

WITNESS STATEMENT
of
Christopher Gordon, P.Eng.

Related to

ONTARIO MUNICIPAL BOARD HEARING

City of Ottawa OPA No. 76

Urban Boundary Expansion – Phase 2A

OMB Case No. PL100206

December 09, 2011



Professional Qualifications

1. I am the Director of Transportation Planning and Traffic at GENIVAR, specializing in Transportation Planning and Traffic Engineering.
2. GENIVAR is a Consulting Engineering firm authorized to provide engineering services in Ontario by the Professional Engineers of Ontario.
3. I am a Professional Engineer in Ontario, hold a B. Eng. in Civil Engineering and graduated in 1994 from Carleton University. I have been working in the transportation and traffic engineering fields for more than 17 years.
4. I am a member of the Institute of Transportation Engineers and served on the National Capital executive between 2000 and 2006.
5. My *curriculum vitae* is attached as **Attachment 1**.

Retainer

6. GENIVAR was retained in 2008 by Mattamy Homes (Ottawa) to examine the City of Ottawa's Urban Boundary Expansion plans and provide Mattamy Homes with opinions related to transportation infrastructure planning and policies throughout the City of Ottawa. GENIVAR provided transportation consulting services, including preparing the reports titled "Orleans Transportation Overview Official Plan Amendment", July 2008 and the subsequent update "Orleans Urban Expansion Transportation Perspective", October 2008.
7. During the period of this retainer, GENIVAR has also been involved with the transportation approvals of Mattamy's Summerside subdivision in Orleans and Half Moon Bay South Communities in Barrhaven South. This work included addressing specific site design characteristics and preparing Traffic Impact Studies.

Issue to Be Addressed, Opinions and Reasons

8. Issue 5 of the Procedural Order asks: "Should lands designated 'Agricultural Resource Area' be considered as candidate areas for inclusion in the City's Urban Boundary?"
9. As input to the determination of this issue, it is my opinion that the City of Ottawa does not avoid lands designated "Agricultural Resource Area" ("ARA"), when evaluating the potential impacts of new transit or roadway infrastructure nor when planning and developing new transportation infrastructure. In some cases, the City has planned and developed significant transportation works adjacent to lands designated ARA. In other cases, the City has planned and developed significant transportation works within lands designated ARA or allowed lands designated ARA to be used for transportation purposes associated with development within the City's urban boundary.

10. The following sections identify the Roadway and Transit infrastructure that abuts or is located within ARA lands and explains why, in my opinion, from a transportation perspective, it would not be appropriate to exclude lands as candidate areas for inclusion within the City's urban boundary simply because they are designated ARA in the City's Official Plan ("OP").

Building on Ottawa's Transportation Planning History

11. The current City of Ottawa roadway (arterial) and transit (Transitway) network has been implemented over several decades. The planning and implementation of this infrastructure was initiated under the former Regional Municipality of Ottawa-Carleton through both an OP and a Transportation Master Plan ("TMP").
12. After amalgamation of the City of Ottawa in 2001, a new city wide OP and TMP were developed and approved in 2003. In 2008 the OP was updated and a new TMP was created. The TMP built on the existing transportation network that had been established through:
 - the former Regional Municipality of Ottawa-Carleton's OP and TMP;
 - the 2003 City of Ottawa TMP and the City of Ottawa OP.
13. This new TMP created a comprehensive vision of the future of the roadway and transit network for the City of Ottawa. The planning horizon was divided into three phases:
 - Currently the City is in Phase 1 which began the year following approval of the TMP, 2009, and ends in 2015;
 - Phase 2 will run from 2016 until 2022 and;
 - Phase 3 will cover the remaining years, 2023-2031.
14. The purpose of the 2008 TMP is to support the Ottawa 20/20 growth management strategy and the City's OP. The TMP is to be reviewed every five years in conjunction with the OP review. The City of Ottawa's post-2031 Transportation network will build on these plans.

