

NOTICE TO READER

The table below summarizes the questions received during the commenting period between May 8, 2017 to May 23, 2017 in regards to the content provided in the draft Third Crossing Business Plan Report and associated appendices. All comments received were considered prior to finalization of the Third Crossing Business Plan Report. Changes to the draft report content is minor and has been tracked for ease of reference. Most of the questions and comments received did not prompt a change to the draft report content or its results prior to finalization.

No.	Stakeholder	Date	Category	Comment	Response/Change
1	Resident	May 22, 2017	Funding	Is there a report on what the City could do with the money if the bridge was not built? And what the city will not have the money to do if the bridge is built? I do not see this in any reports	The City maintains 15-year capital expenditure and funding models which are updated and presented to Council annually as part of the budget process. These models assist in reprioritizing and planning corporate infrastructure investment as impacted by changing priorities to ensure that infrastructure supports an appropriate level of service for the community in accordance with Council's Strategic Plan.
2	Resident	May 23, 2017	Tax Implications	No dedicated tax increase. This is completely misleading. Of course there isn't a dedicated tax increase. If the bridge is built, it is put into the general road category and the tax increase is calculated on the entire category, therefore no dedicated tax increase might be correct, but there is a \$155,000 per year cost for the bridge and that has to be paid for from somewhere, so higher taxes are coming. The City's own 2017 Draft Operating and Capital Budget report states they expect tax increases of 2.9%, 4.1% and 5% over the next 3 years, not the 2.5% per year stated in the bridge report presentations.	Staff prepares four-year departmental operating forecasts as part of annual budget recommendations to Council. The 2017 budget report provided forecasts for 2018, 2019 and 2020 with projected tax increases of 2.9%, 4.1% and 5.0% respectively. These projections do not represent the tax increases expected for those years. They do however provide staff with information early on in order to identify potential budget gaps that will need to be addressed over the coming years to close the gap between the current forecast and a targeted 2.5% tax increase. These forecasts already incorporate projected costs related to growth pressures including operating costs for public works to accommodate new roads and sidewalk infrastructure.
3	Resident	May 23, 2017	Tax Implications	Annual real wage growth is noted at 1.16%, annual inflation 2.0% are projects yet there is no mention of all projects requiring city funds and the tax increase required for them?	The City maintains 15-year capital funding models which are updated and presented to Council annually as part of the budget process. These models provide for capital funding of projects through the City's capital reserve funds. Annual operating budgets incorporate an annual capital levy, a primary source of funds allocated to the capital reserve funds, to be used for capital infrastructure investment and asset management requirements. Council has endorsed a 1% incremental tax increase to this levy each year in order to reach and maintain a sustainable level of capital investment. In addition, the fees and charges policy allows for a comparable amount to be allocated to capital reserve funds from non-tax revenue sources. Projects are planned and prioritized within the scope of capital reserve funds available. There are no dedicated tax increases anticipated for any specific capital projects.
4	Resident	May 23, 2017	Economic Impact Analysis	The 276 jobs that is stated in the report is the high end of the range. What is the low end of the range and how was the 276 jobs calculated?	Revision made to Cost Benefit and Economic Impact Analysis report on Page 64. Clarification has been added but the results remain the same.

