



Third Crossing west side near neighbour meeting – June 26, 2019 Kingston Community Health Centre - 263 Weller Avenue

Below is an overview of questions we heard from residents during the last west side near neighbour meeting and the project team responses.

Attendees: 31 residents and seven project staff members attended the meeting

West shore noise fence and construction fencing

- Questions around noise wall on the west shore and what it will look like. The project team confirmed the noise fence on the west shore will be made of wooden material and will line up and match the existing wooden fence currently in place along John Counter Boulevard. Below is a picture of what the noise fence will be similar to. The height will be 2.3 metres.



- Questions around other activities related to fencing. The project team responded saying that in early July temporary fencing will be installed along John Counter Boulevard to keep the construction site safe. After that a noise fence will be installed and then further construction chain link fencing will be installed around the construction area.

Hydro lines along John Counter Boulevard

- A resident asked about the hydro poles on the west side of the river and if the lines could be buried. The project team responded explaining the two options were considered and examined: above ground or below ground. When considering the options a few major items led to the decision to put the lines above ground. One of the challenges is where the rock is

underground and it would lead to a very difficult process as well as the cost would be significant. There are also operational efficiencies of maintaining overhead lines compared to buried lines.

River closed during construction

- A resident asked about how much of the river would be closed during construction. The project team responded saying the whole river will not be closed. The Navigation Channel will remain open. A special removable trestle section will be able to span the Navigation channel occasionally to facilitate moving equipment across the navigation channel when necessary.
 - Overall River width at bridge location 1.175km
 - Overall Causeway Length West Side 850m
 - Overall Trestle portion including special removable long span 230m of which 24.4m is lift in piece
 - Overall Causeway Length East Side 95m

Rock Causeway

- Residents had questions about the rock causeway. The project team said this has been a topic of discussion with Parks Canada through meetings with them and discussions about the project. Three options were considered: dredging, temporary work bridge and a temporary rock berm. Through discussions with Parks Canada and multi-day workshops and bringing the expertise of the contractors, Kiewit and Hatch, environmental and financial considerations to examine the appropriate way, a decision was made to use a rock causeway.
- A resident had a question concerning the rock being used and any contaminated sediment. The project team responded saying all sediment will be evaluated and if there is any contamination it will be taken off site and dealt with in the appropriate, regulatory manner.
- Questions about the removal of rock and how it will be taken away. The project team explained that the rock will be removed through the use of trucks but the intention is to repurpose as much of the rock as possible on the east and west shorelines to support fill areas that will be required to build the approach roads to the bridge crossing. This is a sustainable approach that ensures that these materials have a permanent use as part of the overall project.
- The team also explained that construction activity for building the rock causeway will begin this summer and will be complete in early 2020. The causeways will be progressively removed as foundations and superstructure is completed with the last of the causeway removed in 2022. The causeway construction sequence and timing will be shared at the public open house.
- Questions around the causeway material and if the all the material had to be removed and how much contamination will be in the river afterward. The project team responded saying that the riverbed has a layer of peat and organic materials. And that many hydrology studies have been completed so there is a very good understanding of the sediment material in the river. The causeway material will compress the peat and organic materials underneath it. When removing the causeway material, granular materials that are below the existing riverbed will be left in place rather than excavating a trench and disturbing the sediments beneath the causeway.

Environment – turtles, birds and trees

- A resident had a question around turtles and what would happen during nesting in the construction area. The project team responded saying that turtle exclusion fencing has been installed to help keep turtles out of the area and to not nest in the construction area. This activity encourages turtles to nest along the many other areas along the river where turtles actively nest.
- A resident had a question about the trees being removed and if there is a plan to replace the trees removed. The project team said that in November 2018 a tree inventory was conducted on the east shore which gave an account of the trees, their health, size and species. This gives the project team the ability to know what would need replanting with a focus on species native to the Kingston area.
- A resident inquired if the team is accommodating for climate change when thinking of planting trees and plant species for landscaping. The project team explained the first stage is finalizing grading and then landscape architects will be reviewing the various key considerations when designing the landscaping, including trees and plant species and consultation with the Indigenous community.
- There were questions around what will happen to the land on the west shore and how that will be developed and if it will become private land. The project team is working very closely with City colleagues in recreation and leisure for considerations of the project and the waterfront master plan and to ensure the property use will be to compliment the trail system. The land will remain public land.
- A question was asked if there will be opportunities to re-use some of the trees cut down. The project team responded that they are looking for opportunities to re-use some of the lumber. The city is working with indigenous communities to salvage the lumber for re-use. If there is leftover, and if any resident is interested or knows someone/group who is interested in the lumber please get in touch with the project team.

Community connections

- A question was asked about using the local labour force. The project team would like to use as much as the local labour force as possible as its most economical for the project and provides community benefits. Certain key people will need to be brought in from outside of Kingston as some jobs will not be able to be filled by the Kingston community.
- A resident was wondering if we are engaging with any schools or engineering students in Kingston. The project has been working and meeting with various schools, including presentations to high schools, bringing on a St. Lawrence co-op student, working with the Ingenuity Lab at Queens University and will continue to engage students on the project throughout the duration of the project.

John Counter Boulevard – parking, pedestrian access

- A resident was concerned about losing the parking along JCB. The project team started messages several months ago with repetitive messaging to allow residents to make adjustments as they are aware resident's park along JCB and will not be able to park along JCB during and after construction. When the bridge and road is in place there will not be any parking on JCB.
- A resident was wondering about pedestrian access along JCB. There will be a pedestrian walkway along JCB with a barrier to Montreal Street.
- A resident asked about what the accommodation for cyclists will be during construction along JCB and concerns about turning right onto Montreal St. from JCB. There was a suggestion to signalize no right turn on red from JCB to Montreal St. The project team said they take these considerations and review them for the construction period. After construction there will be a separate cycling and pedestrian path along JCB.