Transit Infrastructure Adjacent to or within ARA Lands

15. In the east end of the City, the former Regional Municipality of Ottawa-Carleton initiated environmental planning for the Cumberland Transitway in 1995. This initiative was undertaken to accommodate predicted demand and to take advantage of the land availability in advance of future development pressures. As depicted in **Attachment 2**, the future Cumberland Transitway extends beyond the edge of the urban boundary and terminates on lands designated ARA in South Orleans, east of Trim Road. According to the City of Ottawa 2009 Development Charges By-Law Background Study Appendix B-58 the gross capital cost for this project is estimated to be \$46.64 Million.
16. Existing transit access to the east end of the City is primarily through the Transit Priority Lanes that run along Highway 174. These rapid transit priority lanes

connect the Park & Ride facilities at Trim Road and at Millennium Boulevard to the Transitway system. The Park & Ride system allows commuters from the eastern urban areas and the surrounding rural areas to easily and quickly commute to the downtown employment centers. The Trim Road Park & Ride is located inside the Urban Boundary near the north eastern limit. The Millennium Boulevard Park & Ride has been built outside of the urban boundary on lands designated ARA. According to the City of Ottawa 2009 Development Charges By-Law Background Study Appendix B-58 the gross capital cost allocated for Park & Ride Facilities is \$20 million.

17. As part of the ongoing expansion to the City of Ottawa rapid transit system Phase 1 (2009-2015) of the TMP includes the extension of the North-South Light Rail Transit from its current terminus at South Keys to Riverside South. Riverside South Transit Terminus is within the urban boundary, close to the southern limit, as depicted in **Attachment 3**. The lands directly to the south of the urban boundary in this area are designated ARA. According to the City of Ottawa 2009 Development Charges By-Law Background Study Appendix B-58 the gross capital cost for this project is estimated to be \$1.855 million.
18. Stittsville will be served by a transit terminus in Phase 2 (2016-2022) of the City of Ottawa TMP. This extension, from Palladium Drive through Kanata South will connect Stittsville and the future Fernbank communities to the Transitway network. The terminus for this extension as depicted in **Attachment 4** will be at the edge of the urban boundary. Along this section of the urban boundary, the lands outside of the boundary are designated ARA.

Roadway Infrastructure Adjacent to or Within ARA Lands

19. A new north south collector is proposed for Kanata West to be built in Phase 2 (2016-2022) of the TMP. This new collector is depicted on **Attachment 5** as extending from Hazeldean Road south through the undeveloped lands in the Fernbank Community and ending at Fernbank Road. It should also be noted that a conceptual undefined alignment is shown extending this further south and bending to the west. This new connection will provide additional capacity and connectivity to lands that are currently undeveloped and abut the current urban boundary along Fernbank Road. South of the urban boundary at Fernbank Road is designated ARA. The City of Ottawa 2009 Development Charges By-Law Background Study Appendix B-7 lists the gross capital cost to complete the section of this collector from Hazeldean to Fernbank as \$14.7 million.
20. The Blackburn Hamlet Bypass Extension ("Blackburn HBPE") is a multi-stage project spanning all three Phases of the TMP. Phase 1 includes two new sections; Navan Road at Hydro Corridor to Tenth Line Road and Portobello Boulevard to Trim Road. This two lane road is estimated to have a gross capital cost of \$19.3 million. A new four-lane road from Blackburn HBPE to Navan Road at hydro

corridor will be built in Phase 2 at an estimated cost of \$10.7 million. Phase 3 will see the expansion of the section from Phase 2 to a 6 lane cross-section as well as extending the east end of the Blackburn HBPE to Frank Kenny Road. From just past Portobello Road until it terminates in the east, the Blackburn HBPE passes through lands that are designated ARA. These upgrades are depicted in **Attachment 5**.

Transportation Facilities within ARA lands to Service Urban Development

21. Phase 1 of Mattamy's Summerside development directly abuts the urban boundary. In order to adequately service the final lots along Calla Lilly Terrace, which are adjacent to the urban boundary, a turning circle was designed and approved by the City of Ottawa to accommodate these units. In order to construct this turning circle it was necessary to cross the urban boundary and construct part of the circle on lands designated ARA.

Reports and Documents Referred to or Relied Upon

- City of Ottawa Official Plan
- City of Ottawa Transportation Master Plan
- City of Ottawa 2009 Development Charges By-Law Background Study
- Cumberland Transitway Environmental Assessment Study
- Memo Dated: April 17, 2009
 - From: GENIVAR
 - To: Mattamy
 - Regarding: Summerside Turning Circle
 - Project: Summerside Approvals
- Technical Memo Dated: November 10, 2010
 - From: GENIVAR
 - To: Mattamy
 - Regarding Summerside Turning Circle Update
 - Project: Summerside Approvals

Disclaimer

This witness statement has been prepared based on the information available at the time of its preparation. If new information is provided prior to the hearing, modifications to this statement may be necessary.

Respectfully submitted

A handwritten signature in blue ink, appearing to read "Christopher Gordon".

