

**Witness Statement of
Mark D. Jamieson, P.Eng., M.B.A.**

**In Relation to:
7000 Campeau Drive, Ottawa**

OLT File # PL200195

Submitted on Behalf of: ClubLink Corporation ULC

November 12, 2021

1.0 QUALIFICATIONS

- 1.1 I have a Civil Engineering degree from Ryerson University, which I obtained in 2003. I also have a Master's degree in Business and Administration, which I received from the Schulich School of Business in 2015.
- 1.2 I am a registered professional engineer in the Province of Ontario.
- 1.3 I have over 18 years of experience in the field of transportation engineering and transportation planning. I have spent the last 16 years working for BA Consulting Group (herein referred to as "BA Group"). My current position with BA Group is Principal.
- 1.4 I am a member of various transportation industry associations, including the Institute for Transportation Engineers ("ITE"), the Canadian Parking Association ("CPA"), and the Association for Commuter Transportation of Canada ("ACT Canada").
- 1.5 I am a past president of the local Toronto chapter of ITE, serving the approximately 500 ITE members in the GTA.
- 1.6 I have been qualified as an expert witness by the Ontario Municipal Board / Local Planning Appeal Tribunal / Ontario Land Tribunal on prior occasions to provide expert testimony and opinions concerning transportation planning and traffic engineering.
- 1.7 A copy of my current curriculum vitae is attached as **Attachment A**.
- 1.8 A signed Acknowledgment of Expert's Duty is attached as **Attachment B**.

2.0 RETAINER

- 2.1 BA Group was retained in September 2018 by Minto Communities on behalf of ClubLink Corporation ULC (herein referred to as "ClubLink") to provide transportation consulting services concerning the proposed redevelopment of the Kanata Golf and Country Club site at 7000 Campeau Drive in Ottawa (herein referred to as "the site").
- 2.2 In accordance with the City of Ottawa *Transportation Impact Assessment Guidelines (2017)*, BA Group was in regular contact with the City of Ottawa Transportation Engineering Services department between February 2019 and September 2019 to complete the five required "steps" of the process. A document (i.e., a section of the eventual finalized report) was submitted to City staff for each "step" and consultation was undertaken before the final submission of the Transportation Impact Assessment. The "steps" are listed below:
- Step 1 – Screening
Step 2 – Scoping
Step 3 – Forecasting
Step 4 – Analysis
Step 5 – Transportation Impact Assessment Submission

- 2.3 BA Group completed a Transportation Impact Assessment Report (i.e. Step 5, as described above) dated September 2019 (herein referred to as the “2019 TIA”), which assessed the transportation-related aspects of ClubLink’s proposed redevelopment application.
- 2.4 BA Group completed a Transportation Impact Assessment Update Report dated June 2020 (herein referred to as the “2020 Update TIA”), which provided responses to City of Ottawa staff comments and assessed the transportation-related aspects of a revised redevelopment application.
- 2.5 BA Group completed a Transportation Impact Assessment Update Report dated June 2021 (herein referred to as the “2021 Update TIA”), which provided responses to City of Ottawa staff comments and assessed the transportation-related aspects of a further revised redevelopment application.

3.0 WITNESS STATEMENT OUTLINE & SUMMARY OF EVIDENCE

- 3.1 In providing evidence, I will rely upon the 2021 Update TIA prepared by BA Group.
- 3.2 I will first provide an overview of the redevelopment proposal from a transportation perspective and review the conclusions of the 2021 Update TIA.
- 3.3 I will then address the following transportation issues in the Issues List and provide my opinion on the issues and the reasons for my opinion in Section 7 of this witness statement. My evidence and opinion will speak to the following issues:
- City of Ottawa: Issues #3, #8, and #24
 - Kanata Greenspace Protection Coalition: Issues #27, #30, and #34
- 3.4 With respect to City of Ottawa’s Issue number 8, I note that this issue pertains to the appropriateness of a right-of-way width that is no longer proposed as part of the development application. As such Issue No. 8 no longer applies. This is noted below in my evidence.

4.0 THE SITE & THE DEVELOPMENT PROPOSAL

- 4.1 Approval is sought for a proposed residential development located at 7000 Campeau Drive in the City of Ottawa; the site is currently occupied by Kanata Golf & Country Club.
- 4.2 The site is located in close proximity to three arterial roads and the Highway 417 corridor is located within 1.5 km of the site to the south.
- 4.3 The existing vehicular driveways for the site are accessed from Campeau Drive. They are in proximity to existing private driveways on the south side of Campeau Drive. Around the remainder of the site, the existing area is residential in nature and character, with primarily detached homes with individual driveways. The site intersects or is adjacent to several roads within the existing street network, including Campeau Drive, Knudson Drive, Weslock Way and Beaverbrook Road.

