Subject: Kanata North Transitway Environmental Assessment Study – Recommended Plan

File Number: ACS2026-PDB-TP-0007

Report to Public Works and Infrastructure Committee on 26 February 2026

and Council 11 March 2026

Submitted on February 17, 2026 by Jennifer Armstrong, Director, Transportation Planning, Planning, Development and Building Services Department

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Ward: Kanata North (4), West Carleton-March (5), Bay (7)

Objet: Étude d'évaluation environnementale du Transitway de Kanata-Nord – Plan recommandé

Numéro de dossier : ACS2026-PDB-TP-0007

Rapport présenté au Comité des travaux publics et de l'infrastructure

Rapport soumis le 26 février 2026

et au Conseil le 11 mars 2026

Soumis le 17 février 2026 par Jennifer Armstrong, directrice, Planification des transports, Département de la planification, du développement et des services de construction

Personne resource: Jabbar Siddique, chef de projet principal, Planification des transports, Département de la planification, du développement et des services de construction

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Quartier: Kanata Nord (4), West Carleton March (5), Baie (7)

REPORT RECOMMENDATIONS

That the Public Works and Infrastructure Committee recommend that Council:

1. **Approve the updated functional design for the Kanata North Transitway Environmental Assessment (EA) Addendum (Corkstown Road to 240.0 metres north of Maxwell Bridge Road), as described in this report;**
2. **Direct Transportation Planning staff to finalize the documentation for the Kanata North Transitway Environmental Assessment Addendum, submit it to the Ministry of Environment, Conservation and Parks (MECP) and post it on the project website;**
3. **Approve the functional design for the Kanata North Transitway Extension Environmental Assessment Study (240.0 metres north of Maxwell Bridge Road to the Urban Boundary), as described in this report; and**
4. **Direct Transportation Planning staff to finalize the Environmental Project Report (EPR) for the Kanata North Transitway Extension project and complete the requirements of the Transit and Rail Project Assessment Process (TRPAP) as described in Ontario Regulation 231/08 of the *Ontario Environnemental Assessment Act.***

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil ce qui suit :

1. **d'approuver les plans fonctionnels actualisés pour l'annexe à l'Évaluation environnementale du Transitway de Kanata-Nord (du chemin de Corkstown jusqu'à 240,0 mètres au nord du chemin Maxwell Bridge), tels que décrits dans le présent rapport;**
2. **de demander au personnel de Planification des transports de finaliser la documentation relative à l'annexe à l'Évaluation environnementale du Transitway de Kanata-Nord, de la soumettre au ministère de l'Environnement, de la Protection de la nature et des Parcs (MEPNP) et de la publier sur le site Web du projet;**
3. **d'approuver les plans fonctionnels de l'Étude d'évaluation environnementale du prolongement du Transitway de Kanata-Nord (de 240,0 mètres au nord du chemin Maxwell Bridge jusqu'à la limite urbaine), tels que décrits dans le présent rapport;**

4. **de demander au personnel de Planification des transports de finaliser le Rapport de l'étude d'évaluation environnementale du projet de prolongement du Transitway de Kanata-Nord et de satisfaire aux exigences du Processus d'évaluation des projets de transport en commun et ferroviaires, tel que décrit dans le *Règlement 231/08* de la *Loi sur les évaluations environnementales* de l'Ontario.**

EXECUTIVE SUMMARY

Assumptions and Analysis

On June 27, 2024, staff presented a memorandum (ACS2024-PDB-TP-0004) to the City's Transportation Committee outlining a plan to review and update the 2014 Kanata North Transitway Environmental Assessment (EA) study to reflect the current planning context and incorporate the latest design standards. The scope of work includes completing EA requirements for the following segments of the Transitway facility along March Road to the new urban boundary:

- Kanata North Transitway from Corkstown Road to 240.0 metres north of Maxwell Bridge Road (~5.7 kilometres): Addendum to the 2014 EA Study

- Kanata North Transitway Extension from 240.0 metres north of Maxwell Bridge Road to the urban boundary (~1.4 kilometres): New EA Study

The EA process for both sections evaluated a range of design alternatives and resulted in a Recommended Plan (Documents 1 and 2) that addresses projected corridor needs to the 2046 planning horizon. The Recommended Plan includes dedicated median transit lanes to improve transit performance and features eleven stations. The Plan incorporates Complete Streets principles; meets accessibility and other applicable design standards; is compatible with surrounding land uses; and considers the social, economic and natural environment. Impacts to heritage properties are avoided by shifting the roadway alignment where required.

The Recommended Plan will:

- Improve transit operations and service reliability on March Road, with an estimated travel time savings of up to 10 minutes between Corkstown Road and Buckbean Avenue.

- Improve the transit customer experience by incorporating upgraded bus stop amenities and layouts.

- Facilitate access to the rapid transit network by introducing a new Park and Ride facility with up to 444 parking spaces at the northwest corner of the March-Buckbean intersection.

- Enhance active transportation by providing improved sidewalks, segregated cycle tracks, protected intersections at signalized locations, a multi-use pathway along the west side of March Road between Campeau Drive and Herzberg Road, and connections to cross-street facilities such as the Terry Fox Drive Crosstown Bikeway and planned multi-use pathways at Buckbean Avenue and Invention Boulevard.

- Improve multi-modal access to adjacent communities, employment centres and commercial uses, supporting economic development and urban growth.

- Provide a consistent design speed along the corridor to improve safety and enhance the travel environment for all road users.

- Encourage transit-oriented development.

- Support climate change mitigation and adaptation strategies while enhancing the public realm through opportunities for shade trees and landscaping.

Property Requirements

The Recommended Plan seeks to minimize impacts to abutting properties and generally fits within the right of way protection in the Official Plan. While the City already owns much of the required corridor width, additional property will be required at some locations. The EA study estimates that approximately 1.01 hectares of land will be needed for the southerly section of the Kanata North Transitway, while an additional 0.88 hectares will be required for the northerly extension. It is anticipated that some of the property may be acquired through redevelopment prior to project implementation.

Public Consultation/Input

Consultation with stakeholders occurred through the Agency Consultation Group (ACG), Business Consultation Group (BCG), and Public Consultation Group (PCG).

Consultation with the public included open house events, email communications, and an online survey. The open house included a virtual session on November 18, 2025, and an in-person session on November 19, 2025. Additional meetings were held with developers and abutting property owners along the corridor. A project website (ottawa.ca/kanatanorthtransitway) was established to share information on the study's progress.

Overall, there was general support for the proposed design. Key themes raised during the consultation include:

- Optimizing access and egress to the Buckbean Park and Ride
- Potential impacts to cultural heritage resources and abutting properties
- Noise and air quality impacts
- Design coordination with adjacent planned developments
- Funding and implementation timing
- Accessibility and safety considerations in the design

Consultation feedback informed the development of the Recommended Plan, such as alignment adjustments to avoid heritage impacts and the incorporation of protected intersection elements to improve accessibility and safety.

SYNTHÈSE ADMINISTRATIVE

Hypothèses et analyse

Le 27 juin, 2024, le personnel a présenté une note de service (ACS2024-PDB-TP-0004) au Comité des transports de la Ville, décrivant un plan visant à réviser et à mettre à jour l'Étude d'évaluation environnementale sur le Transitway de Kanata-Nord réalisée en 2014 afin de tenir compte du contexte actuel en matière d'urbanisme et d'intégrer les dernières normes techniques. La portée des travaux comprend le respect des exigences de l'Étude d'évaluation environnementale pour les tronçons suivants du Transitway le long du chemin March jusqu'à la nouvelle limite urbaine :

- Transitway de Kanata-Nord, du chemin Corkstown jusqu'à 240,0 mètres au nord du chemin Maxwell Bridge (environ 5,7 kilomètres) : annexe à l'Étude d'évaluation environnementale de 2014;

- prolongement du Transitway de Kanata-Nord de 240,0 mètres au nord du chemin Maxwell Bridge jusqu'à la limite urbaine (environ 1,4 kilomètre) : nouvelle étude d'évaluation environnementale.

Le processus d'évaluation environnementale associé aux deux tronçons a permis d'évaluer plusieurs options et abouti à un plan recommandé (documents 1 et 2) qui répond aux besoins prévus pour le couloir jusqu'en 2046. Le plan recommandé comprend des voies de transport en commun réservées au centre de la chaussée afin d'améliorer l'efficacité du transport en commun ainsi que onze stations. Il intègre les principes des rues complètes, respecte les normes d'accessibilité et autres normes techniques applicables, est compatible avec l'utilisation des terrains environnants et tient compte de l'environnement social, économique et naturel. Les répercussions sur les propriétés patrimoniales sont évitées par le déplacement du tracé de la chaussée lorsque cela est nécessaire.

