

# **Kanata North Transitway Extension Project**

**(240 m north of Maxwell Bridge Road to Urban Boundary)**

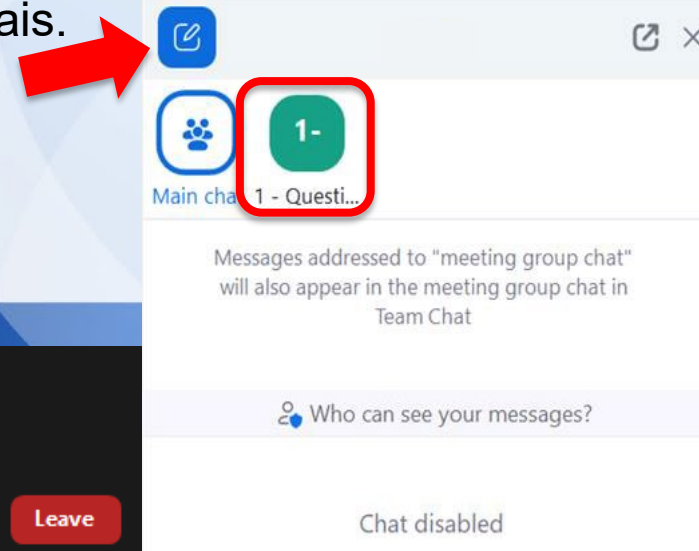
**Virtual Public Open House**

**November 18, 2025**



# Zoom Participation Protocol / Protocole en place pour les réunions sur Zoom

- You can also enter your question in the chat throughout the session – the main chat is disabled, but participants can send their questions to **1 – Questions**.
- Vous pouvez poser votre question dans le chat – le clavardage principal est désactivé, mais les participants peuvent envoyer leurs questions à **1 – Questions**.
- Open the chat, click on the pencil icon and select **1 – Questions** at the top.
- Ouvrez le chat, cliquez sur l'icône du crayon et sélectionnez **1 – Questions** dans le menu.
- Questions can be asked in either English or French.
- Les questions peuvent être posées en anglais ou en français.



# Land Recognition

Ottawa is located on unceded territory of the Anishinabe Algonquin Nation.

The peoples of the Anishinabe Algonquin Nation have lived on this territory for millennia.

Today, Ottawa is home to approximately 40,000 First Nations, Inuit and Métis people.

Ottawa's indigenous community is diverse, representing many nations, languages and customs.

The City honours the land of the First Peoples, as well as all First Nations, Inuit and Métis in Ottawa and their valuable past and present contributions to this land.