Christopher Gordon, P.Eng.
Director, Transportation Planning and Traffic
Dated: December 09, 2011

Attachment 1

Christopher Gordon CV

CHRISTOPHER A. GORDON, P.Eng.

DIRECTOR – TRANSPORTATION PLANNING AND TRAFFIC

AREAS OF PRACTICE

Transportation Planning
Environmental Assessments
Traffic Engineering

PROFILE

Christopher Gordon is the Eastern Ontario Director of Transportation Planning and Traffic.

Technically, Chris has completed and contributed to many projects in the transportation planning and traffic engineering fields since 1994. His talents and skills include public consultation and facilitation, evaluation exercises, traffic control and transit priority, traffic signal design, roundabout planning, traffic impact studies, provincial and federal EA processes and transportation studies supporting planning act initiatives.

His positions with consulting, municipal and sales/marketing organizations provide Chris with unique insight to assist clients achieve their goals. As Director, Chris has the ability to manage staff resources to ensure GENIVAR client's needs are met.

EDUCATION

Bachelor of Civil Engineering, Concentration in Transportation, Carleton University 1994

President of the Student Civil Engineering Society 1994

PROFESSIONAL AFFILIATIONS

Professional Engineers of Ontario 1997

Institute of Transportation Engineers 1995

President of the National Capital Section of the Institute of Transportation Engineers (2005) 2005

CAREER

GENIVAR (Formerly NCE Limited) 2006 - Present

City of Ottawa (Formerly RMOC) 1999 - 2006

McCain Traffic Supply 1998 - 1999

Fortran Traffic Systems (Division of Guild Electric) 1997 - 1998

McCormick Rankin Corporation 1994 - 1997



PROFESSIONAL EXPERIENCE

1.0 ENVIRONMENTAL ASSESSMENTS

GENIVAR Project Manager

- **Rideau River Multi-Use Crossing EA (Ongoing) – City of Ottawa**
Pedestrian and cycling crossing of the Rideau River connecting the Sandy Hill and Vanier/Overbrook communities.
- **Glen Cairn Flooding Investigation EA (2011) – City of Ottawa**
Stormwater and sanitary system solutions including upgrades to the Hazeldean Pumping Station.
- **Hunt Club Pathway EA (2010) - City of Ottawa**
Multi-Use Pathway connecting to Hunt Club community with South Keys Transitway Station and Shopping Centre.
- **Interprovincial Crossing EA Study Phase I [Assistant PM] (2009) – NCC, MTO, MTQ**
Selection of a new crossing of the Ottawa River between the Cities of Ottawa and Gatineau.
- **Greenbank Road Pedestrian Bridge (2009) – Mattamy Homes**
Cantilevered Pedestrian Bridge and pathway connection across the Jock River between Half Moon Bay and St. Josephs High School.
- **McNeely Avenue Extension EA (2009) - Town of Carleton Place**
New 4-lane roadway between Highway 7 and Highway 15.
- **Jockvale Road EA (2009) - City of Ottawa**
Roadway widening to 4-lanes between the Jock River and Prince of Wales.
- **Innes-Walkley-Hunt Club Road Connection EA (2008) - City of Ottawa**
New roadway alignment and interchange in the NCC Greenbelt between Innes Road (east of Blair) and Hunt Club Road at Hawthorne.

