



CITY OF KINGSTON
REPORT TO COUNCIL

Report No.: 12-155

TO: Mayor and Members of Council

FROM: Jim Keech, President and CEO, Utilities Kingston

RESOURCE STAFF: Mark Van Buren, Director of Engineering

DATE OF MEETING: May 1, 2012

SUBJECT: Third Crossing of the Cataraqui River
Environmental Assessment

EXECUTIVE SUMMARY:

An Environmental Study Report (ESR) has been completed for the Third Crossing of the Cataraqui River Environmental Assessment. The environmental assessment (EA), which commenced in 2009, was separated into two stages to provide Council with a mid-point review of the work completed for Stage One including the preferred location for a Third Crossing of the Cataraqui River and a preliminary cost estimate for the preferred solution. It also provided Council with information to make an informed decision as to whether or not to proceed with Stage Two of the EA process. The Stage One report was completed and provided to Council in April 2010 with an approved recommendation to complete Stage Two of the EA, which was a more detailed evaluation of the preferred crossing location. The following report traces the major highlights of the 3 year effort by the project team to collect, assemble, and evaluate data and information pertaining to the project. The report provides (i) a background leading up to the environmental assessment, (ii) an understanding of the EA framework at both the Provincial and Federal government levels, (iii) a narrative of information collected and analyzed and public comments received during both Stage One and Stage Two of the Third Crossing EA, (iv) main conclusions that have been developed through the EA process, and (v) a discussion of possible next steps to be considered by Council.

RECOMMENDATION:

THAT Council receive and approve the Environmental Study Report entitled "City of Kingston Third Crossing of the Cataraqui River Environmental Assessment"; and

THAT Council endorse the issuance of a Notice of Completion for filing the Third Crossing of the Cataraqui River Environmental Assessment Report for public and agency review as required by the Ontario Environmental Assessment Act.

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AUTHORIZING SIGNATURES:

ORIGINAL SIGNED BY PRESIDENT & CEO, UTILITIES KINGSTON Jim Keech, President and CEO, Utilities Kingston
ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER Gerard Hunt, Chief Administrative Officer

CONSULTATION WITH THE FOLLOWING COMMISSIONERS:

Cynthia Beach, <i>Sustainability & Growth</i>	✓
Lanie Hurdle, <i>Community Services</i>	✓
Denis Leger, <i>Transportation, Properties & Emergency Services</i>	✓

(N/R indicates consultation not required)

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OPTIONS/DISCUSSION:

The Environmental Study Report (ESR) for the Third Crossing Environmental Assessment (EA) is listed as Exhibit "A" to this report and has previously been distributed to members of Council on April 20, 2012. There are a number of technical appendices to the ESR that have not been reproduced for the reason of practicality and sustainability. The technical appendices are posted on the City website and can be found at www.cityofkingston.ca/thirdcrossing. The following discussion contained within the staff report is intended to provide only a summary of some of the major steps in the EA for the Third Crossing that has taken place of the past three years and provide observation of some of the key issues that have been considered by the EA and conclusion drawn. The ESR provides considerable additional detail and may be referred to frequently.

Background:

The need for additional transportation capacity crossing the Cataraqui River has been addressed in a number of studies including the 1992 Transportation Study, the Kingston Transportation Master Plan prepared in 2004, and the Transportation Model Update that was completed in 2009. Each of these studies had identified the need for additional transportation capacity across the Cataraqui River in order to satisfy both immediate and long term travel demand at a desired level of service. The Kingston Transportation Master Plan (KTMP), which continues to serve the municipality as a guiding strategic document, recommended a *New Direction* that emphasized non-automobile modes (walking, cycling, and public transit) as the preferred methods of transportation. The KTMP is also reflected in the policies and schedules of the City of Kingston Official Plan, which is the document that sets out the direction for land use, infrastructure and community growth in the City. The KTMP further recommended the development of policies and programs that would both aid and encourage the shift away from automobile usage. An urban transportation modeling system (TransCAD) was utilized to simulate travel demand on the municipal road network based on current and forecasted growth in population and employment levels within the Kingston Census Metropolitan Area. One of the key objectives of the KTMP was to provide for an appropriate level of service for the municipal road network and to identify road expansion requirements by using existing travel information to forecast future traffic congestion/delay at peak hour travel periods. Level of Service (LOS) is graded between 'A' to 'F' whereby LOS 'A' would resemble a road with free flow traffic operations at typical travel speeds and LOS 'F' would be typical of roads that are gridlocked. The City of Kingston, in similar fashion to other similar-sized municipalities, has adopted LOS 'D' which is typical of roads that have noticeable congestion and longer vehicle delays at peak hour travel periods. Although the modeling work identified road expansion or extension requirements, other alternatives that focused on non-automobile modes to satisfy the transportation demand were first explored. The KTMP focussed specifically on the Third Crossing and the exploration of other options to address the capacity deficiency across the Cataraqui River including increased travel mode shift to walking, cycling and transit, and opportunities for transportation demand management (e.g. telecommuting, ridesharing, parking strategies), and transportation system management (e.g. intersection improvements, optimization of traffic signals). The KTMP concluded that these options alone were unable to