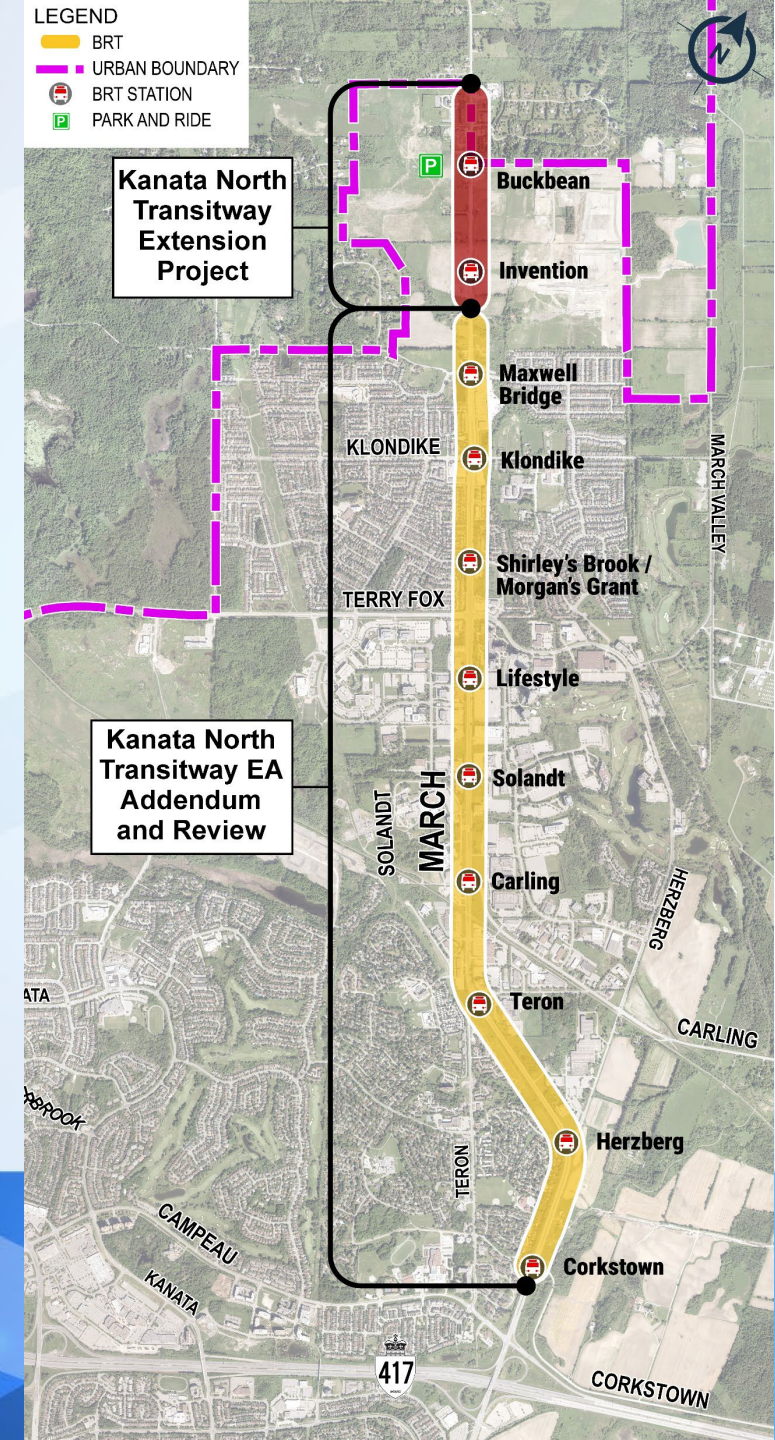
# Agenda

## Project #1 - Kanata North Transitway Extension Project

- From north of Maxwell Bridge Road to the Urban Boundary

## Project #2 - Kanata North Transitway Addendum and Review (for information)

- From Corkstown Road to 240 m north of Maxwell Bridge Road



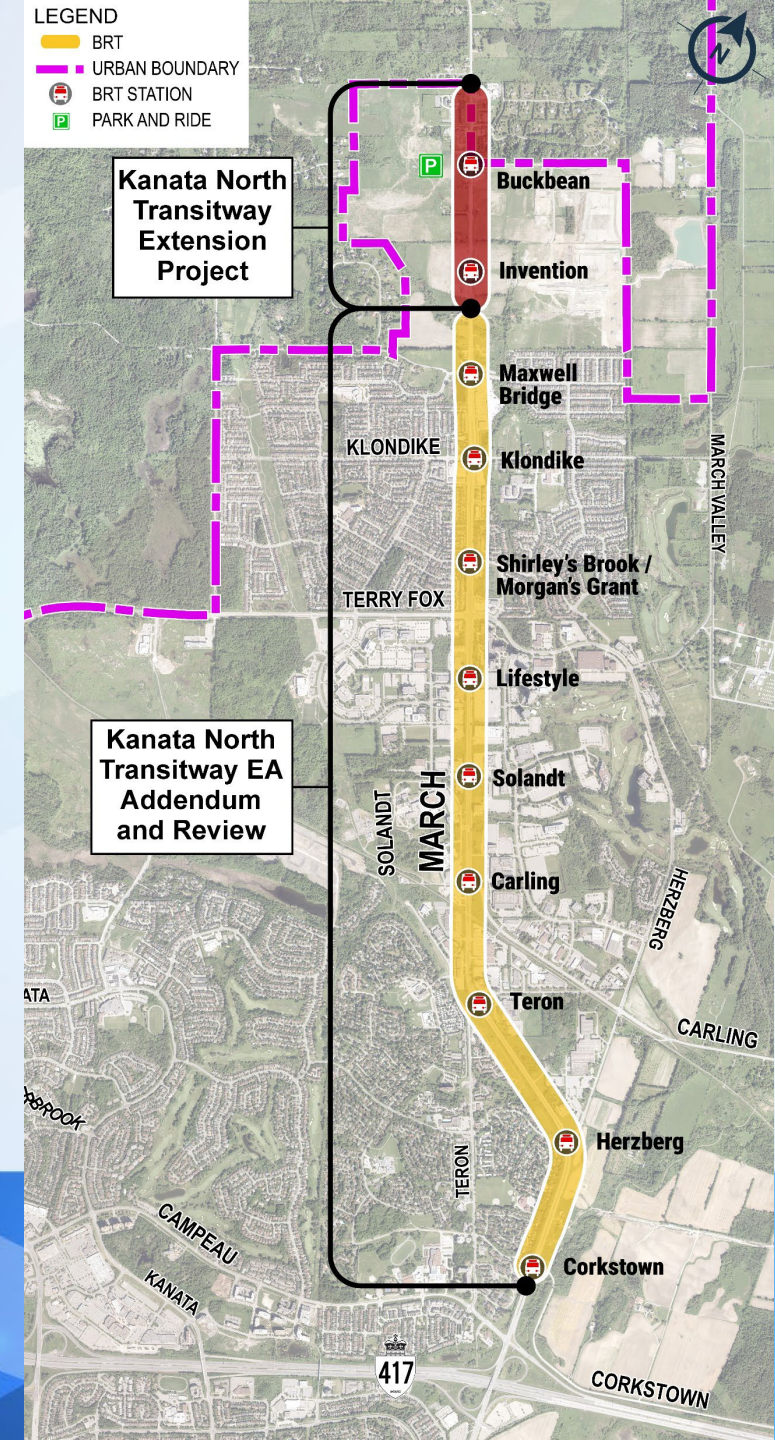
# Two Separate Projects

## 1. Kanata North Transitway Extension Project

- Transit and Rail Project Assessment Process (TRPAP)
- 1.4km extension of the Transitway including park & ride
- presenting the preliminary study findings and recommendations.

## 2. Kanata North Transitway EA Addendum and Review

- Environmental Assessment (EA) Completed in 2014
- Median bus rapid transit including stations
- Requires Addendum to document changes to the functional design and Review because not implemented within 10 years
- For information only