Le plan recommandé :

- améliorera l’efficacité et la fiabilité du service de transport en commun sur le chemin March et permettra un gain de temps estimé à 10 minutes entre le chemin Corkstown et l’avenue Buckbean;

- améliorera le confort des usagers du transport en commun grâce à la modernisation des aménagements et de la disposition des arrêts d’autobus;

- facilitera l’accès au réseau de transport en commun rapide grâce à la création d’un nouveau parc relais pouvant accueillir jusqu’à 444 véhicules à l’angle nord-ouest de l’intersection du chemin March et de l’avenue Buckbean;

- améliorera les transports actifs en proposant des trottoirs améliorés, des pistes cyclables séparées, des intersections protégées aux feux de signalisation, un sentier polyvalent du côté ouest du chemin March, entre la promenade Campeau et le chemin Herzberg, ainsi que des liens vers des installations transversales telles que le parcours cyclable transurbain sur la promenade Terry-Fox et les sentiers polyvalents prévus à la hauteur de l’avenue Buckbean et du boulevard Invention;

- améliorera l’accès multimodal aux communautés adjacentes, aux centres d’emploi et aux commerces afin de soutenir le développement économique et la croissance urbaine;

- établira une limite de vitesse uniforme dans le couloir afin d’améliorer la sécurité et l’environnement de tous les modes de transport utilisés par les usagers de la route;

- favorisera les aménagements axés sur les transports en commun;

- soutiendra les stratégies d’atténuation et d’adaptation aux changements climatiques tout en améliorant le domaine public grâce à la plantation d’arbres d’ombrage et à l’aménagement du paysage.

Exigences en matière de propriété

Le plan recommandé cherche à limiter le plus possible les répercussions sur les propriétés adjacentes et exploite de manière générale l’emprise prévue dans le Plan officiel. Bien que la Ville soit déjà propriétaire d’une grande partie de la largeur requise pour le couloir, des acquisitions de terrains devront être réalisées à certains endroits. L’Étude d’évaluation environnementale estime qu’environ 1,01 hectare de terrains sera nécessaire pour le tronçon sud du Transitway de Kanata-Nord, tandis que 0,88 hectare supplémentaire sera nécessaire pour le prolongement nord. Certains terrains pourraient être acquis dans le cadre d’un réaménagement précédant la mise en œuvre du projet.

Consultations publiques et commentaires du public

Les consultations avec les parties intéressées se sont déroulées par l'entremise du Groupe de consultation des organismes (GCO), du Groupe de consultation des entreprises (GCE) et du Groupe de consultation publique (GCP).

Les consultations avec le public ont compris des séances d'information de type portes ouvertes, des communications par courriel et un sondage en ligne. Les séances d'information de type portes ouvertes ont pris la forme d'une séance en ligne (18 novembre 2025) et d'une séance en personne (19 novembre 2025). D'autres réunions ont eu lieu avec les promoteurs et les propriétaires de terrains adjacents le long du couloir. Un site Web (ottawa.ca/nordkanatatransitway) a été créé pour le projet pour diffuser de l'information sur l'avancement de l'étude.

Dans l'ensemble, le projet présenté a reçu un soutien général. Les principaux thèmes abordés au cours des consultations sont les suivants.

- Optimisation des entrées et de sorties du parc relais de l'avenue Buckbean
- Répercussions possibles sur les ressources patrimoniales et les propriétés avoisinantes
- Inconvénients liés au bruit et à la qualité de l'air
- Coordination des plans avec les aménagements prévus dans les environs
- Financement et calendrier de mise en œuvre
- Prise en considération de l'accessibilité et de la sécurité dans les plans

Les commentaires recueillis dans le cadre des consultations ont servi à élaborer le plan recommandé, notamment en ce qui concerne les ajustements du tracé pour éviter les répercussions sur le patrimoine et l'intégration d'éléments de protection aux intersections afin d'améliorer l'accessibilité et la sécurité.

BACKGROUND

The Kanata North Transitway was first identified in the City's 2008 Transportation Master Plan. The project is envisioned to run along the March Road corridor, serving adjacent residential communities and the Kanata North Business Park, now designated as the Kanata North Economic District (KNED) in the City's Official Plan.

In November 2012, Council approved the functional design plan (ACS2012-PAI-PGM-0240) for the Kanata North Transitway from Highway 417 to 240.0 metres north of Maxwell Bridge Road. A Statement of Completion was submitted to the Ministry of the Environment, Conservation and Parks (MECP) on January 17, 2014, fulfilling the EA requirements for the project. The approved EA included a median Bus Rapid Transit (BRT) facility with eight stations and connections to Park and Ride lots at Eagleson Station and Innovation Drive.

In July 2016, Council approved the Kanata North Community Design Plan (CDP) for the lands that were brought into an Urban Expansion Study Area designation (ACS2016-PAI-PGM-0109). The Kanata North Urban Expansion Area (KNUEA) extends along both sides of March Road north of the established urban communities. The CDP included a Transportation Plan for the area that identifies the widening of March Road including the future extension of the median BRT northerly to Buckbean Avenue.

In May 2018, Council approved the functional design for the Kanata-Stittsville O-Train extension from Moodie Station to Hazeldean Station (ACS2018-TSD-PLN-0002). The Recommended Plan allows for a connection to the Kanata North Transitway near the future Eagleson-March Station.

The 2025 Transportation Master Plan (TMP) reaffirmed the need for the Kanata North Transitway and its extension to the urban boundary to support the city's growth and mobility goals through 2046 (Figure 1). The TMP identifies a transitway corridor along March Road from the Eagleson-March O-Train Station to Buckbean Avenue as part of the Needs-Based Transit Network. A shorter section, between the Eagleson-March O-Train Station and Terry Fox Drive, is included in the Priority Transit Network. The Priority Network includes the most urgent projects that are expected to be implemented by 2046 based on affordability considerations. Both the priority transitway project, as well as the longer-term facility, are important to deliver fast and reliable transit service to Kanata North and support development along the corridor.

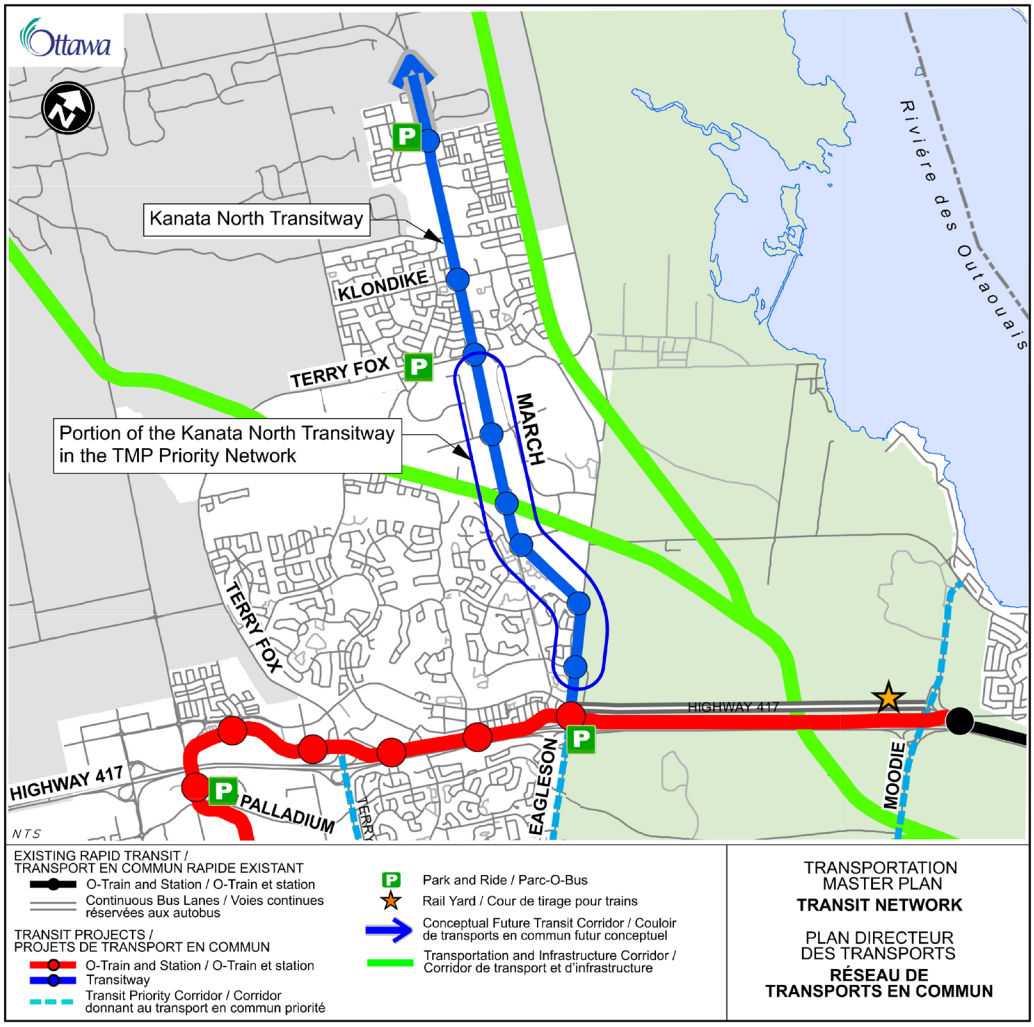

Figure 1: Kanata North Transitway, 2025 Transportation Master Plan

On March 28, 2024, the Government of Ontario committed to provide up to $80 million to support the implementation of the Kanata North Transitway, subject to the conditions outlined in the Ontario-Ottawa Agreement.