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address the capacity deficiency and therefore additional travel lanes were required to meet the travel demand across the Cataraqui River. As a result, in January 2009, Council provided direction for City staff to move forward with the Environmental Assessment of the Third Crossing of the Cataraqui River.

Environmental Assessment Process

The environmental assessment (EA) process is intended to provide a consistent and streamlined approach for planning and implementing public infrastructure projects. The EA process also provides a reasonable mechanism for public consultation and input into the project planning stages. An EA allows for the problem and opportunity statement to be clearly articulated; a detailed understanding of environmental and community issues; an exploration of a range of possible solutions; the selection of a preferred option; and an examination of methods and means by which adverse environmental effects can be mitigated or eliminated. The proposal for the Third Crossing of the Cataraqui River requires the completion of both a Provincial (Municipal Class) environmental assessment under the Ontario Environmental Assessment Act AND a Federal (Screening Level) environmental assessment as per the Canadian Environmental Assessment Act. Two of the triggers that require a federal EA are (i) when land owned by the Government of Canada is required to support the infrastructure project and (ii) requesting Federal funding assistance. The project study area for the Third Crossing, considered possible crossing corridors between Highway 401 in the north to the Lasalle Causeway in the south. Ownership of the riverbed of Cataraqui River throughout this corridor is divided between Parks Canada (north of Belle Island) and Transport Canada (south of Belle Island). A harmonized process has been utilized whereby data collected and evaluated to prepare supporting studies, and the preparation of a final Environmental Study Report (ESR) can be used to fulfill requirements for both the provincial and federal EAs.

In the Provincial (Municipal Class) EA, the municipality is the proponent through the EA process. There are five distinct phases that makeup the framework of the Municipal Class EA. These include:

- Phase 1 - Problem/Opportunity
- Phase 2 - Alternative Solutions
- Phase 3 - Alternative Designs for Preferred Solution
- Phase 4 - Environmental Study Report
- Phase 5 - Implementation

The mandate received from Council was to prepare an EA for the Third Crossing project for Council's review and approval that of which would ultimately require the completion of Phase 1, 2, 3, and 4. At this juncture, the project team has completed the ESR which is the culmination and reporting of all the activities that have been undertaken in Phases 1 through 3. The recommendation contained in this staff report is for Council to accept the ESR and approve of the issuance of the Notice of Completion (see Exhibit "B") for the mandatory 30 day review period required by the Environmental Assessment Act. During the mandatory review period members of the public, interest groups and/or review agencies, who have unresolved concerns

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with the ESR, may request a Part II Order commonly referred to a 'bump-up' request from the Minister of Environment. If no Part II Orders are received then Phase 4 is concluded and the EA is complete and approved. If Part II Orders are received, the Minister will (i) grant the Part II Order and proceed at Minister's direction, (ii) refer the matter to mediation, or (iii) deny the Part II Order with or without conditions. The latter would also signify conclusion of Phase 4 and a completed and approved EA.

Once an EA is complete and approved, there is a 10 year period during which the EA remains valid and provides authority to commence Phase 5 – Implementation works such as detailed design and potential construction. If project construction does not commence within this 10 year period, the EA will be expired and construction can no longer proceed. Council may elect to leave the EA as an expired document or if Council decides to update the EA, the municipality will be required to update the expired EA by reviewing the planning process and the current environmental setting to ensure mitigation measures are still appropriate. It is important to note that staff does not have a mandate from Council to proceed to Phase 5 Implementation stage. Further discussion of project implementation is provided under Consideration of Next Steps.