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5	Resident	May 23, 2017	Transit Service	The City has improved public transit in the East end and as a result the growth in transit use in the east has grown dramatically. Why wouldn't the City follow up that trend with even more East end transit and a large East end Park and ride linked to public transit?	The city has significantly improved the transit service in the East end and there is an on-street park and ride location on Innovation Drive. Council has established a mode share target for transit of 15% by 2034 and the east end service will contribute to the achievement of that target. Transit routes that currently rely on the Causeway will benefit immediately when congestion on this route is reduced as a result of the third crossing and other planned road improvements along highway 15 and highway 2. The Third Crossing also provides an opportunity for Transit to build new or add to existing east-west routes that are developing in the mid-town/northern sections of the urban area of the City and link to the existing north-south corridors present on Highway 15, Montreal Street, Division Street, Sir John A MacDonald Boulevard, Centennial Drive, Gardiners Road, and Bayridge Drive. The Third Crossing would allow transit to extend this east-west corridor with the potential to link major destinations such as the Cataraqui Centre, INVISTA Centre, RIOCAN Centre, and King's Crossing Centre to Kingston-east with a single seat trip. As the John-Counter Boulevard to Highway 15 corridor intensifies in the future new transit service can be added to serve the employment, commercial, and residential uses that are developing.
6	Resident	May 23, 2017	General	These reports represent thousands of hours of work by the hired consultants. To expect any kind of meaningful review by the general population in just over two weeks, including an extension for a few days over the long weekend is simply unacceptable. The inadequate response time precludes any kind of detailed page by page response	These draft reports were fully reviewed by project staff prior to posting. The project information is technical in nature and therefore staff released Information Sheets on April 19, 2017 that provided residents with a high level summary of the work activities and results to date. In addition, two Public Open Houses were offered on April 26 and 27 which provided opportunity for 1 on 1 discussion between residents and project staff. In addition, the draft reports posted on May 3 and May 8 provided additional detail that supported the high level April 19, 2017 Information Sheets. In addition, changes made to the draft reports have been minor in nature and did not alter any of the results that were posted since April 19. The upcoming staff Report to Council will provide another high level summary of the Preliminary Design Summary Report and Business Plan reports. Therefore, based on the above, adequate review time has been provided.
7	Resident	May 23, 2017	Report Methodology	The units of time between reports skews the number, i.e., 20 years or 30 years and exaggerate the findings.	The methodologies used in the reports meet industry standard. The Dillon Traffic Report uses a 20 year forecast and the Collins Barrow report used projections from year 20 to year 30 which also meets industry standard for this type of exercise.
8	Resident	May 23, 2017	Report Methodology	Value of the reduction in travel times is very questionable	The Dillon Traffic report provides a technical basis on which travel time and distance savings has been calculated which meets the industry standard.
9	Resident	May 23, 2017	Report Methodology	The reduction in kilometres saved per day is very questionable as most people south of Princess Street and north of Hwy 401 will not use the crossing therefore no savings at all.	The Dillon Traffic report provides a technical basis on which travel time and distance savings has been calculated which meets the industry standard.
10	Resident	May 23, 2017	Report Methodology	The reports states: "Our analysis indicates that the development of the Third Crossing is expected to generate roughly \$1,285 million in socioeconomic benefits of which user and non-user travel time benefits comprise 84%." - This perpetuates the 1960's mentality of the use of the automobile at all cost. What would savings be if public transit were used instead of personal vehicles?	A mode share of 15% of all trips being made in the PM Peak Hour in 2034 has been considered as part of the Cost Benefit Analysis. The CBA report penalized the social benefits with a 15% penalty reducing some of the travel time savings benefits to account for induced demand as a conservative measure.

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11	Resident	May 23, 2017	Report Methodology	The reports states: "This is because the development of the Third Crossing is expected to generate significant congestion relief benefits across the City of Kingston." - More cars on the road will not reduce congestion (induced demand).	Understood. There will be more trips being made in the network due to planned growth which requires the supporting road network within the City of Kingston. The CBA report penalized the social benefits with a 15% penalty reducing some of the travel time savings benefits to account for induced demand as a conservative measure.
12	Resident	May 23, 2017	General	The reports states: "The City does not currently have a municipal road connecting the east and west parts of its community." - This is incorrect as there are three crossings of the Cataraqui River paid for by taxpayers and one is Kingston Road 21 a municipal road.	Acknowledged. CBA/EIA Report has been edited accordingly.
13	Resident	May 23, 2017	EIA Report	The reports states: "Approximately 50 houses per year are developed in the east end without the Third Crossing and that this could increase to as many as 75 to 100 houses per year with the Third Crossing – a net increase of between 25-50 houses." and "Other stakeholders suggested that the Third Crossing could result in the doubling of the population in the east end of the City of Kingston as a result of improved access to the rest of the City" - The existing eastern urban boundary of the City has been reached and limits the development along Hwy 15 so the expectation of 75 to 100 new homes per year is seriously unrealistic.	These were quotes that were provided by real estate developers during the interviews as documented in the CBA/EIA Report.
14	Resident	May 23, 2017	EIA Report	The reports states: "Commercial real estate agents interviewed as part of this study indicated that a lack of access to the rest of the City has hindered the development of the St. Lawrence Business Park (as shown below). A lack of transport and access to amenities has been cited as reasons for the lack of business park development." - Let us not forget KEDCO's failure to sell St. Lawrence Business Park as the main reason for the limited success of the park to date.	These were quotes that were provided by real estate developers during the interviews as documented in the CBA/EIA Report.
15	Resident	May 23, 2017	General	The reports states: "The City of Kingston (the City or Kingston) is a significant and important city in Ontario and the largest population centre in Eastern Ontario." - Incorrect statement, Ottawa is the largest.	Acknowledged. CBA/EIA Report has been edited accordingly.
16	Resident	May 23, 2017	Report Methodology	The reports states: "Growth in the City of Kingston has accelerated over the past several years with a resulting increase in traffic volumes throughout the road network." and "Current traffic projections indicate that traffic volumes will continue to increase as the City continues to grow" - The population of Kingston has hardly changed between 2011 and 2016 (Canada Census). City studies indicate the population will start to decline in the early 2030s.	Acknowledged. The methodologies used in the reports meet industry standard.
17	Resident	May 23, 2017	Report Methodology	The reports states: "Current traffic projections indicate that traffic volumes will continue to increase as the City continues to grow". - Misleading statement, City studies indicate the population will start to decline in the early 2030s.	Acknowledged. The methodologies used in the reports meet industry standard.
18	Resident	May 23, 2017	Report Methodology	The reports states: "The City's Official Plan and the Kingston Transportation Master Plan (KTMP) ...Although the need for the Third Crossing continues to be justified, it is important to be mindful that the population of the City is predicted to peak in the early 2030's and then start to decline." - Even KTMP recognizes the need will decline for the third crossing as will the support base to pay for it.	Acknowledged. The methodologies used in the reports meet industry standard.
19	Resident	May 23, 2017	Report Methodology	2015 Kingston Transportation Master Plan "The transportation modeling work undertaken with the 2015 KTMP assumptions demonstrates that the Wellington Street extension continues to be required to reduce congestion on north-south roads in the area and to provide transportation capacity for the projected travel demand. This work also reveals that the expected traffic volumes are close to the maximum volume of traffic that the roads in the area can accommodate" - The Wellington Street Extension will also be required therefore the cost of it's construction should be included in any third crossing calculations.	The Wellington Street extension is a separate project from the Third Crossing. The City's long term financial plan has accounted for all capital road projects that were proposed in the 2015 KTMP including the Wellington Street extension and the Third Crossing.