For the project to proceed to implementation, the previously approved 2014 EA Study needs to be reviewed. This review is necessary to meet *Ontario's Transit and Rail Project Assessment Process (TRPAP)* requirements for projects not constructed within ten years of EA completion, with any changes to the EA documented in an Addendum. Since the original EA only extended to just north of Maxwell Bridge Road, a new EA study was also initiated as part of this exercise for the section of the Kanata North Transitway that was not included within the original EA limits. The scope of work for the EA update was shared with the City's Transportation Committee in a memo dated June 7, 2024 (ACS2024-PDB-TP-0004).

DISCUSSION

This report presents information on both the review of the original Environmental Assessment Study (Study 1) as well as the new EA study for the extended project limits (Study 2) to support the implementation of the future Kanata North Transitway.

- **Study 1: Kanata North Transitway EA Addendum**, Corkstown Road to 240.0 metres north of Maxwell Bridge Road ("South Section")

  – The EA Addendum re-examined the 2014 EA Recommended Plan from approximately 150.0 metres south of Corkstown Road to 240.0 metres north of Maxwell Bridge Road (approximately 5.7 kilometres) to ensure that the project recommendations and mitigation measures are still valid given the current planning context. It also revisited the 2014 Recommended Plan to establish a Complete Street functional design for the corridor that meets accessibility requirements and incorporates contemporary design standards and guidelines. The review will be recorded in an Addendum to the original Environmental Project Report (EPR) as per the TRPAP requirements. Completion of this process allows the project to proceed to detailed design and implementation once full funding is available.

  – The connection of the Kanata North Transitway to the future Eagleson-March O-Train Station will be coordinated with the Kanata-Stittsville O-Train extension when that project proceeds to design and implementation.

- **Study 2: Kanata North Transitway Extension EA**, 240.0 metres north of Maxwell Bridge Road to the Urban Boundary ("North Section")

  – The EA study for the Transitway Extension evaluated options to extend the BRT corridor northerly by approximately 1.4 kilometres to the City's urban boundary and widen March Road from two to four lanes. The study also proposes a new Park and Ride lot at Buckbean Avenue.

The limits for both studies are shown in Figure 2.

An overview of the planning context and existing conditions within the study corridor are provided in Section 1.1 of Document 3.

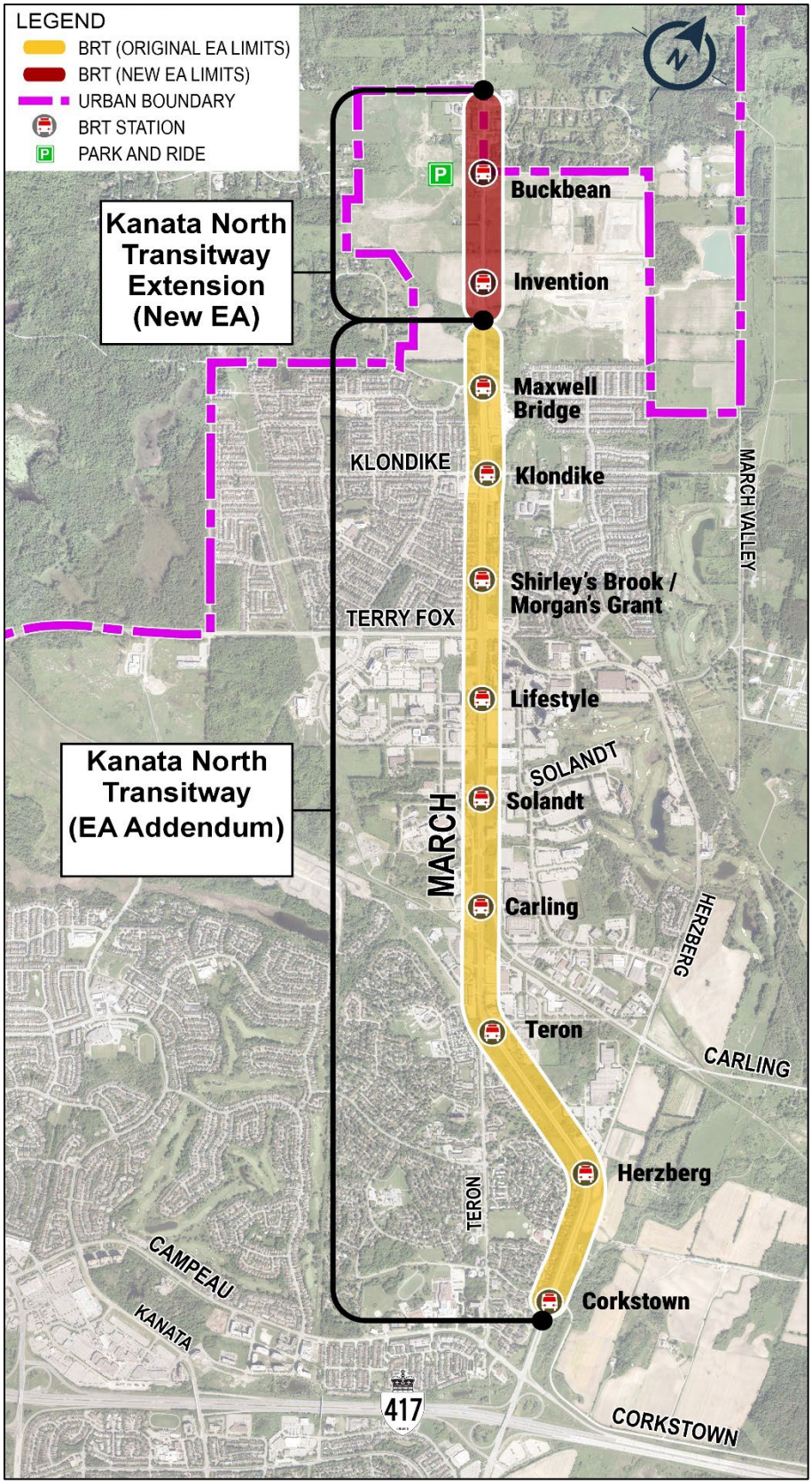

Figure 2: Study Limits

Need and Opportunity

The Kanata North Transitway, together with the new Park and Ride facility at Buckbean Avenue, form an important part of the City's broader effort to expand and enhance transit service to support planned growth, reduce greenhouse gas emissions, promote economic development, and improve access to key destinations. Two major areas to be served by the Transitway include the Kanata North Economic District and the Kanata North Urban Expansion Area.

The Kanata North Economic District is Canada's largest research and innovation cluster and a key economic driver for the City. Accordingly, the Official Plan directs the City, through the Transportation Master Plan, to expand sustainable transportation options for this area and improve connections between rapid transit, key activity centres, and the rest of the district.

Areas north of Maxwell Bridge Road within the Kanata North Urban Expansion Area (KNUEA) are planned for significant growth, with current applications proposing over 4,700 residential units, approximately 150,000 square feet of commercial space, and schools for nearly 1,500 students. Development is underway and expected to continue, increasing demand for travel along March Road.

Modelling done to support the 2025 Transportation Master Plan identifies the need for March Road to accommodate an additional 3,700 and 4,300 new person trips during the AM and PM peak hours, respectively by 2046. This new growth is forecast from areas along March Road, including the KNUEA and the Kanata North Economic District.

An analysis of the 2046 transportation forecast for the March Road corridor indicates the following:

- Without the Kanata North Transitway, based on the existing mode share of 61 per cent auto driver use (TRANS, 2022), 1,200 to 1,400 new peak-hour, peak-direction vehicle trips would need to be accommodated on March Road from the KNUEA. Combined with existing traffic volumes and planned growth in the Kanata North Economic District, the total vehicle capacity of March Road south of the KNUEA would be exceeded on several road segments during the weekday peak hour commute due to the additional growth. The existing 14 per cent transit mode share would result in up to 450 peak hour/peak direction transit riders.