- 4.4 Concerning transit access, a number of routes can be directly accessed from Campeau Drive, Kanata Avenue, Knudson Drive, and Weslock Way, all of which permeate, are adjacent, or are nearly adjacent to the site. Terry Fox Station has several bus routes operating within it that provide far-reaching access across the City of Ottawa. The higher density housing within the plan is approximately 665m from the station (as measured in a straight line distance). The walking distance from the higher density housing to the station ranges from approximately 950m to 1400m and is dependent on the chosen route. Using a typical walking speed of 1.2m/s, this equates to a 13 to 19 minute walk.
- 4.5 The site is well-connected concerning cycling infrastructure. There are on-road bicycle lanes along Campeau Drive and Kanata Avenue within the immediate vicinity of the site. In addition, sidewalks are provided on both sides of arterial roads. Sidewalks are also provided on one side of collector roads, and they are provided on one side of some local roads. The existing sidewalk network in the area is supplemented by the local trail network in the area, part of which passes through and along parts of the site.
- 4.6 The 2021 Update TIA assessed a proposed redevelopment with the following statistics:
- Single Detached Homes: 654 units
Front Drive Townhouses: 247 units
Back to Back Townhouses: 68 units
Stacked Block Townhouses: 74 units
Medium Density Apartments: 437 units
Total Residential Dwelling Units: 1,480 units
- 4.7 The final Concept Plan analyzed within the 2021 Update TIA included 7 vehicular access points to the site located at Campeau Drive, Knudson Drive, Weslock Way, and Beaverbrook Road; all of which were analyzed as full movement intersections.
- 4.8 The Concept Plan is comprised of 23 distinct road segments which have been designed to provide safe and efficient access for all users (i.e. vehicles, pedestrians, and cyclists). All proposed roads within the final Concept Plan are proposed to be local roads.
- 4.9 Nearly all new streets proposed within the plan are projected to have daily traffic volumes of less than 1,000 vehicles per day, which is the City of Ottawa's criteria for a local road. The exceptions are short segments of Streets 1, 7, and 11, where they connect to the Campeau Drive corridor. Those short segments only exceed the threshold as the local roads approach the connecting arterial. This is a typical condition for a road network where local streets connect to an adjacent arterial street.
- 4.10 To provide improved pedestrian connectivity within the Concept Plan, two different local cross sections are proposed: a 20m right-of-way (ROW) and an 18m ROW. The former has been proposed to accommodate sidewalks on both sides of the street to improve mobility within the site on streets that have strong connectivity from a pedestrian perspective within the plan. All other

streets are proposed to have an 18m ROW with a sidewalk on one side of the street consistent with the standard City of Ottawa cross-section for a local road.

- 4.11** In addition to the proposed sidewalk connections, several strategic trail / off-street pathway connections have been proposed throughout the development to provide connections from the proposed new development to the existing neighbourhood areas.
- 4.12** Based on the existing transit service, approximately 62% of all proposed units will be within 400 metres of a transit stop¹. In addition, 100% of the proposed apartment and stacked townhouse housing types will be within 400 metres of a transit stop.
- 4.13** Cyclists will be accommodated on-street in a shared manner on all proposed internal streets. It is appropriate to accommodate cyclists in a shared manner on all proposed internal streets due to the low expected posted speed limit (30 km/h) and projected low traffic volumes on internal streets (325 to 1,700 vehicles per day), consistent with the Ontario Traffic Manual Book 18. In addition, a variety of future trail connections will be provided through appropriately sized multi-use pathways to accommodate cyclists and pedestrians, consistent with other area local roads.
- 4.14** Traffic calming measures are proposed for consideration for the purposes of reducing speeds on longer road segments within the plan. Traffic calming measures include the provision of speed display devices, provision of on-road messaging in strategic areas, permitting on-street parking, reducing effective roadway width with curb extensions (e.g. with bulbouts / curb extensions) at key locations, and the provision of raised intersections at strategic locations. In addition, specific intersections have been identified as “Enhanced Intersections”, divided into two categories based upon whether the intersection is an all-way stop or whether only side street approaches will be stop-controlled.

