to be, but this looks like a sales job, not a <u>neutral</u> presentation of facts.
- 10. No \$20 million dev. fund.

ESA statement "we cannot use 401 to commute." This is wrong.

Both easy to know + find out. If these incorrect "facts" are included in a plan why should the rest be believed.

11. At Hwy #15 + Middle Road northbound why is there a dedicated right turn lane? Right lane should be a straight through and a right turn lane.

Have the lights been synchronized on Hwy #15, 2, Ontario Street, why not?

12. Continue on your good path to modernize Kingston.

Build the bridge.

Put Kingston on the map.

Build Kingston's "First Crossing"; let's finally have control of our transportation infrastructure.

We need this to complete our goal of a smart, livable 21 Century City.

- 13. The importance of completing this project for the future development of having Kingston as a leading destination for the place to invest, work, live + visit is crucial. I hope Council understands the community wants to have this bridge built!
- 14. Not necessary. This money could be spent to decrease poverty / homelessness in our City!
- 15. The 3rd Crossing is a key piece of Kingston infrastructure for now and more importantly for Kingston future. It connects the community, it encourages growth both commercial and residential all necessary so Kingston doesn't become stagnant community and there are lots of those in eastern Ontario + beyond.
- 16. This project needs to start ASAP.
- 17. Kingston move on. Get this done!
- 18. My usual comment 3 LANES!! I like tolls to help maintain. May satisfy rest of Kingston.
- 19. This a whole City/whole region issue, not one solely affecting Kingston East. This helps everyone in the region, it's not just about commuter convenience, it's about emergency response, growth, and the future of this City and Region.





20. Build it!

- 21. Please, please, please build the bridge. The east end has been the poor cousin long enough. We want what all Kingstonians have: safety, access, investment, convenience.
- 22. The number of hours I have spent in traffic on Highway 15 and on the Causeway, are too many to even try and count. Think about the impact on our family, our extra-curricular activities (that we are frequently late for in the evenings due to traffic). The positive impact on the lifestyles of east-enders will be immeasurable! Build it now!!
- 23. No transit to most of the East End. Some of us do more than one thing when we drive into Kingston (i.e. errands, groceries, etc) so transit is not suitable. I personally drive 401 all the time and I hate driving with all the trucks and I hate west enders telling me to drive 401 when they have many options. There are no complaints about cost for any or all of the west end routes or upgrades, but talk about a bridge to the east and we're told to take a bus, bike, or drive 401. I'm tired of certain people not looking at the City as a whole!
- 24. In your public affairs programme stress that a historic downtown should not be a commuter route.
- 25. Roundabout at Hwy 15 & 2! Add additional lanes down Hwy 2 at Barriefield, to allow for RMC traffic before the Causeway.
- 26.3rd crossing aligns with environmental impact concerns. Less vehicles sitting in traffic, more pedestrian traffic, and easier bike access.
- 27. Information sessions should be on the weekends when more people could attend. Wednesday and Thursday nights are not very practical to most people.
- 28. JUST BUILD IT! We need the third crossing and waiting another 5 or 10 years, the cost is only going to be more!
- 29. The time to build is now! Much work has been done let's not let it slip away. The City will not be whole without the direct connection linking the former townships of Pittsburgh & Kingston. John Counter Boulevard is being upgraded, provides a link & access to the bridge. Emergency vehicles need ready access to the East. Economically, socially, and politically the bridge is a desired element.
- 30. If this bridge doesn't go through, I am afraid to see how people will react. I know it's been said by a past councillor that "the East will separate", I hope that is not true, however, there are a lot of peoples supporting this bridge who will be extremely upset and angered if this doesn't go through!!





- 31. The cost everyone is so against! If it had been built 20 or 30 years ago just do it already. How many roads lead to the west end? I love Taylor-Kidd/Centennial/New overpass love my bridge! Love the design the walkway big Walkers on the east end bikes/strollers. Third Lane? I can see the purpose the Causeway has let emergency vehicles through 2 lanes of traffic for 100 years but it's not as long as our new bridge will be. Please vote YES and get on with it while I still have a drivers license!
- 32. Let's just get it done. It will improve the flow of traffic throughout the City.
- 33. We have lived East of the river for 46 years and when we arrived in 1971 people were talking about the eventual need for a bridge. We are pleased that we now seem to be getting close to realizing a project that is long overdue.
- 34. If we could impact the capacity of the Causeway we could not need a third crossing (fourth don't forget Kingston Mills). Get the Causeway fixed, therefore, need additional crossing.
- 35. Build it, been needed for a long time.
- 36. Simply talking about the 3rd crossing has been in the Kingston language since moving here 45 years ago. Infrastructure is and will always be needed, it will always need to be maintained. What's important is to build this thriving City into the future. Kingston stop talking and start doing/building.
- 37. Some people commented that increasing ridership on buses would ease congestion, well tell that to Kingstonians who are living in the west side and work at CFB Kingston to give up their cars. Quite a few on this side (East) already bike, walk, or run to work. Most that choose to live off Hwy 15 work in the east side, so we already do our part to keep driving to a minimum. Just build it!!
- 38. It's time to build. The project has remained in the planning stages for too long. It will reduce wear and tear on Causeway and open up access to Kingston. Please vote yes, we need a 3rd crossing!
- 39. Those who live off Gore Rd. fall into the demographics of young families and elderly. If the bridge is put in the community, we will not have safe roads with traffic congestion. As well you would be demolishing provincially significant wetlands and woodlands with species at risk. How many forests do you need to tear down to make Kingston an urban jungle?
- 40. Please don't let the vocal minority scuttle this project. Know that it's the right thing to do and make it happen. Thank you.





- 41.I absolutely love the design!!! I have lived in Kingston East for 40 years and remember the sign for the bridge being at the end of Gore Rd. even before Point St. Mark subdivision. Traffic & population has definitely grown over that 40 years! The ease to go to the West end via this crossing would be AWESOME!! To go right across John Counter and then Taylor Kidd would be better than up 15, to the 401 and then down Gardiners! We NEED this crossing to connect the entire City!! Don't just talk about it DO IT!! I have a child at Regi this crossing would shorten the bus trip considerably!!
- 42. All of us East end residents would love it if the bridge could be built ASAP! With the construction on the 401 or an accident there, our only option is the Causeway. WE NEED THIS BRIDGE!
- 43. We need this now! Let's stop delaying and get this bridge built.
- 44. Please get it done! We need it now!
- 45. It is very frustrating when the majority of the people want the bridge built but it's stopped by 5 people. It takes me close to 45 minutes to drive into town when there's traffic, but normally, when there's no traffic it takes 15 minutes. But when there's a bridge closure, it's way more!
- 46. As a father with young children, I'm extremely pleased that my City will address a pressing and extremely valuable need for enhanced transportation capacity across the Cataraqui River/Rideau Canal. The entire project seems extremely well considered and should be a resounding success for the City of Kingston.
- 47. Building more roads and a very long bridge is NOT environmentally-friendly. Kingston should be investing in projects that encourage public transit and active transportation, rather than catering to people who drive everywhere and wouldn't even consider other ways of getting around.
- 48. The bridge is a necessity, not a luxury. To hope for growth, economically, socially, and culturally and then maintain the old natural barriers (i.e. Cataraqui River) makes no sense. If I wanted to spend most of my day in my car, I'd live in Toronto!! Let's have walking and biking and public transit connecting ALL of Kingston. The project is really a 'no brainer'.
- 49.I watched Belleville access funding we will too the money will be there it is just one logistic NOT a barrier. We can solve the money problem if we choose to build our bridge. We will be thankful we did it in 10 years it will not get cheaper to do.





- 50. The pedestrian portion will be an attraction, not everyone will want or be able to walk the bridge. Adequate parking at both ends is very important. On the East side, the library lot is often full so this would not be a viable option unless it is substantially enlarged. On the West side, there should be a large enough number of spots so that people can walk the trails as well.
- 51. With more businesses and housing being approved for the east end, this bridge is a must. Get it started ASAP! It will not get less expensive...ever... Just start!
- 52. Build it now.
- 53. No just get on with it. Do not pander those who want to shut this down.
- 54. Who chose the 276 job figure to publish? This is the highest figure in the report, not middle, median! This does not seem neutral. The job of the City and our employees is not to be the salesman for either side. If on every debatable point the City chooses to publish the number that always most favours one side, then isn't the entire report biased??
- 55. Simply put I support the third crossing. I appreciate the thoughtfulness evident in presentation materials.
- 56. Could you not _____ (one!!), one ____ coincides with negative effect or more traffic on Point St. Mark.
- 57. How will you restore the east side park so its current level of wildness, habitat, etc. It will take years and years, shame some councillors may think it is prettier than the original. No right turn on Point St. Mark. Why does the City rarely acknowledge that there are residents who are against the bridge.
- 58. Extra space in viewing area for tables so people can eat lunch while they look at the water.
- 59. The "rest of Kingston" will benefit from this bridge, not just east enders.
- 60. Explore advancements that could be applied to the bridge (solar panels, heated walking track).
- 61. There have been many discussions about this project over many years, obviously. We need this bridge and delaying it any longer will only increase the costs of construction.
- 62. Please build it ASAP!
- 63. Save time in driving from East to West end of the City. Would be very appreciative to commute by transit bus over the 3rd crossing (saving a lot of time).





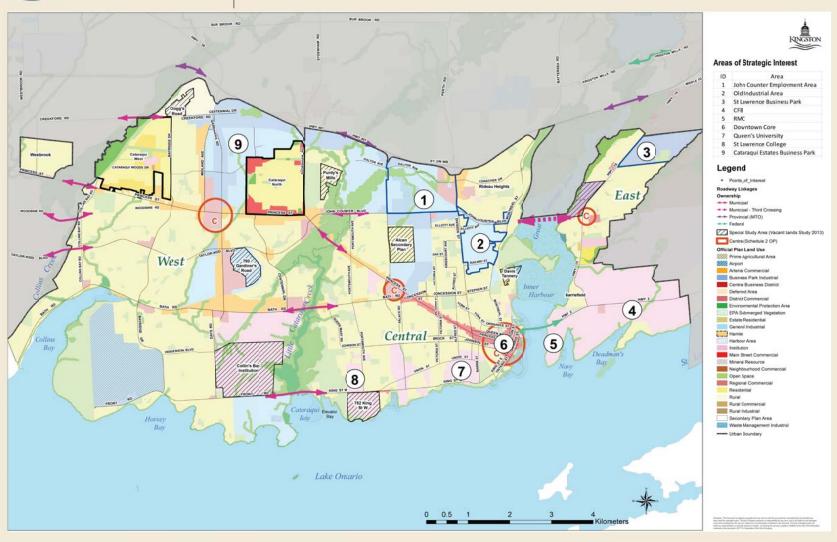
- 64. Funny there were no protestors I guess it was too much of a pain to get to this side of the City since the 401 is down to one lane, Kingston Mills is closed, and the Causeway is down to one lane.
- 65. Is it not at all possible to look into the dragonfly population in an effort to control the may flies that will congregate in the park area? Bats are great, but dragonflies are also very good at pest control.

APPENDIX G INFORMATION STATION DISPLAY PANELS

STRATEGIC CASE DISPLAY PANELS (STATION 1)



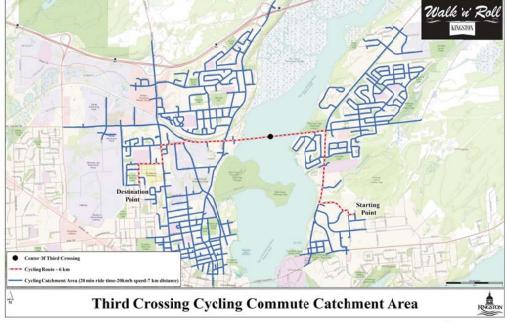
STRATEGIC PLANNING CONSIDERATIONS





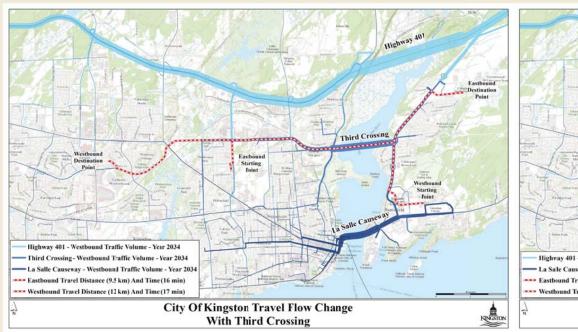
ACTIVE TRANSPORTATION OPTIONS







TRAVEL FLOW CHANGE







EMERGENCY SERVICES



- Third Crossing provides reduced congestion on the La Salle Causeway increasing efficiency on this primary route.
- An alternate route along the crossing for access to emergency services.
- Potential to decrease response times for paramedic services.



POTENTIAL OPPORTUNITY FOR ENHANCED TRANSIT SERVICES



- New express route to reduce time to reach popular destinations such as the King's Crossing outlet mall, RIOCAN Centre, and Cataraqui Centre by avoiding travel across the LaSalle Causeway and through downtown.
- Expansion of existing transit routes to provide more travel options for employees commuting to a growing St. Lawrence Business Park.
- New connections to routes on Montreal St and Hwy 15 making it easier to travel along these developing corridors.
- More convenient transit routes to support increased transit ridership.



QUALITY OF LIFE

ECONOMY

SUPPORTS ECONOMIC

for businesses, land

development potential

Improved connection

 Direct jobs during the construction

REDUCES TIMES

 Across the La Salle Causeway while improving travel on other routes

SOCIAL WELL-BEING



 Accessible for all ages and abilities with safe multi-modal connections across the Cataragui River

MORE E

 Less dependence on car-related trips



 Integrates and connects the community

COMMUNITY HEALTH

IMPROVES

 Offers convenience and access for residents to get to their destinations and activities

ALTERNATE

 Offers alternative to the La Salle Causeway improved • More reliability for transit schedules & reliability

emergency services

ENVIRONMENT

 Fewer cars idling in traffic on the La Salle Causeway

AN ATTRACTIVE

 Provides an alternative to single-occupant car travel

TRAVEL TIME

 Offers travel distance & time savings for majority of the road network users



PUBLIC ENGAGEMENT



1,144 people responded – one of the largest response rates to a City survey. (Summer 2016)



THREE PUBLIC OPEN HOUSES

147 comments received from residents at the first Public Open House.

All feedback will be incorporated in the final report on the preliminary design and business plan for Council's consideration. Share your comments at CityofKingston.ca/Thirdcrossing/Contact



OVER 9000 VISITORS TO THE THIRD CROSSING WEBPAGE



RESPONSE TO OVER 100
EMAILS REGARDING THIRD
CROSSING QUESTIONS
& COMMENTS

OVER 5200
VIEWS OF THIRD
CROSSING
PROJECT
VIDEOS

INFORMATION SHEETS AND MAKING DRAFT REPORTS AVAILABLE IN ADVANCE

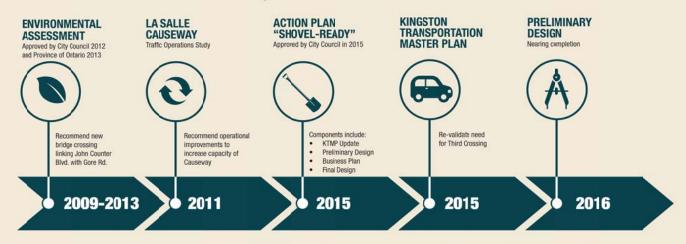
 Information Sheets 1- 3 available April 2017

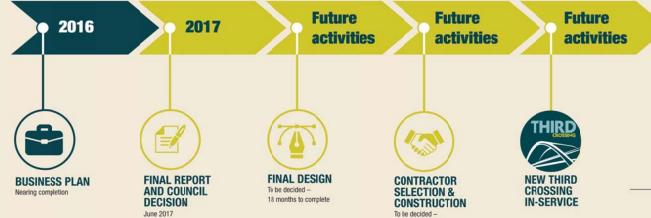
Draft Reports available May 2017





ROAD MAP

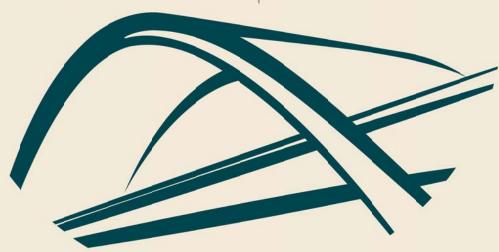




3 years to complete



PUBLIC FEEDBACK



BRIDGE DESIGN THAT IS AESTHETICALLY APPEALING AND AFFORDABLE

WHAT WE HEARD

- Over 80% of survey respondents view bridge aesthetics as important.
- Cost is also important and 43.8% support modest additional costs to create signature features.