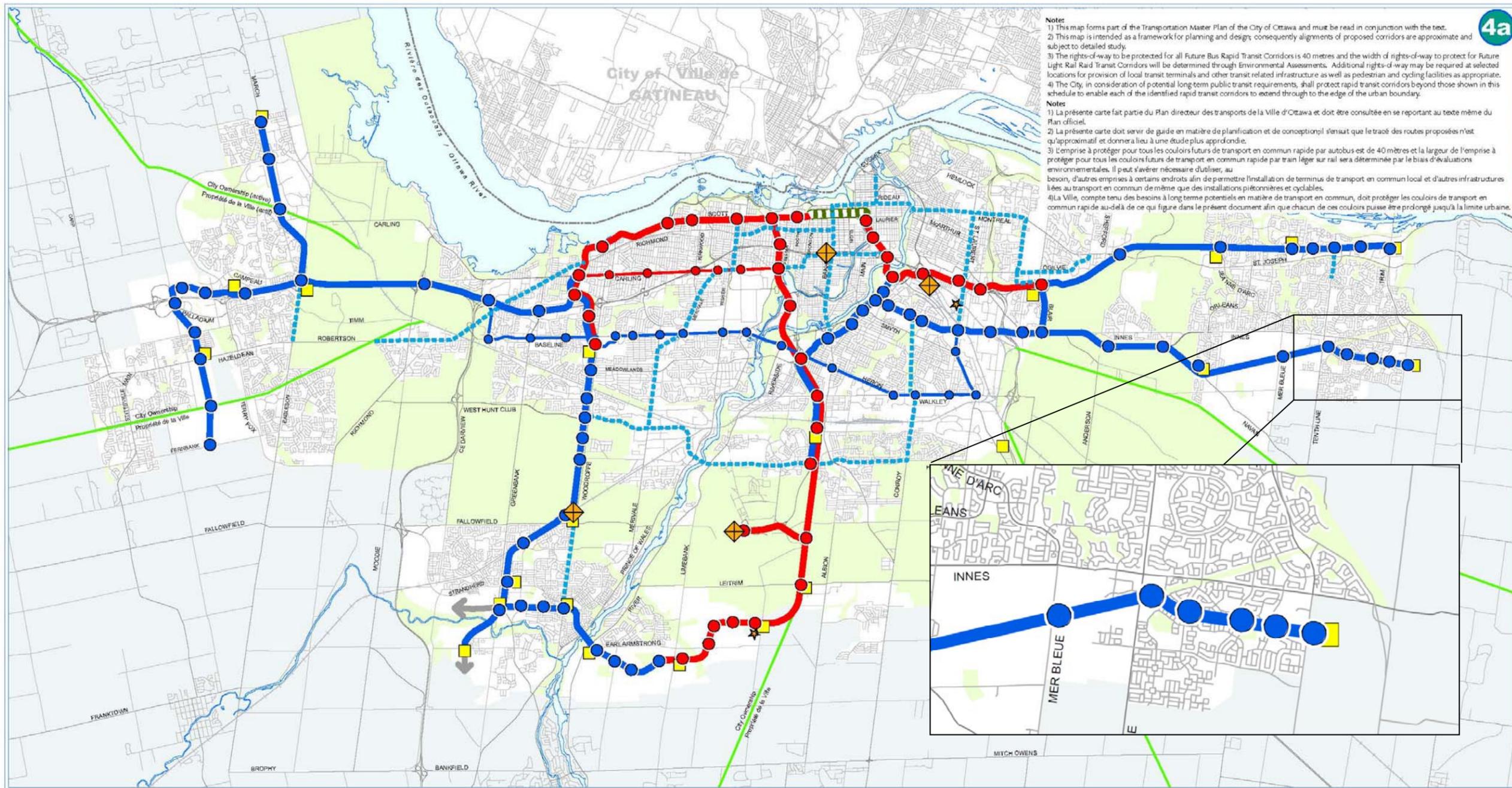
2.0 TRAFFIC OPERATIONS AND SIGNAL DESIGN

GENIVAR Project Manager

- Leslie Street Temporary Signals (5 locations) (2010) – York Region
- Kennedy Street Temporary Signals (4 locations) (2010) – York Region
- County Road 30 & Highway 7 (Rail Pre-emption) (2010) – Havelock
- Highway 7 & Drummond Line (APS) (2010) – MTO
- Highway 62 / Beaver Creek (Portable Traffic Signals) (2009) - MTO
- Cornwall Community Hospital/McConnell Avenue Signals (2008) - City of Cornwall
- McNeely Avenue/Canadian Tire Signals (2007) - Lanark County
- McNeely Avenue/Walmart Signals (2007) - Lanark County
- McNeely Avenue/Coleman Street Signals (2007) – Lanark County
- California Avenue/Laurier Boulevard Signals (2006) - City of Brockville

Attachment 2

Rapid Transit Network 2031



4a

Notes:
 1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
 2) This map is intended as a framework for planning and design; consequently alignments of proposed corridors are approximate and subject to detailed study.
 3) The rights-of-way to be protected for all Future Bus Rapid Transit Corridors is 40 metres and the width of rights-of-way to protect for Future Light Rail Rapid Transit Corridors will be determined through Environmental Assessments. Additional rights-of-way may be required at selected locations for provision of local transit terminals and other transit related infrastructure as well as pedestrian and cycling facilities as appropriate.
 4) The City, in consideration of potential long term public transit requirements, shall protect rapid transit corridors beyond those shown in this schedule to enable each of the identified rapid transit corridors to extend through to the edge of the urban boundary.