5.0 KEY TRANSPORTATION FINDINGS

- 5.1** All TIA studies assessed a redevelopment to be constructed in phases. The analyzed horizon years in the TIA studies were 2024 and 2029. The horizon years were confirmed by City staff as part of the multi-step pre-submission scoping process.
- 5.2** The site is well located from a multi-modal transportation perspective, given the existing road network routing options, public transit routes that service the site, and active transportation infrastructure.
- 5.3** Notable planned transportation infrastructure projects include the widening of Campeau Drive and its westward expansion, the widening of Kanata Avenue and Terry Fox Drive, West Transitway Expansion (i.e., bus rapid transit – BRT), transit priority signal on Terry Fox Drive, and the Kanata North Transitway (on March Road)². In addition, the 2013 Ottawa Cycling Plan identifies bike lane implementation on Terry Fox Drive between Highway 417 and south of Campeau Drive. Long-term

¹ Based on a pedestrian walkshed analysis conducted by BA Group using Geographic Information Systems (GIS).

² Based on the 2013 City of Ottawa Transportation Master Plan, and the City of Ottawa 2014 Development Charges Background Study, amended in October 2017.

plans (with unidentified timeline) identify the conversion of the West Transitway to light rail transit (LRT).

- 5.4** Travel demand forecasts have been developed following the methodology outlined in the City of Ottawa Transportation Impact Assessment Guidelines as the basis. The aforementioned adopted vehicle trip generation was converted to person trips utilizing mode splits found in the TRANS 2011 OD Study to assess multi-modal trip generation. The trip generation estimates for the proposed redevelopment were reviewed and accepted by City of Ottawa staff as part the Step 3 review process.

- 5.5** The volumes listed below are estimated to be generated by the proposed redevelopment.

Person Trips (total of all trips)

- Weekday morning peak hour = 1,590 two-way person trips (510 trips in, 1,080 trips out)
- Weekday afternoon peak hour = 1,630 two-way person trips (920 trips in, 710 trips out)

Transit Trips

- Weekday morning peak hour = 400 two-way person trips (130 trips in, 270 trips out)
- Weekday afternoon peak hour = 410 two-way person trips (230 trips in, 180 trips out)

Walking Trips

- Weekday morning peak hour = 80 two-way person trips (25 trips in, 55 trips out)
- Weekday afternoon peak hour = 80 two-way person trips (45 trips in, 35 trips out)

Cycling Trips

- Weekday morning peak hour = 80 two-way person trips (25 trips in, 55 trips out)
- Weekday afternoon peak hour = 80 two-way person trips (45 trips in, 35 trips out)

Auto Passenger Trips

- Weekday morning peak hour = 160 two-way person trips (50 trips in, 110 trips out)
- Weekday afternoon peak hour = 165 two-way person trips (95 trips in, 70 trips out)

Auto Driver Trips

- Weekday morning peak hour = 870 two-way person trips (280 trips in, 590 trips out)
- Weekday afternoon peak hour = 895 two-way person trips (505 trips in, 390 trips out)

- 5.6** A Multi-Modal Level of Service (MMLOS) assessment was undertaken along the existing Campeau Drive corridor. Based on the MMLOS assessment, the segments on Campeau Drive closest to the site have an acceptable MMLOS under existing conditions. Certain segments beyond the site on Campeau Drive have cycling level of service (LOS) of “F” due to the limited cycling provisions which is related to a constraint under existing conditions.

- 5.7** Further review of existing pedestrian and cycling connections within the existing neighbourhood surrounding the site was undertaken. One notable missing link was identified in the existing pedestrian network on the south side of Beaverbrook Road, from Weslock Way to Varley Drive. This link will be an important pedestrian route that connects to an existing bus stop on Beaverbrook Road, and the proposed concept plan will better facilitate this connection. BA Group did not identify any notable missing links in the area cycling network.