HOW THE BRIDGE DESIGN INCORPORATES PUBLIC INPUT

- Design alternatives have been considered to reduce overall project costs.
- The Arch span is the focal point of the bridge.
- The inverted U-Piers are recommended due to their smaller environmental footprint and reduced cost.
- The gradual S-curve of the bridge is maintained with a low silhouette.

PROTECTION OF THE NATURAL ENVIRONMENT

WHAT WE HEARD

When asked to consider the Third Crossing in the context of the natural environment and the City's sustainability goals, the majority of the residents who responded to the City's survey indicated strong support for protection of the natural environment.

HOW THE BRIDGE DESIGN INCORPORATES PUBLIC INPUT

- Bridge construction methods: Dredged channel is no longer being considered. A Temporary Work Bridge is recommended to minimize the impacts of the bridge structure on the Greater Cataraqui Marsh Provincially Significant Wetland.
- The surrounding lands and shorelines will be extensively restored and enhanced using native plant species to create both a natural and parkway setting.
- · Restrictions to prevent or limit construction during breeding, fish spawning and over-wintering seasons.





PUBLIC FEEDBACK









ACTIVE TRANSPORTATION

WHAT WE HEARD

- The bridge could be a key route for walking and cycling.
- 65.3% of survey respondents felt that the multi-use pathways were important.

HOW THE BRIDGE DESIGN INCORPORATES PUBLIC INPUT

- 4.0 metre-wide multi-use pathway on the south side of the bridge deck.
- Widening of multi-use path at Arch to 9.5 metres for lookout/rest areas.
- 2.0 metre-wide shoulder in both directions for use by commuter cyclists.
- 3.0 metre-wide multi-purpose path extending from east and west approaches.

MINIMIZE CARBON EMISSIONS DURING CONSTRUCTION

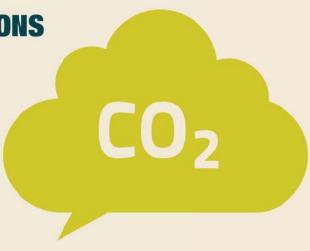
WHAT WE HEARD

- It is important that carbon emissions related to the bridge construction are minimized.
- The City should be prepared to spend more money to minimize/offset carbon emissions during construction.

HOW THE BRIDGE DESIGN INCORPORATES PUBLIC INPUT

The recommended emission reduction strategies include:

- Use of recycled materials in asphalt and concrete materials.
- Low emission fuels in materials manufacturing, materials transportation, and construction vehicle/equipment operation.
- · Shorter material transport distance.
- . Use of in-place roadway recycling techniques and warm mix asphalt.



BRIDGE ARCHITECTURE AND BRIDGE ENGINEERING DISPLAY PANELS (STATION 2 AND STATION 3)



PROJECT VISION

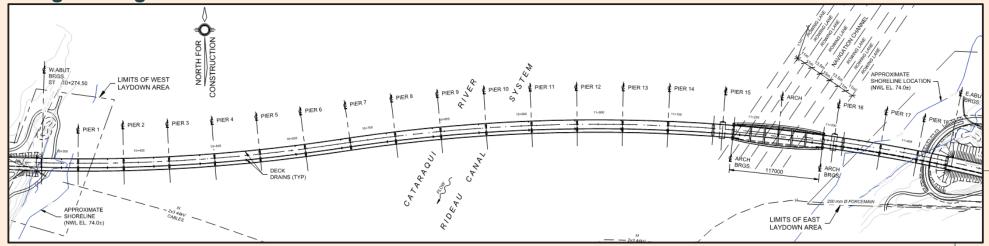
- ✓ UNESCO World Heritage Site
- √ Safe, functional, cost-effective

- ✓ Focal arch span over:
 - Navigation channel
 - Rowing lanes

- ✓ Parks Canada Aesthetic Guidelines:
 - Aesthetically pleasing
 - High quality design



Bridge Setting



Proposed Alignment: A gradual sweeping S-curve



PRELIMINARY DESIGN

Scope & Schedule

1. PUBLIC OPEN HOUSE (POH) NO. 1 (SEPTEMBER 29, 2016):

✓ POH No. 1 highlighted the Concept Report, which assessed design options and construction cost estimates from the Class EA and described a preferred concept.

2. LATE 2016 / EARLY 2017:

✓ The preferred concept, construction phasing and scheduling and construction cost estimates were further refined.

3. WE ARE HERE:

✓ The recommended design, construction phasing and scheduling and construction cost estimates are being presented for public review and feedback.

4. MAY 2017:

✓ In May, the Draft Final Preliminary Design Summary Report (PDSR) will be posted on the project website for public review (www.cityofkingston.ca/thirdcrossing). Your feedback will be reviewed as part of the Final PDSR, which will be posted on the project website in late May.

5. CITY COUNCIL MEETING TO PRESENT THE FINAL PDSR (JUNE 2017).



NATURAL HERITAGE FIELDWORK





POTENTIAL LAYDOWN AREA

FIELDWORK:

- ✓ Ecological Land Classifications
- √ Wildlife surveys
- √ Habitat assessments

MAJOR FEATURES:

- √ Woodlands:
 - 'Significant' (east)
 - Urban uses (east / west)
- ✓ Wetland:
 - 'Significant' and 'Coastal'
- ✓ Wildlife Species:
 - Birds (3 at risk SAR)
 - Turtles (3 SAR)
 - Bats (4 SAR)
 - Fish (1 SAR)



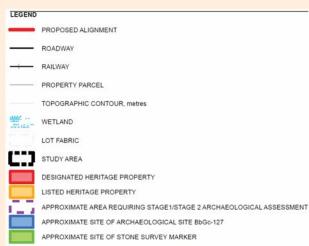


CULTURAL HERITAGE FIELDWORK



MAJOR FEATURES:

- √ Rideau Canal
- ✓ Gore Road Library
- ✓ Archaeological Site BbGc-127
- √ Stone Survey Marker





GEO-ENVIRONMENTAL FIELDWORK





POTENTIAL SITES OF CONCERN (WEST SIDE):

- ✓ 919 / 931 Montreal Street
- √ 603 John Counter Boulevard
- √ 612 / 630 John Counter Boulevard
- √ Soil samples = re-use most excavated material

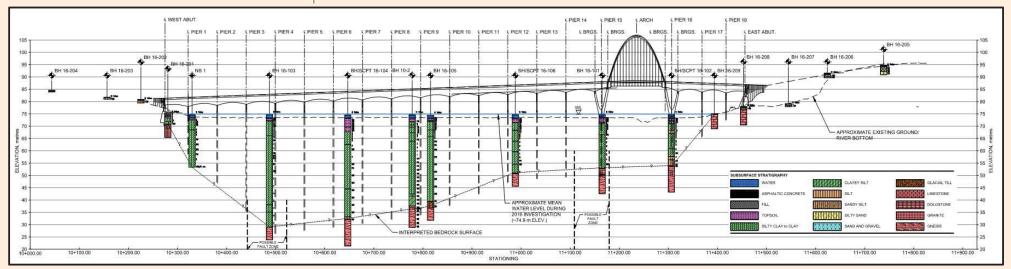
POTENTIAL SITES OF CONCERN (EAST SIDE):

- ✓ None
- ✓ Soil samples = re-use all excavated material

LEGEN	
_	PROPOSED ALIGNMENT (SITE)
_	ROADWAY
	RAILWAY
-	WATERCOURSE
	TOPOGRAPHIC CONTOUR, metres
	WETLAND
	LOT FABRIC
	POTENTIAL LAYDOWN AREA
Ľ:)	STUDY AREA
POTE	NTIALLY CONTAMINATING ACTIVITIES
(1)	AUTOMOBILE COLLISION CENTRE (FORMER AST)
(2)	FILL AND VENT PIPES
(3)	FENCED YARD WITH DRUM AND VEHICLE STORAGE
(4)	POTENTIAL FUEL STORAGE (AST/UST) FOR MARINA FUELLING
5	FORMER TRANSMISSION SERVICE GARAGE
NOTA	MAPPED
6	PAST USE OF DE-ICING AGENTS (SALT) ALONG ROADWAYS
7	FILL OF UNKNOWN ORIGIN UNDER ROADWAYS INCLUDING FORMER RAILWAY
8	DREDGED MATERIALS (SEDIMENT QUALITY)



GEOTECHNICAL FIELDWORK



BOREHOLE LOCATIONS

- ✓ The bedrock is exposed or near surface on both sides of the river: dolostone (west abutment) and limestone (east abutment).
- √ 'Metamorphic gneissic' bedrock dips within the river to elevations ranging from 29 m (westerly side) to 54 m (easterly side).
- ✓ This 'bedrock valley' is filled with organic deposits overlying peat-to-silty-clay-to-clay.
- ✓ In-river sediment samples = risk management assessment needed if material brought to land.

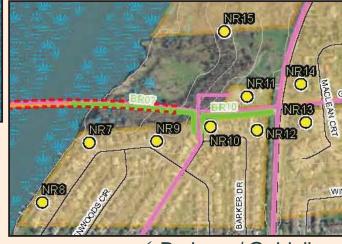


NOISE ASSESSMENT



WEST SIDE NOISE BARRIERS

EAST SIDE NOISE BARRIERS



HUMANS: Construction: ✓ mitigation measures ✓ By-laws / Guidelines

WILDLIFE:

Construction:

- ✓ Overall low risk:
 - construction methods
 - mitigation measures
 - species adapt / avoid

Operations:

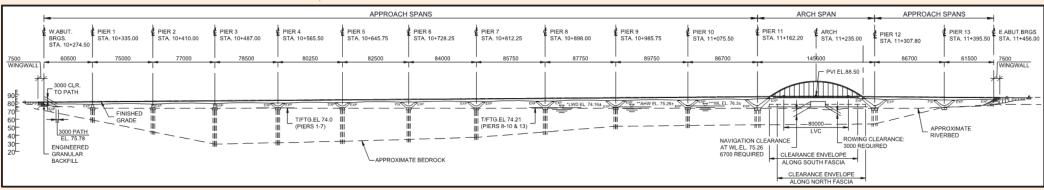
- ✓ Overall low risk:
 - minimal shading
 - low traffic noise
 - noise barriers

Ope	rations: ✓ noise ba	rriers (in green):		
	West Side		East	t Side
	DD04	DDOE	DD07	DD40

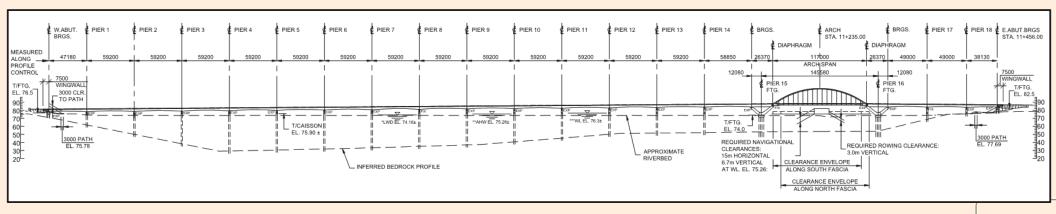
	BR04 BR05		East Side	
			BR07	BR10
Height	2.6 m	2.6 m	1.5 m	2.75 m
Length	140 m	113 m	340 m	205 m



SPAN ARRANGEMENT



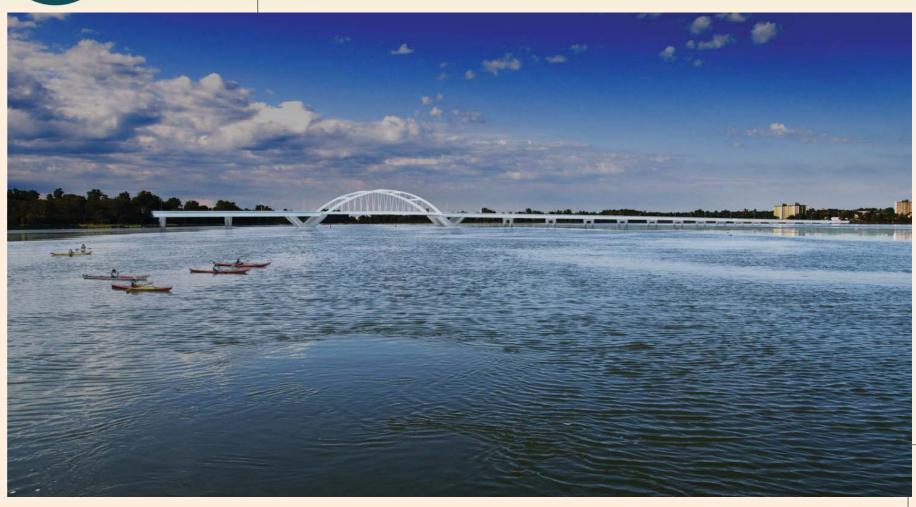
INITIAL V-PIER SPAN ARRANGEMENT: 13 Piers including 10 V-Piers (no longer recommended)



UPDATED U-PIER SPAN ARRANGEMENT: 18 Piers including 2 V-Piers (recommended)

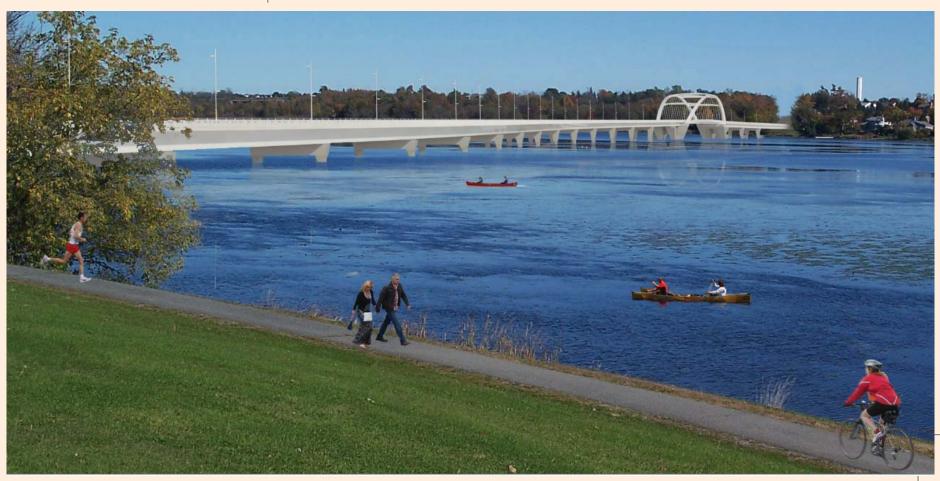


OVERALL VIEW LOOKING SOUTH





OVERALL VIEW LOOKING EAST



✓ Match Existing On-shore Elevations



INNOVATIVE PIER DESIGN



V-PIERS AT ARCH (RECOMMENDED):

✓ The focal point of the bridge



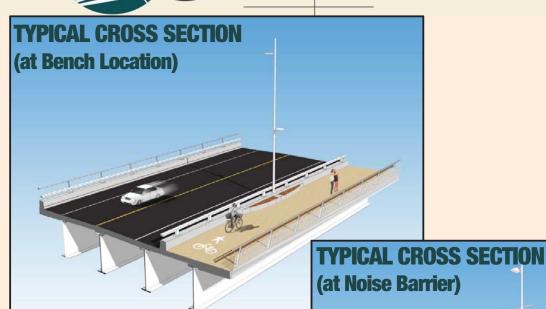
INVERTED U-PIERS (RECOMMENDED)

Inverted U-Piers Advantages (Compared to V-Piers):

- √ Smaller environmental footprint
- √ Facilitated environmental approvals
- ✓ Easier to construct
- ✓ More economical



SUPERSTRUCTURE



-SOUTH-♠ ROADWAY 6000 10500 RADIAI 500 RAILING / BARRIER LANE (LEVEL) 1500 HIGH - TRANSPARENT NOIȘE BARRIER ASPHALT AND CYCLIST RAILING PEDESTRIAN WATERPROOFING (NORTH SIDE SYSTEM, 90mm TOTAL RAILING (TYP) 225mm TRAFFIC BARRIER (TL-4 - TYP) DECK DRAIN RADIAL AT MID-SPAN AT PIER T/CAISSON

TYPICAL CROSS SECTION

BRIDGE SUPERSTRUCTURE:

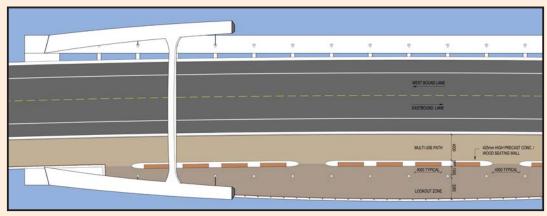
- √ 2 traffic lanes
- ✓ Generous shoulders
- ✓ Multi-use path
- √ Steel plate girders
- √ Low profile barriers