- With the Kanata North Transitway, the auto mode share is expected to drop to less than 50 per cent (47 per cent AM peak, 49 per cent PM peak), resulting in approximately 860-to-1,050 new peak hour auto trips in the peak direction on March Road from the KNUEA. At the same time, the existing transit share is expected to double (to 28 per cent), with up to 600 peak direction transit customers in the peak hour along March Road.

Accommodating 600 transit customers in the peak hour would require the equivalent of 14 40-foot buses (passenger capacity = 45 persons) operating at headways of four to five minutes in the peak direction. Regular curbside transit would be insufficient to support these transit volumes during peak hours, therefore a Transitway is needed in this corridor to maintain reliability of service.

New Park and Ride at the March-Buckbean Intersection

While the Innovation Drive Park and Ride added 254 spaces to address parking needs in the short term, this expansion will not be sufficient to support the future needs of the KNUEA. As Kanata North continues to grow, a new Park and Ride facility located closer to the KNUEA would improve transit access for residents, enable earlier interception of commuters before they reach Highway 417, and increase the likelihood of meeting the City's 2046 modal share targets. Without these improvements, many drivers would continue toward Eagleson Road, where the convenience of entering Highway 417 may outweigh the benefits of switching to transit. This missed opportunity to capture ridership earlier contributes to increased highway congestion and lower transit uptake.

Recommended Plan

The Kanata North Transitway is a dedicated median Bus Rapid Transit facility that will link important destinations along the March Road corridor with the City's rapid transit network, improving access to the Kanata North Economic District as well as existing and future residential communities. Once the O-Train is extended to Kanata, the Kanata North Transitway will connect with Eagleson-March station. In the interim, buses using the Transitway will connect with the O-Train at Moodie Station that is currently under construction.

The Recommended Plan for the Kanata North Transitway from Corkstown Road to north of Maxwell Bridge Road was updated from the original 2014 EA to reflect current design standards and guidelines. Changes in land use and development plans were also considered to ensure the project continues to reflect the corridor context and is well-integrated with the community. The updated design closely follows the previously approved plan for the median BRT and includes nine stations (illustrated in Figure 2). Major design updates include:

- A new multi-use pathway on the west side of March Road between Campeau Drive and Herzberg Road to improve connectivity to the neighbouring community;
- An improved connection to the NCC Watt's Creek multi-use pathway near the March/Corkstown intersection, and raised uni-directional cycle tracks on both sides of the road for the remaining corridor (replacing the bike lanes identified in the 2014 EA);
- Tie-ins to active transportation facilities at cross streets;

- Relocation of Terry Fox Station south by approximately 320.0 metres to a new signalized intersection at March/Lifestyle; and

- New stations at Morgan's Grant/Shirley's Brook and Maxwell Bridge/Halton Terrace intersections to ensure optimal spacing between stations and reduce the walking distance for transit customers.

A detailed description of the modifications made to the 2014 Recommended Plan is provided in Section 1.2 of Document 3.

In addition, a Recommended Plan was developed for the extension of the Kanata North Transitway from north of Maxwell Bridge Road to the urban boundary. The proposed design continues the dedicated median Bus Rapid Transit facility through the Kanata North Urban Expansion Area. Similar to the southerly section, median transit lanes will be physically separated from adjacent general purpose traffic lanes by raised concrete medians. The width and configuration of these medians will be finalized during detailed design to address matters such as roadway operations and maintenance, street lighting, and streetscaping opportunities.

The proposed design for the northerly section includes two stations at Invention Boulevard and Buckbean Avenue. The Buckbean station serves as the northern terminus of the Transitway and also includes a new Park and Ride facility. The station is designed to support efficient Transitway operations and local bus service, and includes operator facilities and layover space, as well as up to 444 parking spaces, with access from both Buckbean Avenue and March Road. The site has been designed to accommodate safe and efficient movement for all users, including pedestrians and cyclists.

Within both sections, stations are located at signalized intersections to provide safe and controlled access for transit users and are generally placed on the far side of intersections to support transit priority. Stations will include concrete platforms with shelters, seating, bicycle parking, lighting, and wayfinding, and will be protected from adjacent traffic by barrier walls. Platforms will be of sufficient length to permit up to three buses to serve the station simultaneously.

Key features common to both sections of the Transitway corridor include:

- Median transit lanes with separation from general traffic lanes to improve transit service efficiency
- Improved bus stop locations, amenities and configurations, such as shelters, seating, and accessible landing areas
- Transitions at select locations to allow buses to enter or exit the median lanes to serve destinations along March Road (for example, Innovation Park and Ride, Buckbean Park and Ride)

- New 2.0 metre cycle tracks and improved 2.0 metre sidewalks on both sides, separated by half-height curbs
- Protected intersections at all signalized intersections
- Crosswalks and cross-rides at intersection approaches and major driveways

In developing the Recommended Plan, it was important to consider the location of future accesses and intersections along March Road. The design also accounts for the existing at-grade railway crossing south of Carling, particularly with respect to pedestrians and cyclists. The design seeks to minimize impacts to the tributaries of Shirley's Brook and avoids the existing hydro line on the east side. In addition, the roadway alignment was shifted to avoid heritage resources along the corridor, including St. Isidore cemetery.

Figure 3 shows a sample station layout, while Figure 4 provides a typical cross-section illustrating the various roadway elements.