- 5.8** A MMLOS assessment was conducted at the signalized intersections within the study area as outlined in the MMLOS guidelines. Based on the assessment, the future road network remained consistent as the existing road network and no additional mitigation measures or improvements are anticipated to occur during this time period. As such, the future MMLOS assessment produced the same results as the existing MMLOS assessment and the signalized intersections typically ranged between “LOS C” to “LOS E”.
- 5.9** Based on a review of area collision data there is no discernable trends of increasing collision behaviour. The largest number of collisions in the study area is at the March Road / Campeau Drive intersection which has had 14-35 collisions per year for the past 5 years. The proposed redevelopment will not require any physical modifications to the March Road / Campeau Drive intersection and therefore will not have a significant impact on the safety characteristics of this intersection.
- 5.10** Based on projected operations at the future access points, all proposed access points will operate acceptably as unsignalized intersections with side-street stop control. No new signalized intersections are being proposed, or are required, as part of the redevelopment.
- 5.11** Based on the traffic analysis conducted at the proposed site access intersections under future total conditions, all site accesses operate at an acceptable level of service. All proposed access intersections will operate with two-way stop control, with stop control on the proposed minor side street approaches. No roundabouts or traffic signals are proposed or required within the development area to accommodate site traffic.
- 5.12** Anticipated modifications to the existing area streets at the proposed access connections will generally consist of the addition / modification of the existing pavement markings on existing streets to accommodate a new intersection, and the addition of new stop signs in the right of way for the new streets.
- 5.13** A preliminary transportation demand management (TDM) program has been developed for the project, based upon the City’s *TDM Measures Checklist* (Version 1.0, June 2017), to ensure the City’s stated mode share goals are met. TDM Measures included as part of the preliminary TDM Plan include travel/commuting surveys, local area walking/cycling access route maps and transit schedules in the lobbies of buildings within the “medium density residential uses”, the possibility of a bike share station, car share vehicles in the vicinity of the medium density blocks (and memberships for their residents), the unbundling of parking from the purchase of medium density units, and a multi-modal travel option information package for new residents.
- 5.14** There are several roads in the study area that operate with daily traffic volumes in excess of the City’s desired targets under existing conditions.
- Kanata Avenue north of Campeau Drive is designated as a major collector street and has daily traffic volumes that are consistent with an arterial road designation. This indicates that Kanata Avenue operates as an arterial road in the site area, consistent with its current classification south of Campeau Drive.

- Knudson Drive, Weslock Way, and Beaverbrook Road are minor collector streets with existing daily traffic volumes exceeding the City of Ottawa's guideline for collector streets. This indicates that notwithstanding their classification, portions of these minor collector roads (i.e. the segments of the street near intersections with arterial and major collector streets) operate with characteristics comparable to major collector streets based on existing traffic volumes.

- 5.15** BA Group has reviewed the projected change to the daily traffic volume on the area study network and determined that the projected site traffic will not appreciably affect the current character or function of the roads in the study area.
- 5.16** An assessment was undertaken to determine whether the proposed redevelopment changes the City of Ottawa's plans for autos and transit as set out in the current Transportation Master Plan (TMP). Given the uncertainty concerning the completion of the widening of Kanata Avenue, in the capacity analysis undertaken herein, BA Group has conservatively assumed that all of the existing boundary streets will retain their existing lane configurations. Based on the capacity analysis undertaken, all study area intersections along Kanata Avenue, Terry Fox Drive, and Campeau Drive can accommodate the forecast site traffic without the need for physical improvement. As such, the proposed redevelopment will not affect the timing of the planned road network changes in the 2013 TMP.
- 5.17** Based on a review of the TRANS 2011 O-D survey data, residential trips are more oriented towards high-density employment areas in the City (e.g. the downtown core). Residential trips are therefore more likely to make use of the downtown-oriented transit routes that are mostly accessed via Terry Fox Station, with some transit trips to the local area, where smaller density employment areas are located.
- 5.18** Vehicular operations analysis was undertaken for signalized intersections in the study area. With the addition of site-related traffic under future total traffic conditions, all intersections operate at a volume/capacity ratio of 0.81 and 0.94 or better in the morning and afternoon peak periods, respectively. Based on the vehicular capacity analysis undertaken, new site-related traffic can be accommodated at all signalized intersections. No physical or operational improvements are required or recommended in the study area, except for the March Road / Campeau Drive / Highway 417 off-ramp intersection. This off-ramp intersection operates at or near capacity under existing conditions and is forecast to operate with movements at or near capacity under future traffic scenarios. Although the impact of the forecasted site traffic at this intersection is expected to be negligible, the optimization of traffic signal timings at this location is recommended to better accommodate forecast future total traffic volumes, including site traffic, without the need for physical modifications.
- 5.19** Vehicular operations analysis was undertaken for unsignalized intersections in the study area. Based on the capacity analysis, the traffic operations at all existing unsignalized intersections within the study area can accommodate new site traffic and will operate at acceptable levels of service under future total traffic volumes without any need for road improvements or mitigation

measures. All existing unsignalized movements in the study area are forecast to operate with good levels of service (LOS A-C) under future total conditions.

6.0 RESPONSES TO ISSUES LIST

- 6.1** Below I have responded to the issues on the Issues List, which specifically raise transportation matters, being City of Ottawa Issues #3, #8, and #24, and Kanata Greenspace Protection Coalition Issues #27, #30, and #34.
- 6.2** My opinions on transportation matters will also inform the opinions of other witnesses concerning the redevelopment application and its consistency with the Provincial Policy Statement, 2020, and its conformity with the City of Ottawa Official Plan.

