



File Number

May 11<sup>th</sup>, 2016

**Re: Chronology of Events – Johnwoods Street Closure**

- **2007** - Mattamy Homes applied for a Plan of Subdivision at 33 Johnwoods Street in November 2007. This proposal for a residential subdivision, and the street network proposed within the Plan, was in conformance with the 2003 Council-approved Official Plan and Transportation Master Plan. The subdivision plan designated Rosehill Avenue as a minor collector connecting Johnwoods to Huntmar, and furthered the urbanization of Maple Grove Road.
- The subdivision also complied with the land use and transportation principles set out in the Kanata West Concept Plan – a Council-approved concept plan completed in 2006. This plan provided the basis for much of the major road network infrastructure reflected in the Transportation Master Plan, the major servicing alignments, and the types of land use and residential densities to be implemented in the area.
- Of note in the Kanata West Concept Plan was a principle to reduce pass-through traffic through established and future residential neighbourhoods. As the Kanata West area developed, it was seen as an important principle to establish a hierarchy of travel routes, and shift major cross-traffic – traffic moving from one area of the City to another – out of the minor road network of residential neighbourhoods and towards the arterial and major collector network.
- Johnwoods Street in particular was singled out as a roadway that was experiencing significant traffic and speed in excess of what the plan called for, and the Kanata West Plan called for “localizing” this piece of roadway – meaning to remove it as a link in the major road network, and convert it into a part of the local street network of the neighbourhood.
- **March 2008** - As Mattamy’s Plan of Subdivision developed, discussion began on what to do about Johnwoods. The statutory public meeting was held in March 2008 and was well attended by existing residents living in the Bryanston Gate neighbourhood. As part of the discussion there was debate on how and what the section of Johnwoods would look like bordering the Fairwinds West subdivision – whether homes would front on this roadway, whether it would stay as is, or whether it could

be closed to vehicular traffic and redesigned in some manner. The discussion included the idea of closing a segment to vehicle traffic, an idea which came from the community.

- **2008 – 2012** - Servicing issues associated with the Carp River, and the area-wide stormwater strategy, resulted in the subdivision being placed on hold from 2008 to 2012. In that time, traffic patterns continued to shift with new development and local road improvements. Hazeldean four-laning resulted in a significant improvement of the major road network, and in shifting more traffic from Johnwoods to Huntmar.
- When the Fairwinds West subdivision came back into discussion in 2012, the Planning and Growth Management Department requested updates to a number of studies to bring them in line with the new directions from the Official Plan and Transportation Master Plan. The traffic study was updated to reflect new vehicle counts and policies, and discussion began anew on the Johnwoods corridor.
- **June 2013** - A specific report on Johnwoods Street was provided by Mattamy Homes as an addendum to document the traffic impact resulting from the potential closure of Johnwoods Street to vehicular traffic, as contemplated in 2008. The study noted less than 200 vehicles per hour were using the Johnwoods street corridor at peak times – a drop of 25% from the previous study from 2008. A minor collector is considered to have a volume range of 1,200 to 1,600 vehicles per hour at peak, indicating that Johnwoods was indeed no longer operating as a critical part of the major road network.
- Planning staff considered the Kanata West area plan, and noted that the Plan called for significant intensification of land use directly north of Maple Grove, between Maple Grove and the Highway 417 corridor, including new commercial, mixed-use areas, and high-density residential. The Kanata West Plan, and the Official Plan, also noted a future Kanata West District Park to be constructed within 10 years or less at the future intersection of the Palladium/Stittsville Main Street connection – directly north of the Johnwoods corridor.
- Staff also noted the timing and planned extensions of the major road network. While the Hazeldean/Huntmar corridor was sufficient to provide major road service for the time being, the Transportation Master Plan called for extension of Stittsville Main Street to Highway 417 as a major collector, construction of the North-South Arterial from Highway 417 to Fernbank Road to provide service to the new Fernbank Community, and the planned widening of Carp Road to four lanes between Hazeldean Road and Highway 417. With these connections in place over the next 10 to 15 years, keeping Johnwoods as a direct link between Hazeldean and Maple Grove would only serve to encourage continued pass-through traffic – particularly as the development north of Maple Grove continued.
- The study also looked at what would happen to the local road network were Johnwoods closed to vehicle traffic. It indicated that the impact on the existing and

proposed road network was deemed to be minor – no vehicle traffic was expected to bypass through Bryanston Gate community via Alon Street, and as the road network would no longer provide a direct and convenient pass-through to Maple Grove, much of the traffic still using Johnwoods would utilize the improved Hazeldean-Huntmar corridor to Highway 417, or move farther east to Terry Fox.