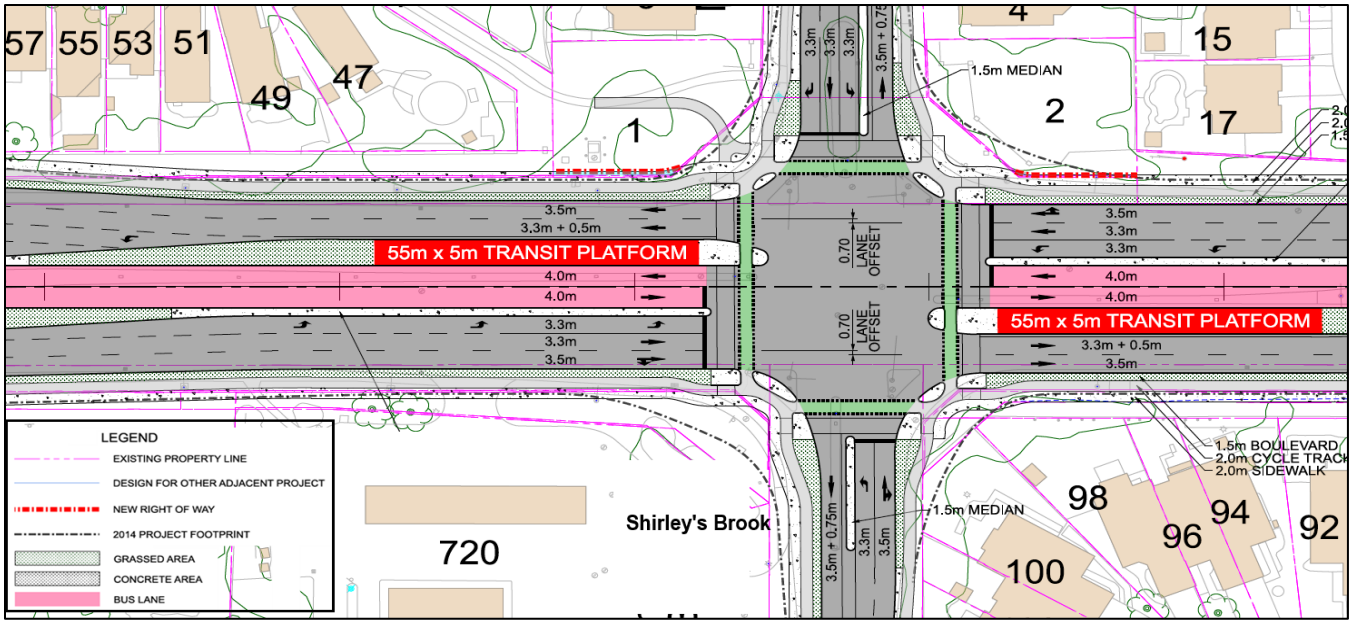

Figure 3: Sample Station Layout

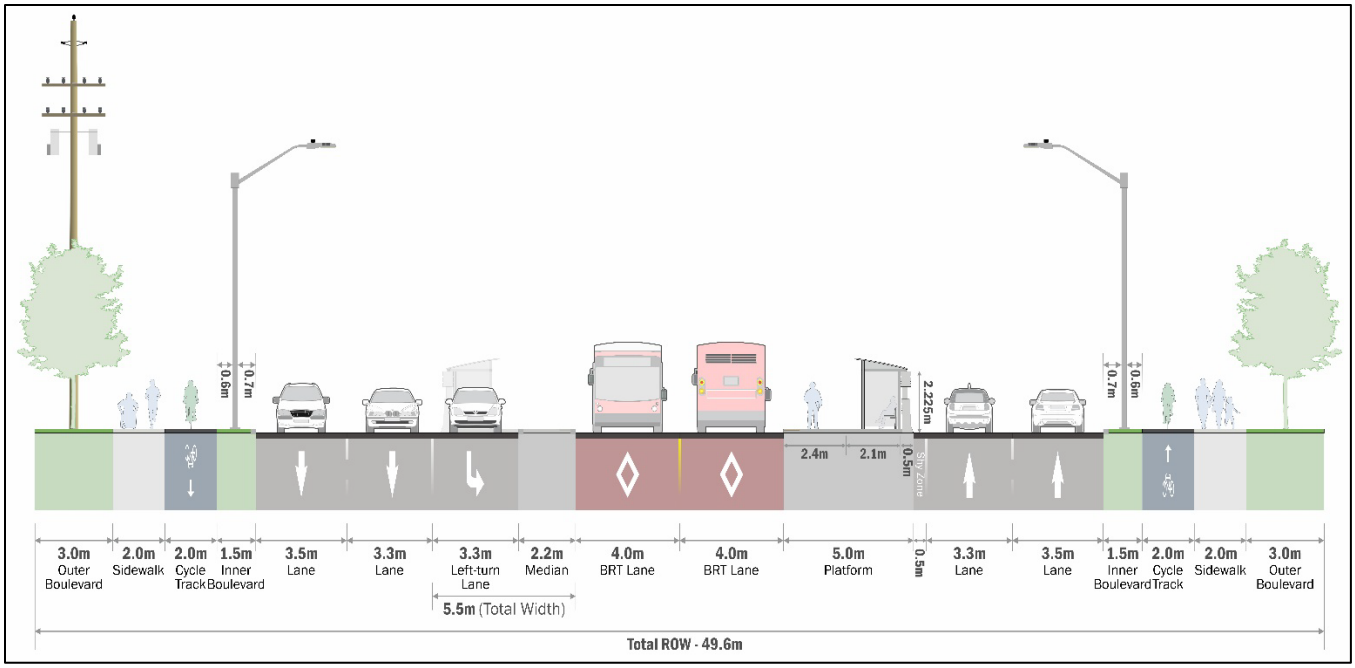

Figure 4: Typical Roadway Cross-section

Project Benefits

The EA process requires a review of project benefits and impacts; the Recommended Plan described above aims to maximize benefits and mitigate impacts, considering effects on the social, natural, and economic environment. Key benefits of the Kanata North Transitway include the following:

- Improved transit operations and service reliability on March Road, with an estimated travel time savings of up to 10 minutes between Corkstown Road and Buckbean Avenue, enhancing service for existing customers and supporting transit modal shift.
- Network benefits, including improved regional mobility, reduced traffic congestion, and lower greenhouse gas emissions, as a core element of the City's planned rapid transit system (with flexibility to tie into the future Kanata-Stittsville O-Train extension).
- Reconstruction of March Road as a Complete Street with improved active transportation facilities, public realm features, and placemaking opportunities, contributing to a safer, healthier, and more comfortable travel environment.
- Improved multi-modal access to existing and developing communities, employment centres and commercial uses along March Road, supporting economic development and urban growth.
- Opportunity to support and encourage transit-oriented development.

Property Impacts

The property requirements for the project generally fall within the City's right of way protection policies in Schedule C16 of the Official Plan. However, there are locations along the corridor where additional property is required relative to the existing right of way.

The Recommended Plan identifies 45 properties (including five City-owned sites) that will be affected along the project length from Corkstown Road to the urban boundary. The impacts to these properties are generally characterized as minor, as the land acquisitions typically involve narrow strips of land (in the order of 1.0-2.0 metres up to 6.0 metres) from the property frontage, primarily affecting landscaping and parking. There are no impacts to existing buildings, however, there are a few locations where the property access will be limited to right-in and right-out movements. In total, the project is estimated to require approximately 1.89 hectares of property. This includes both private (1.79 hectares) and public (0.10 hectares) lands. It is anticipated that some of the property may be acquired through redevelopment prior to project implementation. The Recommended Plan will be reviewed during detailed design to ensure compliance with current design guidelines and alignment with operational needs. Any resulting increase or decrease in property acquisition requirements will be made accordingly, with the objective of minimizing property impacts wherever possible while still meeting corridor needs.

Other Impacts

The study also assessed the environmental implications of the project including stormwater management, noise, vibration, and air quality. Details of the assessment are discussed in the Environmental Implications section of this report.

Implications of Bill 60, Fighting Delays, Building Faster Act, 2025

The Provincial Bill 60, *Fighting Delays, Building Faster Act, 2025* prohibits municipalities from removing a traffic lane for the purposes of installing a bike lane. There are six locations on intersecting streets where existing through and right turn lanes have been consolidated to accommodate cycling facilities, which may contravene the legislation. There is sufficient space to retain the existing lane configuration and provide cycling facilities, albeit in a less desirable form. The design of the cycling facilities will be reviewed and revised as necessary during the detail design phase of the project to ensure compliance with all in-force legislation.

Implementation Phasing

The recommended phasing of the Kanata North Transitway, including its extension to the urban boundary, is identified in the City's Transportation Master Plan (TMP) based on current funding assumptions, as described below:

1. **Corkstown Road – Terry Fox Drive**: This segment is identified in the TMP as part of the Priority Transit Network focusing on the highest priority projects that are expected to be implemented by 2046. Upon completion of the ongoing EA Addendum and subject to availability of funding, this segment can proceed to detailed design and construction. Implementation of this segment of the Transitway will support direct OC Transpo service between Innovation Park and Ride and the Moodie O-Train Station via March Road and Highway 417. Details will be finalized when the project advances to implementation.

2. **Terry Fox Drive – Buckbean Avenue**: This segment is identified in the TMP Needs-Based Transit Network, which addresses the City's mobility needs to 2046. No funding has been identified for its implementation. The segment includes a planned Park and Ride at Buckbean Avenue, which may be built independently and in stages, if required prior to construction of the Transitway extension. Construction of the Park and Ride would require extending OC Transpo bus service north of Maxwell Bridge Road to serve the facility. Future TMP updates and Council priorities will determine the implementation timeframe.

3. **North of Buckbean Avenue**: This segment is identified in the TMP as a conceptual Transitway extension. The Recommended Plan for this segment was developed to identify right of way protection requirements to allow this segment to be constructed in the future.

Financial Analysis

Project costs were developed in accordance with the Council-approved Project Delivery Review and Cost Estimating process for implementing capital projects. Costs for design, construction, property, public art, and contingencies in 2025 dollars are summarized in Table 1 below. These costs will be updated and refined during subsequent design phases of the project.

Table 1: Class C Cost Estimate for the Kanata North Transitway

Project Segment	Cost Estimate in 2025 dollars
Corkstown Road to Terry Fox Drive	$185 million
Terry Fox Drive to Buckbean Avenue	$125 million
Buckbean Avenue to Urban Boundary	$25 million

Currently, there is no budget authority in place to proceed with design or construction. However, it is the City's intention to seek funding for this project through the Canada

Public Transit Fund or other funding opportunities that may arise. Implementation timing will be subject to the City's future capital budget priorities and affordability.

Finalizing the EA Process

As noted above, the current assignment involved both an update to the existing Kanata North Transitway EA for the section between Corkstown Road and north of Maxwell Bridge Road, and a new EA for the extension of the Transitway northerly to the urban boundary. The next steps in finalizing the EA study for each section are as follows.

- **Study 1: Kanata North Transitway EA Addendum**, Corkstown Road to 240.0 metres north of Maxwell Bridge Road ("South Section")

  Based on the results of the EA review, several changes are proposed to the Transitway project to reflect updated design standards and guidelines, as well as changes to the project environment. However, it was determined that the changes to the previously approved Recommended Plan are not significant. In accordance with the *Transit and Rail Project Assessment Process*, the EA Addendum will be filed with the Ministry of Environment, Conservation and Parks and posted on the project website.