7.0 OPINION EVIDENCE

Issue 3 (City of Ottawa)

Subdivision

“3. Does the proposed plan of subdivision have regard for matters of provincial interest pursuant to the Planning Act, section 2, particularly clauses (h), (o), (q) and (r)?”

- 7.1** Subsections 2(o) and (q) of the Planning Act state:

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- (o) the protection of public health and safety;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

- 7.2** All of the proposed internal local roads include sidewalks which will facilitate safety and connectivity and will support public transit. All proposed roads that will have 18.0m ROW will have sidewalks on one side of the roadway consistent with the City of Ottawa’s standard cross section for a local road. To further improve pedestrian mobility and sustainability, several streets within the redevelopment plan have been upgraded to a 20m ROW to accommodate sidewalks on both sides of the roadway. It is, therefore, my opinion that the proposed redevelopment promotes a sustainable pattern that is oriented to pedestrians.
- 7.3** It is my opinion that the proposed redevelopment plan protects public safety. Traffic calming measures are proposed for consideration to reduce speeds on roads within the plan. Traffic calming measures include the provision of speed display devices, provision of on-road messaging in strategic areas, permitting on-street parking, reducing effective roadway width with curb extensions (e.g. with bulbouts) at key locations / intersections, and the provision of raised intersections at strategic locations.
- 7.4** It is my opinion that the proposed development supports public transit. Based on the existing transit service, approximately 62% of all proposed units will be within 400 metres of a transit stop.

Moreover, 100% of the proposed higher density uses (apartment and stacked townhouses) will be within 400 metres of a transit stop. Table 1 below demonstrates the walkability of the proposed uses within the site to the existing bus stops in the area.

Table 1 Pedestrian Walkshed Analysis – 400m of Bus Stop

Housing Type	# of Units	# of Units within 400m of Bus Stop ¹	% of Units within 400m of Bus Stop
Single Detached	654	240	37%
Front Drive Townhouses	247	159	64%
Back to Back Townhouses	68	10	15%
Stacked Townhouses	74	74	100%
Medium Density Apartments	437	437	100%
TOTAL	1,480	920	62%

- 7.5** It is also my opinion that the proposed development is supportive of transit due to its relative proximity to Terry Fox rapid transit station. The higher density housing within the plan is approximately 665m from the station (as measured in a straight line distance). The walking distance from the higher density housing to the station ranges from approximately 950m to 1400m and is dependent on the chosen route. Using a typical walking speed of 1.2m/s, this equates to a 13 to 19 minute walk.

Issue 8 (City of Ottawa)

Subdivision

“3. Is the proposed right-of-way width of 16.5 metres appropriate (s.51(24)(e))?”

- 7.6** This issue pertains to a right-of-way width that was proposed as part of the initial application which is no longer proposed. The minimum right-of-way width now proposed within the development plan is 18.0 metres. As such, it is my opinion that this issue is no longer applicable. It is further my opinion that all right-of-way widths proposed within the development plan are appropriate.

Issue 24 (City of Ottawa)

Zoning

“24. Does the proposed zoning have regard for matters of provincial interest pursuant to the Planning Act, section 2, particularly clauses (h), (o), (q) and (r)?”

- 7.7** Please refer to the response provided for Issue #3 above.

Issue 27 (Kanata Greenspace Protection Coalition)

Conformity with the Planning Act

“27. Does the proposed zoning amendment have appropriate regard to Section 2 with particular reference to Subsections (a), (h), (i), (o), (p) and (r)?”

7.8 Please refer to the response provided for Issue #3 above.

Issue 30 (Kanata Greenspace Protection Coalition)

Conformity with the Planning Act

“30. Does the proposed plan of subdivision have appropriate regard to the provisions of Section 51(24) with reference to Subsection ... (e)?”

7.9 Subsection 51(24)(e) of the Planning Act states:

(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

7.10 It is my opinion that the proposed roadways within the development plan (which are considered “highways” under the Highway Traffic Act) will adequately and appropriately accommodate the forecast traffic generated by the proposed redevelopment. The development plan contemplates 7 vehicular access points that will distribute traffic generated by the proposed development across a large area. Moreover, the capacity analysis undertaken by BA Group confirms that vehicular traffic generated by the proposed development can be accommodated on the road network. Moreover, all proposed streets within the development plan will operate in accordance with the City of Ottawa’s classification guidelines for local streets, with the exception of short segments of streets where they connect to Campeau Drive. This practice / condition is typical where local streets connect to arterial streets.