ARCH VIEWS



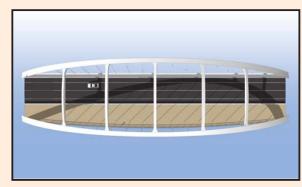
ARCH OVERVIEW



ARCH LOOK-OUT CONCEPT: accessible seating area, interpretive panels, continuous multi-use path



VIEW FROM VEHICLE



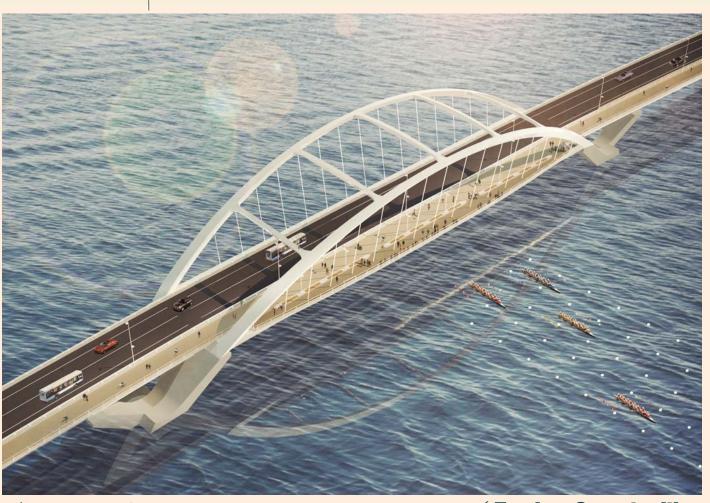
OVERHEAD VIEW



ARCH BRACING



BIRDSEYE VIEW - LOOKING EAST



 \checkmark Focal and Community Destination Point

✓ Tourism Opportunities



UNDER ARCH - LOOKING EAST



✓ Accessible Seating Area

✓ Interpretive Panels

✓ Continuous Multi-Use Path



USER EXPERIENCE - LOOKING EAST



✓ Accessible Seating Area

✓ Continuous Multi-Use Path

✓ Contemporary Lighting



NIGHT VIEW - LOOKING SOUTH



✓ Functional Roadway Lighting

✓ Accent Bridge Lighting



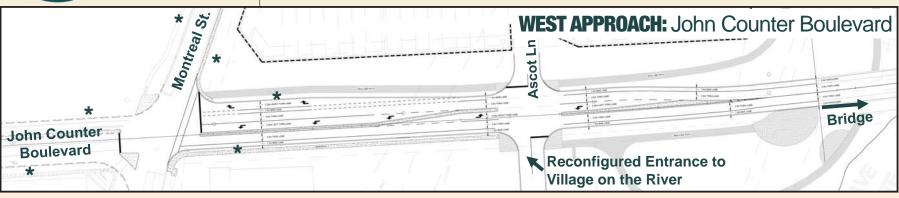
WINTER VIEW - LOOKING WEST

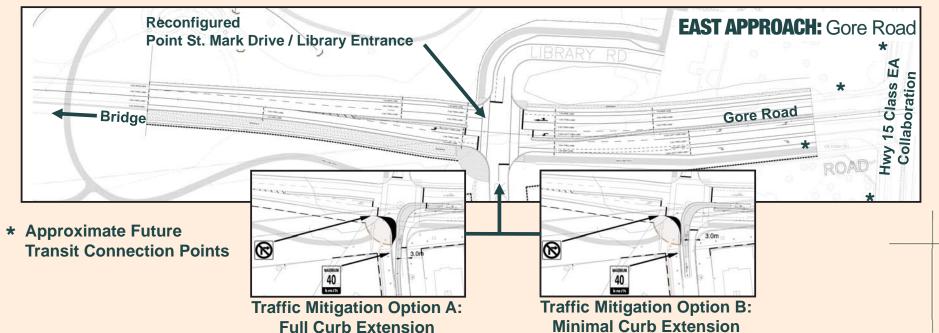


✓ Design Compatibility Season-to-Season



ROADWAY LAYOUT





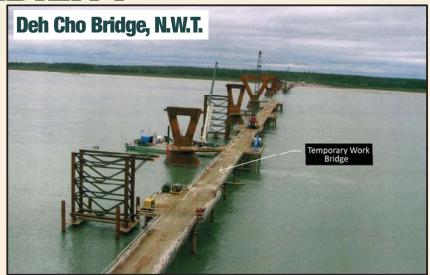


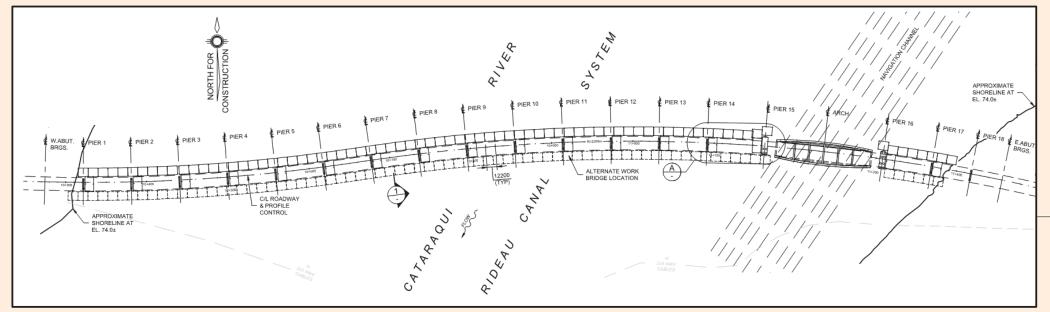
CONSTRUCTABILITY

Temporary Work Bridge

HIGHLIGHTS:

- ✓ Roughly 11 m wide.
- ✓ Supported on piles every 10-12 m.
- ✓ Advanced incrementally with the permanent bridge.
- √ 0.6 ha total impact area.
- √ 3 months to remove after the bridge is built.
- ✓ Piles could either be removed or cut below riverbed and left in place.

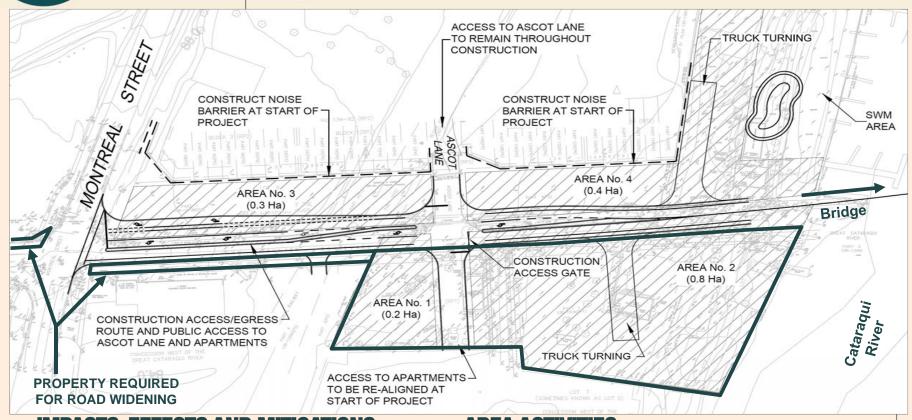






PROPERTY IMPACTS

Construction Activities – West Bridge Approach



IMPACTS, EFFECTS AND MITIGATIONS:

- ✓ Accommodate neighbourhood traffic
- √ Noise mitigation
- √ Construction traffic mitigation
- √ Community Action Plan

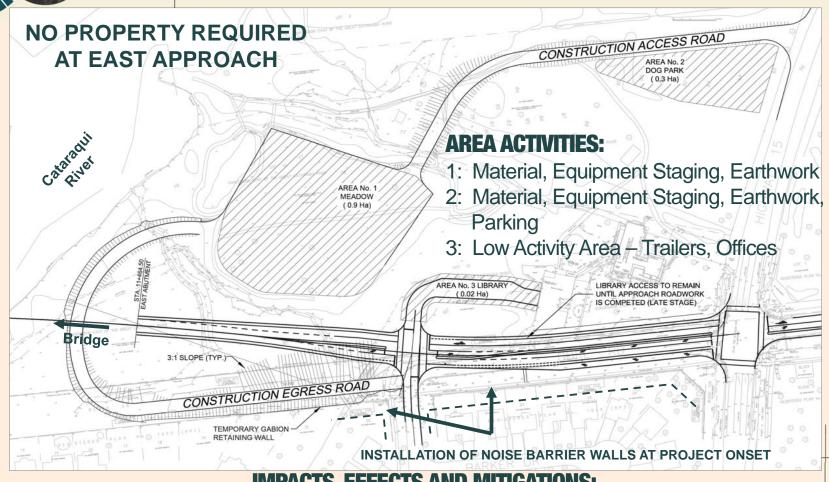
AREA ACTIVITIES:

- 1: Material, Equipment Staging, Earthwork
- 2: Material, Equipment Staging, Earthwork
- 3: Low Activity Area Parking
- 4: Low Activity Area Trailers, Offices



PROPERTY IMPACTS

Construction Activities – East Bridge Approach



IMPACTS, EFFECTS AND MITIGATIONS:

- ✓ Accommodate neighbourhood traffic ✓ Construction traffic mitigation ✓ Noise mitigation
- ✓ Relocate dog park (temporary)
 ✓ Community Action Plan



LANDSCAPE PLAN

East Approach



LANDSCAPE CONCEPTS: Mitigate – Restore – Enhance (Native Plantings, User Experience, Connectivity)



LANDSCAPE PLAN

West Approach

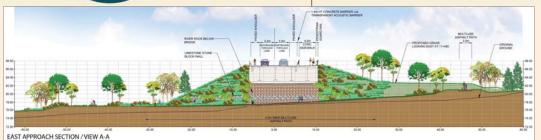


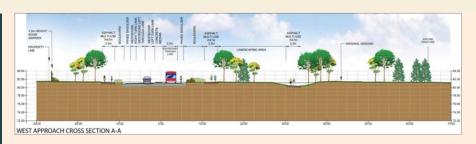


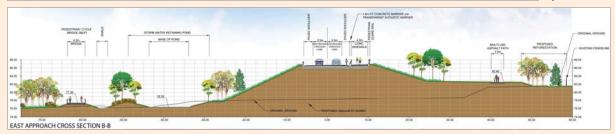
LANDSCAPE CONCEPTS: Mitigate – Restore – Enhance (Native Plantings, User Experience, Connectivity)



LANDSCAPE SECTIONS



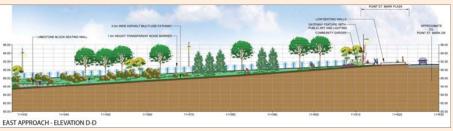






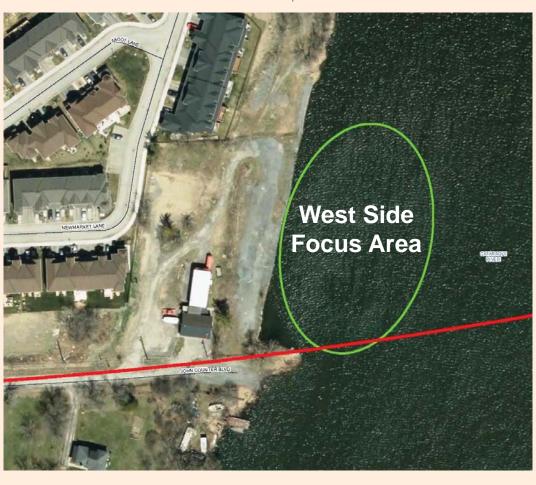








IN-WATER COMPENSATION



OBJECTIVE:

✓ No net loss of wetland structure or function

APPROACH:

- ✓ Max. in-water impact area: 5,000 SM
- ✓ Min. compensation ratio: 1:1
- ✓ Focus area: former Music Marina shore

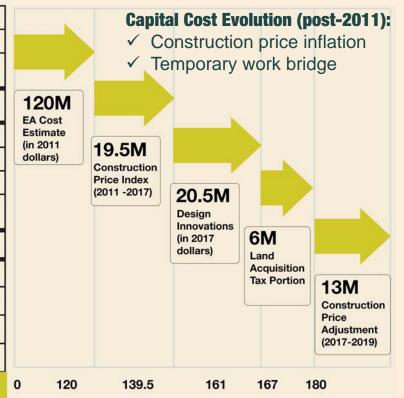
ACTIVITIES:

- ✓ Construction mitigation
- √ Basking structures (reptiles)
- ✓ Submerged and emergent logs (turtles)
- ✓ Wetland re-vegetation
- ✓ Monitor / Protect / Educate / Maintain



CAPITAL COST INFORMATION

Sub-Total for Structure Construction	\$106,500,000
Sub-Total for Construction of Bridge Approaches	\$11,500,000
Sub-Total for Landscaping	\$3,400,000
Sub-Total Construction Costs	\$121,400,000
Mobilization (3%)	\$3,600,000
Engineering and Contract Administration (12.5%)	\$15,200,000
Quality Management (3.0%, 2.5% Structural)	\$3,000,000
Contingency (15%, 10% Landscape)	\$18,000,000
Total Estimated Cost (in 2017 dollars)	\$161,200,000
Land Acquisition	\$3,000,000
Taxation (non-refundable HST 1.76%)	\$2,800,000
Sub-total Project Cost Estimate (in 2017 dollars, rounded)	\$167,000,000
Subject to Construction Price Adjustment (2017 – 2019)	\$13,000,000
Total Estimated Construction Cost (Round \$1M)	\$180,000,000





PERMITS AND APPROVALS

1. ENVIRONMENTAL IMPACT ASSESSMENT (EIA):

- ✓ Parks Canada manages and regulates the Rideau Canal on behalf of the Government of Canada and UNESCO.
- ✓ Proposed projects within the Rideau Canal must conduct an EIA to assess and mitigate potential impacts on the natural and cultural landscape. This includes the Third Crossing.
- ✓ A Detailed Impact Analysis (DIA), the most comprehensive level of assessment under the EIA framework, has been engaged as part of the pre-design project phase.

2. PERMITS AND APPROVALS:

✓ Numerous permits and approvals from various regulatory authorities will be required in support of the design work as it proceeds into the future final design phase.

3. CITY-FEDERAL AGREEMENT:

✓ Following the approval of the DIA during the future final design phase, the City will be required to enter into an agreement with the Government of Canada to proceed to construct and operate the Third Crossing.



SUSTAINABILITY

1. PROJECT SUSTAINABILITY PRIORITIES

These priorities support the City's Sustainability Pillars (Economic – Environmental – Social – Cultural) and Transportation Association of Canada guidelines:

- ✓ Preserve and Enhance Safety
- ✓ Improve Access and Mobility
- ✓ Engage Community Values and Sense of Place
- ✓ Improve Local Economy
- ✓ Increase Lifecycle Efficiency
- ✓ Maintain Biodiversity
- ✓ Reduce Emissions to Air.

2. IDENTIFIED CHARRETTE STRATEGIES

- ✓ Provide Bicycle/Pedestrian Access
- ✓ Design Active and Contextual Landscape
- ✓ Create/Restore Public Open Spaces
- ✓ Utilize Energy Efficient Lighting
- ✓ Mitigate Heat Island Effect
- ✓ Select Sustainable Materials
- ✓ Mitigate Cultural and Natural Heritage Impacts
- ✓ Perform Carbon Footprint Calculations
- ✓ Engage First Nations and Other Stakeholders

ECONOMIC

Kingston focuses on strengths and opportunities for a vibrant, diverse, and dynamic economy which attracts and retains businesses and skilled employees, contributes to global knowledge, incubates innovation, and brings new goods and services to market.

ENVIRONMENTAL

While all pillars have equal standing within the Sustainable Kingston Plan, without a healthy environment the human pursuits of economy, society and culture cannot be sustained. By placing prerequisite importance on the protecton and restreation of our natural environment we enable the ecology, of which each of us are a part, to thrive and continue to provide enjoyment and sustenance for Kingstonians.

SUSTAINABLE COMMUNITY

SOCIAL

The Social Equity Pillar will help social agencies and residents to raise awareness about social needs and to engage both citizens and community partners to plan and act in response to these needs. The end result will be to improve the well-being of the whole community.

CULTURAL

The fundamental objective of any sustainable community is the promotion of human well-being through enhancing both Quality of Life and Quality of Place.