- **Study 2: Kanata North Transitway Extension EA**, 240.0 metres north of Maxwell Bridge Road to the Urban Boundary ("North Section")

  Following Council approval of the Recommended Plan, the draft Environmental Project Report will be circulated to relevant agencies for pre-review. Once this step is complete, the formal *Transit and Rail Project Assessment Process* will be initiated and carried out in accordance with *Ontario Regulation 231/08* of the *Ontario Environmental Assessment Act.* As part of this process, notices will be issued and the Environmental Project Report will be posted on the project website for the 30-day public review period, allowing interested parties to review the report and provide comment.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Curry provided the following comments: "This project is widely supported by the community and the business in the Kanata North Tech Park, Canada's Largest Technology Park. The challenges of getting people around Kanata quickly, whether to work, school, shopping or for pleasure has been extremely challenging. This project will help to solve so many challenges. Residents and business owners, for decades, have asked for a consistent and safer speed on March Road, Bus Rapid Transit, proper multi-modal options, and faster and better access to public transportation. This project will address all of those requests. Moreover, the access for residents all over the City to

have easy access to the almost 700 companies in Canada's Largest Technology Park is a benefit to all of Ottawa and beyond. The connection between this project and increased economic development for the City of Ottawa is obvious. Construction will be messy, but the overall benefit? Gold."

Councillor Kelly (Ward 5) is aware of the recommendations.

Councillor Kavanagh (Ward 7) is aware of the recommendations.

ADVISORY COMMITTEE(S) COMMENTS

The study included consultation with the Accessibility Advisory Committee (AAC) and other accessibility stakeholders to obtain feedback on the project and the proposed design. Members of the Corporate Accessibility Office and the Accessibility Advisory Committee attended the Public Consultation Group meeting and were provided with a copy of the consultation materials. Feedback from the AAC representative included requests to:

- Maintain ongoing engagement with accessibility communities as the project progresses;
- Enhance the user experience for those with accessibility needs; and
- Consider emergency service vehicle movement along the corridor.

The implementation of this project will result in several accessibility improvements, as noted in the Accessibility Impacts section below. Emergency vehicles will be able to use the dedicated bus lanes to bypass traffic if/when required.

Consultation with accessibility representatives will continue through the next phases of the project.

CONSULTATION

Public engagement involved three Consultation Groups: an Agency Consultation Group (ACG); a Business Consultation Group (BCG); and a Public Consultation Group (PCG). Stakeholders who participated in the consultation process or were invited to share feedback include: Indigenous groups; various City departments; Ministry of Transportation of Ontario (MTO); National Capital Commission (NCC); Ministry of the Environment, Conservation and Parks (MECP); Mississippi Valley Conservation Authority; Ministry of Natural Resources and Forestry; Nylene Canada (Rail Authority); Accessibility Advisory Committee; developers; landowners; business groups including the Kanata North Business Association and Kanata Central Business Improvement Area; school boards; utility companies; community associations including Kanata Beaverbrook Community Association and March Rural Community Association; and special interest

groups such as Transportation Action Canada; Kanata North Transportation Committee; and Bike Ottawa.

Details about both sections of the project were shared with the three Consultation Groups for input on the proposed design. As the southern section includes only minor changes to the previously approved plan, the focus was on the northern section that is seeking EA approval. A virtual meeting was held with each Consultation Group, as noted below:

- ACG: October 21, 2025
- BCG & PCG: November 12, 2025

Affected landowners were also invited to attend an in-person information session on November 6, 2025, to discuss the project with the study team.

In addition, a virtual public open house was held on November 18, and an in-person open house was held on November 19 at the Earl of March Secondary School in Kanata. The virtual meeting included a presentation about the project background and existing conditions; the transportation demand analysis; key design considerations; alternative designs; the preliminary preferred design; and next steps.

Consultation feedback showed support for enhanced transit service along March Road. Other comments focused on safety and accessibility considerations, coordination with adjacent developments, access to the Buckbean Park and Ride, property impacts, traffic impacts during construction, access and turning movements associated with the median BRT facility, potential effects on cultural heritage resources, project implementation timing and funding, and the traffic and transit forecasting assumptions used to inform the project. This feedback was used to refine and update the corridor design, for example, by shifting the alignment to avoid impacts to heritage properties, and identifying areas for potential landscaping. While a request was made for an additional station at Terry Fox, this option was not carried forward due to the newly recommended stations at Lifestyle Street and Morgan's Grant/Shirley's Brook that were introduced to ensure optimal spacing along the corridor. A new station at Terry Fox also has operational implications for transit buses serving the Innovation Park and Ride and the station. However, should future planning studies identify a need, the Recommended Plan provides space for the future implementation of an additional station at Terry Fox.

Information about the Open House meetings was posted on the City's project website, advertised in the Ottawa Citizen and Le Droit and shared at the Consultation Group meetings. A copy of the newspaper advertisement was also shared with the local councillors' offices for distribution to their mailing list. An email reminder was sent to the individuals on the project mailing list and geo-targeted advertisements were posted on social media websites such as Facebook. Finally, approximately 1,600 buckslips were mailed to residents in the surrounding area to provide information about the meetings.

To support the consultation process, a project website (ottawa.ca/kanatanorthtransitway) was maintained throughout the study. As part of the open house events, an online survey was provided on the website to collect feedback.

Following Council approval of the Recommended Plan, additional consultation activities are required as part of the formal EA process for the northerly section of the project. This includes circulating the draft study report to relevant agencies for pre-review and posting the study report on the project website for a 30-day public review period. In accordance with provincial legislation, a Notice of Commencement and a Notice of Completion will be issued, and copies of the notice will be distributed to property owners within 30.0 metres on either side of the transitway corridor.

Indigenous Groups:

Indigenous groups contacted for this study include the Algonquins of Pikwakanagan, Kitigan Zibi Anishnabeg First Nation, Anishinabeg Algonquin National Tribal Council, Algonquin Nation Secrétariat, Algonquins of Ontario (AOO), and Huron-Wendat Nation (for archeological studies).

An initial reach out was made to advise of the study start and opportunities for involvement. The project website link, which contains information about the project, public consultation events and consultation materials, was also shared, and representatives were offered a meeting to discuss the project with the study team.. At their request, the Algonquins of Ontario were provided with copies of the Functional Design and Recommended Plan illustrating the proposed impacts to the land claim area (REC 280) located at the Carling-March intersection. The AOO currently have no concerns with the proposed Kanata North Transitway Extension, however, have indicated interest in participating on future archeological studies. No feedback was received from other Indigenous groups.

Consultation with representatives of Indigenous groups occurred through emails, no in-person meetings or site visits were requested. Engagement with Indigenous groups will continue through the remaining steps of the EA process and as the project moves into the design phase.

Indigenous Land Claims

The Algonquins of Ontario have a land claim area (REC 280 as referenced in the 2016 Proposed Settlement Lands for the Algonquin Land Claim) near the Carling Avenue – March Road intersection. There is no known current use of lands and/or resources for traditional purposes along the corridor length.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

Approval of this report will allow City staff to finalize the EA process for the Kanata North Transitway, ensuring the project can proceed to design and construction once funding becomes available.

ASSET MANAGEMENT IMPLICATIONS

There will be incremental total life cycle costs associated with the operations and maintenance, and future renewal for the new infrastructure assets constructed within the scope of this project. These incremental costs will be reflected in future Long-Range Financial Plans, and Transportation Asset Management Plans.

Stormwater management considerations for the future transitway are required. An increase in stormwater runoff due to increased impervious surfaces will need to be controlled to an established predevelopment rate. Consideration for erosion mitigation to receiving watercourses will be required.

CLIMATE IMPLICATIONS

The Recommended Plan for the Kanata North Transitway aligns with the City's climate change policies in the Official Plan and its supporting documents, including the 2020 Climate Change Master Plan and the 2022 Climate Change Vulnerability and Risk Assessment report. The Plan includes consideration of climate change and incorporates mitigation and adaptation strategies, such as the provision of active transportation facilities and native vegetation/trees where landscaping opportunities exist.

The Recommended Plan is designed to be flexible to allow for the integration of the latest climate change adaptation measures at the time of implementation. While the current design may not address all future climate scenarios, it can be refined during later phases through elements like landscaping, stormwater enhancements, and asphalt mix selection.

From a mitigation perspective, implementation of the Transitway and inclusion of Complete Streets elements will help attract users to transit, cycling and walking, reducing the use of personal automobiles and related greenhouse gas emissions.

FINANCIAL IMPLICATIONS

The City's Transportation Master Plan (TMP) identifies three recommended project phases for the Kanata North Transitway. Cost estimates for each phase are summarized in Table 1, totaling $335 million in 2025 dollars. There is currently no budget authority in place. The City intends to seek funding from the Canada Public Transit Fund or other funding opportunities that may arise. Implementation timing will be subject to Council

approval through the annual budget process and will align with the City's future capital budget priorities and affordability.