7.11 It is my opinion that the transportation network in the proposed subdivision has appropriate regard for the health, safety, convenience, accessibility for persons with disabilities, and welfare of the future inhabitants. The proposed redevelopment plan proposes having a sidewalk on at least one side of each new street, which is an improvement compared to many of the existing local streets in the area. Moreover, the proposed subdivision includes several streets that have been widened to a 20m ROW to provide improved pedestrian safety and convenience through accommodating sidewalks on both sides of the street.

Issue 34 (Kanata Greenspace Protection Coalition)

Conformity with the Official Plan

“34. Is the proposed zoning amendment and plan of subdivision in general conformity with the Official Plan with particular reference to the following sections:

a) 2.2 / 2.2.2 – Managing Growth within the Urban Area/ Managing Intensification within the Urban Area”

7.12 Policy 2.2.2 of the Official Plan states:

This Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. [Amendment #150, LPAT July 18, 2019]

7.13 Based on the analysis undertaken by BA Group, the traffic impacts of the proposed redevelopment of the site can be appropriately accommodated and the growth can be managed appropriately. BA Group's capacity analysis confirms that forecast future total traffic volumes, including site traffic, can be accommodated without any physical modifications, but with minor optimization of the traffic signal timing at the March Road / Campeau Drive / Highway 417 off-ramp intersection. In addition, site generated traffic will not have a significant impact on any movements that are projected to operate at capacity due to background (non-site) traffic conditions.

7.14 It is also my opinion that the proposed redevelopment will provide intensification in a manner that increases transit ridership. Approximately 62% of all proposed residential units will be within 400 metres of an existing transit stop. Moreover, 100% of the proposed apartment and stacked townhouses will be within 400 metres of an existing transit stop. The new residential units proposed for the site will generate new transit ridership on the existing transit routes in the area, thereby making efficient use of the existing transit system.

8.0 SUMMARY OF OPINIONS

8.1 The proposed redevelopment plan is well-designed and appropriate and can be supported by the area street network with minimal impacts on area traffic operations.

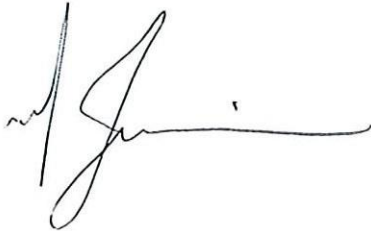
8.2 The redevelopment plan will provide increased connectivity for existing and future pedestrians and cyclists. The design of the site is oriented to encourage and accommodate convenient pedestrian activity. The proposed redevelopment therefore has appropriate regard for public health and safety.

8.3 The proposed redevelopment is transit supportive and will increase ridership on existing transit routes in the area.

9.0 ATTACHMENTS

Attachment A: Curriculum Vitae for Mark Jamieson

Attachment B: Acknowledgment of Experts Duty

A handwritten signature in black ink, appearing to read 'Mark Jamieson', is written above a horizontal line.

Signature

Date: November 12, 2021

Attachment A:
Curriculum Vitae for Mark D. Jamieson





BA Group

Mark Jamieson, MBA, P.Eng **Principal**



EDUCATION

Masters of Business Administration, York University (2015)

Bachelor of Applied Science in Civil Engineering, Ryerson University (2003)

MEMBERSHIPS

Member – Institute of Transportation Engineers (ITE)

Member – Association of Professional Engineers (PEO)

Canadian Parking Association (CPA)

Association of Commuter Transportation Canada (ACT)

ABOUT MARK

Since joining BA Group in 2005, Mark has amassed significant experience and is a leader in the GTA transportation planning and engineering industry. His skills include transportation planning, traffic engineering, transportation demand management, transportation demand forecasting & modelling, parking advisory services, functional design, and environmental assessments. Mark prides himself on his consensus-building approach to solving complex transportation problems through bringing together all stakeholders on a project such as municipal staff, developers, community residents, or any other parties.

Mark is a member of the Institute of Transportation Engineers (ITE) and is a past-president of the ITE Toronto Section executive committee. Mark is a registered member of Professional Engineers Ontario (PEO), the Canadian Parking Association (CPA), and the Association for Commuter Transportation of Canada (ACT Canada).

EXPERIENCE

Mark has significant experience working on a wide variety of projects and land uses. His project experience includes all types of residential uses, office developments (suburban and urban), mixed-use projects, retail projects (outlet malls, big box, and community shopping centres), educational projects (elementary, high-school and post-secondary), seniors care, health care & hospitals, community centres, and community Master Plan / Secondary Plan studies. Mark has also been qualified to provide expert opinion evidence in transportation planning and traffic engineering before the OMB/LPAT.