KINGSTON SUSTAINABILITY PILLARS



SUSTAINABILITY CHARRETTE



CARBON ASSESSMENT

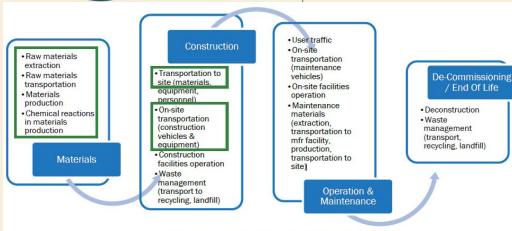


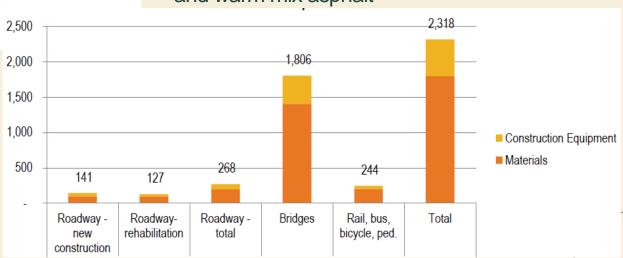
Figure 2: Typical Transportation Infrastructure Project LCA Diagram

EMISSIONS REDUCTION STRATEGIES

- ✓ Recycled materials in asphalt and concrete materials has a significant impact on overall energy use and emissions.
- ✓ Low emission fuels in materials manufacturing, materials transportation, and construction vehicle/equipment operation
- ✓ Shorter material transport distance
- ✓ Use of in-place roadway recycling techniques and warm mix asphalt

CONSTRUCTION LCA SCOPE

Components included in this LCA, as performed using the ICE tool



CONSTRUCTION GHG EMISSIONS BY PROJECT COMPONENT TOTAL PLANNING LEVEL ESTIMATE: 2,318 METRIC TONS CO2eq

BUSINESS PLAN DISPLAY PANELS (STATION 4)



BUSINESS PLAN RESULTS

WILL IT BE A GOOD USE OF TAX PAYER DOLLARS?

- YES 3-to-1 Cost Benefit Ratio (user)
- YES 5.5-to-1 Cost Benefit Ratio (user & non-user)



WHAT ARE THE ECONOMIC BENEFITS OF A THIRD CROSSING?



DURING CONSTRUCTION

- 89 jobs per year
- \$30 million GDP
- \$18 million in salaries

POST CONSTRUCTION

- 276 jobs
- \$30 million GDP
- \$21 million in salaries

HOW DO WE ADMINISTER THE DESIGN AND CONSTRUCTION OF THE BRIDGE?

- Design/bid/build Not-Preferred
- Design/build Under Consideration
- Design/Build/Finance Under Consideration

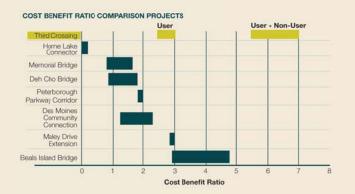
HOW WILL WE PAY FOR THE BRIDGE?

- \$180 Million
 - •1/3 Federal Government = \$60 million
 - •1/3 Provincial Government = \$60 million
 - •1/3 City of Kingston = \$60 million





COST BENEFIT ANALYSIS RESULTS



TRANSPORTATION MODEL VALUES - PEAK TRAVEL HOUR (DAILY)

	Time (Hours)	Distance (Km)
Third Crossing users		
Without Third Crossing	900	33,500
With Third Crossing	550	21,500
Overall Savings	350	12,000
Third Crossing non-users		
Without Third Crossing	12,000	695,000
With Third Crossing	11,500	690,000
Overall Savings	500	5,000

PRESENT VALUE OF CONSTRUCTION AND ONGOING MAINTENANCE COSTS

87% UPFRONT CAPITAL COSTS - INCLUDES

13% ONGOING MAINTENANCE AND CAPITAL COSTS





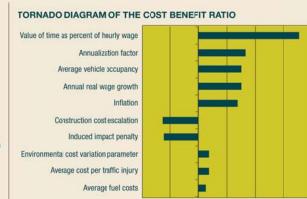
THE TRAVEL DEMAND FOR THE USER HAS A COST BENEFIT RATIO OF 3: 1



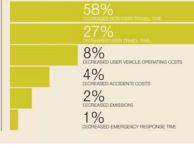
THE TRAVEL DEMAND FOR THE USER AND NON-USER HAS A COST BENEFIT RATIO OF 5.5:1

- Non-users represent those who would not use the Third Crossing frequently.
- Users are defined as those who use the Third Crossing on a frequent basis.





THE DISTRIBUTION OF THE PRESENT VALUE OF SOCIOECONOMIC BENEFITS





ECONOMIC IMPACT ANALYSIS RESULTS



OVERVIEW OF STAKEHOLDER INTERVIEWS AND COMMUNITY OUTREACH

Economic impacts are typically estimated at the direct. indirect and induced levels for both one-time and ongoing

- . Direct impacts are changes that occur in "frontend" tusinesses that nitially receive expenditures and operating revenue as a direct consequence of operations and activities conducted. For example, construction services, structure steel, cement and a host of other products and services.
- Indirect impacts arise from changes in activity for suppliers of the front-end business commonly known

as the supply chain process. For example, the bridge contractor requires the purchase of rebar from a steel product manufacturer which requires purchase of refined steel from a steelmaker. The steelmaker requires the purchase of metallurgical coal and iron ore.

- · Induced impacts occur when employees, from businesses and jobs stimulated by direct and indirect the construction of a bridge requires the purchase of expenditures, spend their personal income on consumer
 - . The total economic impact equals the sum of the direct, indirect and induced economic impacts.



AVERAGE ANNUAL ONE-TIME ECONOMIC IMPACTS TO ONTARIO OF THE THIRD CROSSING DURING CONSTRUCTION AND DEVELOPMENT

	Output (millions)	GDP (millions)	Wages and salaries (millions)	Employment (number of jobs)	Taxes (millions)
Direct	\$37.4	\$16.5	\$10.2	147	\$3.5
Indirect	\$20.1	\$9.6	\$6.1	86	\$2.0
Induced	\$10.6	\$6.3	\$3.0	52	\$1.3
Total	\$68.1	\$32.4	\$19.3	285	\$6.8

AVERAGE ANNUAL ONE-TIME ECONOMIC IMPACTS TO KINGSTON CENTRAL METROPOLITAN AREA (CMA) OF THE THIRD CROSSING **DURING CONSTRUCTION AND DEVELOPMENT**

	Output (millions)	GDP (millions)	Wages and salaries (millions)	Employment (number of jobs)	Taxes (millions)
Direct	\$18.7	\$8.2	\$5.1	74	\$1.7
Indirect	\$1.0	\$0.5	\$0.3	4	\$0.1
Induced	\$2.2	\$1.3	\$0.6	11	\$0.3
Total	\$21.9	\$10.0	\$6.0	89	\$2.1

AVERAGE ANNUAL ONGOING ECONOMIC IMPACTS TO KINGSTON CMA DUE TO THE DEVELOPMENT OF THE ST. LAWRENCE BUSINESS PARK

	Output (millions)	GDP (millions)	Wages and salaries (millions)	Employment (number of jobs)	Taxes (millions)
Direct	\$37.3	\$24.5	\$18.7	228	\$5.1
Indirect	\$1.4	\$0.7	\$0.5	11	\$0.2
Induced	\$6.7	\$4.0	\$1.9	37	\$0.8
Total	\$45.4	\$29.2	\$21.1	276	\$6.1



PROCUREMENT OPTIONS ANALYSIS STATUS

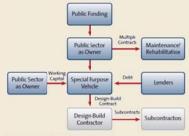
DESIGN BID BUILD (DBB) PROJECT DELIVERY STRUCTURE



DBB CONSIDERATIONS:

- . Most familiar method for owners and contractors:
- Separate contracts allows decision points for each procurement phase D-B-B;
- All design components are specified prior to construction;
- · Payments to contractors occur on a monthly basis

DESIGN BID FINANCE (DBF) PROJECT DELIVERY STRUCTURE



DBF (P3) CONSIDERATIONS

- · Less familiar method for owners and contractors;
- · Combined contract requires only one decision point for P3;
- Performance specifications guide the overall design and are less prescriptive allowing flexibility during construction;
- · Payments to contractors are withheld until the project is completed

INTEGRATED PROJECT DELIVERY(IPD) STRUCTURE



IPD CONSIDERATIONS:

- · Less familiar method for owners and contractors;
- . Combined contract requires only one decision point for IPD;
- Performance specifications guide the overall design and are less prescriptive allowing flexibility during construction;
- · Payments to contractors occur on a monthly basis

Tradtional PPP Base Costs Financing Costs Ancillary Costs Private Sector Risk Premium Retained Risk

VALUE FOR MONEY

The process of developing and comparing total project costs, measured at the common points in time, as comparators of traditional versus non-traditional models. A value-for-money exists when the risk-adjusted costs of the P3 option are less than the risk-adjusted costs of traditional models.

PROJECT RISK MATRIX



PROJECT RISKS

Project experts identify, assess, and allocate various elements of risk that could occur on a project. This risk information is used to guide future phases of the project and also informs the value-for-money analysis.



PUBLIC FEEDBACK

ECONOMICAL AND PRACTICAL BRIDGE CONSTRUCTION

WHAT WE HEARD

- 75.4% of survey respondents say it is important or very important that bridge construction should be as economical and practical to build as possible.
- . 83.6% of survey respondents say they would pay more now to save more later.

HOW THE BUSINESS PLAN INCORPORATES PUBLIC INPUT

- The alternative pier provides significant cost savings compared to the original V-pier design and has a smaller environmental footprint and is easier to construct.
- . The reduction in cost of the pier design helps increase with the temporary work bridge.
- . Cther innovation considerations: use of premium materials and use of sustainable de-icing and anti-icing systems to optimize performance and life cycle of the bridge. (Paying more now to save more later.)



PROJECT DELIVERY MODEL

WHAT WE HEARD

- 61.6% of survey respondents say delivering the project on budget is important.
- 36.8% of survey respondents say ensuring info about the project is open and accessible is important.
- 70% of survey respondents say that it doesn't matter if the City or private-sector provider manages the construction as long as it is finished on time and on budget.

HOW THE BUSINESS PLAN INCORPORATES PUBLIC INPUT

- The Design Bid Build mode is no longer being considered. it has a high risk of going over budget and incurring schedule delays.
- . Models under consideration include the Design Bid Finance (DBF) and the Integrated Project Delivery (IPD).
- . Both the DBF and IPD provide:
 - · Increased cost containment, schedule adherence and risk allocation to appropriate parties.
 - Maximum flexibility for the City and contractor to modify the project as needed.
 - Ability to maximize innovation through a coordinated design and construction approach.





ECONOMIC BENEFITS

WHAT WE HEARD

- Residents view the Third Crossing as an important transportation connector for:
 - Growing economic development and tourism across the city.
 - . Improving delivery of goods and services to all parts of the city.
 - · Providing improved access to employment destinations, particularly to CFB Kingston.
 - Enabling better access to employment opportunities on both sides of the Cataragui River through direct connections to John Counter Boulevard.
 - Increasing tourism
- Could facilitate and accelerate development of the St. Lawrence Business Park.

HOW THE BUSINESS PLAN INCORPORATES PUBLIC INPUT

- Could be a catalyst to facilitate and accelerate land development in the east side of the city and along John Counter Blvd.
- Enhance the marketability and accelerate the build out of the St. Lawrence Business Park.
- Has the potential to have a synergistic effect on both the east end and Older Industrial areas of the City.
- Annual economic benefits during construction (267 jobs, \$30 million GDP and \$18 million in salaries)
- Annual economic benefits post construction (276 jobs, \$30 million GDP and \$21 million in salaries)

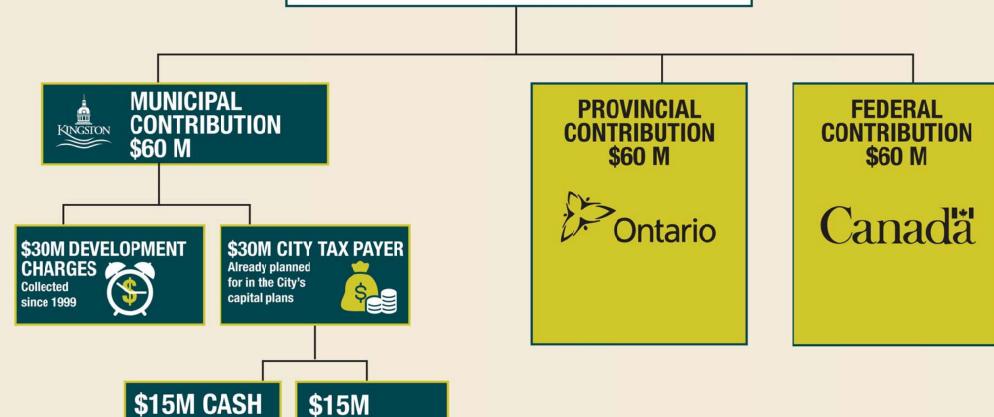




(PAY AS YOU GO)

FINANCIAL BREAKDOWN





(DEBT ISSUANCE)



Appendix 9 - Information Sheets (Executive Summaries of the Draft Reports)



Background and strategic case for the Third Crossing

April 18, 2017



Purpose

This is the first of three information sheets on critical pieces of work on the preliminary design and business plan for the proposed Third Crossing. The business plan is currently underway for the Third Crossing which describes the strategic case for the project. This information sheet provides a high level overview of the strategic planning and policy work that guide the transportation infrastructure requirements for the City of Kingston.

This also provides more information on why the Third Crossing is needed with a summary of previous studies and considerations that support the need for additional transportation capacity across the Cataraqui River.

Introduction

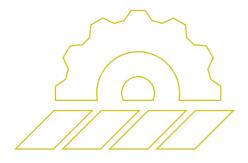
Smart cities build infrastructure that supports a high quality of life for everyone. These investments are used to support improvements in transportation, water, wastewater, recreation, social, and health services that residents rely on every day. This interconnected system fosters Kingston's economic foundation and future growth. Transportation is an essential link that supports the city's broader vision of sustainability and connectivity and helps residents be active participants both socially and economically in the community.

Transportation investments in Kingston provide choice, convenience and access for residents to get to their destinations and activities. This requires a multi-modal approach to how we view the transportation network and the methods people use to get around the city. Efforts are being focused on new and expanded transit services and support for pedestrian and cycling facilities that give greater access and alternatives to traditional commuter options. Transportation improvements are also being considered to support the city's sustainability and environmental goals by providing attractive alternatives to single-occupant car travel and reducing the carbon footprint and greenhouse gas emissions of the city's transportation system.

At the same time, the transportation system needs to be safe and efficient and built with consideration for how the city will grow and develop into the future. This information sheet looks at several community-wide policy documents to demonstrate how land-use planning and transportation planning are connected to support this broader community vision.

HOW DOES THE THIRD CROSSING RELATE TO CITY COUNCIL'S PRIORITIES?

Smart investments in the city's transportation infrastructure continue to be a necessity to ensure Kingston has a transportation system that meets both our current and future needs. The city's transportation system needs to be safe, efficient, and adaptable. Smart investments will need to consider the effective management of existing assets and the ability to provide new and/or expanded transportation infrastructure to meet new and changing needs.



Investments in infrastructure continue to be a key priority for the City of Kingston. Invest in Infrastructure is one of the six strategic priorities City Council (2014 - 2018) established recognizing that strong and robust infrastructure ensures a high quality of life for Kingstonians. It also provides the city with the foundation to support a sustainable community. Within this strategic priority was the direction from City Council to advance work on the Third Crossing to make the project "shovel-ready."

HOW DOES THE THIRD CROSSING RELATE TO THE CITY'S STRATEGIC POLICIES?

THE OFFICIAL PLAN AND **URBAN GROWTH STRATEGY**

The Official Plan (OP) 2010 and Council adopted updated plan in 2017 is the main document that establishes the land-use planning goals and policies that guide the physical development and redevelopment, protection of natural and cultural heritage, resource management, and the infrastructure necessary to support the city over the next 20 years. The 2004 Urban Growth Strategy was an important part of shaping the OP. The Urban Growth Strategy evaluated planning and servicing issues associated with five different growth alternatives. The work was guided by four key initiatives that included: (1) limiting costly infrastructure improvements and expansions, (2) carefully tying land supply for development to Kingston's projected growth rate, (3) accommodating growth without unnecessary outward expansion, and (4) establishing Princess Street as a new mixed-use corridor with higher density development that is transit-supportive. The result of this work was the adoption of a strategy

that focused on development within the existing urban growth boundary, which is reflected in the citv's OP.

