

**ONTARIO MUNICIPAL BOARD
COMMISSION DES AFFAIRES MUNICIPALES DE L'ONTARIO**

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

Appellants: Greater Ottawa Homebuilders Association, Zbigniew Hauderowicz, Karson Holdings Inc., Ken McRae; and others
Subject: Proposed Official Plan Amendment No. OPA #76
Property Location: All lands within the City of Ottawa
Municipality: City of Ottawa
OMB Case No.: PL100206
OMB File NO.: PL100206

WITNESS STATEMENT OF STEVEN BOYLE

I, STEVEN BOYLE, of the City of Ottawa, state as follows:

1. I am a Senior Project Manager with the Transportation Planning Branch of the City of Ottawa and I have been involved with the Comprehensive Five Year Review of the Official Plan (2009) and the Transportation Master Plan update (2008), and for the former Plan I was involved in the selection of and methodology used for the transportation criteria for the urban expansion areas analysis.

Qualifications

2. A copy of my CV is attached.

Issues to be Addressed

3. I will be addressing Issues 15 and 17 from the Procedural Order Issues List.

Opinions on Issues

4. I believe that the criteria of Accessibility – Transit, being described as distance to existing or planned rapid transit or to a park and ride lot, is an appropriate criteria to be used in the evaluation of urban expansion area candidate sites.
5. In addition I also believe that Accessibility – Arterial and Collector, being described as direct access (lot frontage) to existing or planned arterial and collector roads, is an appropriate criteria to be used in the evaluation of urban expansion area candidate sites.

Reasons for Opinions

6. A main objective of the Official Plan is to increase the transit modal share to 30% by the planning target date of 2031. New development and redevelopment that occurs along or in relatively close proximity to existing or planned rapid transit corridors will better be able to achieve this transit modal share objective. Such proximity and convenient access to rapid transit make use of public transit very attractive for residents and employees.
7. Distances to existing and planned rapid transit corridors and stations can be calculated with relative ease and are a good indicator of expected usage of the transit facility for travel to work, school or other destinations. Use of this criteria of distance to rapid transit is an adequate measure and more suitable than an alternative, such as, travel time to a single destination of downtown, for which current

transit travel times are available but future estimates have a degree of uncertainty. In addition travel times to a specific destination capture a portion only of the travelling public versus use of the criteria of distance to rapid transit station/corridor which does not presume final destinations, which may well not be downtown.

8. Accessibility – Arterial and Collector defined as direct access, being lot frontage, to an existing or planned arterial and/or collector road(s) provides certainty in knowing such access and connectivity to the road network is possible. A less certain criteria of providing sufficient access such as by easement or purchase across intervening properties to such roadways introduces a considerable degree of uncertainty as such access might not be able to be obtained and there may be a degree of noncontiguous development that would occur. In addition when evaluating parcels those that have large frontages on an existing roadway provide for a greater number of potential accesses and would be more preferable than smaller parcels that have less access frontage be it on an existing or planned but not yet built arterial or collector roadway. The City's evaluation for this road access criteria is appropriate.

List of reports or Documents to be relied upon at the Hearing (prepared by City or Appellants)

- Report to Joint Agricultural and Rural Affairs Committee and Planning and Environment Committee meeting of May 4, 2009 on the Comprehensive Five-Year Review of the Official Plan.

-OPA #76, amended Schedule D – Primary Transit Network

-TMP – Map 6 Urban Road Network

STEVEN BOYLE