



**MEMO / NOTE DE SERVICE**

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**TO: Chair and Members of the Transportation Committee**

**DESTINATAIRE : Président et membres du Comité des transports**

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**DATE: June 7, 2024**

**7 juin 2024**

**FILE NUMBER: ACS2024-PDB-TP-0004**

**SUBJECT: Kanata North Transitway Environmental Assessment Addendum**

**OBJET : Annexe à l'évaluation environnementale du Transitway de Kanata Nord**

## **PURPOSE**

The purpose of this memorandum is to inform Transportation Committee of staff's intentions to undertake an addendum for the 2014 Kanata North Transitway Environmental Assessment Study, to reflect the latest planning context in the corridor and to incorporate the latest design standards. This addendum is required under Ontario's Transit and Rail Project Assessment Process as the study is nearing the end of its shelf-life and a valid EA study is required for the project to proceed to detailed design and construction.

## **BACKGROUND**

The Kanata North Transitway was first identified in the City's 2008 Transportation Master Plan (TMP). The project was envisioned to run along the March Road corridor from approximately Highway 417 to Maxwell Bridge Road, serving the adjacent residential communities as well as the Kanata North Business Park (recently designated as the Kanata North Economic District in the Official Plan). In the 2013 TMP, the project was broken into two segments for implementation purposes: a segment between Highway 417 and Solandt Road and a segment north of Solandt Road to Maxwell Bridge Road.

In November 2012, Council approved the functional design ([ACS2012-PAI-PGM-0240](#)) for the Kanata North Transitway between the March-Eagleson Interchange at Highway 417 and 240 metres north of Maxwell Bridge Road (see Figure 1). The project includes a median Bus Rapid Transit (BRT) facility, transitway stations at major intersections, and connections to Park and Ride facilities.

In January 2014, the [Planning and Environmental Assessment \(EA\) Study for the Kanata North Transitway](#) was approved by the Ministry of the Environment, Conservation and Parks (MECP) in accordance with the Municipal Class EA process.

In July 2016, Council approved the Kanata North Community Design Plan (CDP) ([ACS2016-PAI-PGM-0109](#)) for the Kanata North Urban Expansion Area (KNUEA) which extends along both sides of March Road from Maxwell Bridge Road/Halton Terrace in the south to Maxwell Road/Murphy Court in the north. The CDP identifies the widening of March Road including the future extension of a rapid transit corridor through the KNUEA.

Finally, in May 2018, Council approved the functional design for the Kanata Lightrail- Transit (LRT) from Moodie Station to Hazeldean Station ([ACS2018-TSD-PLN-0002](#)). The recommended plan for the Kanata LRT provides for a

future connection to the Kanata North Transitway near the March-Eagleson interchange.

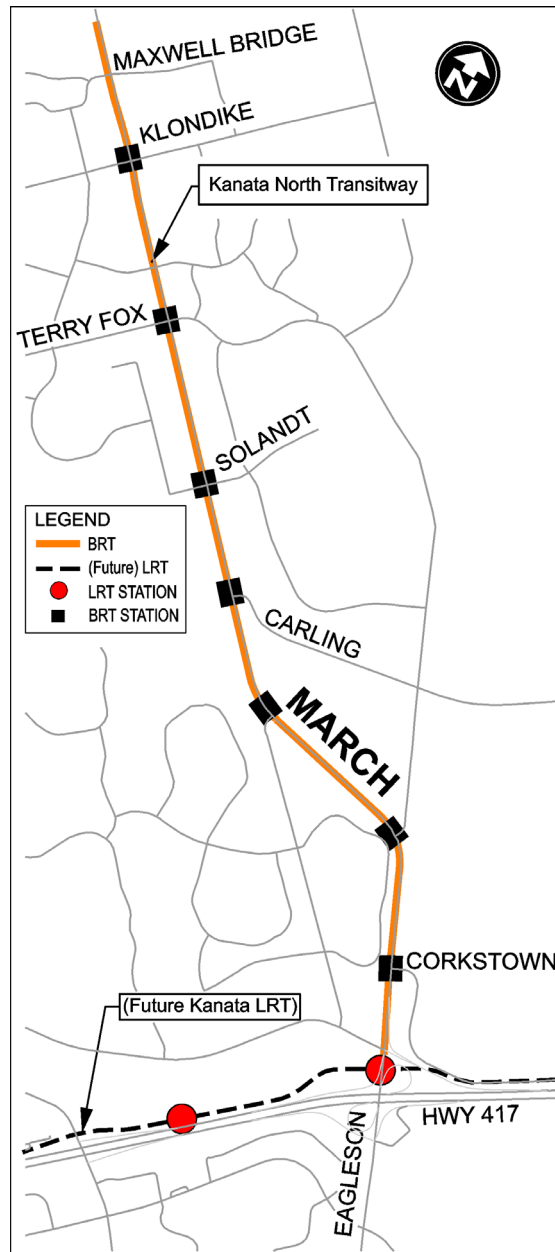


Figure 1: Kanata North Transitway Study Limits

On March 28, 2024, the Government of Ontario committed to provide up to \$80 Million (1/3 of eligible capital costs) for the Kanata North Transitway as financial support to assist the City in implementing the project, subject to the conditions outlined in the [Terms of the Ontario-Ottawa Agreement](#).

For the project to proceed to implementation, the previously approved Environmental Assessment Study (2014) requires an EA Addendum that would assess whether the original study's assumptions are still valid and that the recommendations and preferred design reflect the latest information. This is a requirement under [Ontario's Transit and Rail Project Assessment Process](#) for projects that have not been constructed within ten years of completing the EA. Upon completion, the Addendum to the original Environmental Project Report will be placed on the public record for review and comment.

## **DISCUSSION**

The EA Addendum will include the following key tasks:

- Review and update, as required, the existing and future environmental conditions documented in the previous EA Study report.
- Review the policies in the 2023 Transportation Master Plan and identify any new policies which may apply to the project.
- Review relevant transportation, development and infrastructure policies, studies and projects in the area that could influence the direction and/or conclusions of the study.
- Review and update transit ridership forecasts.
- Review the walking and cycling infrastructure to be provided along the corridor and the connectivity to nearby destinations and networks.
- Apply a Complete Streets lens to the project.
- Identify appropriate transit facilities to connect the median Bus Rapid Transit (BRT) to the:
  - Existing transit network south of Corkstown Road.
  - Planned transit corridor through the Kanata North Urban Expansion Area (KNUEA) lands.
- Refine the Recommended Plan.
- Identify any new impacts arising from changes to the project – or changes to the environment – and develop appropriate mitigation measures, as required.

- Update land acquisition requirements and update the project cost estimate.
- Engage with stakeholders and the public.
- Document the study process and findings.

## **OTHER CONSIDERATIONS**

Although the Provincial funding for this project is secured, the City will need to engage with the Federal government for the other 1/3 portion (an additional \$80 Million) as well as confirm the City's 1/3 share to advance the project to the implementation phase. The City must also undertake a business case for the project as required under the terms of the Provincial funding agreement. In the meantime, funding for the EA Addendum and business case are available in capital account 911020 – 2023 Rapid Transit EAs.

Sincerely,

Vivi Chi

Interim General Manager, Planning, Development and Building Services

cc: City Manager

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