Notes:
 1) La présente carte fait partie du Plan directeur des transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
 2) La présente carte doit servir de guide en matière de planification et de conception; s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.
 3) L'emprise à protéger pour tous les couloirs futurs de transport en commun rapide par autobus est de 40 mètres et la largeur de l'emprise à protéger pour tous les couloirs futurs de transport en commun rapide par train léger sur rail sera déterminée par le biais d'évaluations environnementales. Il peut s'avérer nécessaire d'utiliser, au besoin, d'autres emprises à certains endroits afin de permettre l'installation de terminus de transport en commun local et d'autres infrastructures liées au transport en commun de même que des installations piétonnières et cyclables.
 4) La Ville, compte tenu des besoins à long terme potentiels en matière de transport en commun, doit protéger les couloirs de transport en commun rapide au-delà de ce qui figure dans le présent document afin que chacun de ces couloirs puisse être prolongé jusqu'à la limite urbaine.

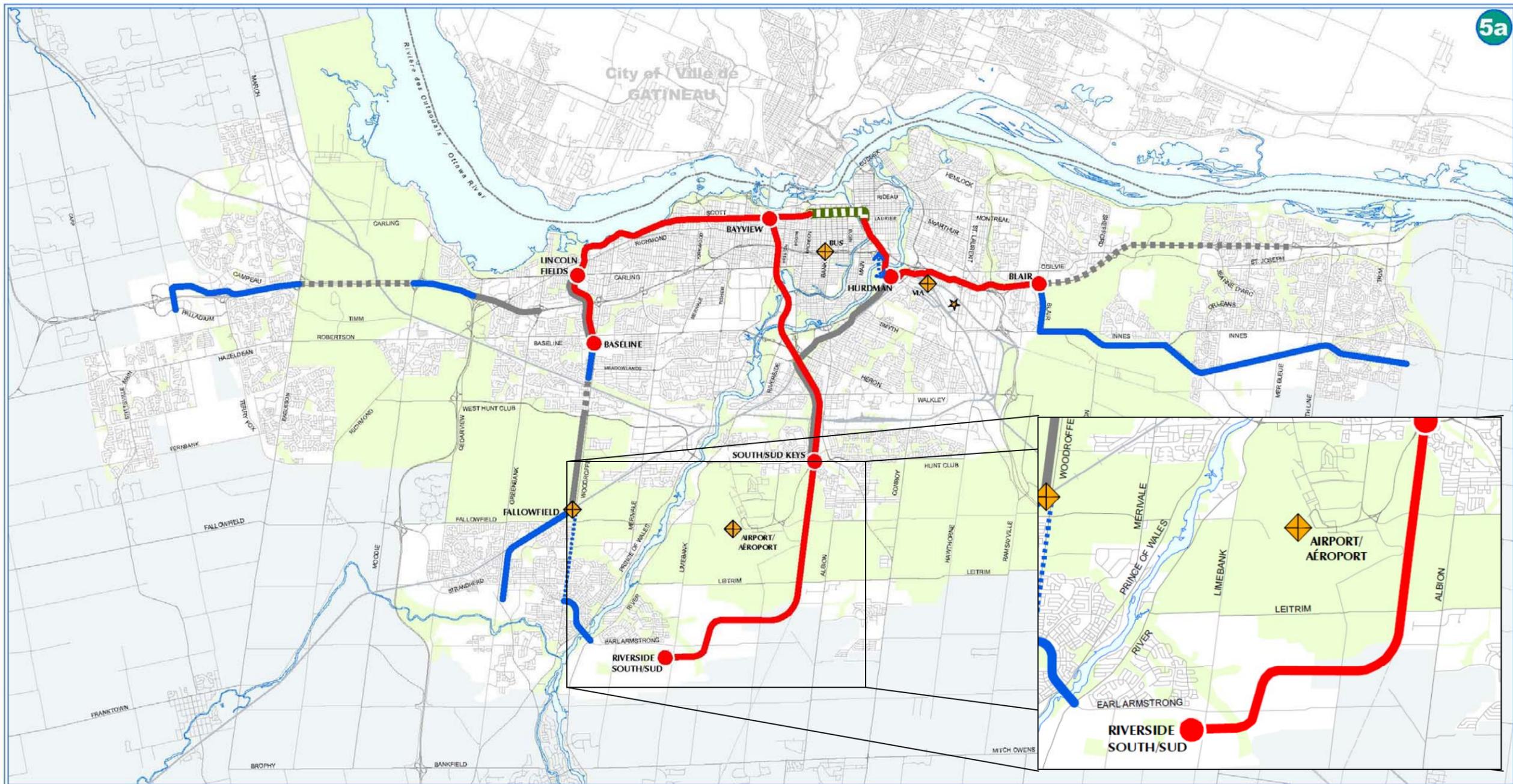
TRANSPORTATION MASTER PLAN - Map 4a
RAPID TRANSIT NETWORK - 2031

PLAN DIRECTEUR DES TRANSPORTS - Carte 4a
RÉSEAU DE TRANSPORT EN COMMUN RAPIDE - 2031