In the federal EA process, a Project Description was circulated to federal authorities to confirm the federal EA triggers highlighted above and the composition of the Federal Review Team (FRT) to engage in the Federal EA process. Parks Canada is the Federal EA Coordinator (FEAC) which is responsible for coordinating the review activities of the other federal agencies required to ensure that a federal EA of the project is conducted. There are no 'bump-up' provisions within the federal EA framework. Final EA approval is provided via written authorization from the FEAC. Approval from Parks Canada is still pending for the Third Crossing EA. Review comments on the draft ESR were received from Parks Canada and other federal agencies that were consulted through the process. The project team contends that there are no significant issues that remain to be addressed and are confident that the final federal EA approval will be forthcoming.

Consultation

The project team considered effective consultation as the most important element of the environmental assessment. It was considered absolutely imperative that consultation with all interested stakeholders be conducted in an open, transparent and traceable manner. The ESR contains considerable content on the Consultation Plan developed by the project team and the subsequent efforts undertaken to consult with the public and appropriate stakeholder groups. Consultation efforts included the following:

Public Information Centers (PIC) – A total of 5 PIC meetings were hosted by the project team. The PIC meetings typically provided members of the public with an opportunity to gather information related to the project via display boards, information handouts, and PowerPoint presentations offered by the project team. Time during these meeting was also allotted to question and answer opportunities which allowed for one-on-one engagements between members of the public and members of the project team. Surveys and/or questionnaires

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typically accompanied the PIC meetings and gave additional opportunities for members of the public to provide comment and/or input into the EA process.

Public Liaison Committee (PLC) – A total of 9 PLC meetings have been hosted by the project team. The PLC meetings involve members of the project team and a group of volunteer members of the public with representation from both the east and west sides of the Cataraqui River. The PLC provided input on public consultation activities, review of consultation reports, and attended PIC meetings to gain additional insight on public opinion towards the Third Crossing EA.

Technical Advisory Committee (TAC) – A total of 6 TAC meetings were arranged by the project team. Technical advice was provided by various City Departments, Parks Canada, Department of Fisheries and Oceans, Canadian Environmental Assessment Agency, Canadian Forces Base (Kingston), Ontario Ministry of Transportation, and Cataraqui Region Conservation Authority. The TAC members provided technical guidance on the EA alternatives, vetted technical decision making, and assistance in identifying various project approval requirements.

First Nations – A series of consultation mailings and meetings have been undertaken with First Nations communities having interest within the EA study area. Communities including the Ardoch Algonquin First Nation, Mississaugas of Alderville First Nation, Mohawk Nation Council of Chiefs, Tyendinaga Mohawk Territory, Shabot Obaadjiwan First Nation, Huron-Wendat Nation, Algonquins of Ontario, Algonquins of Pikwakanagan, Mohawk Council of Akwesansne and the Metis of Ontario have been contacted and, as requested, kept apprised of the Third Crossing EA work through provision of regular reports. Responses have been received which are reflected in the EA Report.

The City Communications Department has been assistive in helping the project team communicate major EA project updates on the City's website. The project team also offered subscription to the Third Crossing Mailing List with distribution of a monthly project status publication and an email address for members of the public to contact the project team with questions, inquiries or general comments related to the project.

In light of the foregoing, the salient questions are: *What did the project team hear as part of the consultation process?* and *How has the project team responded?* The ESR provides a summary in question and answer format that addresses the main concerns that were raised during the EA study. Additional commentary related to the main concerns expressed as part of the public consultation process is provided in the following sections that recap both Stage One and Stage Two of the Third Crossing EA.

Third Crossing Environmental Assessment – Stage One

The overall EA for the Third Crossing was divided into two stages. The intent of staging the EA was to provide Council with an opportunity to make an informed decision at the mid-point of the EA process as to whether or not to proceed to the completion of the EA. Stage One of the EA comprised both Phases 1 and 2 of the EA process as described above. Stage One answered

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two fundamental questions: *Why is a Third Crossing of the Cataraqui River required?* and *Where is the preferred location for the Third Crossing?* The project work completed in Stage One culminated in a staff report to Council in April 2010.