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20	Resident	May 23, 2017	General	The reports states: "United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site in Ontario." - What is the UNESCO's response to the construction of a bridge right through the middle of the site? Not mentioned!	Parks Canada is the administrator of the Rideau Canal on behalf of UNESCO. The Third Crossing project is following the Environmental Impact Assessment process under the authority of Parks Canada. The UNESCO administration is part of the Parks Canada process to ensure that a future Third Crossing will not impact the UNESCO designation. Please see the Preliminary Design Summary Report for more information on the Detailed Impact Assessment process.
21	Resident	May 23, 2017	General	The reports states: "Kingston has two major east-west transportation crossings over the Cataraqui River within the City's current urban limits:" - It fails to even mention the bridge at Kingston Mills, which is within the City boundary.	The traffic volumes across Kingston Mills Road are considered minor when compared to the volumes being experienced on Highway 401 and the Lasalle Causeway.
22	Resident	May 23, 2017	General	The reports states: "It is a four-lane freeway (currently expanding to six) that is routed through the northern end of the City..." - This is not correct and misleading as Highway 401 bisects almost exactly in half the north/south boundary of the City of Kingston.	Acknowledged. CBA/EIA Report has been edited accordingly.
23	Resident	May 23, 2017	Active Transportation	Estimates for cyclists and pedestrians using the crossing during peak hours are totally unrealistic. As well, more months of the year will see dangerous weather conditions than fair weather making crossing by foot or cycle almost impossible except for the hardiest of soles.	The volumes calculated were produced using an approximation comparative to motorist traffic in the area. The numbers are considered appropriate within the context provided and described in the report.
24	City - Team	May 31, 2017	Report Edit	Business Plan	General wordsmithing to update report from a draft state to the Final state including update to the executive summary in regards to the procurement options analysis. Results has not been altered.
25	City - Team	May 31, 2017	Report Addition	Business Plan	Updated content provided in Section C.3. Considerations for the Third Crossing. Added reference to Kingston Climate Action Plan.
26	City - Team	May 31, 2017	Report Addition	Business Plan	Updated content in Section E. Communications, Public Engagement, and Feedback. Added new public engagement information that was received up to the end of May 2017.
27	City - Team	May 31, 2017	Report Edit	Business Plan	Updated content in Section G.2.D. Other Considerations. Content has been updated to indicate that a cost-benefit monetization was not performed on the closure scenarios of Highway 401 and the Lasalle Causeway.
28	City - Team	May 31, 2017	Report Addition	Business Plan	Updated content in Section G.4.C. Recommended Project Delivery Model. Design-Build Integrated Project Delivery Model is the preferred project delivery model for the Third Crossing.
29	City - Team	May 31, 2017	Report Edit	Business Plan	Updated content provided in Section H. Next Steps.
30	City - Team	May 31, 2017	Report Edit	Dillon Traffic Report	Added two new summary tables to Appendix B - 2034 Reduced Demand scenarios for Highway for 401 and LaSalle Causeway closures. The draft report contained the summary tables for the base auto demand only.