



Kanata Lakes Community Association

RECOMMENDATION

Keeping the Goulbourn Forced Road (GFR) Open to Vehicular Traffic from Kanata Avenue to the Kanata North Business Park

Considering

- a) that historical records show the Goulbourn Forced Road has been in existence as early as 1828 (Historical Society of Ottawa News – January 2016, <http://hsottawa.ncf.ca/Dnlds/HSOnewsJan16.pdf>);
- b) that the GFR provides Kanata residents with direct vehicular access to the Kanata North Business Park (KNBP), the Richcraft Recreation Centre (RRC) and the Innovation Park & Ride;
- c) that the temporary closure of the GFR in 2018 for several months resulted in high levels of traffic congestion on Beaverbrook Road, Teron Road, March Road and Terry Fox Drive;
- d) that the Kanata North Business Park is a key economic driver for Ottawa as it is home to many high-tech firms;
- e) that Walden Drive will be extended to Terry Fox Drive as a result of the development of the KNL lands north of the Beaverpond;
- f) that the new housing development in the KNL lands north of the Beaverpond, Phase 7,8 and 9, will significantly add to traffic congestion into the KNBP;
- g) that closure of GFR from Walden Drive to the KNBP would leave only one route to the KNBP and the RRC. High levels of congestion on arterial roads such as Walden Drive and Terry Fox Drive would likely occur in the morning and evening commutes. This increased congestion would also result in higher pollution levels that contribute to climate change.

Noting

- a) the portion of the GFR from Kanata Avenue to Shirley's Creek has been re-built to align with the new housing development north of the Beaverpond;
- b) the GFR currently connects directly to the Innovation Park & Ride and the RCC.
- c) a new section of the GFR will be built from Shirley's Creek to Terry Fox Drive. This will be a major arterial road connecting Kanata Avenue and Terry Fox Drive.

Recognizing

- a) the large number of Kanata residents using the GFR everyday to travel to their place of employment and/or the RRC;
- b) the high levels of traffic congestion that has occurred when the GFR was temporarily closed in 2018;
- c) the growth of the KNBP as an important employment centre for Ottawa would be curtailed if traffic access to the KNBP was to be worsened by the closure of the GFR;
- d) the traffic on the GFR west of Shirley's Brook (the section through Monk Park) could be limited to light vehicles and the speed limit could be reduced, if necessary, to improve safety;
- e) it is in the public interest that the GFR remain permanently open to vehicular traffic from Kanata Avenue to the KNBP;
- f) that the Kanata North Transportation Committee supports keeping the Goulbourn Forced Road open to light vehicles from Kanata Avenue to the KNBP.

Recommends

- a) that the City of Ottawa keep the GFR open from Kanata Avenue to the KNBP;
- b) that the City of Ottawa include the GFR route to the KNBP as part of its official development plan of the KNL lands Phase 7,8 and 9;
- c) that the City of Ottawa include an intersection on the new re-aligned GFR to provide access to the existing GFR that runs through to the KNBP;
- d) that the City of Ottawa assess engineering modifications to the existing GFR that runs through to the KNBP, to address any safety issues;
- e) that the City of Ottawa review and consider road name changes to avoid confusion between the new re-aligned GFR and the old GFR that connects to the KNBP. For historical purposes, the name "Goulbourn Forced Road" should be retained for the portion of the old GFR that runs through Monk Park to the KNBP.