PRIMARY	PRINCIPAL	Park and Ride	Parc-O-Bus
Light Rail Transit (LRT)	Train léger sur rail (TLR)	Transit Station - rail	Station du transport - train
Bus Rapid Transit (BRT)	Transport en commun rapide par autobus (TCRA)	Transit Station - bus	Station du transport - autobus
LRT Downtown Tunnel	TLR Tunnel au centre-ville	Conceptual Future Transit Corridor	Avenir conceptuel - Couloir de transport en commun
SUPPLEMENTARY	SUPPLÉMENTAIRE	Abandoned Railway Corridor	Emprises ferroviaires abandonnées
Intensive Transit - Bus	Transport en commun intensif - autobus	Inter-regional Stations	Stations interrégionales
Intensive Transit - Rail	Transport en commun intensif - train	Potential Rail Yard	Cour de tirage possible pour trains
Transit Priority	Transport prioritaire		

Attachment 3

Rapid Transit Networks – Phase 1



TRANSPORTATION MASTER PLAN - Map 5a
RAPID TRANSIT NETWORK - IMPLEMENTATION - PHASE 1

PLAN DIRECTEUR DES TRANSPORTS - Carte 5a
**RÉSEAU DE TRANSPORT EN COMMUN RAPIDE
 - MISE EN OEUVRE - PHASE 1**

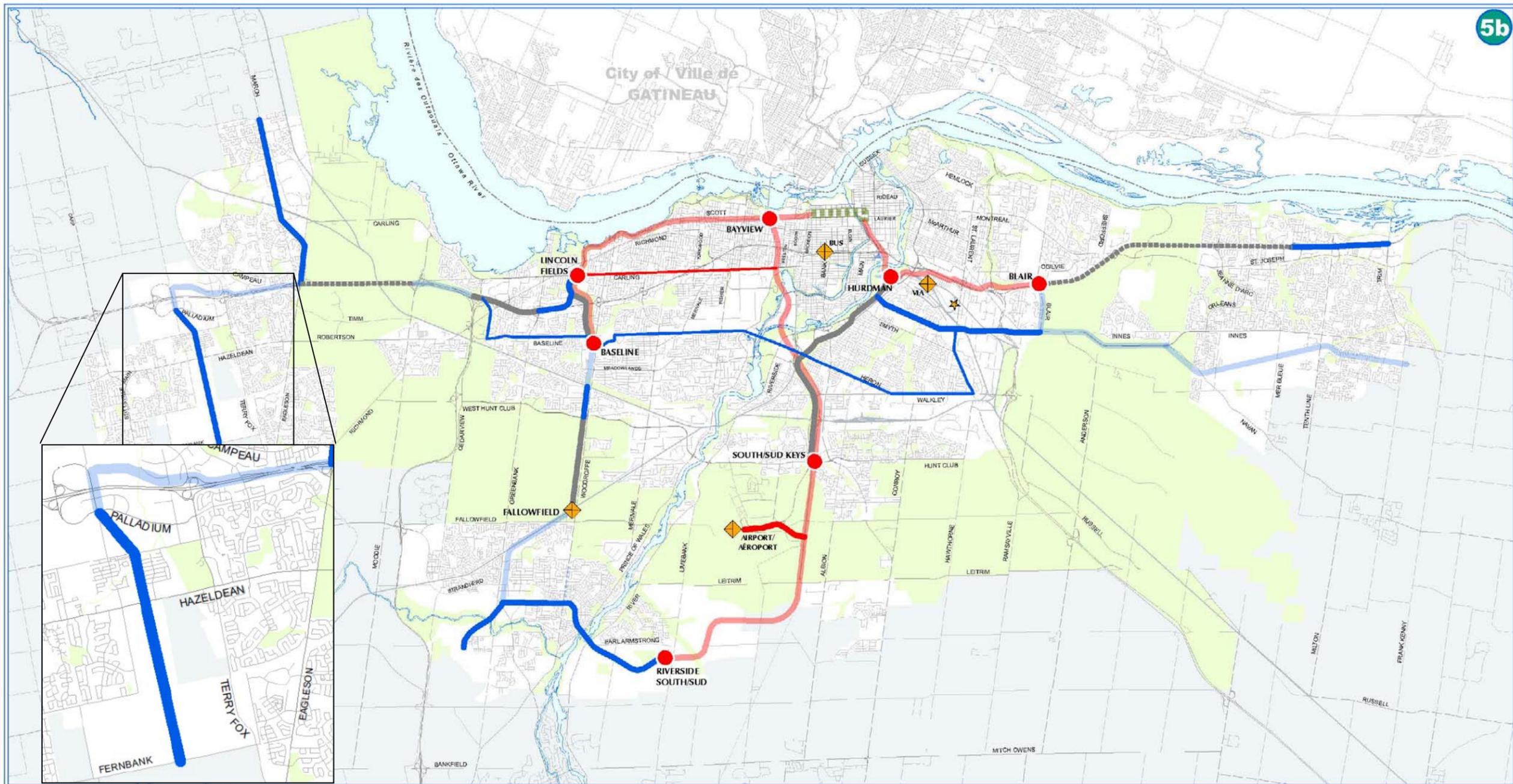
- Light Rail Transit (LRT) — Train léger sur rail (TLR)
- Bus Rapid Transit (BRT) — Transport en commun rapide par autobus (TCRA)
- LRT Downtown Tunnel TLR Tunnel au centre-ville
- Existing Transitway Transitway actuel
- Shoulder Bus Lanes Voies sur accotement réservées aux autobus