- The study noted that the remaining traffic would disperse amongst the new north-south links to be provided in the new Fairwinds and Poole Creek communities, with an additional 50 vehicles per hour to be directed down the Rosehill minor collector. At full build-out Rosehill is anticipated to carry 450 vehicles per hour, when it is designed to handle between 1,200 and 1,600 vehicles per hour. So the impact of this routing was deemed to be appropriate.
- Finally, the Planning and Growth Management Department looked at the Pedestrian and Cycling Plan for the area, and noted that Johnwoods is a future local cycling route. The current road does not offer safe pedestrian or cycling conditions, as it is a rural cross section with gravel shoulders. In connection with the future location of the Kanata West District Park north of Maple Grove, the department saw an opportunity to re-purpose Johnwoods to promote walking and cycling as part of a first piece of an ultimate pedestrian and cycling network for the community. Not only would this provide pedestrians and cyclists with a safe and direct connection from the existing community to the future district park, it would also significantly improve the aesthetics of an underused corridor.
- Based on the Kanata West Concept Plan, the subdivision consultation process, and the studies and reports prepared by Mattamy Homes, Planning and Growth Management Department made the recommendation to close Johnwoods from Rosehill to Maple Grove completely to vehicle traffic. Mattamy Homes redesigned its subdivision concept to reflect this closure, including the addition of walkway blocks to ensure good pedestrian movements from the new community to this new open space amenity.
- The revised subdivision plan and Johnwoods closure proposal were circulated to the Ward Councillor and other internal departments as a concept, and approved in principle – pending a detailed design. Planning and Growth Management Department moved forward on developing conditions of draft approval that included the Johnwoods closure and prepared a Delegated Authority Report in Fall of 2013.
- The proposed Johnwoods Closure Conditions detailed that Mattamy would be solely responsible for the design and construction of a multi-purpose pathway, together with all landscaping and fencing within the road allowance including decommissioning of all redundant infrastructure. Further, the closing could not occur until the following circumstances occurred:
  - A public meeting has been held in the community to inform residents of the proposal;

- The Plan of Subdivision has been registered; and
  - Santolina Street and Rosehill Avenue have been constructed and are open to vehicular traffic.
- **October 2013** - A step the department must take is to obtain concurrence from the Ward Councillor on any Draft Approved plan. As such, the Report and Conditions are normally provided to the Ward Councillor for his concurrence. However, as the Councillor had declared interest and recused himself from the file, the Delegated Authority Report and Draft Approval Conditions were provided to the Chair and Vice-Chair of the Planning Committee for their review and approval instead of the immediate Ward Councillor. Concurrence was obtained, and the Plan was Draft Approved by the Manager, Suburban Services, in October 2013
- **November 2013** - Following Draft Approval, notification was sent out to all parties who provided comments or expressed interest in receiving updates on the Plan, per Section 51(37) of the *Planning Act*. This notice was sent out November 6<sup>th</sup>, 2013 to area residents, including residents living on Alon Street, Mika Street, Kinalea Crescent, Joseph Circle, and Maple Grove Road. The Community Association also received this letter. The notice provided the Delegated Authority Report, the Conditions of Draft Approval, and instructions on how to appeal any of the Conditions or the overall Plan of Subdivision, per Section 51(39) of the *Planning Act*.
- By November 26<sup>th</sup>, 2013, no appeals had been received. The subdivision was formally considered Draft Approved. A notification and concept were posted to the public information portal for this subdivision on the City of Ottawa website, providing a summarization of the Johnwoods Multi-Use Pathway proposal and an illustration of what the corridor could look like in future.
- **2014** - Through 2014, the City moved through the Detailed Design approval process of the Fairwinds West Subdivision, including all engineering and civil design drawings for water, storm and sewer infrastructure, grading and drainage, and road designs. As part of this detailed design process, Mattamy developed more detailed technical drawings of the Johnwoods Closure proposal. This was circulated to internal City departments, the Ward Councillor, and external agencies including gas, utility and electricity.
- **2015** - The internal technical circulation within city departments and external agencies between draft approval and registration confirmed that Johnwoods closure would be acceptable operationally, and with minimal traffic impact on the existing and future road network. Between Draft Approval in November 2013 and Registration of the subdivision agreement in February 2015, the City still retained an opportunity to entirely reconsider the closure if major concerns were identified through the circulation.
- As no appeals and/or comments of opposition had been received on the draft approval of the subdivision at large, and traffic impacts were considered minor in