The Stage One report reiterated the Problem Statement noting the requirement for additional transportation capacity across the Cataraqui River to accommodate current and future predicted growth in travel demand. The report also noted additional opportunities with the proposal of a Third Crossing that included (i) the enhancement of public transit service by creating new east-west routes, (ii) the enhancement of emergency service provisions and the delivery of municipal services to the eastern portion of the City, (iii) the promotion of alternative modes of transportation through the creation of new pedestrian and cycling routes, and (iv) the enhancement of City's historic association with the Rideau Canal as a designated UNESCO World Heritage Site, National Historic Site, Canadian Heritage River and fully functional navigable waterway. The central comment that was registered as part of the consultation process focussed on the needs justification for the Third Crossing. Comments and input received were reasonably balanced between members of the public in favour of a Third Crossing of the Cataraqui River and those opposed. Those in favour of the Third Crossing commonly cited concern with (i) long traffic queues and vehicle delays in crossing the existing Lasalle Causeway including conditions that are exacerbated with the operation of the Bascule lift bridge, (ii) access to emergency services and the possibility that the delivery of those services could be compromised with congested traffic on the Lasalle Causeway corridor, and (iii) lane reductions due to construction or accidents on Highway 401. Those opposed to the Third Crossing or with reservations in regards to the needs justification commonly cited concerns with (i) the capacity of the Lasalle Causeway and opportunities to improve capacity through the existing corridor, (ii) the capability of Highway 401 and the use/promotion of alternate forms of transportation (walking, cycling, transit) as a means to provide a solution for the travel demand across the Cataraqui River, and (iii) scepticism with population and employment growth forecasts and the associated predictions of traffic volumes crossing the Cataraqui River. The ESR provides information in response to each of these concerns. In short, the transportation studies completed as part of the Kingston Transportation Master Plan (Dillon, 2004), the Transportation Model Update (AECOM, 2009), and the supplemental Traffic Impact of Various Road Improvements Report (AECOM, 2011) carried out in Stage Two of the EA all provide the analyses of data that support the need for additional transportation capacity crossing the Cataraqui River. Furthermore, a separate study by HDR-iTRANS that considered the Traffic Operations Analysis for the Lasalle Causeway Corridor (2011) also supports the needs justification for additional road capacity across the Cataraqui River. In response to the latter concern regarding growth forecasts, recent census information for the Kingston region continues to validate the population and employment growth estimates utilized in the transportation planning model. The resulting analyses of all data collected for the EA draws to a conclusion that the needs justification for a Third Crossing is satisfied. That said, the City's transportation model will continue to be updated every 5 years. With the last model update completed in 2009, the next update to the model is planned to occur in 2014 which will allow for updated population and employment growth projections, and an updated household travel survey that will provide insight into the effectiveness of transportation policies to achieve a travel

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mode shift away from single occupancy vehicular trips thereby lowering capacity demands on the existing Lasalle Causeway.

The Stage One report also focussed on the question of where would be the preferred location of the Third Crossing. A total of six corridors and eight possible crossing options were studied and evaluated within the project study area that spanned the Cataraqui River from Highway 401 in the north to the Lasalle Causeway in the south. The major criteria used to evaluate the crossing options included Aquatic, Cultural Heritage, Economic, Social, Terrestrial, and Transportation Environments. A total of 48 sub-criteria were utilized in an evaluation matrix and scores were developed by the Technical Advisory Committee for each of the crossing options. The ESR provides additional detail on the evaluation process and the selection of Option 4A, a bridge connecting John Counter Boulevard and Gore Road as the preferred solution/location.