The OP, shaped by extensive input from the community, also lays out a policy statement for transportation infrastructure:

"To increase sustainable means of travel and reduce reliance on the automobile, the city will promote a compact form of development within the urban boundary having a mix of uses that reduce the need for travel, and will also promote increased densities that are supportive of public transit alternatives. Increasing opportunities for active transportation and improving the maintenance of pedestrian and cycling routes will increase usage, safety and access for all."

The OP specifically identifies the Third Crossing as the construction of a two lane bridge extending from John Counter Boulevard to Gore Road as a major infrastructure project to support the city's overall transportation network.

THE KINGSTON TRANSPORTATION MASTER PLAN

The Kingston Transportation Master Plan (KTMP) is the master planning document that aims to achieve this goal. The KTMP is a 20-year strategic direction to meet travel demand by making efficient use of the existing infrastructure and by providing the facilities and services to encourage walking, cycling and transit as priority modes, before building new or widened roads to accommodate vehicle traffic. The KTMP, developed in 2004 with updates in 2009 and 2015, addresses and recommends the inclusion of the Third Crossing into the overall transportation network. This was also reinforced in the Council-approved Environmental Assessment in 2012, which provided a focused consideration of the need for a Third Crossing and additional transportation capacity across the Cataraqui River.

The KTMP, completed and received by City Council in 2015, was developed to continue to focus on sustainable modes of transportation while supporting new additional investments in transit and active transportation infrastructure. The KTMP made recommendations to accept an increase in roadway congestion and traffic delay during the peak travel period and to promote transportation demand management measures to allow for the deferral of road expansion projects and to help achieve the vision of a sustainable transportation system for the city of Kingston.

As a result, the recommended 2015 KTMP transportation strategy established new aggressive targets to promote non-automobile modes of travel within the community as shown in Table 1.

TABLE 1 - TRANSPORTATION TARGETS FOR YEAR 2034

System Component	Measure Old Target		New Target	
Active Transportation	Walking + Cycling Mode Share	14%	20%	
Public Transit	Transit Mode Share	11%	15%	
Transportation Demand Management	Reduction in vehicle trips	Not specified	5% fewer trips	
	Auto Occupancy Rate	Not specified	1.20 average number of people in each car	
Transportation Systems Management	Roadway Capacity Optimization	Not specified	5% improvement for TSM and transit priority measures	
Road Network	Volume to Capacity Threshold for Road Improvements	0.9 (LOS D)	1.0 (LOS E) increased congestion	

HOW DOES THE THIRD CROSSING RELATE TO THE CITY'S GOALS FOR ACTIVE TRANSPORTATION?

The city is developing its first Active Transportation Master Plan this year – Walk 'n' Roll Kingston with emphasis on new facilities and programs that foster active transportation throughout the community. On-going engagement within the community continues to look for ways the City can make further progress towards shifting the

modes of transportation within the community by encouraging more trips to be made by walking and cycling and fewer trips to be made by single occupant motor vehicles. New mode share targets over the next 20-year period were established as part of the 2015 Kingston Transportation Master Plan. An aggressive mode share target of 20 per

cent was established for active transportation, meaning that, by the mid-2030s, one in every five trips during the peak travel period will be by walking or cycling.

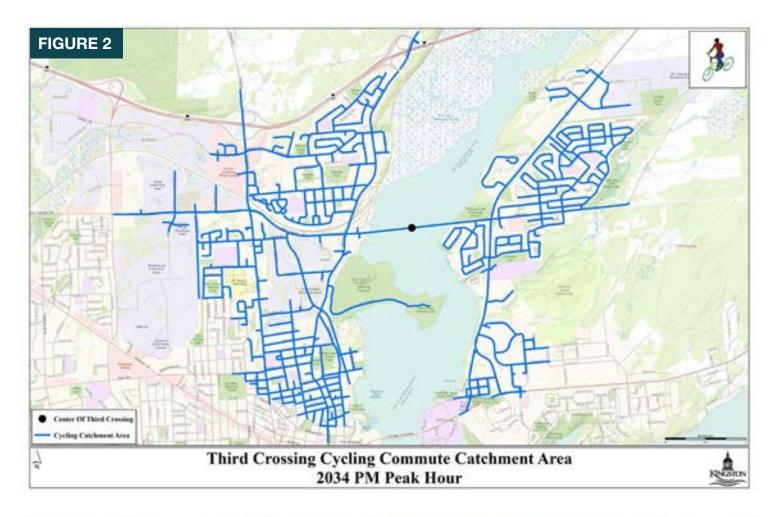
The City now has 130km of cycling facilities, over 450km of sidewalk and 60km of trails. In both 2012 and 2016, Kingston received the "Bike-Friendly Community Bronze" recognition from the Share the Road Cycling Coalition, and in 2017, the City received the "Bronze Walk Friendly Community" designation from Canada Walks and the Department of Green Communities. These accomplishments serve as catalyst for the City to continue develop and expand active transportation policies, programs and infrastructure that will enable the City to achieve the 20 per cent target.

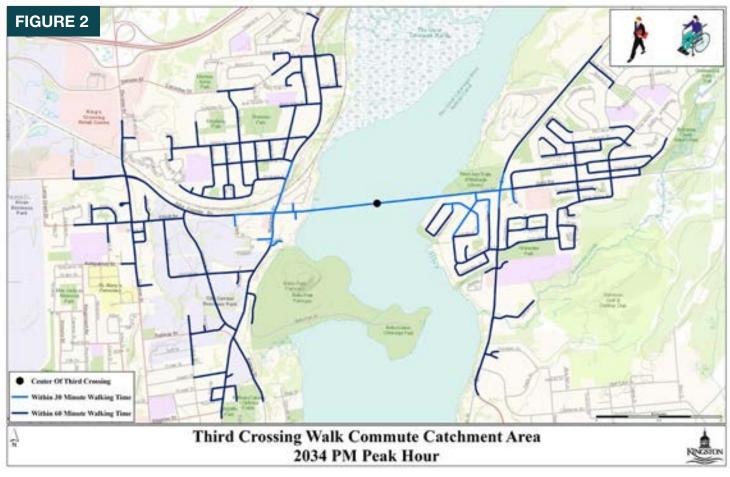
A key public message heard is the need to increase opportunities for active transportation across the Cataragui River. The Third Crossing is seen as an essential multi-modal facility for creating more opportunities for active travel and accessibility across the river with support for new connections on the west and east shore for walking and cycling. Increased walking and cycling has further benefit of encouraging the integration of these trips with transit along Gore Road to Highway 15 and along John Counter Boulevard

and Montreal Street. The Third Crossing can be viewed as a critical piece of the road network to promote the use of non-automobile modes of transportation. Included in the proposed bridge project are: a 4.0m-wide multi-use pathway with rest and look-out areas on the bridge structure (see Figure 1); the inclusion of sidewalks and cycle lanes on the road approaches; and connections to future waterfront trails on either side of the Cataraqui River offers the opportunity to increase the number of walking and cycling trips.

The benefits for cyclists, in particular, may be significant with the provision of safe and attractive infrastructure to use. Figure 2 shows the portion of the transportation network that can be accessed by cyclists within a reasonable travel time from the centre of the Third Crossing assuming travel speed of 20 km/hr over a distance of 7 km. Within this area, the potential number of cyclists who could commute using the Third Crossing is estimated to be in excess of 850 cyclists during the peak hour in 2034. A similar analysis for pedestrians, assuming a commute time of 30 minutes, forecasts the potential for approximately 200 pedestrians to use the Third Crossing to commute during the peak travel period.







HOW DOES THE THIRD CROSSING RELATE TO THE CITY'S GOALS FOR KINGSTON TRANSIT?

The Kingston Transportation Master Plan has established a mode share target of 15% for the use of transit. Even though this is an aggressive target, considerable progress has been made over the last 5+ years. Kingston Transit has experienced significant growth during this time with 5.2 million passenger trips in 2016 compared with 3.5 million passenger trips in 2011. This represents almost a 50% increase in transit use. The city recently approved a new five-year service plan for Kingston Transit that incorporates service expansion and improvements to continue progress towards achieving the 15% target. The Third Crossing supports this 15% target.

CONNECTING THE CITY

The Third Crossing creates opportunities to provide Kingston Transit service from east to west and west to east that connects our city. A Third Crossing provides an opportunity for enhanced Kingston Transit services including:

- A new express route to reduce the time it takes to reach popular destinations such as the King's Crossing outlet mall, RIOCAN Centre, and Cataraqui Centre by avoiding the need to travel across the LaSalle Causeway and through downtown
- Expansion of existing transit routes that will provide more travel options for employees commuting to a growing St. Lawrence **Business Park**

- New connections to existing transit routes on Montreal St and Hwy 15 making it easier to travel along these developing corridors
- Transit routes that are more convenient support increased transit ridership.

INCREASED RELIABILITY

A reduction in traffic congestion as a result of the Third Crossing will result in improved transit service reliability. Reliable transit service supports increased transit ridership because the schedule will be more consistent.

MORE EFFICIENT SERVICE - OPTIMIZING **CAPITAL AND OPERATING DOLLARS**

A Third Crossing will make the existing Kingston Transit routes more efficient by reducing the amount of time it takes to travel across the Causeway. The time saved can be used elsewhere to create new transit routes or provide expanded service without the need to increase operating and capital budgets. Increased congestion on the La Salle Causeway without a Third Crossing, will require Kingston Transit to increase capital and operating budgets just to maintain the existing levels of service in Kingston East.

HOW DOES THE THIRD CROSSING RELATE TO THE CITY'S ROAD NETWORK REQUIREMENTS?

The use of Highway 401, even when expanded to six lanes, as an alternative was extensively considered in the 2012 completed and approved Environmental Assessment (EA) for the Third Crossing. The EA determined that 'doing nothing' or relying on the available capacity of the 401 and the LaSalle Causeway would not address

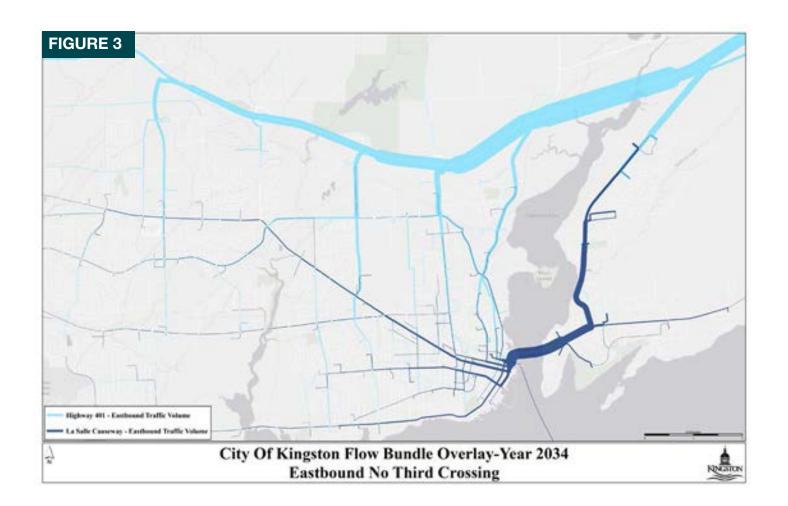
the transportation deficiencies across the Cataragui River even with increased capacity and enhancements to public transit.

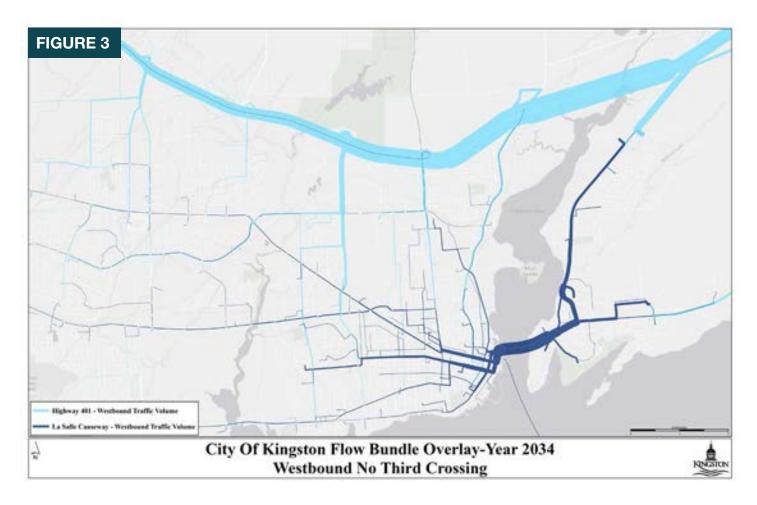
The 401 is six km north of the LaSalle Causeway. The primary function of the Highway is to accommodate regional distance travel. Public concerns include accidents, high traffic volumes,

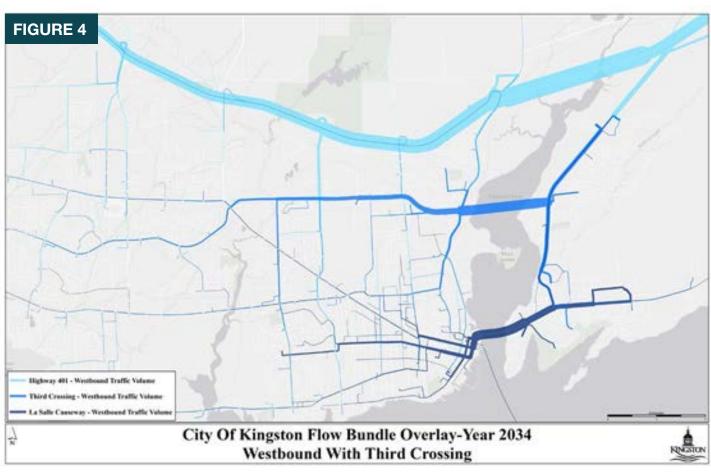
safety, rerouting of trips up and around the 401 and no opportunities for active transportation.

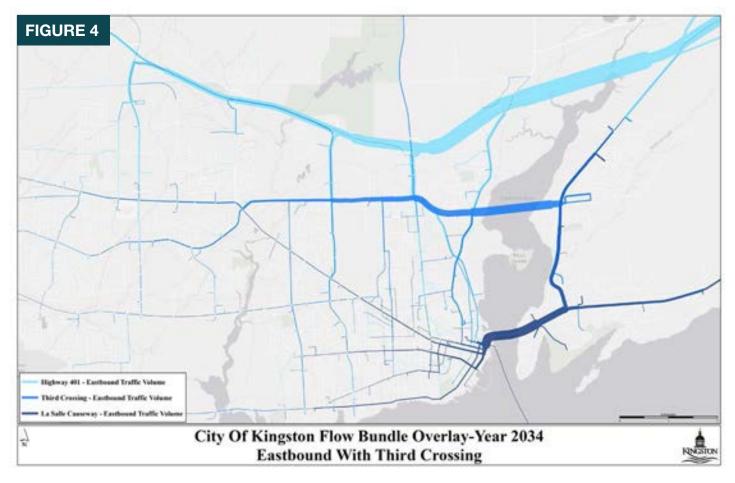
Highway 401 is not an acceptable route connecting the city even with the expansion to six lanes.

Model results that include the proposed Third Crossing and other road network improvements identified in the KTMP show the LaSalle Causeway experiences some relief by attracting a portion of these trips to use the Third Crossing instead. The Third Crossing also attracts a significant number of trips that use Highway 401 by providing a preferred route that matches trip origins and destinations for city-wide travel. In other words, the Third Crossing provides a more direct route for many trips across the Cataraqui River by providing both travel distance and travel time savings. Model results indicate that travelers using the Third Crossing will spend 40 per cent less time on the road and travel 35 per cent less distance than previous routes used without the Third Crossing. The maps in Figure 3 show the routes used for vehicles that cross the Cataraqui River in both the westbound and eastbound directions from their origin to destination without the Third Crossing in place. By comparison, the maps in Figure 4 shows the Third Crossing in place.









Images that illustrate travel patterns without the Third Crossing in place show that traffic with origins and destinations that connect between the north-west and north-central parts of the city and the east side of the city use Highway 401 to cross the Cataragui River. Traffic with origins and destinations that connect between the west, south-west, and south-central parts of the city and the east side of the city use routes including Princess Street, Bath Road, King Street, and the LaSalle Causeway to cross the river. These images also show there are not significant differences in the travel routes being used in either the westbound or eastbound directions. Images that illustrate travel patterns with the Third Crossing in place show that:

 20 per cent of vehicles (total west and eastbound traffic) with origins and destinations that connect between the north-west and northcentral parts of the city and the east side of the city shift from using Highway 401 to use the Third Crossing instead to cross the Cataraqui River. 20 per cent of vehicles (total west and eastbound traffic) with origins and destinations that connect between the west, south-west, and south-central parts of the city and the east side of city shift from use of the LaSalle Causeway to use the Third Crossing in order to cross the river.