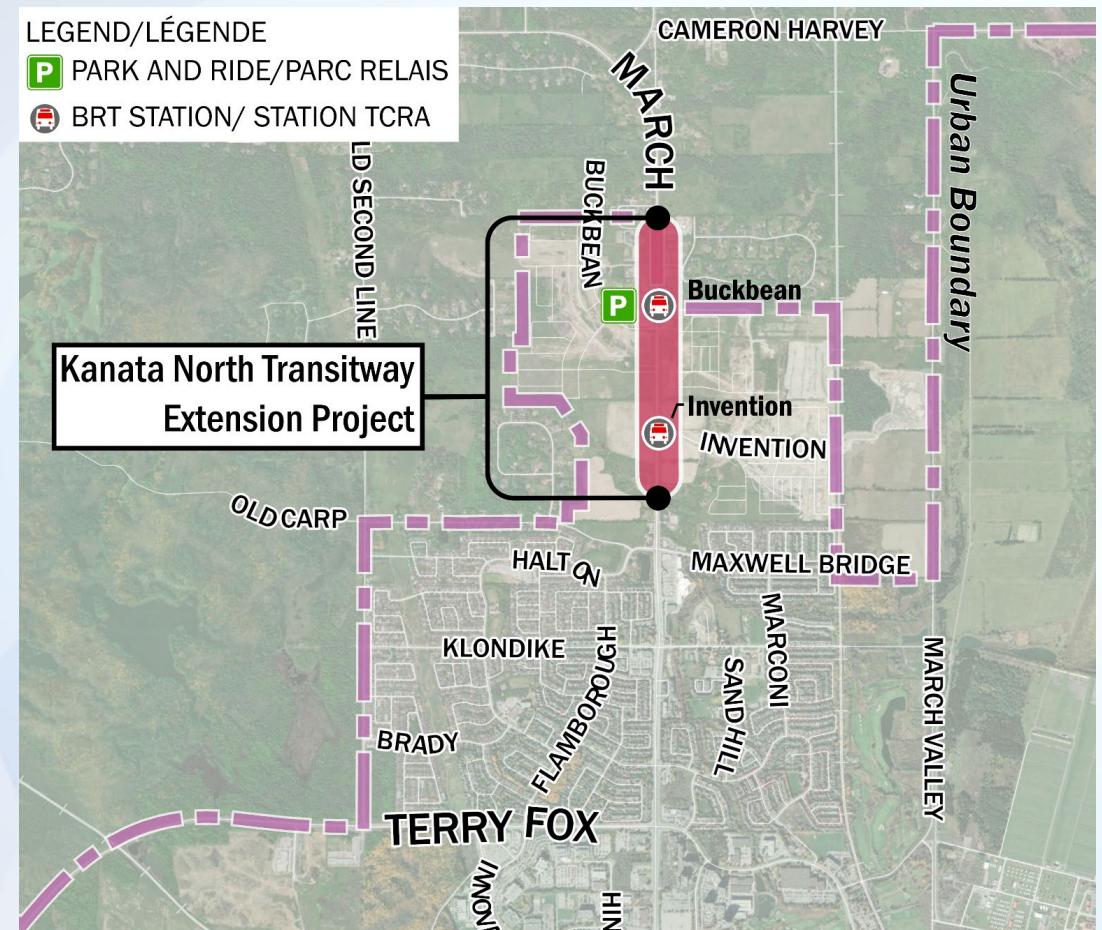
# **Kanata North Transitway Extension Project**

## **Project #1**

# Overview

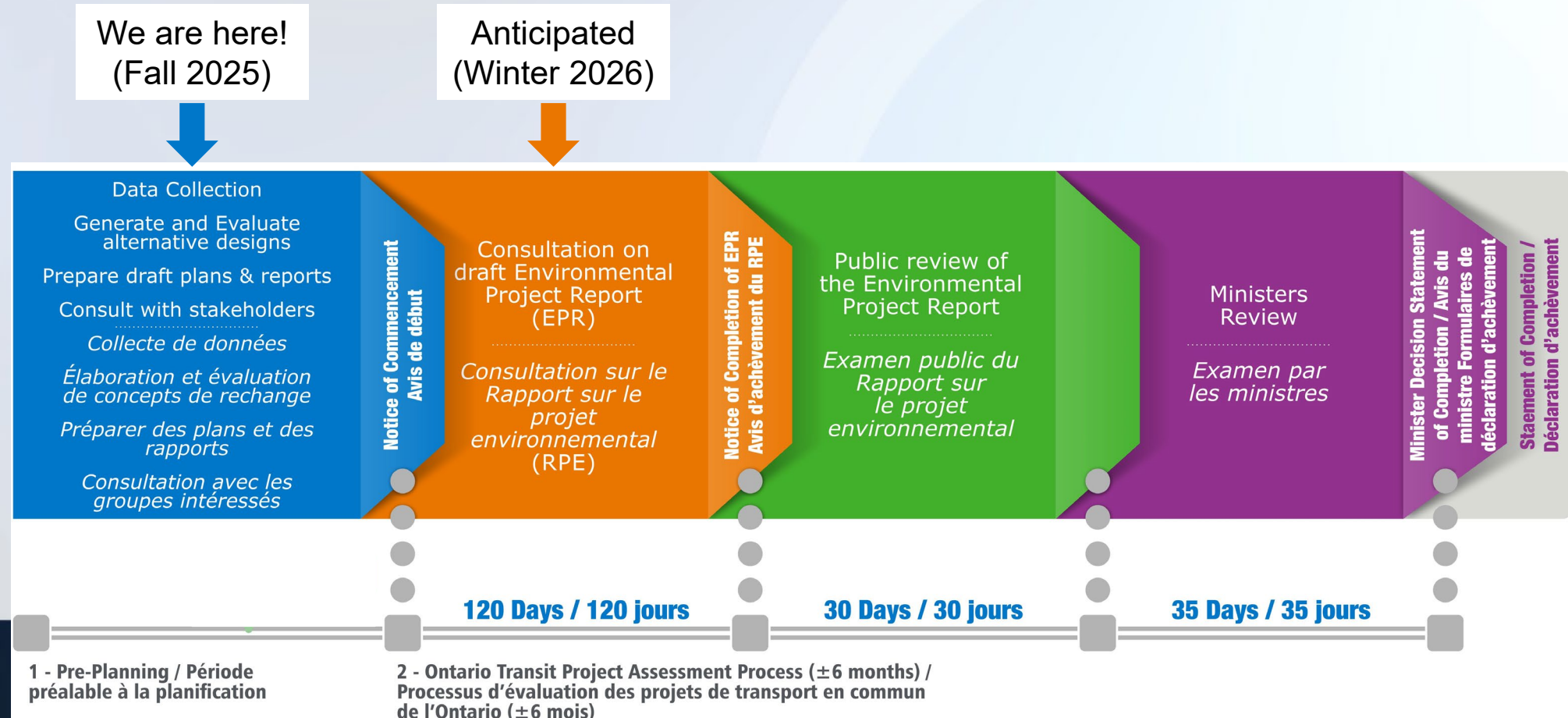
- 1.4 km extension of the Kanata North Transitway through the Kanata North Urban Expansion Area
- Extension to serve growing residential communities and Kanata North Economic District
- Documented in:
  - Kanata North Community Design Plan (CDP) (2016)
  - City Transportation Master Plans (2008, 2013, 2025)