Comparatively fewer comments were received as part of the consultation process in selecting the preferred location. Comments and concerns received commonly noted (i) impact of the proposed bridge on traffic within existing neighbourhoods on both the east and west side of the proposed crossing, (ii) the potential for traffic short-cutting through adjacent local streets in residential neighbourhoods in close proximity to the proposed crossing, and (iii) elevated traffic noise levels in residential neighbourhoods in close proximity to the proposed crossing. In response to the first concern noted regarding the impact of the proposed bridge on traffic within existing neighbourhoods, the work completed by AECOM as part of the Traffic Impact of Various Road Improvements Report (2011) helps to provide an understanding of the effect of the Third Crossing in context with other road network improvement recommended as part of the transportation master plan (e.g. John Counter Boulevard widening, Wellington Street extension, etc.). Scenarios for road network improvements that were analyzed by AECOM forecast an increase in traffic volumes in neighbourhoods on both the east and west side of the bridge crossing. The traffic volume in mid-town area on the west side of the Cataraqui River bounded by John Counter Boulevard in the north, Concession Street in the south, and Leroy Grant Drive on the west is forecasted to increase by approximately 25%. It should be noted that the projected use of the proposed Wellington Street extension accounts for the majority of the increased traffic in this area. Scenarios that were modeled with the removal of the proposed Wellington Street extension showed marginal changes to the amount of traffic in this area. The traffic volume in the Point St. Mark neighbourhood on the east side of the Cataraqui River is forecasted to increase by over 180%. This finding further validates the other two common concerns raised with respect to traffic short-cutting and elevated noise levels. The ESR recognizes both the Point St. Mark neighbourhood and the Village on the River apartment complex as areas for potential traffic short-cutting. The ESR further recommends that traffic short-cutting be monitored by the City after the bridge is built and in use, and that a number of solutions (e.g. road modifications to restrict turning movements, traffic calming, signage) be considered for implementation to mitigate this concern. The ESR also provides information related to noise impact considerations. The ESR recognizes areas on both the east and west sides of the proposed bridge crossing that would experience noise levels for which mitigation measures are warranted and provides information related to sound attenuation measures that can be utilized to further reduce predicted sound levels from the bridge on noise-sensitive areas to acceptable levels.

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Third Crossing Environmental Assessment – Stage Two

Stage Two of the EA comprises Phases 3 and 4 of the EA process as described above. Stage Two answered the question: *How can a Third Crossing be built?* In order to answer this question, a series of technical studies were undertaken in an effort to understand the physical environment in which the bridge crossing would be built. Data collected was also used to evaluate the potential for adverse environmental impacts and determine methods and means by which these adverse impacts could be mitigated or eliminated. Technical studies that are referenced in the ESR and listed as appendices are located on the project website. The technical studies covered the following disciplines:

- Geo-Environmental – measurement of environment characteristics within the preferred crossing corridor.
- Geo-Technical – measurement of foundation characteristics both in land and in water.
- Aquatic Ecological – observations of aquatic vegetation and fish sampling.
- Terrestrial Ecological – observations of land vegetation and wildlife inventory.
- Marine Archaeological – study of marine/water based archaeology.
- Terrestrial Archaeological – study of land based archaeology.
- Hydro-Technical – measurement and assessment of water resources characteristics.
- Traffic Analysis – measurement and assessment of traffic impacts and adjacent community analysis.
- First Nations – discussions with First Nation communities.

The public comments received as part of Stage Two of the EA commonly focussed on Traffic Analysis and were the same as those addressed in Stage One discussion above. Public agency comments commonly focussed on Geo-Environmental, Aquatic Ecology and Marine Archaeology. Parks Canada, Department of Fisheries and Oceans, and Cataraqui Region Conservation Authority shared concern for the bridge construction to pose adverse impacts most notably (i) effects on potential species-at-risk, (ii) disturbance of potentially contaminated riverbed sediments and associated degradation in water quality, and (iii) disturbance of potential marine archaeological resources within the preferred crossing corridor area. The ESR provides details on the methodology for data collection, observations and evaluation of the data collected by the project team, and proposed measures that can be employed during the construction and operation phase of the Third Crossing to mitigate concerns including those noted above. An abbreviated list of some of the mitigation measures that can be used to address the aforementioned concerns include (i) inspection of areas slated for construction activities to restrict wildlife access, (ii) scheduling construction activities to avoid sensitive areas and overwintering periods for wildlife, (iii) installation of silt curtains around in-water work areas, (iv) minimizing disturbance/removal of shoreline and riparian vegetation, (v) and regular monitoring of mitigation measures.