ACCESSIBILITY IMPACTS

The City of Ottawa is committed to ensuring accessibility for persons with disabilities and older adults in the development of its public spaces. The project follows all Provincial and Federal legislated requirements under the Integrated Accessibility Standards Regulation, O. Reg. 191/11 of the *Accessibility for Ontarians with Disabilities Act*, 2005, any requirements under the *Accessible Canada Act*, as well as the City of Ottawa Accessibility Design Standards and any other applicable procedures and guidelines.

Accessibility impacts were assessed early on and throughout the project, in consultation with members of the Corporate Accessibility Office and the Accessibility Advisory Committee. Key design considerations include: type of pedestrian and cycling facilities; length and type of crosswalks; interaction at bus stops; design of passenger loading areas; use of Tactile Walking Surface Indicators (TWSI) and other accessibility aids; elimination of sidewalk obstructions; ground and floor surface materials; and inclusion of resting areas.

The implementation of this project will result in several accessibility improvements, including:

- New and improved sidewalks and cycling facilities to improve the pedestrian environment and reduce conflicts between pedestrians and cyclists.
- New rapid transit corridor incorporating contemporary station design features and amenities.
- New opportunities for tree planting, rest areas and shade within the right of way, for example, behind the sidewalk, on medians where sufficient width is provided, and at intersection corner widenings.
- New pedestrian crossings of March Road at the signalized intersections at Corkstown Road, Lifestyle Street and in the KNUEA area, to reduce the spacing between crossings and improve connectivity to adjacent land uses and major destinations.
- Protected intersection designs with separate cycling and pedestrian crossings (i.e., crossrides and crosswalks). Designs include TWSIs, curb ramps, audible pedestrian signals, accessible pushbuttons, and crossing movements protected from turning vehicles.

ECONOMIC IMPLICATIONS

This project improves access to the Kanata North Economic District, Canada's largest research and innovation cluster and a major contributor to the City's economy. Efficient and reliable transportation options are essential for attracting and retaining talent; the Kanata North Transitway is a critical project to support the District's growing workforce and attract further investment.

ENVIRONMENTAL IMPLICATIONS

The EA study assessed a number of potential environmental implications including stormwater management, noise, vibration, and air quality. No significant changes to the environmental impacts documented in the 2014 EA were identified for the southern section of the corridor. For the northern section of the corridor, air quality, noise, and vibration studies confirmed no significant impacts and cultural heritage resources were successfully avoided from direct impact. No significant impacts to the environment are anticipated. Studies for the northern section are on-going, and any required mitigation measures will be documented in the study report. Additional details are provided in Section 1.3 of Document 3.

INDIGENOUS GENDER AND EQUITY IMPLICATIONS

Consultation with Indigenous groups was undertaken as part of the study process, in accordance with provincial Environmental Assessment requirements.

Data from the 2022 Origin–Destination Travel Survey indicates that women, youth, and lower-income households disproportionately rely on transit to meet their mobility needs. Implementation of the Kanata North Transitway will improve transit service and active transportation facilities along March Road, advancing the City's equity objectives and helping address mobility poverty.

RURAL IMPLICATIONS

Rural residents will benefit from improved access to transit on March Road via the proposed Park and Ride facility located near Buckbean Avenue.

Partial acquisition of existing properties on the east side of March Road will be required in the future where the Kanata North Transitway Extension follows the boundary

between the urban and rural areas at the northern limit of the study area (up to seven properties impacted).

TERM OF COUNCIL PRIORITIES

The report recommendations align with the following 2023-2026 Term of Council Priorities:

- A city that is more connected with reliable, safe and accessible mobility options
- A city with a diversified and prosperous economy
- A city that is green and resilient

SUPPORTING DOCUMENTATION

Document 1: Updated Recommended Plan for the Kanata North Transitway: Corkstown Road to 240.0 metres north of Maxwell Bridge Road (“South Section”) – Four Roll Plans (A, B, C, D)

Document 2: Recommended Plan for the Kanata North Transitway Extension: 240.0 metres north of Maxwell Bridge Road to the Urban Boundary (“North Section”) – Two Roll Plans (A, B)

Document 3: Supporting Information

DISPOSITION

Following Council approval of the staff report, staff in the Planning, Development and Building Services Department will action the report recommendations.

Document 3: Supporting Information

Section 1.1: Planning Context

City of Ottawa Official Plan (2022):

The City of Ottawa Official Plan 2022 outlines the City's goals, objectives, and policies intended to manage and direct physical change and the effects to the City's social, economic, built, and natural environments to 2046. The OP is organized around five broad policy directions: growth management; mobility; urban and community design; climate, energy, and public health; and economic development.

Kanata North Economic District:

The Kanata North Business Park, Canada's largest technology hub, is designated in the Official Plan (OP) as the Kanata North Economic District (KNED) and is a major contributor to Canada and Ottawa's economies. To maintain its long-term competitiveness and support continued growth, the OP identifies the need to enhance mobility options, encourage mixed-use development, and improve urban design. As a designated Special District in the Official Plan, KNED is intended to transition from a car-oriented business park to a mixed-use innovation district focused around sustainable modes of transportation, including transit. Accordingly, March Road is identified as the primary mobility corridor, envisioned to evolve into a multimodal grand street featuring bus rapid transit, separated cycling facilities, and high-quality pedestrian spaces, with the implementation of rapid transit playing a key role in achieving OP objectives.

Kanata North CDP:

The Kanata North CDP (2016), prepared jointly by the City and the Kanata North Land Owners Group, guides development of the Kanata North Urban Expansion Area in accordance with the Official Plan. The Council-approved CDP envisions a master-planned, transit-supportive community, with March Road serving as the primary connection to the broader road and transit network. The CDP recommends a future rapid transit extension along March Road to Buckbean Avenue, with the corridor accommodating four general traffic lanes, two median BRT lanes, sidewalks, and cycle tracks on both sides.

The Official Plan identifies a right-of-way-protection for the study corridor which varies from 44.5 metres to 48 metres (C16 – Road Classification And Rights-of-Way Protection).

Existing Conditions:

The March Road Corridor traverses a diverse range of land uses and built forms, transitioning in the south from Greenbelt agricultural lands and low-density residential

neighbourhoods to the Kanata North Economic District characterized by office, research, and commercial uses, and further north to predominantly suburban residential areas with localized commercial, institutional, and recreational uses. North of Maxwell Bridge Road, the corridor shifts to a more rural character, with agricultural lands planned for future residential development, a low-density built form, and the presence of St. Isidore Roman Catholic Church and Cemetery, where avoidance is identified as a key recommendation to prevent impacts and additional mitigation or authorization requirements.

March Road functions as an arterial road along the entire length of the study corridor. It is intersected by a mix of arterial, major collector, and collector roads, including Highway 417 ramps at the south limit. The segment between Highway 417 and Maxwell Bridge Road features multiple lane configurations, transitioning between 4, 5, and 6 lanes. North of Maxwell Bridge Road, it transitions to 2 lanes with one lane each in northbound and southbound directions. Posted speed limits range from 60 to 80 km/h, with most of the corridor at 80 km/h and reduced posted speed limit occurring between Carling Avenue and Teron Road and south of Corkstown Road.

Pedestrian Facilities: Pedestrian facilities along the March Road corridor are intermittent. At the Highway 417 interchange, sidewalk exists only on the west side and no pedestrian infrastructure is provided up to Herzberg Road except for a connection to the Watts Creek Pathway. A west-side multi-use pathway extends from Herzberg to Teron Road, while sidewalks on both sides of the corridor between Teron Road and Maxwell Bridge Road/Halton Terrace appear in segments and vary in surface and width (1.5 - 2.0 metres). Pedestrian activity is highest near residential and commercial areas, with winter counts showing lower volumes.

North of Maxwell Bridge Road to urban boundary, no pedestrian facilities are available.

Cycling Facilities: Cycling facilities are more continuous, with most of the corridor designated as a Crosstown Bikeway. Bike lanes run along both sides of March Road for most of the route, supported by cycling connections from adjacent streets and paved shoulders on Carling Avenue and Corkstown Road. Additional links are provided by the Watts Creek Pathway and west-side multi-use pathways. Bike lanes are typically 1.5–2.0 metres wide, and intersection counts show modest cyclist volumes, lower in winter.

North of Maxwell Bridge Road to urban boundary, approximately 350 metres paved shoulders exist for cyclists to use which transitions into gravel north of thereof.

Transit Service: Within the study area, transit service consists primarily of Routes 63, 66, and 110, which operate along parts of March Road between Teron Road and Terry Fox Drive, with additional routes on nearby parallel streets. Frequent Route 63 provides service connecting to major stations, while Route 110 offers local service. There are eleven bus stops along this segment of March Road - five on the east side and six on the west. Three transit stations are located nearby: Eagleson and Teron Stations within

600 metres of the south end of the corridor, and Innovation Station slightly more than 600 metres from March Road near Terry Fox Drive.