Through his experience, Mark has helped clients of all types develop sound transportation strategies for their projects that are practical and solution-oriented. Mark's experience also spans a wide array of geographic contexts across the GTA, Simcoe County, Ottawa, and southwestern Ontario. This experience with different contexts (e.g. urban vs. suburban), combined with his wide range of project types, provides Mark with a unique perspective and ability to rapidly understand the key transportation issues on a project and begin developing strategies for moving a project forward. Mark also has a passion for sustainable transportation and enjoys finding creative ways of incorporating Transportation Demand Management (TDM) strategies into development projects.



REPRESENTATIVE EXPERIENCE

URBAN RESIDENTIAL & INTENSIFICATION PROJECTS

- 1 Delisle Street Residential Development, Toronto
- 300 Front Street West Residential Development, Toronto
- 77 River Street, Toronto
- 89-101 Roehampton Avenue Residential Development, Toronto
- Allenbury Gardens Toronto Community Housing Redevelopment, Toronto
- Boutique Condominium, Toronto
- Toronto Housing Now – Bloor-Kipling and Bloor-Islington Focus Areas, Toronto
- Toronto Housing Now - 251 Esther Shiner Blvd., Mixed-Use Development, Toronto
- City of Toronto ModernTO Project– 33 Queen Street East, Toronto
- City of Toronto ModernTO Project - 610 Bay Street, Mixed-Use Development, Toronto
- 2 Tecumseth Redevelopment, Toronto
- 89-101 Roehampton Residential Infill, Toronto
- City of Toronto ModernTO Project- 227 Victoria Street, Mixed-Use Development, Toronto
- Sherway Gardens Official Plan Amendment, Toronto
- Barrie Waterfront Intensification (51-75 Bradford Street), Barrie
- Redevelopment of Barrie Fairgrounds on Essa Road, Barrie
- Glen Abbey Redevelopment, Oakville
- South Oakville Centre Intensification, Oakville
- 30 Eglinton East, Mississauga
- Georgian Court Redevelopment, Burlington
- South Hill Shopping Centre Intensification, Richmond Hill
- DUKE Condos, Toronto
- Dundas / Aukland Redevelopment at Kipling Station, Toronto
- Markington Square Redevelopment, Toronto
- Main / Lloyd Residential, Whitchurch-Stouffville
- Royal Canadian Military Institute (RCMI) Mixed Use Development, Toronto
- Yonge + Alvin Residential Condominium, Toronto

SUBURBAN RESIDENTIAL PROJECTS

- Brooklin (Whitby)
- 5452 Lakeshore Road Subdivision, Ballantrae
- Block 274 Condominium, Aurora
- Bond Head Subdivision, Bradford West Gwillimbury
- Canterbury Golf Course, Scugog
- Craighurst Subdivision, Oro-Medonte
- Heritage Village Subdivision, Hillsdale (Springwater)
- Highland Gate Redevelopment, Aurora
- Midhurst Development, Springwater
- Polo Club Condos, Aurora

NON RESIDENTIAL / COMMERCIAL PROJECTS

- BMO Data Centre, Toronto
- CIBC Square Phase 1 & 2, Toronto
- Airfield Developments Commercial Centre, Caledon
- Alliston Commercial Centre, New Tecumseh
- Burlington / Appleby Shopping Centre, Burlington
- Greenhills Shopping Centre, City of London
- Hamilton Southeast Commercial Development, City of Hamilton
- Lesmill Shopping Centre, Toronto
- Mayfield Rd / Bramalea Rd Community Retail Centre, Brampton
- South Oakville Centre, Oakville
- South Hill Shopping Centre, Richmond Hill
- StudioCentre, City of Toronto
- Toronto Premium Outlets Expansion, Halton Hills
- West Metro Corporate Centre, Toronto



MUNICIPAL STUDIES

- Bathurst Quay Neighbourhood Precinct Plan Study, Toronto
- Billy Bishop Toronto City Airport: Transportation Assessment of Proposed Jet Activity, Toronto

- Phase II Parking Strategy Study for Port Credit and Lakeview, Mississauga

INSTITUTIONAL MASTER PLANNING

- Branksome Hall Stage 1 & 2 Master Plan, City of Toronto
- Ontario Government Downsview Employment Campus Master Plan, City of Toronto
- Seneca College Master Plan for King, Newnham, and Markham Campuses

- Sheridan College Master Plan, Oakville, Brampton & Missauga Campuses
- Unionville Home Society Master Plan, Markham
- University of Toronto Scarborough Campus Master Plan & Secondary Plan