Bridge design concepts were also explored in Stage Two of the Third Crossing EA. The vision established as part of the bridge design objectives was to utilize innovative, planning, design and consultation to create a bridge design that reinforces the City's proud and historic

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association with the Rideau Canal and the City's goal of becoming Canada's most sustainable City. The project team, the Technical Advisory Committee, and most notably Parks Canada had particular interest in ensuring that the bridge design protected and complemented both the cultural and natural heritage integrity of the Cataraqi River corridor including (i) the designation as a UNESCO World Heritage Site, a National Historic Site of Canada, and a Canadian Heritage River, (ii) respect of customs and traditions of various First Nations communities, and (iii) the natural landscape of the corridor shore lands. The project team also wanted to ensure that the bridge would (i) provide a safe and cost-effective means of multi-modal transportation across the Cataraqi River, (ii) not impair the in-water navigation and appreciation and enjoyment of the Rideau Canal, and (iii) an aesthetically pleasing design that would enhance both day and night views towards the bridge and from the bridge. The ESR provides information related to various alternative bridge designs and details of the three short-listed design concepts (box girder, tube, and arch with v-pier) that were carried forward for public review and comment. A public opinion survey provided at the fourth Public Information Center was completed by 131 participants with 102 (or 78%) of those responding to the survey indicating that the Arch with V-Pier design concept was the most preferred option. This design concept was also supported by the Technical Advisory Committee and the project team noting a design that is both innovative and meets with the established bridge design objectives.

Stage Two provided an opportunity to focus on the design of road and intersection improvements that link the bridge crossing to Montreal Street on the west side of the Cataraqi River and Highway 15 on the east side of the River, which are detailed in the ESR. The project team also continued communications with all private property owners on the west side of the Cataraqi River by first introducing new City project team contacts and secondly to advise which of those properties would be affected (in whole or in part) by the proposed Third Crossing project. Note that there are no identified private property owners on the east side of the Cataraqi River whose lands would be required to facilitate the construction and/or operation of the proposed Third Crossing. Those affected private property owners on the west side have been kept apprised of the project progress via individual meetings with the project team and invitations to participate at the Public Information Centers.

Third Crossing Environmental Assessment - Conclusion

The need for and the feasibility of providing additional transportation capacity across the Cataraqi River has been thoroughly explored through a number of alternative solutions within the Third Crossing EA. The compilation, consideration, and evaluation of all the information collected has led to development of the ESR and the answers to the following questions:

Why is a Third Crossing needed? Additional transportation capacity is required across the Cataraqi River to meet current and future travel demands.

Where will the Third Crossing be located? - The selected crossing location connects John Counter Boulevard on the west side of the Cataraqi River with Gore Road on the east side of the River.

What will the Third Crossing look like? - A bridge with v-piers and central arch spanning the navigable channel is the selected design concept.

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How will the Third Crossing be built? – By using land machinery and marine barges facilitated by the creation of a dredged channel along the bottom of the riverbed parallel to the bridge alignment.

Apart from concluding the incorporation of 1.5m wide commuter cycling lanes on both sides of the bridge and a 3.6m wide multi-use trail on the south side of the bridge, the ESR does not provide a conclusion as to whether a two (2), four (4), or possibly three (3)-lane (with one reversible travel lane to accommodate peak direction travel) should be the preferred configuration. Instead, the ESR has taken the approach of planning for the largest impact configuration (a 4-lane bridge) and developing mitigation measures that would address the environmental impacts of this scenario. A secondary benefit of carrying out this approach is that the project can be scaled down to either the 2-lane or 3-lane configuration without having the need to modify the ESR in the future. Although forecasted traffic volume at the end of the planning horizon (2029) indicate that a 2-lane bridge is sufficient to provide adequate capacity, an extrapolation of traffic volume growth beyond 2029 indicates that a 4-lane bridge would be required by the mid-point of the following decade, approximately between 2029 and 2034. As a result, the project team recommends that an update to the transportation model is undertaken prior to receiving Council direction to carry out detailed bridge design. Completing the transportation model update in advance of detailed bridge design or as part of the regular 5-year update to the City's transportation master plan will allow for confirmation of current and forecasted travel demand and optimal sizing for number of vehicular travel lanes.