- Intensive Transit - Bus — Transport en commun intensif - autobus
- Transit Priority Transport prioritaire
- Key Transfer Station ● Stations de transfert importantes
- Inter-regional Stations ◆ Stations interrégionales
- Potential Rail Yard ★ Cour de tirage possible pour trains

Prepared by: City of Ottawa, Department of Infrastructure Services and Community Sustainability, November 2009
 Préparé par: Ville d'Ottawa, Les Services d'infrastructure et Viabilité des collectivités, novembre 2009

Attachment 4

Rapid Transit Networks – Phase 2



TRANSPORTATION MASTER PLAN - Map 5b
RAPID TRANSIT NETWORK - IMPLEMENTATION - PHASE 2

PLAN DIRECTEUR DES TRANSPORTS - Carte 5b
**RÉSEAU DE TRANSPORT EN COMMUN RAPIDE
 - MISE EN OEUVRE - PHASE 2**

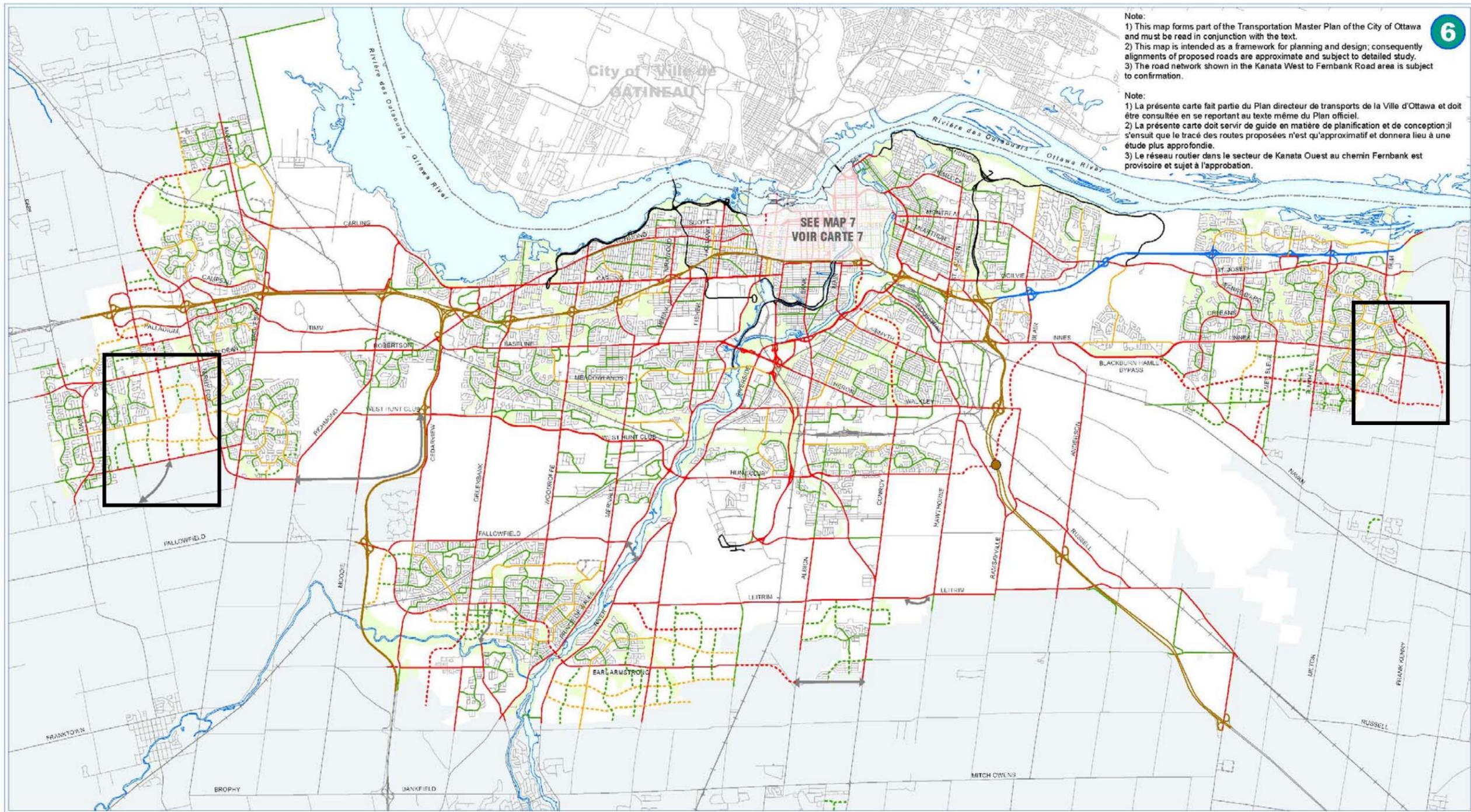
- | | | | | | |
|--------------------------|--|---|-------------------------|--|--|
| Light Rail Transit (LRT) | | Train léger sur rail (TLR) | Intensive Transit - Bus | | Transport en commun intensif - autobus |
| Bus Rapid Transit (BRT) | | Transport en commun rapide par autobus (TCRA) | Transit Priority | | Transport prioritaire |
| LRT Downtown Tunnel | | TLR Tunnel au centre-ville | Key Transfer Station | | Stations de transfert importantes |
| Existing Transitway | | Transitway actuel | Inter-regional Stations | | Stations interrégionales |
| Shoulder Bus Lanes | | Voies sur accotement réservées aux autobus | Potential Rail Yard | | Cour de tirage possible pour trains |

1 0.5 0 1 2 3 Kilometers

Prepared by: City of Ottawa, Department of Infrastructure Services and Community Sustainability, November 2009
 Préparé par: Ville d'Ottawa, Les Services d'infrastructure et Viabilité des collectivités, novembre 2009