As per the OC Transpo's 'New Ways to Bus' network (came into effect on April 27, 2025), no transit routes currently operate north of Maxwell Bridge Road to urban boundary. The nearest bus service is route #63 which operates along Halton Terrace and Maxwell Bridge.

Section 1.2: Modifications to the 2014 Recommended Plan

Modifications to the 2014 Recommended Plan include:

- A starting point and transition for buses further north (at Corkstown Road), instead of a tie-in to a previously proposed east-west BRT Transitway facility running parallel and to the north of Highway 417. The EA completed for the Kanata LRT Extension (2019) has superseded this facility design, and the future tie-in to the Eagleson-March LRT station will be considered as part of the Kanata LRT project implementation.

- Updated corridor design to include protected intersections to reflect the City's Complete Street Design Framework and Protected Intersection Design Guidelines, improving safety for all users. This includes changes to active transportation infrastructure design, replacing existing or proposed on-street cycling lanes along March Road with a multi-use pathway along the west side of March Road between Campeau Road Drive and Herzberg Road, and raised uni-directional cycle tracks on both sides of the road, for the remaining corridor, to be consistent with March Road's Crosstown Bikeway designation. Tie-in to facilities appropriate to designation at cross streets throughout the corridor e.g., Terry Fox Drive Crosstown Bikeway.

- Shifting the proposed Terry Fox Station south by approximately 320 metres to a new proposed signalized intersection at March/Lifestyle. This shift allows the BRT to better serve a major proposed mixed-use development at 570 March Road. It also permits better transitions for NB and SB buses accessing the Innovation Park and Ride located west of the March Road corridor along Terry Fox Drive. An interim design has been developed that terminates the March Road Transitway at Terry Fox Drive, consistent with the implementation staging identified in the City's updated TMP (2025). The eastbound right-turn channel at Terry Fox serving the Innovation Park and Ride lot is retained.

- Adding a new station at the Morgan's Grant/Shirley's Brook intersection to maintain optimal spacing between stations, following the relocation of Terry Fox Station. This new station can be accommodated within the existing ROW.

- Changes in roadway geometry and lane widths reflecting current City design guidelines and standards, including a reduction in lane widths to reduce operating speeds in the corridor.

- Minor shifts in roadway alignment to avoid two identified heritage properties at 821 and 895 March Road.

- Modifications to proposed lane configurations at some intersections to reflect updated future traffic volumes and current City design guidelines and standards (e.g. Protected Intersection Design Guidelines).

- Alteration of the active transportation facility design at the existing at-grade railway crossing located south of Carling Avenue to provide for a 90-degree crossing of the railway track for pedestrians and cyclists in keeping with best practices for facility design.

- Improved connection to the NCC Watt's Creek multi-use pathway in the vicinity of the March/Corkstown intersection.

The updated functional design fits largely within the 2014 approved EA footprint or existing City-owned ROW. However, minor additional property will be required in a few locations, either from parcels already identified in the earlier EA or from new properties, to accommodate adjusted roadway geometry or protected intersection designs. During preliminary and detailed design, further opportunities to minimize property impacts will be explored, including the use of more constrained design criteria where appropriate.

Section 1.3: Environmental Implications

An assessment of the environmental implications of the two projects was undertaken, which included establishing mitigation measures to address areas of concern.

Stormwater Management

<u>South Section, Corkstown to North of Maxwell Bridge</u>

A review of stormwater management (SWM) requirements documented in the 2014 EA is currently underway to confirm mitigation measures, if any, as a result of implementation of the project. The recommendations will be documented in the EA Addendum and Review report.

A review of updated climate change requirements and current City stormwater management (SWM) standards indicates that changes to the 2014 SWM approach are required. Since the original analysis was completed, the City has introduced more stringent standards to address increased rainfall intensity and flooding risks associated with climate change. These updates include revised design criteria for major and minor

systems, integration of Low Impact Development (LID) measures, and enhanced resiliency considerations. The previous SWM analysis does not fully align with these requirements. Therefore, at the detailed design stage, the SWM strategy must be updated to confirm conveyance and storage capacity under revised rainfall intensity curves, incorporate LID features where feasible, and ensure compliance with current City guidelines and adaptation strategies.

North Section, North of Maxwell Bridge to the Urban Boundary

As part of the 2016 Community Design Plan for the Kanata North Urban Expansion Area, a Master Servicing Study identified future servicing needs to support planned development. The study confirmed that existing ditches and culverts have sufficient capacity to accommodate major system flows and emphasized minimizing environmental impacts through measures such as clay caps at creek crossings and potential low-impact development (LID) techniques. The plan also proposes three SWM management ponds to serve the entire KNUEA (not the project specifically), providing water quality, erosion, and peak flow control. Using a dual-drainage approach, storm sewers (minor system) designed to convey runoff from up to 5-year storm events (10-year for arterial roads) while an overland flow network (major system) to handle larger storm events. Pond locations and design criteria were set to avoid downstream impacts.

A Corridor Drainage and Management Plan will be prepared in support of the detailed design at the time of implementation.

Noise, Vibration and Air Quality

South Section, Corkstown Road to North of Maxwell Bridge

A noise, vibration, and air quality assessment was completed in accordance with provincial and municipal guidelines. The study found that implementation of the project resulted in a mall increase in noise levels in the project area and did not meet thresholds for requiring mitigation. Noise mitigation in the form of a berm exists on the west side of March Road between Campeau Drive and approximately 200 metres south of Teron Road which helps mitigate noise levels in the corridor.

Air quality impacts are expected to be minimal, with pollutant levels remaining within provincial AAQC criteria. The project will also help improve air quality by offering a competitive alternative to automobile travel.

North Section, North of Maxwell Bridge to the Urban Boundary

Assessment indicates that future increases in roadway capacity will raise corridor noise levels; however, based on the EA for Kanata North Transitway (Highway 417 to Maxwell Bridge), the BRT itself is expected to have a small increase in noise levels due to ambient noise levels created by the roadway traffic.

North of Maxwell Bridge to the existing rural estate subdivision (Hedge Road and Houston Crescent), upcoming residential subdivisions on both sides of March Road (including Brookline, Northwoods, and the Brigil development) have already incorporated noise studies as part of the planning process that accounted for the planned widening of March Road, with commercial parcels positioned to buffer sensitive areas and mitigation measures built into the subdivision plans.

Noise, vibration and air quality impact analysis confirms no further mitigation is required.

Other Studies:

Multimodal Level of Service (MMLOS) analysis:

As part of the EA study, Multimodal Level of Service (MMLOS) analysis was undertaken for intersections as well as segments along the corridor utilizing the City's MMLOS Guidelines (May 2025). Travel modes assessed include pedestrian, bicycle, transit and auto modes.

Intersection Analysis: Target LOS varies by mode, with higher standards for pedestrians, cyclists, and transit near rapid transit stations and key corridors. The analysis shows that pedestrian LOS targets are not met along the corridor because of wide crossings resulting from the number of lanes on March Road. Bicycle intersection LOS is met for the majority of intersections due to the introduction of cycling treatments, while transit LOS targets are met for the north-south transitway movements. Auto LOS generally meets the target, except at the March/Campeau/Highway 417 ramp intersections.

Segment Analysis: The MMLOS analysis conducted separately for each side of the corridor, shows that most pedestrian and bicycle segments fail to meet the LOS target of 'A'. Pedestrian LOS is not achieved due to high curbside traffic volumes and widely spaced crossing locations. Bicycle level of service is met where cycle tracks are provided, while the proposed multi-use pathway between Campeau Drive and Herzberg Road does not meet the target (LOS B). The future transit level of service is met on March Road due to the median transit lanes, an improvement on existing conditions.

Under the Recommended Plan, MMLOS results are generally comparable to or improved relative to existing conditions across both the southern and northern sections of the corridor. Pedestrian LOS does not meet target levels due to wide crossings, the number of travel lanes, and long distances between controlled crossings, which are constraints associated with the arterial function of March Road and future transit needs. Cycling and transit LOS meet targets through the provision of crossrides, cycle tracks, and median bus lanes. Transit operations improve notably in the northbound and southbound directions, although side-street bus delays persist, and vehicle operations are expected to experience increased intersection delays due to additional pedestrian,

cycling, and transit phases; public realm LOS is comparable to or improved over existing conditions, meeting applicable performance objectives.

Road Safety Audit

A Road Safety Audit (RSA) of the functional design of both sections of Transitway was undertaken to identify any potential safety issues. Many of the recommendations were incorporated into the functional design. Recommendations which require consideration during next phases of the project will be documented in the study report to reflect upon during detailed design.