The current opinion of probable capital cost for the project (excluding applicable taxes) ranges from \$114 to \$120 million for a 2-lane bridge. For a 3-lane bridge with substructure to support ultimate 4-lanes, the capital cost ranges from \$145 to \$179 million. A 4-lane bridge would have a cost ranging from \$161 to \$196 million. It is important to note that these cost estimates are reflective of cost estimates prepared in 2011 dollars. Capital cost estimates would continue to be refined with increased precision as project detailed design work and construction specifications are completed. Construction cost estimates are also subject to change based on changes to both labour and material costs over time. The ESR also provides details with respect to on-going annual maintenance costs for the project. The opinion of probable maintenance costs expressed in 2011 dollars ranges from \$25,000 per year for a 2-lane bridge to \$35,000 per year for a 4-lane bridge.

Next Steps for Consideration

In May 2011 Council met and completed a strategic planning exercise establishing the six major priorities for their term. These priorities, later approved by Council, enabled the development of the City of Kingston Strategic Plan 2011-2014. The Strategic Plan demonstrates the commitment of the Corporation to work toward the achievement of Council's priorities. One of these strategic priorities centered on the need to maintain and enhance municipal infrastructure and consideration of major infrastructure projects with the Third Crossing being one of the priority items listed. In particular, staff would work towards the development of an action plan for the construction of the Third Crossing pending the finalization and outcome of the Third Crossing EA. Please note that it is not the intent of staff to prejudge the decision of Council with

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respect to the finalization and outcome of the Third Crossing EA. Instead staff provides the following observations for Council's consideration on possible next steps if and when the Third Crossing EA is completed and approved.

Continued monitoring of travel demand across the Cataraqui River. As noted earlier in this report, there continues to be some desire to validate the needs justification for the Third Crossing. The magnitude of project capital cost, coordination with the City's goals for sustainability, and efforts towards increasing active transportation and transportation demand management are valid reasons to continue monitoring and reassessing the needs justification for additional transportation capacity. The regular 5-year review of the guiding principles of the KTMP and update to the transportation model coupled with observation and evaluation of the effects of traffic operations improvements to the Lasalle Causeway corridor and implementation of transportation demand strategies, are some of the means by which current and forecasted travel demands can continue to be monitored prior to any decision to proceed towards project Phase 5 - Implementation.

Preparation of business/financial plan for Third Crossing. The ESR provides an opinion of probable capital project costs that range from \$114 to \$196 million depending on the size of the bridge. The ESR provides information related to various project delivery models that can be utilized to build the Third Crossing. Considering the significant capital and operating costs associated with a major infrastructure project of this nature, it would be necessary for Council to direct staff to further explore the various project delivery models and prepare a financial plan. By having an approved ESR in place, efforts can also be made to monitor and maximize grants and project funding opportunities made available from the Provincial and Federal governments.

Detailed design, Environmental permitting, and Land acquisition. The ESR provides for a conceptual design of the bridge crossing and roadway connections to John Counter Boulevard/Montreal Street in the west and Gore Road/Highway 15 in the east. Next steps as described in Phase 5 of the EA process would entail detailed bridge and roadway design work. The detailed design phase would encompass a wide range of design efforts and involve technical disciplines including geotechnical, structural, traffic, water resources, environmental, electrical and municipal engineers, biologists, archaeologists, and landscape architects to assemble detailed design drawings and construction specifications and environmental permits that will be required prior to any decision by Council to proceed to construction commencement. The ESR also notes the physical land requirements to support both the construction and operation of the bridge and road connecting John Counter Boulevard to Gore Road. Land appraisals and acquisition of private property will be required prior to the commencement of construction.

EXISTING POLICY/BY LAW:

Council approval is required for the acceptance of the Third Crossing ESR and issuance of the Notice of Completion in accordance with the Ontario Environmental Assessment Act.

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NOTICE PROVISIONS:

As required by the Ontario Environmental Assessment Act, notice will be placed in the Kingston This Week as well as the Kingston Whig Standard as is the practice with other Environmental Assessments undertaken by the City.

ACCESSIBILITY CONSIDERATIONS:

Not applicable

FINANCIAL CONSIDERATIONS:

A total of \$1,700,000 was approved in the 2008 and 2009 capital budgets for the completion of the Environmental Assessment process with funding being equally drawn from the Development Charges Reserve Fund and the Municipal Capital Reserve Fund (MCRF). A capital budget supplement in the amount of \$200,000 was approved in 2011 with half being financed from the Development Charges Reserve Fund and the other half from the MCRF. The supplemental funding was used for work performed during Stage Two and included additional geotechnical, geo-environmental, archaeological field investigations and a scope of the work expansion for detailed traffic analyses of the road network on both the west and east sides of the future bridge crossing.