## Project #1 - Kanata North Transitway Extension Project



# Environmental Assessment (EA) Process

- Transit and Rail Project Assessment Process (TRPAP; O. Reg 231/08)

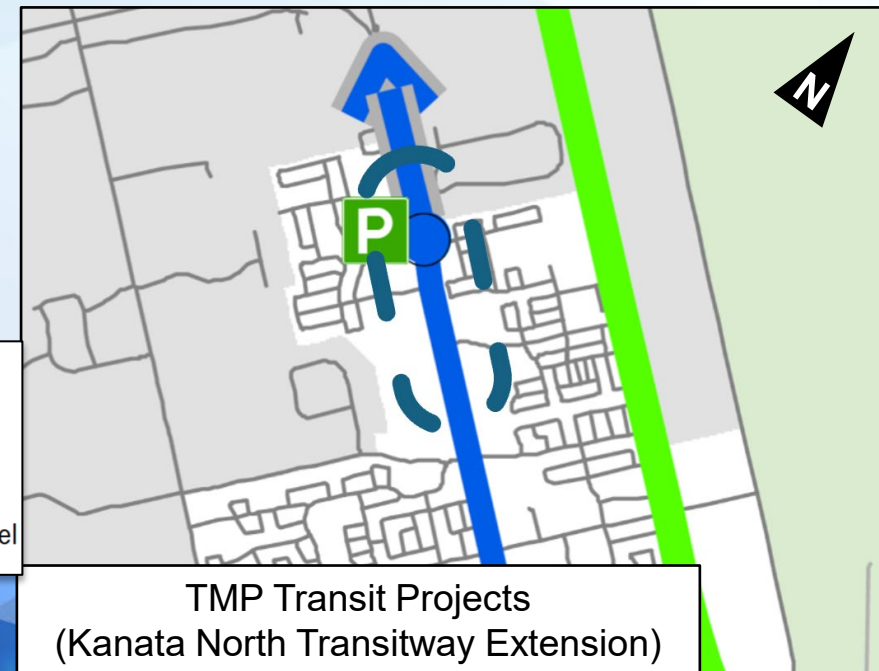
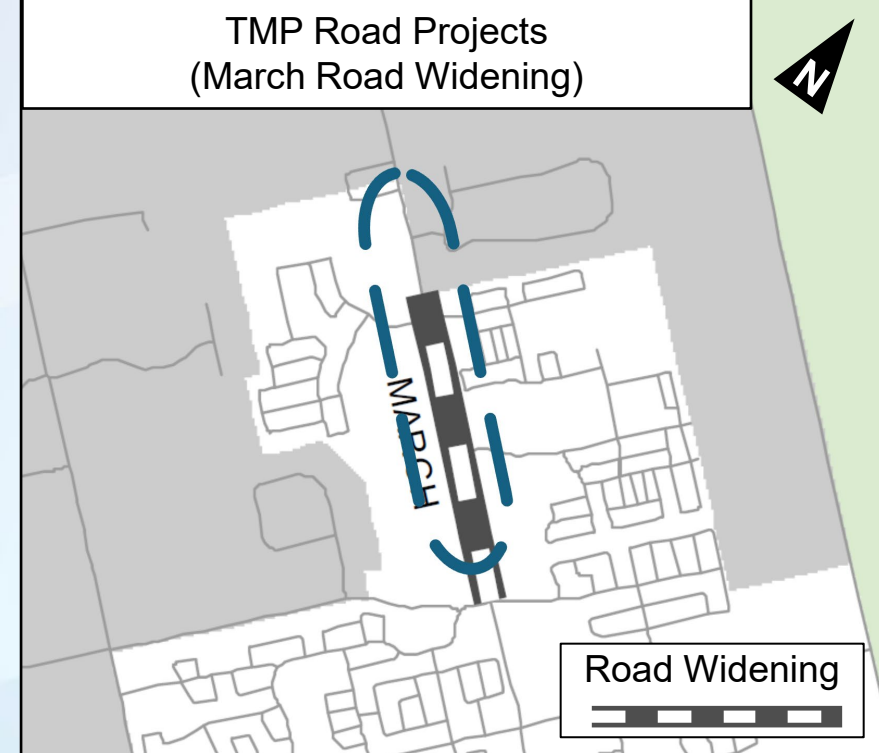
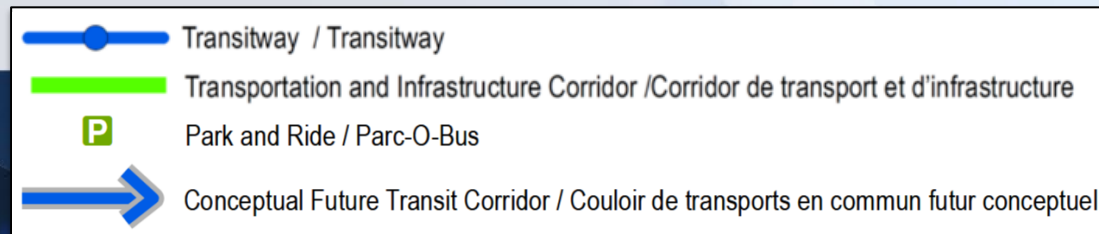


