

## ONTARIO MUNICIPAL BOARD

IN THE MATTER OF subsection 17 (36) of the Planning Act R.S.O. 1990, c.P. 13, as amended

**Appellants:** Epscon Limited (Idone)  
4840 Bank Street Inc.  
**Subject:** Proposed Official Plan Amendment No. OPA #76  
**Property Location:** 4840 Bank Street (OP Area 8a)  
**Municipality:** City of Ottawa  
**OMB Case No.:** PL100206  
**OMB File No.:** PL100206

### WITNESS STATEMENT OF DAVID HATTON

#### 4840 Bank Street Inc.

##### A. Witness Qualifications

I am a Director of IBI Group, a Toronto-based engineering and architecture firm. I have 42 years of engineering experience including 21 years of professional experience in the Province of Ontario, including consulting for public and private sector clients. I have extensive experience in transportation planning and design. I am a licensed Professional Engineer and a member of Professional Engineers Ontario (P.Eng.). I have provided professional transportation evidence at the Ontario Municipal Board on a number of occasions. My curriculum vitae is attached as Schedule "A" to this, my Witness Statement.

##### B. Nature of Retainer

I was retained by 4840 Bank Street Inc. in August, 2011 to provide opinion evidence with respect to the methodology used to evaluate what lands should be supported as the 850 gross hectares of urban area expansion, from a transportation planning perspective.

In formulating my opinion I reviewed a brief of documents including the Official Plan for the City of Ottawa, Official Plan Amendment No 76, Leitrim Community Design Plan.

##### C. Issues List

**Does the City's evaluation methodology with regard to transportation provide appropriate description and scoring of "Accessibility – Arterial and Collector Roads"?**

One of the City's evaluation criteria is "Accessibility – Arterial and Collector Roads". The description is "Direct Access to an existing or planned arterial and collector roads.

The Leitrim Community Design Plan (LCDP) presents the transportation network for the Leitrim Community as "*composed of a series of interconnected collector and local roads organized in a modified grid system to permit accessibility and flexibility of movement*". I have reviewed the LCDP and agree with this statement. Collector roads extend southwards from the Leitrim Community lands into the Idone Lands and directly to the west of the Idone Lands. Local roads planned with the Idone Lands development will connect with the planned collector roads extending from the north.

Directly east of the Idone Lands, Bank Street is an existing two-lane arterial road which is indicated within City of Ottawa Transportation Master Plan (TMP) to be widened to four lanes by 2031.

It is my opinion that the Idone Lands will be serviced by an appropriate road system (collector roads and arterial road). The City's methodology does not provide appropriate recognition for the number of collector and arterial roads actually required for the size of the lands under consideration. The methodology scores developments with the highest number of arterials and collectors highest, irrespective of the demonstrated need for that number of arterials and collectors. In this respect it is my opinion that the application of the City's methodology provides a bias in favour of larger development areas (i.e. served by a greater number of arterials and collectors).

**Does the City's evaluation methodology with regard to transportation provide appropriate description and scoring of "Accessibility – Transit"?**

One of the City's evaluation criteria is "Accessibility – Transit". The description is "Distance to existing or planned rapid transit network or to park and ride".

The LCDP states that it "*accommodates transit as an integral component of the community structure*". A potential short term transit route focused on Bank Street and Greenboro Station and a potential long term transit route focused on the proposed Leitrim Transit Station and Park and Ride, support this position. I agree with this statement and position.

The Idone Lands will be served by extensions of the above transit systems.

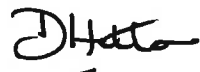
The City's evaluation methodology uses distance to a planned rapid transit network/Park and Ride as the sole criterion related to transit accessibility. This ignores other factors closely associated with transit strategy such as availability, reliability, speed and comfort of transit service. As well, journey time and cost are other determinants of transit usage, which could be considered in the evaluation. These items of transit strategy are stressed in the City's Official Plan and TMP and in my opinion should be brought into the "Accessibility - Transit" component

of the evaluation. In my opinion the application of the City's current evaluation methodology penalizes a development which is located a distance away from rapid transit or a Park and Ride station, but may otherwise be adequately provided for in terms of transit accessibility.