Sufficient budget remains within the approved \$1,900,000 budget to file the Third Crossing ESR and issue the Notice of Completion for public and agency review.

CONTACTS:

Mark Van Buren, Director, Engineering Department, ext. 3218
Dan Franco, Engineer, Engineering Department, ext 3226

OTHER CITY OF KINGSTON STAFF CONSULTED:

Stephen Dickey, Deputy Treasurer, Finance Services
Deanna Green, Manager of Traffic, Engineering Department
Alan McLeod, Senior Legal Counsel, Legal Services
Cherie Mills, Manager of Policy Planning, Planning Department
Sheila Kidd, Director, Transportation Services

EXHIBITS ATTACHED:

Exhibit "A" - Environmental Study Report – Previously distributed to Council
Exhibit "B" - Draft Notice of Completion

Exhibit "B" – Draft Notice of Completion

**NOTICE OF STUDY COMPLETION OF ENVIRONMENTAL STUDY REPORT
THIRD CROSSING OF THE CATARAQUI RIVER ENVIRONMENTAL ASSESSMENT
CITY OF KINGSTON**

Study Background:

In March 2009, the City of Kingston initiated a Class Environmental Assessment (EA) to assess the need for and the feasibility of implementing additional transportation capacity across the Cataraqui River.

The EA study has been done in 2 stages. Stage 1 focused on the needs assessment and looked at a number of river crossing options. It recommended a bridge crossing at John Counter Boulevard and Gore Road as the preferred option. This corridor forms part of the Rideau Canal, a designated UNESCO World Heritage Site, National Historic Site and Canadian Heritage River.

In May 2010, City Council authorized that Stage 2 of the EA proceed, which will complete the EA study. Stage 2 includes fieldwork by the project team at the preferred John Counter Boulevard-Gore Road corridor and the development of 3 draft bridge concepts. The proposed bridge alignment is shown on the map.



The preferred on this alignment, public at the March 1, Information Centre. Additional information can be found in the Environmental Study Report as described below.

alternative, which is presented to the 2012 Public

Study Process:

The EA study is proceeding as a Schedule C Class EA undertaking in accordance with the requirements of the Ontario Municipal Class EA. It involves an assessment of the potential positive and negative social, cultural, economic, and environmental impacts of a number of options, and will ultimately make a recommendation as to the preferred option to be carried forward for detailed design and construction.

The EA study must also address the Canadian Environmental Assessment Act requirements because the bridge alignment falls within lands under Federal jurisdiction which involves a number of Federal approvals and is also a requirement to seek Federal funding opportunities.

Environmental Study Report:

A description of the preferred design concept as well as the work that has been undertaken to generate the preferred concept has been compiled and presented in an Environmental Study Report. This report is available for review by interested parties and can be accessed at the following locations:

Location	Address	Open
• Kingston City Hall	216 Ontario Street	Mon-Fri: 08:30-16:30
• 1211 John Counter Boulevard	1211 John Counter Boulevard	Mon-Fri: 08:30-16:30
• Kingston Frontenac Public Libraries:		
• Central Branch	130 Johnson Street	Mon-Thurs: 09:00-21:00 Fri-Sat: 09:00-17:00
• Isabel Turner Branch	935 Gardiners Road	Mon-Thurs: 09:00-21:00 Fri-Sat: 09:00-17:00
• Pittsburgh Branch	80 Gore Road	Tues-Thurs: 10:00-20:00 Sat: 09:00-17:00

The report can also be accessed online at www.cityofkingston.ca/thirdcrossing

If concerns arise regarding this project which cannot be resolved through discussion with the City of Kingston, a person or party may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. Requests must be received by the Minister at the address below within 30 calendar days of this Notice. In this case, requests must be received by the Minister no later than 4:00 pm on Friday, June 8, 2012. A copy of the request must also be sent to the City of Kingston. If no request is received within 30 calendar days of this Notice, the City of Kingston may proceed to implement the project as outlined in the Environmental Study Report.

To contact the Minister of the Environment:

Minister of the Environment
135 St. Clair Avenue, 10th Floor
Toronto, ON M4V 1P5

For more information on this EA study, please contact:

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This Notice issued on May 8, 2012