# Background

Kanata North Transitway Extension Project

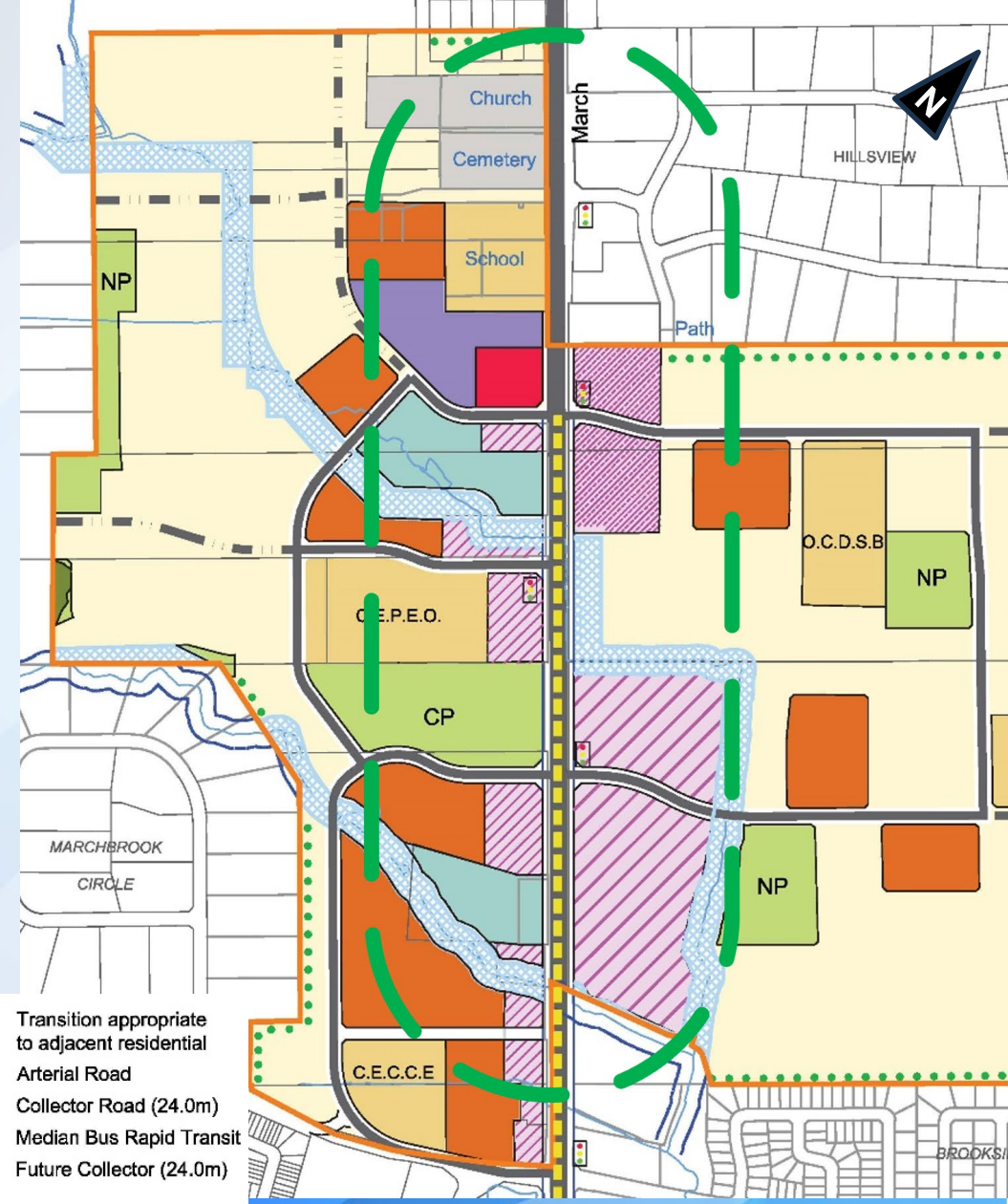
# Background

- Current Transportation Master Plan:
  - March Road Widening from north of Maxwell Bridge Road to Buckbean Avenue (two lanes to four lanes) 'Needs-Based' and 'Priority' road network project
  - Transitway from north of Maxwell Bridge to Buckbean Avenue 'Needs-Based' transit project; conceptual future transit corridor from Buckbean to beyond Urban Boundary
  - Park and Ride facility identified at Buckbean Avenue
  - Official Plan protected right-of-way 44.5 m



# Planning Context

- Official Plan: 'Mainstreet', 'Neighbourhood' with an 'Evolving neighbourhood Overlay'
- Several on-going residential and mixed-use development applications within the neighbourhood
- CDP envisions March Road as the spine of a mixed-use core in the community
- CDP guiding principles include plans for March Road:
  - Extending pedestrian and cycling facilities (entire study corridor)
  - Extending median bus rapid transit corridor (to Buckbean Avenue)



	KNUEA		Natural Feature		Residential Multi-Unit Townhouses, Stacked Townhouses, Back-to-Back Townhouses, Low-rise Apartments (Max 4 Storeys)		Transition appropriate to adjacent residential
	Community Mixed Use		School		Residential Street-Oriented Single, Semi, Townhouses (Max 3 Storeys)		Arterial Road
	Neighbourhood Mixed Use		Fire Hall		Creek Corridor		Collector Road (24.0m)
	Service Mixed Use		Stormwater Management Pond				Median Bus Rapid Transit
	Community Park		Park and Ride				Future Collector (24.0m)
	Neighbourhood Park		Institutional				