D. Hatton

DECEMBER 09, 2011

(DAVID HATTON)


  
 (DAVID HATTON)

## David Hatton P.ENG. IBI Group, Director

Mr. Hatton, a Director of IBI Group is a licensed Professional Engineer (PEO) and a member of the Institute of Transportation Engineers, has broad based transportation engineering experience with specific emphasis on multidisciplinary transportation projects. He is currently Project Director for a number of road environmental assessment, preliminary design and detail design projects, based out of the Ottawa office of IBI Group. His 40 years of transportation experience includes management of major construction projects and transportation studies in the Caribbean and management of construction projects and transportation projects in Western Canada including the Calgary Saddledome transportation infrastructure and Highway 3 Relocation in Lethbridge, Alberta. He is currently Director responsible for all transportation projects carried out by IBI Group's Ottawa Office. His engineering experience in the transportation field has included positions with major construction and consulting groups in United Kingdom prior to moving to Canada and joining a major consulting group in Calgary, Alberta. His work in the Ottawa area recently includes design input, project management and public consultation in relation to the major Bank Street Rehabilitation project, and other ongoing design studies with City of Ottawa and Eastern Region of the Ministry of Transportation of Ontario.

## Representative Experience

### *Environmental Study Reports (Road Design)*

- Bank Street Rehabilitation, Rideau Canal to Wellington Street, City of Ottawa
- Hunt Club Road; Bowesville to Airport Parkway – Regional Municipality of Ottawa-Carleton
- Elliott Avenue/ Counter Street Realignment – City of Kingston
- Hwy. 401 Median Barrier and Widening; Brighton – Ministry of Transportation of Ontario
- Oxford Street Widening – City of London
- Parkside Drive – City of Waterloo
- St. Joseph Boulevard – City of Ottawa
- Fanshawe Park Road Widening – City of London

### *Traffic Impact Studies*

- Tremblay Road Site – Ontario Realty Corp. (ORC)
- Mer Bleue Transportation Impact Study, City of Ottawa
- Barrhaven South Transportation Impact Study, City of Ottawa
- Cave and Basin Rehabilitation – Parks Canada – Banff, Alberta

## Education

B.Sc. - Honours (Civil Engineering), University of Birmingham, England, 1969

M.Sc. (Transportation and Environmental Planning), University of Birmingham, England, 1975

Diploma in Management Studies, Wolverhampton Polytechnic, 1978

## Experience

### 2010–Present

IBI Group, Director  
Transportation Facilities Engineering

### 2008–2010

IBI Group, Associate Director, Transportation Facilities Engineering

### 2004–2008

IBI Group, Associate, Transportation Facilities Engineering

### 1989–2004

Cumming Cockburn Ltd., Ottawa, ON, Director of Transportation

### 1989

DS-Lea Associates Ltd., Ottawa, Ontario, Senior Transportation Engineer

### 1984–1989

Proctor & Redfern International Ltd., Senior Project Manager, Barbados

### 1980–1984

Reid Crowther & Partners Limited, Calgary, Alberta, Manager, Transportation Planning Division

### 1974–1980

West Midlands County Council, Birmingham, England, Senior Engineer, Roads and Transportation Division

### 1973–1974

Dudley County Borough Council, Dudley, England, Senior Assistant Engineer

### 1969–1973

W.S. Atkins & Partners Consulting Engineers, Birmingham, England, Design and Site Engineer

## Memberships

Professional Engineers of Ontario, Member

Institute of Transportation Engineers, Member

Institution of Civil Engineers, United Kingdom, Member

Geometric Design Standing Committee, Transportation Association of Canada, Member