nature and primarily with respect to future residents along Rosehill, Planning and Growth Management Department moved forward on registration.

- **February 2015** - After the subdivision was registered in February 2015, staff recognized that per the Conditions of Approval, there remained a need to further advise the community of the suggested timing and proposed works with an information meeting to seek discussion on what the look, function and timing would be of the road conversion to a multi-use pathway corridor. As the closure was considered for summer 2017 – dependent on construction activity on the related subdivisions, coming forward to the community in spring of 2016 would provide a year’s notice to residents to prepare for the closure. In addition, staff recognized the need to have discussion with the community on what the corridor could look like, what concerns there may be on how traffic would be re-routed and mitigated, and if there were landscaping elements that could provide benefit to the community.
- **2016** - Recently, Planning and Growth Management Department has processed a number of other roadway conversions into multi-use paths and community open space. This includes Richardson Side Road, from Kanata Avenue to Terry Fox Drive, which now provides a recreational corridor and multi-use pathway. The former alignment of Strandherd Drive in Barrhaven was converted from a major road to a local road, and ultimately, to linear open space and pathways from 2009 to today. Similar conversions have occurred throughout the urban area as part of local traffic calming measures and to protect local street traffic patterns as development has occurred. The Johnwoods conversion was seen as a similar proposal.
- New multi-use pathways and parks spaces created from Strandherd Road include Fraser Fields Parkette, and Harthill Way Linear Park. No negative impact had resulted on adjacent homes and local roads, and these were now seen as valuable and attractive community assets. Public consultation had proceeded on these designs under a typical park-consultation process, whereby community input was sought on what features and elements of these open spaces would best serve the community. Planning and Growth Management Department looked at Johnwoods as another opportunity to provide valuable community open space and a recreational corridor, in place of a disused and substandard roadway that is unsafe for the use of pedestrians and cyclists.
- The department saw the closure as approved through the Plan of Subdivision and considered this closure as running through a similar process as a neighbourhood park design, looking for community input on how it would look and function.
- Staff are still seeking input from the community on the landscaping elements and amenities that would best support the area residents.
- Aspects of the design can still change with input from the community. The concept at this stage is a high-level concept, and was a preliminary proposal. The refined concept plan would be circulated to the Councillor’s office for comment and

community input on the design. This will not be a formal park. It will continue to remain a City right-of-way, under the ownership of the City. However, the maintenance and look-and-feel will be to the standard that the City looks for in park designs.

- While Mattamy has the responsibility to decommission existing infrastructure and construct a multi-use pathway and landscaping to City standards at their sole cost and responsibility, the City retains the option to supplement the design with further amenities as may be suggested, with the understanding that any additional works would be at the cost to the City and subject to funding availability.
- Following approval of the Concept Plan, detailed design drawings (landscaping, utilities plans) are to be developed by Mattamy, and provided for review by City departments. A traffic management plan will be prepared, and public notification and signage will be posted to notify of a change in traffic patterns ahead of the closure. This will include any identified mitigation measures, signage and traffic calming required on existing roads (Alon Street), and may include monitoring before and after implementation to ensure future traffic patterns match the proposal.
- Dependent upon the above municipal approvals and opening of Rosehill Avenue as a viable route, construction on the Johnwoods multi-use path corridor would occur in summer 2017.