# Existing Conditions

- No pedestrian or cycling facilities
- Rural Arterial two-lane cross-section; 80 km/h posted speed limit
- Paved shoulder present until 350 m north of Maxwell Bridge Road, gravel shoulder further north
- No transit routes operate within the Study Corridor, nearest route operates along Halton Terrace/Maxwell Bridge Road



# Transportation Demand Forecasting

- Long term need to accommodate area growth and demand – 4,700 residential units planned (per current DevApps):
  - **Without BRT** -> 61% Auto Mode Share -> up to **1,600 auto trips** per peak hour/peak direction on March Road

Versus

- **With BRT** -> 50% Auto Mode Share -> up to **1,200 auto trips** per peak hour/peak direction on March Road
- Achieve 28% transit mode share (double existing)

# Transportation Analysis Findings

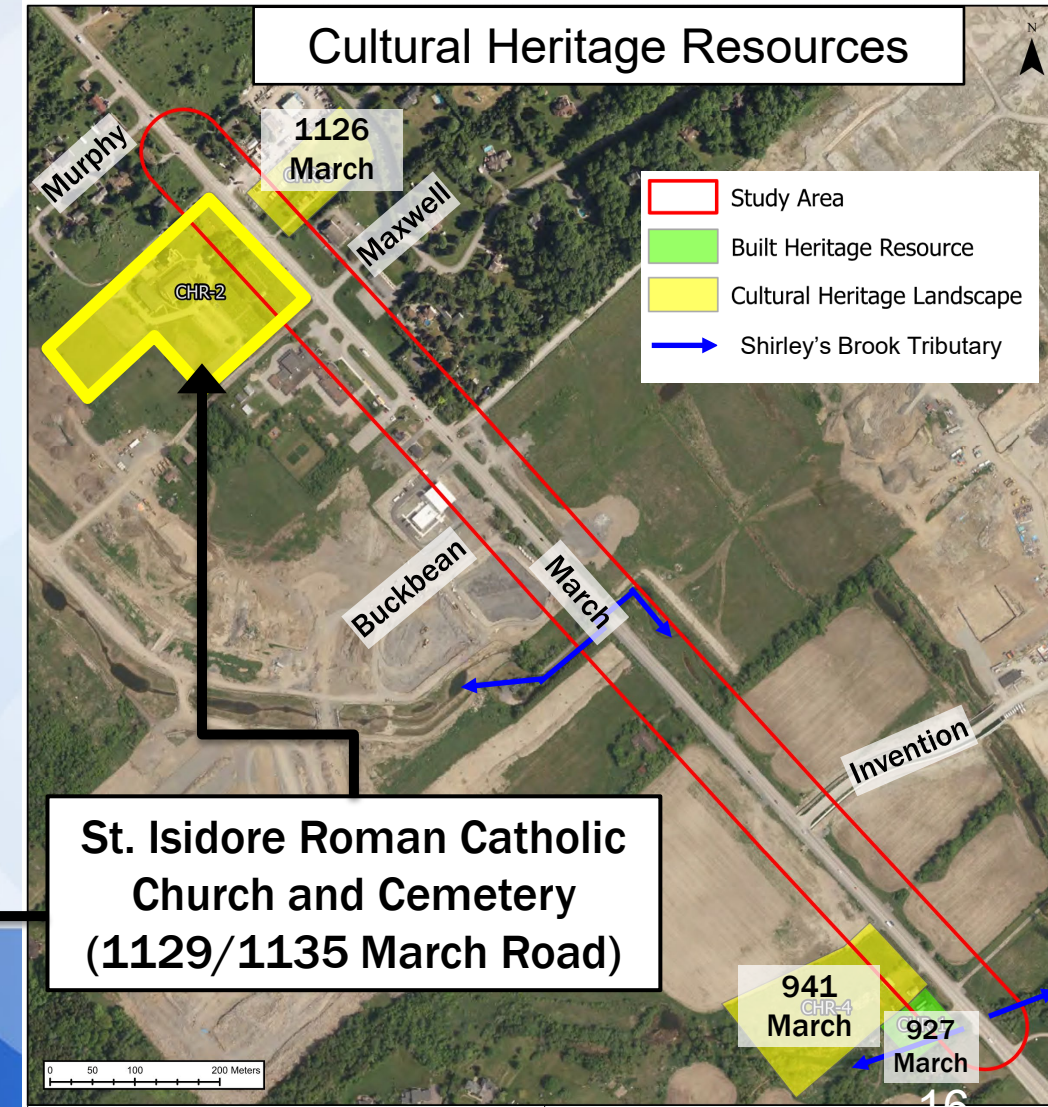
- With implementation of current planned developments, March Road cannot support anticipated demand by auto mode only.
- Opportunity to implement extension of transitway further north to attract rural commuters.
- Doubling transit share to 28% would achieve the Official Plan's 50% sustainable mode share target.