## Safety Training

WHMIS – August 22, 2007



- Saddledome Traffic Study – City of Calgary/ Calgary Olympics Organizing Committee
- Daly Site Development – City of Ottawa
- Calgary Centre for the Performing Arts – City of Calgary/ Centre for the Performing Arts Committee
- Colonnade Lands Study – (for NCC) – City of Nepean
- CMHC Headquarters Lands – (for CMHC) – City of Gloucester
- Kanata Centrum Development – (for PenEquity) – City of Kanata
- Commercial Development – Town Centre (as part of Perth Transportation Study) – Town of Perth
- City Centre Developments – (as part of Brockville Transportation Study) – City of Brockville
- Waterfront Study – City of Pembroke
- Stonebridge Golf Course Development – City of Nepean
- Signature Centre Development – City of Kanata
- Flying “J” Development – City of Kingston
- Alton Study – City of Burlington
- Havenlea Subdivision – (for Tartan Homes) – City of Ottawa

#### ***Parking Layout and Design Studies***

- Kanata Centrum Shopping Centre, City of Ottawa
- Crossroads Shopping Centre, City of Ottawa
- Parking Study, City Hall – City of Lethbridge
- City Centre Local Plan – City of Birmingham – United Kingdom
- Commercial Development Study – Kingston Township – City of Kingston

#### ***Parking Garage Functional Design***

- Daly Site Study – National Capital Commission – Ottawa
- Four Points Sheraton Hotel – City of Kingston
- City Centre Study – City of Birmingham (United Kingdom)

#### ***Highway Design Projects***

- Strandherd Drive Widening – City of Ottawa
- Bank Street Rehabilitation – City of Ottawa
- Hazeldean Road Widening – City of Ottawa
- Terry Fox Drive Extension – City of Ottawa
- Crows Nest Trail (Hwy. 3 Relocation) – City of Lethbridge
- Deerfoot Trail (Highway 2) – City of Calgary
- Terry Fox Bridge Widening – City of Kanata



- Highway 401 Widening and Median Barrier; Highway 6 Modifications – Ministry of Transportation of Ontario, Eastern Region and Southwestern Region
- Parkedale Avenue Modifications – City of Brockville
- Middle Ring Road – West Midlands County Council – United Kingdom
- City Centre Pedestrianization – City of Birmingham – United Kingdom
- Inner Ring Road – City of Wolverhampton – United Kingdom

#### ***Transportation Planning and Traffic Operations Studies***

- Richmond Road/Westboro, Area Traffic Study – City of Ottawa
- Brockville Transportation Study – City of Brockville
- Perth Transportation Study – Town of Perth
- Centretown Traffic Calming Study – City of Ottawa
- Kanata Lakes Study – City of Kanata
- Glebe Area Transportation Study – City of Ottawa
- City of Kingstown Transportation Study – St. Vincent and the Grenadines, West Indies

#### ***Functional Planning Studies***

- Crows Nest Trail (Hwy. 3 Relocation) – City of Lethbridge
- South Downtown By-Pass/ East-West Connection – City of Calgary
- Hunt Club Road, Bowesville to Airport Parkway – City of Ottawa
- Elliott Avenue/ Counter Street Realignment – City of Kingston

#### ***Construction Supervision and Contract Administration***

- Airport to West Coast Highway – Government of Barbados – West Indies
- Sutton Coldfield By-Pass – Department of Environment – United Kingdom
- Inner Ring Road – City of Wolverhampton – United Kingdom
- Terry Fox Drive/Highway 417 Bridge Widening – City of Ottawa

#### ***Route Location Studies***

- Sarcee Trail Study – City of Calgary
- Crows Nest Trail (Hwy. 3 Relocation) – City of Lethbridge
- Eastern By-Pass – Town of Perth

#### ***Traffic Management Studies***

- 9th Avenue Study – City of Calgary
- Glebe Traffic Study – City of Ottawa
- Sussex Drive Modifications – City of Ottawa – National Capital Commission
- City Centre Study – City of Birmingham (United Kingdom)



***Transit Studies***

- Calgary Transit, Midnapore Section – City of Calgary
- Preliminary Design – Kanata Town Centre Bus Station – City of Kanata

***Cycling Studies***

- Cycling Usage Study – Regional Municipality of Ottawa-Carleton