As a result, the proposed Third Crossing would be a well utilized transportation link drawing 70 per cent of its use from traffic that would have otherwise used Highway 401 and the remaining 30 per cent of its use from traffic that would have otherwise used the Causeway. The LaSalle Causeway users benefit as a result of the shift in travel volume during the peak commuting period. The shift of 20 per cent of the traffic volumes to use the Third Crossing reduces the level of congestion and delay on the LaSalle Causeway. Model results indicate that travelers using the LaSalle Causeway will spend 35 per cent less time on the road with the Third Crossing in place.

HOW DOES THE THIRD CROSSING RELATE TO PROVISION OF EMERGENCY SERVICES?

The consideration of a Third Crossing has been largely based on the need for additional transportation capacity to meet travel demand across the Cataragui River as the city continues to grow over the next 20 years. However, the proposed Third Crossing also provides opportunities to improve access to emergency services.

AMBULANCES

Kingston General Hospital (KGH) is the leading hospital in Southeastern Ontario for acute and specialty care. KGH is also the lead trauma hospital for the region with the responsibility of providing high-level care including initial assessment and treatment on a 24-hour basis. For residents located in Kingston East, the LaSalle Causeway is the primary route for access to the hospital. Traffic congestion and/or closures on the LaSalle Causeway can impact emergency response times.

As outlined above, the Third Crossing provides reduced congestion on the LaSalle Causeway thus increasing efficiency on this primary route as well

as providing an alternate route along the crossing for access to emergency services and the potential to decrease response times for paramedic services.

FIRE & RESCUE SERVICES

A Master Fire Plan was developed for the city in 2010 and provided specific recommendation in support of the Third Crossing. Kingston Fire & Rescue Services identified the LaSalle Causeway as a limitation to emergency response agencies gaining access to resources located in the core area of the city when required to support the east side of the city in a timely way.

Currently, there are two fire stations on the east side of the Cataragui River (Joyceville Road and Gore Road) staffed with volunteer firefighters. The Third Crossing was viewed as an opportunity to further evaluate and optimize the location and requirement for fire stations within the city and the anticipated need and timing for changes to staffing levels including the use of volunteer and career staff.

HOW DOES THE THIRD CROSSING

RELATE TO INDUCED DEMAND?

There are two elements of induced demand that need to be considered: local and global.

LOCAL DEMAND

Local induced demand is the re-routing of travelers already making trips within the city's transportation network. New transportation infrastructure such as the Third Crossing does not cause the traveler to switch from walking, cycling or taking the bus to instead use their car. Nor does the Third Crossing create or promote more trips to be made within the transportation network. Instead, local induced demand is simply a result of travelers changing their route. As the model results indicate, the Third Crossing would be a well utilized transportation link attracting trips that would otherwise use either Highway 401 or the LaSalle Causeway for travel across the Cataragui River.

GLOBAL DEMAND

Global induced demand is the shift of travel mode and/or the creation of new trips that would not have otherwise occurred within the transportation network. In this sense the Third Crossing, which would be an improvement to the overall transportation network, may result in travelers shifting from their current mode of transportation such as transit or walking to another mode of transportation like automobile or cycling with the potential for increasing their number of trips. In other words, there is a concern that more automobile travel will be induced with the Third Crossing which could impact the city reaching their mode sharing targets. However, the City's Transportation Demand Management strategy is intended to address this concern through

the development of policies, programs and infrastructure that promote and increase the use of alternate modes of transportation. The focus on providing convenient, safe and attractive options

for walking, cycling, and transit – part of the design of the proposed Third Crossing – is conducive to promoting these modes of transportation.

HOW DOES THE THIRD CROSSING RELATE TO CHANGES IN THE CITY'S POPULATION FORECASTS?

Additional consideration has been given to changes to Kingston's population and demographic profile. Forecasts for population, housing and employment are important components to the development of the city's transportation model and our investments in infrastructure now and into the future. The last forecast study in 2013 (using Census data provided in 2011), indicated the Kingston area will grow for two decades followed by a gradual population decline shortly after 2031.

More recent data from the 2016 Census indicates that population growth over the past five-year period was lower than forecasted. Forecasts for population growth is one of several parameters to assist the City in developing various long-range plans and infrastructure requirements. However, this doesn't take into consideration the City's plans for investment and growth into the community. The City's Official Plan aims to manage future growth within the Urban Boundary and in rural areas in a strategic and efficient way that optimizes infrastructure and public investment, promotes diverse economic activity and prosperity, supports an attractive, accessible, safe and sustainable City, protects cultural and natural resources, and provides a variety of housing options for all residents, and helps achieve Council's strategic priority for "smart" growth.

POPULATION, HOUSING AND EMPLOYMENT STUDY

The Population, Housing and Employment study completed in 2013 also revealed changes in the demographic profile for the Kingston area. As expected, an aging Baby Boom generation will result in a significant growth in the percentage of the population over the age of 75 by the mid-2030s. The study also revealed that the employed

share of the population between the ages of 20 to 75 will increase over the next two decades reflecting the fact that many baby boomers will be working past the age of 65.

The current population projection forecasts a peak population in mid-2030s followed by a decline, which is an important consideration given that the service life of the proposed Third Crossing would be designed to be over 100 years. If there is a continued decline in population after the mid-2030s, there is a risk that the transportation benefits of the Third Crossing would start to diminish with the potential oversupply of transportation capacity. However, this is considered to be a low risk as the City is developing strategies aimed at continuing to grow the local population and to attract more people into the city.

NEW JOBS AND GROWTH

The city's strategic vision for growth and investment can already been seen with the recent announcement of Frulact - a Portuguese food processor. Frulact is opening a new North American plant and research and development facility in Kingston. The company is known for their fruit based preparations for application in the dairy, ice-cream, beverages, and industrial pastry markets. The Kingston facility marks Frulact's first presence in Canada. They have acquired 15 acres of development land in the Cataragui Estates Business Park in the city's west end with an option for additional expansion space. Construction is underway on the 75,000 square foot plant and it is slated to open in 2017. Approximately 50 employees will be hired when the facility opens with more jobs to be added.

Another significant recent announcement was with Fiehe International selecting Kingston as the home

for a new Canadian infant formula manufacturing operation. Kingston will be home to this worldclass intelligent manufacturing plant that utilizes industry 4.0 integrated information technology, cloud computing, big data and emerging technologies to manage the production process.

Feihe has secured 40 acres of development land in the Cataraqui Estates Business Park in the city's west end. The project represents a \$225M investment, with the approximately 300,000 square foot processing plant slated to break ground in 2017. Approximately 200 new full time employees will be hired when the plant begins operations.

WORKFORCE AND IN-MIGRATION STUDY

Work is currently underway by the city to develop a Workforce and In-Migration Strategy. This strategy is aimed at helping to ensure that the predicted labour shortages in Kingston are filled with a skilled labour force. This strategy will contribute to an increase in the population as a number of individuals relocate from other areas within Canada and from other countries. A number of other initiatives are also part of the strategy and will help to contribute to an increased population through both in-migration and immigration.

HOW DOES THE THIRD CROSSING RELATE TO CHANGES IN TRANSPORTATION TECHNOLOGIES?

The rapid pace of technological advancement will continue to have the potential to significantly affect transportation systems. The City is monitoring the development of future transportation technologies that are focused on improving road safety and transportation capacity. Recent advancements in both autonomous and connected vehicles may provide a safer environment for all roadway users and the ability to significantly increase the capacity of the transportation network.

How municipal infrastructure will need to change and/or how the technology will develop to utilize existing infrastructure will continue to be monitored. In the context of the Third Crossing project, the preliminary design of the bridge crossing meets or exceeds the current best practice for design established by the Ontario Ministry of Transportation as well as guidelines provided by the Transportation Association of Canada.

HOW DOES THE THIRD CROSSING RELATE TO THE CITY'S EFFORTS TO PROTECT THE ENVIRONMENT?

The EA for the Third Crossing identified the opportunity for travel time and distance savings and the associated reduction of greenhouse gas emissions (commonly referred to as 'carbon') with the implementation of the proposed new crossing. The work now underway to complete the preliminary design for the Third Crossing is examining the carbon footprint of the project. This work will help to quantify the amount of carbon generated as a result of the project and various

carbon mitigation measures that can be employed during the construction phase.

The cost-benefit analysis underway as part of the business plan will also quantify the reduction in the amount of carbon that can be achieved by providing shorter trips and travel time savings with the Third Crossing included in the city's transportation network.



Conclusion

The policy and planning work done following the amalgamation of the former City of Kingston, Pittsburgh Township and Kingston Township has had a significant impact on shaping the City of Kingston since 1998. Many of the significant infrastructure investments made throughout the community since amalgamation have been based on these policy directives.

Major projects like the expansion of the Ravensview Wastewater Treatment Plant and the transportation improvements and road-widening along John Counter Boulevard are significant projects completed, or in progress, based on this strategic vision and the City's long-term plans for growth. The Third Crossing is also part of this strategic vision and another important link within the overall transportation network that serves the current and future needs of the city and maximizes the value of infrastructure investments already made and future investments in the City's long-term plan.

Several factors have been considered in the need for the Third Crossing including population projections, transportation demand, and the use of alternatives like the expansion of the 401. These and other considerations have formed the strategic case for this project.

The business plan, currently being developed, aims to build on the strategic case for the proposed Third Crossing. The business plan brings together information on the public need and considerations of both the technical and economic feasibility of the project. The business plan will be a useful tool for City Council as it considers whether the project represents a good investment for both the funding partners and the community, and to decide on and provide direction on the appropriate next steps for the project.

For more information, please visit the Third Crossing website: <u>CityofKingston.ca/ThirdCrossing</u>

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Appendix 9 - Information Sheets (Executive Summaries of the Draft Reports)



Purpose

This is the second of three information sheets on critical pieces of work related to the preliminary design and business plan development for the proposed Third Crossing. This information sheet looks at the technical feasibility of the project and provides an overview of the work guiding the preliminary design including: the evolution of the design from the concept stage; and the updated project cost estimates for the Third Crossing.

The updated cost estimate for the Third Crossing is \$180 million (in 2019 dollars - based on the anticipated year of construction).



Introduction

The preliminary design report prepared by the lead engineering consultant J.L. Richards recaps the development of the conceptual design as part of the environmental assessment (EA) and traces the progression of the design through the preliminary design phase. Public input has been an important component in the development of the preliminary design and has helped shape and guide the evolution of the design from the concept developed in the 2012 EA.

There has been tremendous interest and public engagement on the Third Crossing, from the EA looking at the need for the crossing to the preliminary design and financial plan. Part of the engagement on the preliminary design and business plan included a public survey in 2016. When asked to consider the Third Crossing in the context of the natural environment and the city's sustainability goals, the majority of residents who responded to the city's survey indicated strong support for protection of the natural environment.

There was also an equally strong desire to see the bridge constructed in the most economical and practical way possible. Residents also wanted to have an aesthetically pleasing bridge design coupled with practical costs. This information sheet will outline the design evolution, changes in the design, an updated cost estimate and environmental considerations.

The project team has taken the public input received through the public survey, first public open house and other comments and reflected this information in a refined preliminary design that has optimized elements of the bridge, provided additional measures to protect the natural environment, and aimed to minimize overall project lifecycle costs to the maximum extent possible without compromising the features important to the community.

BACKGROUND - 2009 TO 2012

The Third Crossing Environmental Assessment (EA) focused on three bridge design concepts, shoreland road and landscape designs, and capital and maintenance costs, which were reported in the final Environmental Study Report (ESR) for the project.

The final report recommended the arch with V-piers bridge design that focused on the use of contemporary geometry, materials and detailing. Key aspects of the design included:

- The double V-piers that reduce in-water effects with a slender, open look that minimizes visual impacts.
- The 150 metre (m) pier-to-pier distance of the arch span that provides unencumbered through-navigation for the Rideau Canal's navigable channel and the adjacent rowing lanes.
- The arch over the navigable channel and adjacent rowing lanes that highlights the bridge as a 21st century 'gateway' to-from the canal and the city's Inner Harbour to the south.
- The bridge s-curve alignment that reduces noise and visual effects and provides a softer landscape for abutting residential lands on the east shore; and provides gradually shifting view perspectives for bridge users as they navigate the s-curve.
- The bridge clearance above the water accommodates existing topographic conditions on both shorelines and exceeds the canal's minimum 6.7 m federally-regulated navigable requirement.
- A separated 3.6 m wide multi-use trail on the south side of the bridge for active transportation and 1.5 m wide commuter cycling lanes for westbound and eastbound travel.
- A series of observation look-out/interpretive areas provided along the south side of the bridge.

- Multi-use trail linkages to improve active transportation network connectivity north and south of the bridge including extensive landscaping and observation look-out or interpretive areas provided near-shore.
- Signalized intersections at John Counter Boulevard-Montreal Street: Gore Road-Point St. Mark Drive-Gore Road Library entrance; and Gore Road-Highway 15, and a twoway stop sign controlled intersection at John Counter Boulevard-Ascot Lane and associated turning lanes at the intersections noted above.

The ESR also identified dredging a channel for construction barge access as the preferred solution to facilitate in-water bridge construction, based on:

- The excavated channel could introduce a different habitat to a marine environment that is currently dominated by Milfoil, a type of submerged vegetation.
- Dredging would reduce capital costs in comparison to the temporary work bridge option which was also assessed during the EA.
- Dredging could accommodate a potential eastwest watermain within the excavated channel, which was being planned by Utilities Kingston (UK) during the EA.
- Dredging would require only one in-water disturbance and one related set of mitigation measures as part of its installation, since it was anticipated that the excavated channel would not be backfilled in order to accommodate the watermain.

The ESR concluded that the anticipated cost to build the Third Crossing was \$120 million (in 2011 dollars) and the cost to maintain the bridge was estimated to be \$25,000 per year.

DESIGN EVOLUTION AND INNOVATION – 2016 TO 2017

The proposed design and construction of the bridge has evolved from the conceptual work done in the EA phase. As highlighted below, this is due to updated transportation analyses; more in-depth fieldwork activities; optimizations

of various bridge design elements; additional stakeholder consultations, public engagement; potential environmental impacts; and capital cost considerations. This design evolution is outlined in the sections below.

BRIDGE ROADWAY COMPONENTS

A rendering of the bridge deck is shown in Figure 1. The proposed width of the bridge deck is 16.5 m consisting of:

- Two lanes for vehicular traffic in response to the recommendation in the recent Kingston Transportation Master Plan update. Based on the current design speed (70 km/hr) and future posted speed (60 km/hr) on the bridge, the width of each lane will be 3.5 m.
- There will also be a two metre-wide shoulder adjacent to each vehicular traffic lane to assist with snow clearing and other maintenance activities and accommodate commuter cyclists.
- There is also a four-metre wide multi-use pathway on the south side of the bridge deck to provide for active transportation and lookout/interpretive areas. At the arch, the width of the multi-use pathway will increase to 9.5 m to provide a look-out/interpretive area over the navigation channel and adjacent rowing lanes.
- Three 0.5-metre wide separators with railings for public safety on the north side of the bridge between the roadway and the multi-use pathway, and on the south side of the bridge.



There will be two storm sewer pipes under the bridge deck, one along the north barrier and one along the barrier separating the roadway and the multi-use pathway. These storm sewer pipes, which will run from each side of the arch, drain storm water off the bridge into storm water management facilities on either shore, adjacent to the approach roadways.

BRIDGE PROFILE AND PIER DESIGN

- The proposed horizontal alignment of the bridge maintains the s-curve which has been modified to consist of two large horizontal curves, which will preclude the need for costly super-elevation (banking) on the bridge.
- The proposed vertical profile of the bridge was also refined compared to the conceptual design. The crest of the bridge has been centred on the arch span with the low points located off the bridge. This will make the arch the focal point of the bridge and it will also better facilitate storm water management and optimize the number of deck drains needed on the bridge. In addition, the vertical profile will be lowered by 2.8 m at the crest, which will reduce capital costs by requiring lower pier heights and reduced embankment fill requirements on the approaches.
- The initial preferred pier design consisted of two separate concrete V-piers with two tie beams. The V-piers would be supported by a large pier cap at the base of the pier, from which several large diameter caissons would be drilled into bedrock. As noted later, the pier design was revisited in response to bridge constructability, capital cost and environmental mitigation considerations.
- The proposed arch will be a pair of outward tilting tied arches. Each arch will have 18 multistrand cables connected to the transverse floor beams, which will support the bridge deck. The proposed arch top chord is shaped elegantly with shaped parallel cross struts between the arch chords and parallel hangers (see Figure 1).