# Key Design Considerations

Kanata North Transitway Extension Project

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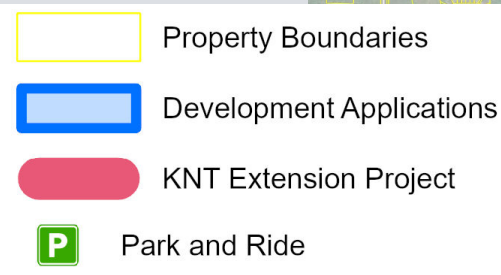
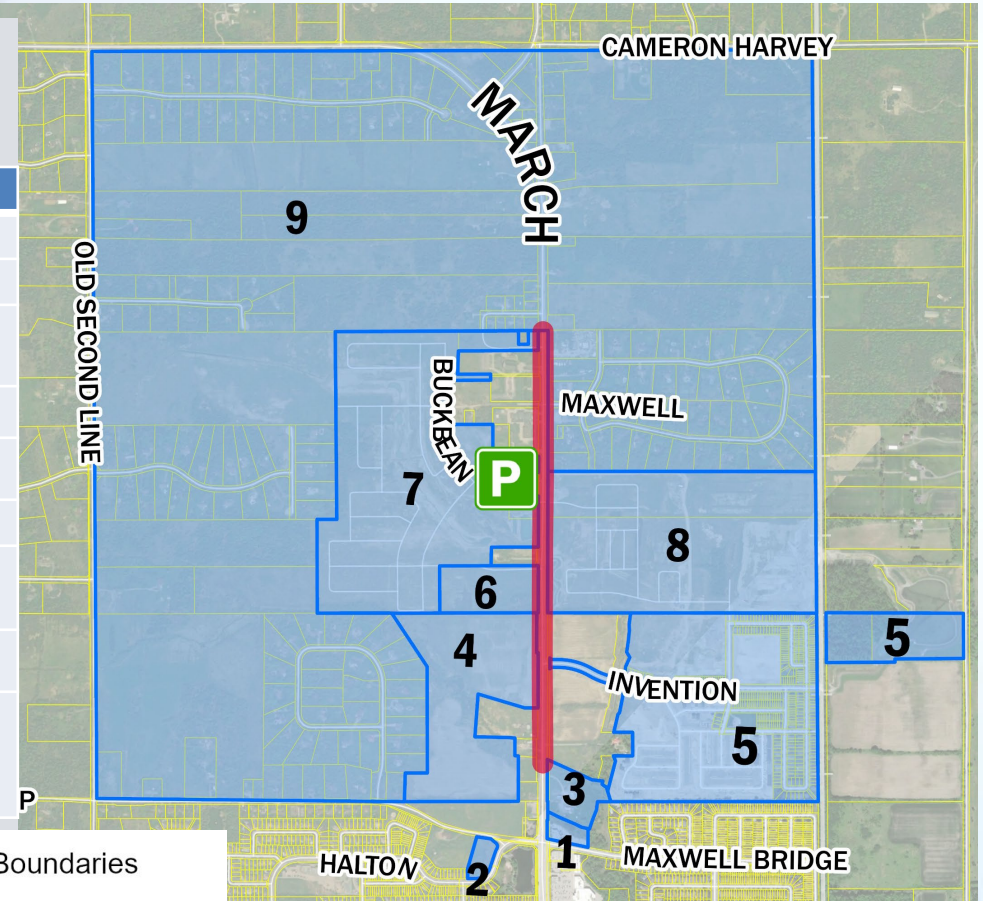
- Four cultural heritage resources found along the Study Corridor
  - 927 March Road Farmhouse
  - 941 March Road Barn
  - 1126 March Road Farmhouse
  - 1129/1135 March Road Church and Cemetery
- Two tributaries of Shirley's Brook cross the study corridor



# Key Design Considerations (Cont.)

- Area Development
- Potential application to expand the City's urban boundary (9)

Label	Municipal Address	Description
1	1104 Halton Terrace	Four-storey apartment building
2	886 March Road	Single-storey restaurant building
3	910 March Road	Mixed-use building up to 9-storeys, 390 residential units and 501sqm of commercial
4	927 March Road	Residential subdivision
5	930 March Road	Greenfield residential subdivision development, with commercial
6	1015 March Road	Commercial and retail uses, as well as a school
7	1053 March Road	Residential subdivision, with school, fire hall, and park and ride facility
8	1020 & 1070 March Road	Proposed residential subdivision with school and commercial
9	1221 March Road (South March Urban Expansion Area)	Potential Official Plan Amendment to expand the City's urban boundary: 233.5 ha



# Key Design Considerations (Cont.)

- Accessibility in the design
- Integration with Buckbean Park and Ride
- Property impacts
- Station locations
- Location of future access/intersections along March Road
- BRT transition at northern end
- Avoid existing hydro line on east side

# Alternative Designs

Kanata North Transitway Extension Project

# Alternative Designs

- Informed by:
  - Kanata North Transitway design (Corkstown Road - north of Maxwell Bridge Road)
  - Align with Functional Design of Transitway and the corridor to the south
  - City Arterial Road design standards
  - Kanata North CDP
  - Feedback received from stakeholders and transportation analysis
- Need to confirm:
  - Station locations
  - Transition north of Buckbean to Urban Boundary
  - Access to Park and Ride: via March Road or Buckbean Avenue