Attachment 5

Urban Road Network



6

Note:
 1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
 2) This map is intended as a framework for planning and design; consequently alignments of proposed roads are approximate and subject to detailed study.
 3) The road network shown in the Kanata West to Fernbank Road area is subject to confirmation.

Note:
 1) La présente carte fait partie du Plan directeur de transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
 2) La présente carte doit servir de guide en matière de planification et de conception; il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.
 3) Le réseau routier dans le secteur de Kanata Ouest au chemin Fernbank est provisoire et sujet à l'approbation.

TRANSPORTATION MASTER PLAN - Map 6
URBAN ROAD NETWORK

PLAN DIRECTEUR DES TRANSPORTS - Carte 6
RÉSEAU ROUTIER - URBAIN

Provincial Highway	Chemin de propriété fédéral	Arterial - Existing	Artère - Établie
Federally Owned Road	Route provinciale	Arterial - Proposed (alignment defined)	Artère - Proposé (alignement déterminée)
City Freeway	Autoroute de ville	Arterial - Conceptual (alignment undefined)	Artère - Conceptuelle (alignement à déterminer)
		Major Collector - Existing	Grande collectrice - Établie
		Major Collector - Proposed	Grande collectrice - Proposé
		Collector - Existing	Collectrice - Établie
		Collector - Proposed	Collectrice - Proposé
		New Interchange	Nouvel échangeur

0 0.75 1.5 2.25 Kilometers

Prepared by: City of Ottawa, Department of Infrastructure Services and Community Sustainability, November 2008
 Préparé par: Ville d'Ottawa, Services d'Infrastructure et Viabilité des collectivités, novembre 2008