IMPROVEMENTS AT APPROACHES TO BRIDGE AND BRIDGE CORRIDOR

The design of the approach roadways has not changed significantly from the conceptual design stage. However, the John Counter Boulevard-Ascot Lane intersection has been designed to accommodate future traffic signals, should they be required based on traffic monitoring by the City. As well, the intersection of Point St. Mark Drive at Gore Road will include traffic-calming measures to prevent short-cutting through the Point St. Mark neighbourhood. These measures will be developed in consultation with neighbourhood residents. In addition, the roadway lighting will be simple and contemporary in appearance with accent lighting that highlights key bridge corridor components in a subtle, yet aesthetically pleasing effect at night.

Best management practices will be used to protect, restore, and enhance the cultural and natural heritage landscape within the bridge corridor both during and after construction. Focusing on post-construction design measures and consistent with the approved environmental assessment:

- The on-shore look-out/interpretive areas and active travel/commuter cycling provisions will be carried forward.
- The surrounding lands and shorelines will be extensively restored and enhanced using native plant materials to create both a natural and parkway setting.
- On-land wildlife micro-habitats such as bat and duck boxes, turtle-nesting areas and snake hibernating places will be provided.
- In recognition of the impact area from the permanent bridge on the structure and function of the Greater Cataragui Marsh Provincially Significant Wetland (PSW), there will be provisions for wetland rehabilitation of the near-shore area on the west side of the bridge corridor. These provisions include the installation of habitat enhancements (e.g. reptile basking structures, submerged and emergent logs) and in-water re-vegetation using dominant wetland species.

ENVIRONMENTAL IMPACT CONSIDERATIONS

The original recommendation from the EA that selected dredging as the preferred in-water bridge construction option has also evolved, as highlighted below:

 Based on more in-depth fieldwork activities, it has been determined that the composition of the dredged material could lead to suspension and sloughing of in-river sediment and potential mobilization of contaminants during construction; and changes in sediment dynamics and increased turbidity in the water column after construction.

- Specific consultations with Parks Canada during the preliminary design work provided more clarity on the sensitivity of the Greater Cataraqui Marsh PSW ecosystem, particularly its role as a coastal wetland, and its status as one of Parks Canada's larger protected heritage areas.
- Another construction option that was explored during the EA, a temporary work bridge, can provide a significant reduction to the coastal wetland impacts (0.6 ha) when compared to the dredged channel option (4.3ha).

BRIDGE CONSTRUCTABILITY

Based on the above considerations, as well as extensive bridge constructability assessments by the project team in consultation with city staff, the current project would recommend the temporary work bridge as the preferred in-water bridge construction option. Utilities Kingston has an alternative route for the proposed water main that was originally intended to be within the dredged channel. Secondly, the 4.3 ha impact area from the dredging option is significantly larger than the new proposed 0.6 ha impact area resulting from the use of a temporary work bridge.

This option would also lower the risk concerning

the potential long-term effects from a temporary work bridge on the Cataraqui River sediments, vegetation, habitat, and water quality. The temporary work bridge will be approximately 11 m wide, and supported on piles every 10 to 12 m. It would be advanced incrementally in conjunction with the construction of the permanent bridge from shore to the navigation channel on both sides. Targeted dredging would still be required at each pier location, but the overall impact footprint will still be significantly minimized. The temporary work bridge piles could either be removed completely or cut below the top of the riverbed and left in place after construction.

DESIGN INNOVATION

The project team considered alternatives that would help reduce overall projects costs, maintain the bridge aesthetics and be practical to construct.

These were important messages from the public input the team received on the preliminary design which shaped the proposed design shown in Figure 3.



ALTERNATE PIER DESIGN = COST SAVINGS

This alternative pier design yields a significant cost savings compared to the original V-pier design. Since the temporary work bridge is the preferred construction method instead of the dredged channel from an environmental impact perspective, the reduction in cost associated with the alternative pier design helps offset the cost increase associated with the use of the temporary work bridge. From an aesthetic perspective, the alternative pier design would still provide a cohesive overall rhythm towards the arch span as the focal point of the bridge. As a result, the alternative pier design has been advanced as the preferred structural arrangement for the current project. The bridge would be supported on 92

conventional pot bearings, 88 for the plate girder approach spans up to the arch and four for the arch itself. To minimize maintenance and operation costs and increase durability, the bridge will have only four expansion joints. To the east of the arch, the expansion joints would be strip seal joints; to the west of the arch, the expansion joints would be multi-cell modular joints.

The U-frame piers will consist of two 1800 mm diameter caissons rock socketed into the bedrock with a steel liner. The V-piers at the arch will be supported on eight 2100 mm caissons with a footing. With the high ice loading that can develop on the arch pier footing, a pier nosing will be installed on the ends of the footings to break up the ice.

SUPPLEMENTAL INNOVATION CONSIDERATIONS

Some additional innovative features have also been incorporated into the design of the proposed Third Crossing. Flexibility in the design of the bridge would allow different methods for assembly of the arch and the approach spans, depending on the means and methods of construction selected by the bridge contractor.

In addition, bridge service life considerations, which focus on the overall life cycle of the bridge and optimization of performance and related operations/maintenance/rehabilitation costs. include:

- Designing the arch components from completely sealed components to enhance the long-term life and durability of the structure.
- Structural health monitoring system (SHMS) provisions, such as, but not limited to, a weather station; permanent displacement

survey prisms; displacement sensors; GPS sensors; accelerometers; and leak detection systems.

- A hanger system comprised of multi-strand cables and anchorages with adjustment nuts, which would enable quick and easy adjustment (and replacement) of the cable forces throughout the life of the bridge.
- The use for alternative reinforcing steel such as stainless, glass fiber reinforced polymer, or galvanized steel rather than carbon steel in areas prone to high corrosion.
- Employing a four-coat system and the potential metalizing of the arch components.
- The use of LED light fixtures to reduce energy consumption, and optimize associated maintenance and replacement costs.
- The use of sustainable de-icing and anti-icing systems.

PROPERTY IMPACTS

Property considerations and impacts were identified in the EA in three locations with respect to the bridge and approach roadways: the east approach (on land); the bridge span (over water); and the west approach (on land).

The east side of the bridge corridor would use an unopened road allowance at the west end of Gore Road (north of the Point St. Mark neighbourhood) and the City-owned Gore Road library property at the northwest corner of Highway 15 and Gore Road. All east side lands that would be required for the construction and operation of the approach roadway, active transportation provisions and landscape works, embankment leading to the bridge abutment, bridge footprint and storm-water management areas would be contained within existing City-owned property.

The Cataraqui River riverbed is owned by the federal government and managed by Parks Canada. It would be necessary to recognize the footprint of the bridge both within and over the river as well as the construction and operation of the bridge through agreement(s) with Parks Canada.

The west side of the bridge corridor would predominantly use an existing unopened road allowance at the east end of John Counter Boulevard. The City owns the former Music Marina property on the north side of the road allowance near-shore, up to the River Park Subdivision. This property would partially accommodate construction staging and laydown area requirements as well as future storm water management provisions. Additional lands would also be required:

- On the south side of the road allowance to accommodate construction staging and laydown areas, the re-located John Counter-Boulevard-Ascot Lane intersection as well as active transportation and landscape works.
- At the John Counter Boulevard-Montreal Street intersection for widening John Counter Boulevard to accommodate eastbound turning and through lanes.

PERMITS

Parks Canada is responsible on behalf of the federal government for managing and protecting the Rideau Canal as a National Historic Site and Canadian Heritage River. Parks Canada is also responsible on behalf of the UNESCO World Heritage Committee for protecting the Canal as a UNESCO World Heritage Site.

Following the acceptance of the ESR by the Province in 2013, the Parks Canada 'Directive on Impact Assessment' was prepared in 2015. It outlines the legislative and policy requirements and accountabilities for the assessment of impacts of proposed projects within Parks Canada protected heritage places, which includes the Rideau Canal. In keeping with its mandated priorities, Parks Canada's Environmental Impact Assessment (EIA) process examines how a project may lead to adverse effects on natural and cultural resources. In addition, the Parks Canada EIA process requires

consideration of how the effects of a proposed project on natural resources may in turn cause:

- Adverse effects to characteristics of the environment important to visitor experience.
- Adverse effects to health and socio-economic conditions of First Nations and non-First Nations communities.
- Adverse effects to First Nations communities' current use of lands and resources for traditional purposes.

The continuation of the Federal EIA process is part of the scope of this project. Given the nature of the proposed bridge project and the sensitivity of the project area, Parks Canada has determined that the Detailed Impact Analysis (DIA) framework is to be used for the Federal EIA. The DIA is the most comprehensive level of assessment, intended for complex projects that require applied analysis of

project interactions with valued components that may affect a particularly sensitive environmental setting or threaten one or more sensitive valued components. The City and project team are working with Parks Canada to achieve an agreement-in-principle regarding the DIA as part of the project.

Following formal approval of the DIA during the future final design phase, the City would be required to enter into agreements with the Government of Canada (represented by Parks Canada) to ultimately proceed to construct and subsequently operate the bridge for the duration of its life cycle, pursuant to the Federal Real Property and Federal Immovables Act.

In addition, there are also a number of permits and approvals that would be required from various regulatory authorities in support of the design work as it proceeds from the pre-design stage to the final design stage. Approvals are related to various non-passive fieldwork activities in support of the design work, which could also include authorizations pursuant to:

1. The Endangered Species Act.

2. The Permit To Take Water requirements under the Ontario Water Resources Act. Ontario Regulation 148/06, Development, Interference with Wetlands and Alterations to Shorelines and Watercourses (Administered through the Cataragui Region Conservation Authority).

SCHEDULE

Construction of the bridge could include different techniques for its various components depending on the means and methods of the contractor. It is estimated that it would take three years to build the bridge and road approaches.

Provisions would be in place either preventing or limiting construction works during breeding, fish spawning and over-wintering seasons. In addition, in-water construction activities would have to accommodate boating traffic within the navigation channel and adjacent rowing lanes.

COST

The updated cost estimate for the proposed Third Crossing is \$180M (in 2019 dollars, the anticipated year of construction). If construction doesn't start in 2019, it is important to note this estimate will be adjusted for inflation each year. It is anticipated that the construction price adjustment that would be applied to the Third Crossing project would range between 2 to 5 per cent per year.

Table 1 provides the Class 'B' construction cost estimate prepared for the refined design that

includes the temporary work bridge construction method. This information shows that the current construction cost estimate for the proposed project is \$180M (in 2019 dollars, the anticipated year of construction).

In comparison, the cost estimate for the project prepared as part of the EA was \$120M (in 2011 dollars). Figure 6 shows the capital cost progression from the arch with V-piers design concept design in 2011 to the current refined bridge design in 2017.

TABLE 1 - THIRD CROSSING COST ESTIMATE

Sub-Total for Structure Construction	\$106,500,000
Sub-Total for Construction of Bridge Approaches	\$11,500,000
Sub-Total for Landscaping	\$3,400,000
Sub-Total Construction Costs	\$121,400,000
Mobilization (3%)	\$3,600,000
Engineering and Contract Administration (12.5%)	\$15,200,000
Quality Management (3.0%, 2.5% Structural)	\$3,100,000
Contingency (15%, 10% Landscape)	\$18,000,000
Total Estimated Cost (in 2017 dollars)	\$161,300,000
Land Acquisition	\$3,000,000
Taxation (non-refundable HST 1.76%)	\$2,800,000
Sub-total Project Cost Estimate (in 2017 dollars, rounded)	\$167,000,000
Subject to Construction Price Adjustment (2017 – 2019)	\$13,000,000
Total Estimated Construction Cost (Round \$1M)	\$180,000,000

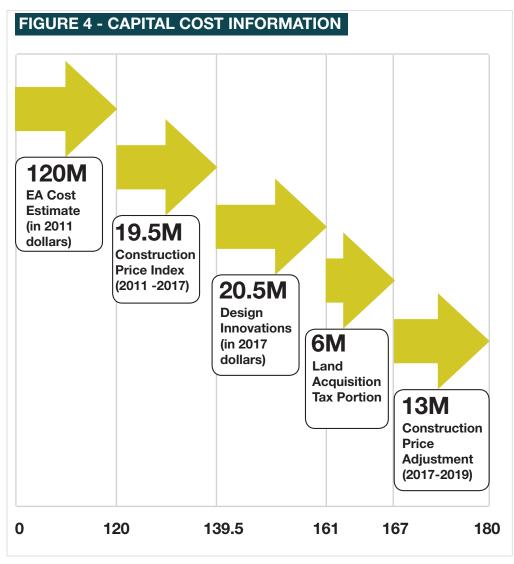


Figure 4 shows that the overall cost of the proposed project has changed because of two main factors: (1) construction price inflation over the period from 2011 to 2017 and (2) the provision of the temporary work bridge as opposed to a dredged channel to support the construction of the Third Crossing. The proposed temporary work bridge is the result of discussions aimed at minimizing the impacts of the bridge construction on the provincially significant wetland. The temporary work bridge would be more expensive, but this method for the bridge construction would be preferred and have the least impact on the sensitive coastal wetland environment within which the Third Crossing would be located.



Conclusion

The project team is finalizing the preliminary design report for the Third Crossing that will be presented to Council in June 2017. Public input has helped shape the preliminary design evolution from the conceptual design as part of the EA approved in 2012 to the current design.

The project team, guided by this public input, has incorporated a number of design improvements to improve the function of the bridge, the user's experience, the protection of the natural environment, and the minimization of life cycle costs.

The total cost estimate for the proposed project is \$180M in 2019 dollars, the anticipated year of construction. This cost is attributed to two main factors: construction cost inflation from 2011 to 2017 and the use of a temporary work bridge to support construction instead of a dredged channel.

Information sheet three will go into more detail on the breakdown of the cost and the financial plan that supports the project. The financial plan includes information on the cost benefit analysis, economic impact analysis and environmental considerations for the project. It also outlines some of the major economic considerations in constructing this link across the Cataragui River.

For more information, please visit the Third Crossing website: CityofKingston.ca/ThirdCrossing

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Appendix 9 - Information Sheets (Executive Summaries of the Draft Reports)



Business Plan

April 18, 2017





Purpose

This is the third of three information sheets on critical pieces of work related to the preliminary design and business plan development for the Third Crossing.

This information sheet provides an overview of the economic feasibility of the project and how it has been considered and included in the city's long-term financial plans. It also gives an overview of the cost-benefit, economic impact and the procurement options analyses done for the Third Crossing. The results of these studies are used to support whether the project represents a good investment for the Kingston community.



Introduction

The business plan covers the need for the Third Crossing and gives consideration to the technical and economic feasibility of the project. The results of the feasibility analyses provide evidence to support whether the project represents a good investment for both the funding partners and the community. This business plan is also being developed in a way that is consistent with business plans for other large-scale North American capital infrastructure projects.

The first information sheet outlined the strategic case for the Third Crossing, how it is defined in other city plans, why it's needed and how it's considered in the city's strategic plan. The second information sheet outlined the technical feasibility of the project and the progression of the conceptual design from the environmental assessment to the current preliminary design and associated construction, operation, and maintenance cost estimates.

This information sheet describes the economic feasibility of the project and provides a more focused view into the financial aspects of building a Third Crossing and how it is integrated into the City's long-term financial plans. The business plan also includes a costbenefit analysis, economic impact analysis, and procurement options analysis, all of which provides further information to support city council in deciding on the next phase of the Third Crossing Action Plan. The business plan can also be a central document when the city emphases for the project with the other levels of government and the financial considerations.

FINANCIAL PLAN

The Third Crossing has been planned for and integrated into the city's strategic priorities and financial plan for several years. There is no requirement for a tax increase to pay for the construction or the ongoing operation and maintenance of the Third Crossing. The information below outlines how the city will pay for the construction of the bridge and the on going operation and maintenace.

FIGURE 1 - PROJECT FUNDING



How will the city pay for the construction of the Third Crossing?

The second information sheet on the preliminary design and cost estimate provides a total project cost of \$180M based on construction in 2019. The funding for the bridge is based on an equal contribution from the federal, provincial and municipal governments. Figure 1 breaks down the projected funding with the Government of Canada and the Province of Ontario each contributing \$60M for a total of \$120M in grant funding which is aligned with senior level government priorities for for shovel-ready infrastructure. The city would also contribute \$60M of which \$30M will be funded from development charges (DCs) and \$30M from municipal taxes.