COMMUNITY TRANSPORTATION PLANNING

- Alexandra Park Redevelopment, Toronto Community Housing, City of Toronto
- Bond Head Secondary Plan, Town of Bradford West Gwillimbury
- Brooklin North Block Plan, Town of Whitby
- Glen Abbey Golf Club Redevelopment & Master Plan, Town of Oakville

- East Bayfront Plan of Subdivision Transportation Planning, City of Toronto
- Hwy 400 / County Road 88 Secondary Plan, Town of Bradford West Gwillimbury
- Midhurst Community Development, Township of Springwater

INSTITUTIONAL & EDUCATIONAL PROJECTS

- Bais Yaakov School, City of Toronto
- Branksome Hall, City of Toronto
- Bessarion Community Centre, City of Toronto
- Block 2A Inter-City Coach Terminal Feasibility Study, City of Toronto
- Dante Alighieri / Regina Mundi School Redevelopment, City of Toronto
- New Catholic Elementary School, Stouffville
- Holy Trinity School, Town of Richmond Hill
- Markham Pan AM Centre, City of Markham
- Royal St. Georges College, City of Toronto
- Ryerson University, Centre for Urban Innovation (CUI) Building, Toronto
- Ryerson University, Innovation and Sciences Building, City of Toronto

- Seneca College Centre for Innovation and Excellence (CITE), Newnham Campus, Toronto
- Seneca College King Campus Expansion, King City
- Toronto Pan-Am Aquatics Centre and Field House, City of Toronto
- UTSC Environmental Sciences and Chemistry Building
- UTSC Student Residence
- West Park Health Care Centre Master Plan & Municipal Approvals, City of Toronto
- West Park Health Care Centre New Patient Building PDC Team, City of Toronto
- Trillium Health Centre, Toronto & Mississauga



SENIORS CARE

- 381 Wilson Avenue, Toronto
- All Seniors Care, Rymal Road, Hamilton
- Kipling Acres Long Term Care, City of Toronto
- Shores of Port Credit, Mississauga
- Verve Senior Living, 3429 Bloor Street, Toronto
- Verve Senior Living, 462 Wellington, Toronto
- Verve Senior Living, 905 Don Mills, Toronto
- Verve Senior Living, 2494 Danforth Ave, Toronto

TRANSPORTATION DEMAND MANAGEMENT (TDM) & SUSTAINABLE DEVELOPMENT PLANNING

- Region of Waterloo TDM Trip and Parking Reduction Study, Region of Waterloo
- Smart Commute Shuttle Bus Guideline Module for the TMA Toolkit, City of Toronto / York Region
- TDM Supportive Guidelines for Development Approvals, Association of Commuter Transportation (ACT) Canada
- York Region TDM Implementation Strategy, York Region

CAR DEALERSHIP PROJECTS

- Achilles Chrysler, Ajax
- Audi Queensway, Toronto
- Audi Uptown, Volvo of Unionville, Markham
- Endras Infiniti, Ajax
- Kia Stouffville, Whitchurch-Stouffville
- Lexus of Lakeridge, Ajax
- MINI Durham, Ajax
- Volvo Cars, Jaguar, and Land Rover of Lakeridge, Ajax



Attachment B: Acknowledgment of Expert's Duty





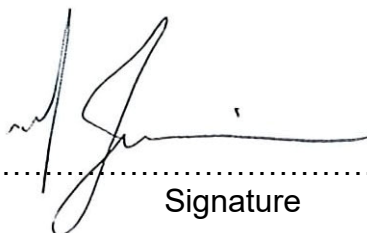
Ontario
Ontario Land Tribunal
Tribunal ontarien de l'aménagement du territoire

Acknowledgment Of Expert's Duty

OLT Case Number	Municipality
PL200195	City of Ottawa

1. My name is.....Mark Jamieson.....(name)
I live at theCity of Toronto(municipality)
in the.....n/a.....(county or region)
in theProvince of Ontario.....(province)
2. I have been engaged by or on behalf of ClubLink Corporation ULC to provide evidence in relation to the above-noted Ontario Land Tribunal ('Tribunal') proceeding.
3. I acknowledge that it is my duty to provide evidence in relation to this proceeding as follows:
 - a. to provide opinion evidence that is fair, objective and non-partisan;
 - b. to provide opinion evidence that is related only to matters that are within my area of expertise;
 - c. to provide such additional assistance as the Tribunal may reasonably require, to determine a matter in issue; and
 - d. not to seek or receive assistance or communication, except technical support, while under cross examination, through any means including any electronic means, from any third party, including but not limited to legal counsel or client.
4. I acknowledge that the duty referred to above prevails over any obligation which I may owe to any party by whom or on whose behalf I am engaged.

Date.....November 12th 2021



Signature