

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

REPLY WITNESS STATEMENT OF STEVEN BOYLE

I, Steven Boyle, of the City of Ottawa, state as follows:

1. In reply to the witness statement of David Charlton and David Hodgson dated December 9, 2011 concerning the Trim Road/Frank Kenny Road re-alignment I state the following:

Trim Road Environmental Study Report (1998)

The former Regional Municipality of Ottawa-Carleton completed an Environmental Assessment study for the re-alignment of Trim Road that included a re-alignment of the connection from Frank Kenny Road. This realignment from just south of Innes Road, on Agricultural Resource Area lands, would provide for a straightened roadway that would eliminate a double curve. The old road alignment would be removed.

2. In reply to the witness statement of Michael Goldberg dated December 9, 2011 concerning the Millennium Park, French language high school and park and ride east of Trim Road I state the following:

Trim Road – Park and High School in Agricultural Resource Area

The former Regional Municipality of Ottawa-Carleton adopted Regional Official Plan Amendment No. 14 by By-law 2000-69, enacted October 11, 2000, to permit on Agricultural Resources lands a high school and sports park on the east side of Trim Road. In addition, the former City of Cumberland adopted Rural Official Plan Amendment No. 2 by By-law 76-2000, enacted October 3, 2000, to permit the same and similarly adopted Rural Zoning By-law Amendment No. 65-2000, also enacted on October 3, 2000, to create an Agricultural Exception 15 zone to permit these uses on lands owned by the City of Cumberland. The City sold a portion of the City-owned lands to the French language public school board for construction of a high school. The high school and park are currently zoned Rural Institutional.

3. The Official Plan amendments addressed the requirements of the Provincial Policy statement, including the need for the examination of alternative locations, as part of the planning process prior to decisions by the municipal and regional Councils to permit these public uses on lands designated as Agricultural Resource Area.

Millennium Park and Ride lot

4. The Transportation Master Plan (2003) and the Transportation Master Plan update (2008) show a proposed park and ride location at the eastern terminus of the Cumberland Transitway (immediately east of Trim). As part of the 2008 update the City had prepared a background document entitled “Transportation and Infrastructure Planning – Park and Ride Facilities for Ottawa Part 2: Identification of Need, Evaluation and Implementation of Lots.” The Millennium site was reconfirmed as a location for a park and ride lot.

5. The City of Ottawa's Comprehensive Zoning By-law 2008-250 under Section 87 states "A rapid-transit network is permitted in all zones." The by-law provides a definition as a "Rapid transit network means an interconnecting system of rights-of-way and corridors in which the stations, roadbeds, rail beds or other related facilities including park and ride and maintenance facilities used for a public rapid transit service may be located."
6. In reply to the witness statement of Christopher Gordon dated December 9, 2011 concerning planned road and transit facilities east of Trim Road and the conceptual road extension south of Fernbank Road I state the following:

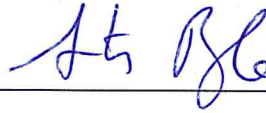
Road and transit projects

7. The Cumberland Transitway Environmental Assessment Study (October 1999) prepared by the Regional Municipality of Ottawa-Carleton identified that "A turn-around at Trim is proposed to allow buses to reverse". This turn-around would occur on the east side of Trim Road on Agricultural Resource Area land, owned by the City of Ottawa, on which are also located the Millennium Park.
8. Blackburn Hamlet By-pass Extension Environmental Study Report (October 1999) prepared by the Regional Municipality of Ottawa-Carleton provides for a new arterial roadway, now called Brian Coburn Boulevard, to be constructed to Frank Kenny Road.

Fernbank Road and Conceptual Stittsville By-pass

9. The Official Plan and Transportation Master Plan (TMP) show a conceptual connection from the Kanata N-S arterial at Fernbank Road

south and westward to Shea Road, this being the southern end of a conceptual Stittsville Main Street By-pass. The TMP does not show this as a required infrastructure project by the 2031 time horizon of the Plan.



Steven Boyle

December 21, 2011