Development charges are fees the city collects for new growth and development within the city. DC's have been collected since 1999 for municipal services and infrastructure including the Third Crossing. If construction starts in 2019, the city will have collected \$20M in development charges for the bridge by the end of construction, with the balance of \$10M to be collected from development occurring beyond that timeframe.

The city will pay its share of the \$30M through a combination of 50 per cent "pay-as-you-go" in cash and the remaining 50 per cent through debt issuance.

How will the city pay for the on-going operation and maintenance of the Third Crossing over its service life?

The annual operating and the maintenance costs for the crossing considers the costs for both the bridge structure and the roadway elements on both sides of the Cataraqui River. Like any piece of infrastructure the city owns and maintains, various elements of the bridge will require maintenance, repair and replacement over the course of its 100 year life.

The on-going operating costs for the bridge, which includes snowplowing, street sweeping, line painting, and landscaping to name a few, will be included within the existing annual operating budget for the city's entire transportation network. The on-going repair and replacement costs will be included within the asset management capital funding envelope for the city's transportation infrastructure, which is funded from the Municipal Capital Reserve Fund.

Operating and capital maintenance costs are factored into the long-term financial plans as part of the city's overall transportation network and no tax increase is required. If considered exclusively, total debt charges and ongoing operations and maintenance costs for the Third Crossing would equate to approximately \$18 to \$20 annually or approximately a \$1.50 per month for an average residential household over the asset life.

The Economic Impact Analysis, discussed later in this information sheet, discusses the potential for the Third Crossing to be a catalyst to facilitate and accelerate employment and residential land development in surrounding areas. Accelerated build-out will also contribute to assessment growth projections, thereby increasing the tax base and reducing pressure on future property taxes to fund costs related to this and other operating and capital investments.

COST-BENEFIT ANALYSIS

A cost-benefit analysis (CBA) is an industry standard approach to help determine whether an investment is a good use of resources. The Third

Crossing CBA examined the costs of building, operating and maintaining the bridge against the benefits that the project generates for society.

TABLE 1 - DESCRIPTION OF SOCIOECONOMIC IMPACTS FOR THE THIRD CROSSING

Socioeconomic impact	Description		
Capital and operating costs	The costs to plan, design, construct, operate and maintain the Third Crossing over the analysis period (30 years).		
User and non-user travel time savings	The change in the amount of time for road network users travelling in the Kingston.		
Vehicle operating costs	Changes to travel time and distances affect vehicle operating costs including vehicle maintenance, depreciation and fuel consumption.		
Traffic accidents	Changes to travel distance affect the probability of traffic accidents occurring and resulting fatalities, injuries and property damage.		
Vehicle emissions	Changes to vehicle emission outputs for road network users across the City of Kingston.		
Emissions from construction	The emission output from the construction of the Third Crossing.		
Emergency response time	Changes to travel distance affects emergency response times in the road user network for fire and paramedic services.		

The CBA identifies, calculates and compares the social and economic impacts of the project (both costs and benefits) and places a dollar value on these impacts (monetize) to enable an "applesto-apples" comparison, in monetary terms. The socioeconomic impacts of the Third Crossing that have been monetized and included in the CBA are described in Table 1.

The industry standard to developing a cost-benefit

analysis for major transportation infrastructure projects typically uses a 30 year period. All of these socioeconomic impacts that are accrued to the project over the 30 years are then discounted (i.e.: brought forward) to a common year to enable a comparison of the total cost versus the total benefit that is calculated in 2017 dollars. The result of this comparison is called a cost-benefit ratio outlined later in this document.

USER AND NON-USER BENEFITS

The CBA for the Third Crossing considers both the user and non-user benefits. Users are defined as people using the bridge for trips within the city's transportation network. Benefits users of the bridge receive include shorter travel time and travel distance while providing options of using active transportation and transit for their trips throughout Kingston.

Non-users are defined as people making trips within Kingston's transportation network but are not using the crossing for their trips. Non-users also benefit since the crossing provides a more

Benefits users of the bridge receive include shorter travel time and travel distance while providing options of using active transportation and transit for their trips throughout Kingston.

direct route for users and therefore non-users benefit from shorter travel times and decreased congestion on their routes throughout Kingston. The CBA used information from Kingston's transportation model to help compare the benefits of users and non-users (see Table 2).

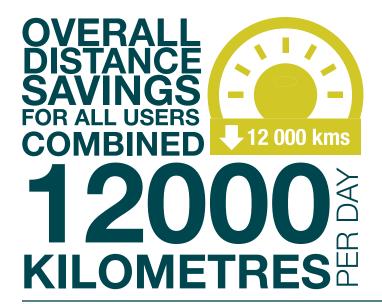
TABLE 2 - TRANSPORTATION MODEL VALUES- PEAK TRAVEL HOUR

	Time (Hours)	Distance (Km)				
Third Crossing users						
Without Third Crossing	900	33,500				
With Third Crossing	550	21,500				
Overall Savings	350	12,000				
Third Crossing non-users						
Without Third Crossing	12,000	695,000				
With Third Crossing	11,500	690,000				
Overall Savings	500	5,000				

Non-users also benefit since the crossing provides a more direct route for users and therefore nonusers benefit from shorter travel times and decreased congestion on their route throughout Kingston.

Without a Third Crossing, the remaining travel route options for all trips across the Cataraqui River is 900 hours during the afternoon peak travel hour with a cumulative travel distance of 33,500 kilometers. With the Third Crossing in place, the total travel time for all trips drops to 550 hours and the total travel distance is lowered to 21,500 kilometers. This represents an overall travel time savings for users of 350 hours and 12,000 fewer kilometers travelled every day. For the average person using the Third Crossing, their trip would be about 5 kilometers shorter and save them 8 minutes in travel time.

For all other trips in the transportation network during the afternoon peak travel hour, the total travel time is 12,000 hours with a cumulative travel distance of 695,000 kilometers without the Third Crossing. This compares with 11,500 hours and 690,000 kilometers with the Third Crossing in place. As a result, non-users of the Third Crossing will benefit from reduced congestion in the transportation network with total overall travel time savings of 500 hours for the non-users and 5,000 fewer kilometers travelled every day. When these values are considered over a year, the benefits for both the users and non-users are a combined estimate of over 60 million fewer kilometers travelled with an overall time saving of approximately 3.5 million hours.







COST BENEFIT RATIO

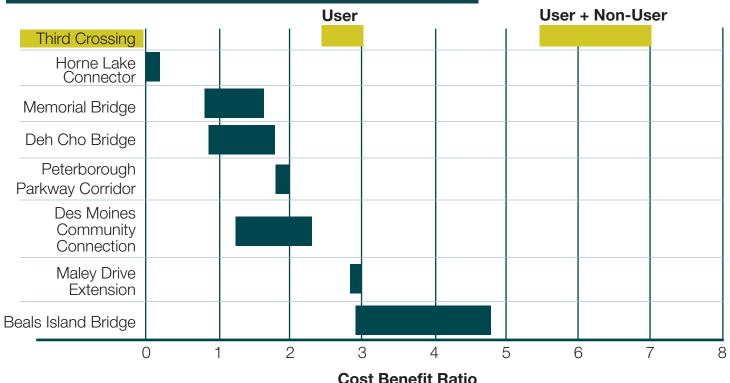
The cost-benefit ratio (CBR) is a key indicator typically used to assess whether the project is a good use of resources. A CBR with a value greater than 1.0 means the benefits outweigh the costs of the project. The Third Crossing Cost Benefit Analysis calculates a CBR over a 30 year period that considers both the user and non-user and also isolates the benefits for the users of the bridge.

A discount rate is used to represent the present value of future costs and benefits to provide an "apples-to-apples" comparison into 2017. When applying a discount rate of five per cent, the present value of the cumulative costs for the Third Crossing over the 30 year period is estimated to be approximately \$180M and includes the initial cost of construction and operation and maintenance over the 30 year period. The present value of the cumulative benefits over the same period for both the users and non-users of the Third Crossing is estimated to be approximately \$1,300M over the same period. When isolating just the user benefits the present value of the total benefits for this group alone is approximately \$560M. These benefits are primarily provided through decreased travel time and reduced vehicle operating expenses.

As a result, the Third Crossing CBR shows a range between 5.5 to 7 when considering both the user and non-user benefits combined, and a range of discount rates from five per cent to seven per cent used for the CBA. When isolating the user benefits, the Third Crossing CBR shows a range between 2.5 to 3.

A general assessment and comparison of the crossing with other major transportation projects in Canada and the United States was also done to gauge the strength of the CBR against other projects. The Third Crossing CBA used similar discount rates as the other projects and although a wider range of discount periods was used by the other projects, the Third Crossing CBA's 30 year period is an appropriate horizon since population, employment, and traffic information is less reliable beyond 30 years. Figure 2 shows the Third Crossing compares favourably to other transportation projects across North America and can be considered a good use of resources. The results of the CBA indicate that the Third Crossing has a "pay back" period within 10 years at which point the cumulative benefits exceed the costs of the project and subsequent years thereafter.





ECONOMIC IMPACT ANALYSIS

The objective of the economic impact analysis (EIA) is to assess the economic impact of the Third Crossing on the city and broader region using standard measures of economic activity.

An EIA is a widely accepted, rules-based and standard approach to measure how spending tracks through and impacts an economy – in this case, the economy of the city of Kingston and the surrounding area as defined by the Kingston Census Metropolitan Area (Kingston CMA). For infrastructure projects such as the Third Crossing, there are two broad types of economic impacts:

- One-time impacts from the construction of the crossing that is significant in the short term while the project is being developed, but ultimately dissipates after project completion.
- On-going impacts generated from economic activity the Third Crossing stimulates such as the development of employment or residential lands.

Economic impacts are generally estimated for the following standard measures of economic activity:

- Gross output is the gross value of all business revenue. This is the broadest measure of economic activity and indicates the total sales and transactions triggered by operations.
- Value-added or Gross Domestic Product ("GDP") is the value added to the economy or the unduplicated total value of goods and services. GDP includes only final goods in order to avoid double counting of products sold during an accounting period. So, for instance, if a producer of widgets sells each widget for \$100 and purchased \$40 of goods from suppliers to produce the widget then the valueadded or GDP impact would be \$60 for each widget sold.
- Wages and salaries equal the total value of wages and salaries associated with employment impacts occurring from the project. Labour income is a smaller measure of economic activity and comprises an important part of GDP.

- Employment refers to the number of jobs created or supported due to the project and is expressed as the total number of part-time and full-time jobs.
- **Government tax revenues** are the amount of total tax revenues generated (Federal, Provincial and Municipal) from the project occurring.

Economic impacts are typically estimated at the direct, indirect and induced levels for both one-time and ongoing impacts:

- Direct impacts are changes that occur in "front-end" businesses such as the bridge construction company that initially receive expenditures and operating revenue as a direct consequence of operations and activities conducted.
- Indirect impacts arise from changes in activity for suppliers of the front-end business commonly known as the supply chain process.
 For example, the bridge contractor requires the purchase of rebar from a steel product manufacturer which requires purchase of refined steel from a steelmaker.
- Induced impacts occur when employees, from businesses and jobs stimulated by direct and indirect expenditures, spend their personal income on consumer goods and services.

The total economic impact equals the sum of the direct, indirect and induced economic impacts. Table 3 shows the results of the EIA when considering the one-time impacts of construction on the Kingston CMA. The one-time impacts during construction are estimated to generate \$10M in GDP and 89 jobs on an average annual basis in Kingston over the construction period of three years.

TABLE 3 – AVERAGE ANNUAL ONE-TIME ECONOMIC IMPACTS TO KINGSTON CMA OF THE PROPOSED THIRD CROSSING DURING CONSTRUCTION AND DEVELOPMENT

	Output (millions)	GDP (millions)	Wages and salaries (millions)	Employment (number of jobs)	Taxes (millions)
Direct	\$18.7	\$8.2	\$5.1	74	\$1.7
Indirect	\$1.0	\$0.5	\$0.3	4	\$0.1
Induced	\$2.2	\$1.3	\$0.6	11	\$0.3
Total	\$21.9	\$10.0	\$6.0	89	\$2.1

During the development of the EIA, interviews with various business organizations and leaders within the community suggested that the development of the Third Crossing would provide on-going economic impacts to the Kingston community following the implementation of the project.

Many of those surveyed suggested the Third Crossing would be a catalyst to facilitate and accelerate employment land development within east side of the City and along the John Counter Boulevard corridor. Particular focus was given to the east side St. Lawrence Business Park, where employment land development was not reaching its potential due to limited access to the rest of the City.

Similar recommendations were presented as part of the Employment Land Strategy Review completed in 2015 and formed the basis of several policy changes in the Five Year Update to the City's Official Plan. The Employment Land Strategy indicated that given the somewhat isolated location of the St. Lawrence Business Park in the east end of the City, the construction of an additional

crossing across the Catarqui River in the location as shown on Schedule 4 of the Official Plan would largely enhance the marketability of those employment lands while also providing critical direct access to those lands for the surrounding labour force.

The same would also be true related to the enhanced marketability of undeveloped commercial and residentially designated lands in the east side of the City. A third crossing of the Cataraqui River has the potential to have a syngeristic effect on both the east end and Old Industrial areas of the City by creating a more dynamic, inter-connected urban environment serviced by active transportation linkages and express transit.

The EIA considered the full build-out and development of the St. Lawrence Business Park as a standalone scenario which produced an estimated 276 jobs paying total salaries and wages of approximately \$21M per year, and approximately \$29M in local GDP added on an annual basis.

PROCUREMENT OPTIONS ANALYSIS

A review of various procurement options has been carried out as part of the business plan for the Third Crossing. This review was intended to assist in determining the preferred design and construction administration to be used by the city. The review considered both *traditional* models including design-bid-build (DBB) and design-build (DB), and *non-traditional* models including various forms of public private partnerships (P3). The examination of procurement options typically relies on the combined findings of a quantitative and qualitative analysis with the objective of selecting the procurement option that maximizes both value and efficiency while protecting the City from risk.

The first analysis involved a comparison of a traditional DBB model against a non-traditional private public partnership model. The city has extensive experience with using DBB models on many of our capital projects such as road reconstruction and bridge infrastructure projects. The next step was to determine the appropriate (P3) model ranging from a design-build-finance (DBF) model up to and including options for operation and maintenance functions (DBFOM). The operations and maintenance functions were not considered to be viable components for a possible P3 model for the Third Crossing. Therefore, the DBF model was the preferred P3 model measured against a DBB in a value-formoney analysis.

A value-for-money (VfM) analysis is an approach commonly used to undertake a quantitative assessment that identifies, evaluates, and monetizes all of the potential risks associated with the project for a DBB versus a DBF. The VfM analysis also helps identify whether the project

risks are retained by the City, transferred to the constructor, or shared between them. The results of the VfM's quantitative analysis indicated the DBB provided more risk to the City when compared to the DBF model and therefore the DBB was eliminated from further consideration. It is important to note the VfM analysis is one of many tools used to inform the decision-making process as to whether a project should proceed with a DBF.

The project team has also widened its consideration to include alternative models for large construction procurements that have been developed to complete projects with both cost containment and risk mitigation. Integrated project delivery (IPD) is a model for construction which has been developed over the last decade for large scale construction projects. A design-build IPD is an approach to projects that integrates project participants in a collaborative manner but does not represent an "outsourcing" of the contract.

Through a multi-party agreement that ensures fiscal transparency and shared financial risk and reward, collaboration is encouraged through payment for team participation and liability waivers to mitigate litigation fears. The Design-Build IPD model increases cost predictability, schedule predictability, and risk allocation which has been shown to complete complex projects both ahead of schedule and under budget.

At this point in time, the city is continuing its due diligence to provide stakeholders with information that supports the merits of both the design-build IPD model and the DBF (P3) model as the preferred models for the construction of the Third Crossing.

Conclusion

The project team is currently finalizing the business plan report for the Third Crossing that will be presented to council in June 2017. The business plan is the overarching document that builds on the strategic case and the need for the Third Crossing proving it is a viable and technically feasible project for the city to do. It also demonstrates that the preliminary design is achievable while meeting environmental protection requirements and considerations.

The Third Crossing like several other large capital infrastructure projects has been included in the city's strategic vision and is factored into the city's long-term financial plans. This means no tax increase is required to pay for the construction or the on-going operating and maintenance of the crossing.

The draft reports on the strategic case, preliminary design and business plan for the Third Crossing will be available on the city's website in early May, 2017.

For more information, please visit the Third Crossing website: CityofKingston.ca/ThirdCrossing

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