# Preliminary Preferred Design

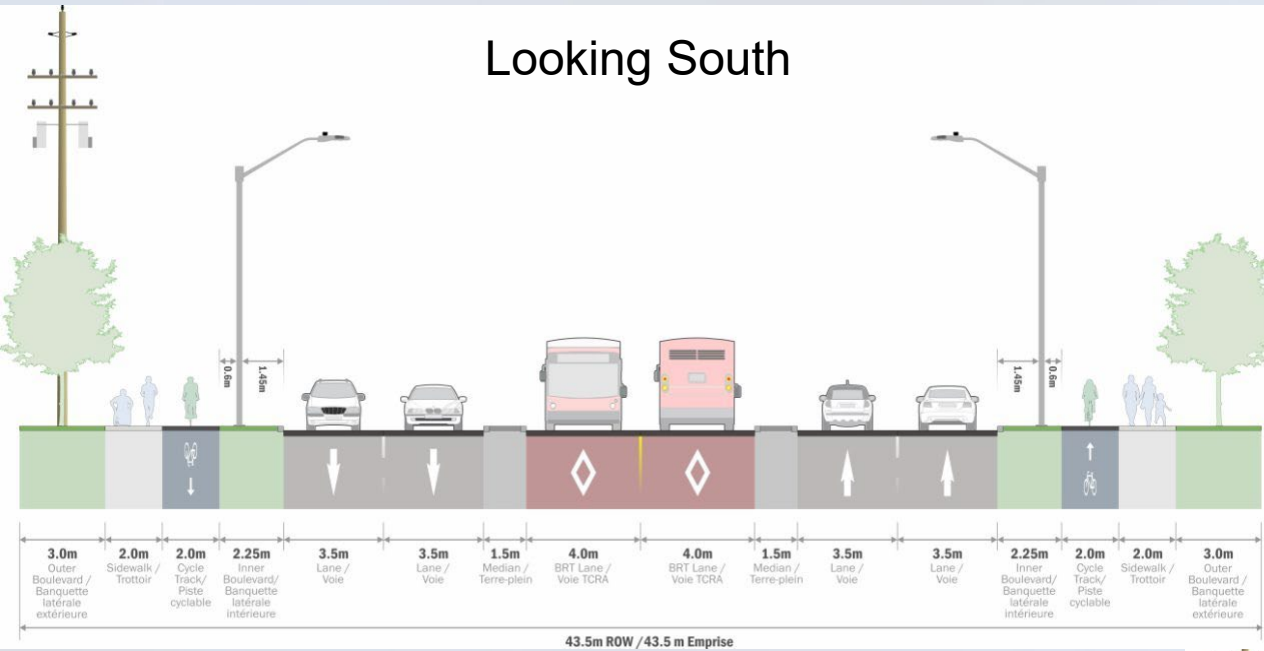
Kanata North Transitway Extension Project

# Preliminary Preferred Design

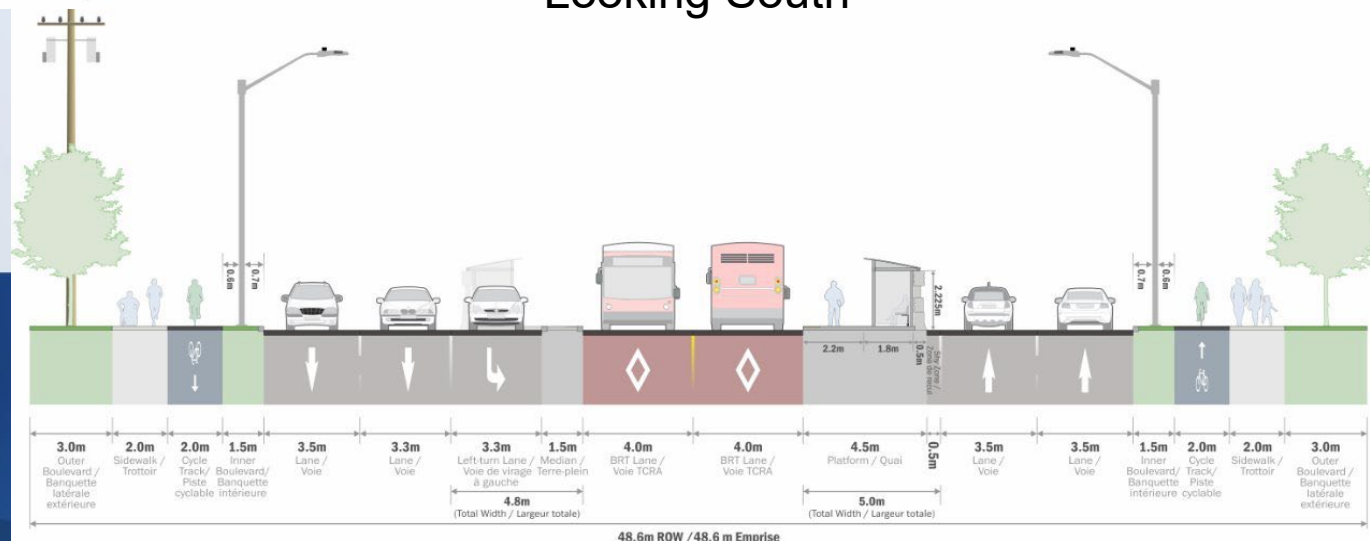
- Meets accessibility design standards and guidelines
- Extension of median bus rapid transitway
- New BRT stations at Invention Boulevard, Buckbean Park and Ride
- Signalized intersections at Invention Boulevard, Future Collector, Buckbean Avenue and Maxwell Road per Kanata North CDP
  - Incorporates elements of a Complete Street, protected intersection design, active transportation facility tie-ins
- Construction can be staged as outlined in Kanata North CDP
- Identify property requirements for future extension north of Buckbean Avenue to Urban Boundary
- Impact assessment and mitigation measures (e.g., noise)

# Preliminary Preferred Design (Cont.)

Looking South



Looking South



# Project Benefits

## Transit:

- Supports area development by introducing rapid transit service to the area
- Saves up to 9-to-10 minutes of travel time per bus trip (Corkstown – Buckbean) in the peak hour/peak direction while increasing reliability of transit
- Makes transit more attractive by providing transit travel times similar to auto travel times in the corridor.

## Active Transportation:

- Improves mode-share and mitigates area congestion
- Improves multi-modal connectivity to adjacent communities and destinations
- Implements protected intersections at signalized intersections
- Transforms the corridor into an urban Complete Street with segregated cycle tracks and sidewalks

# Next Steps

# Next Steps

The Study Team will review feedback and finalize the Preliminary Recommended Plan:

- Public Consultation:
  - Survey for feedback available at: [Ottawa.ca/kanatanorthtransitway](https://ottawa.ca/kanatanorthtransitway)
  - In-person public consultation event tomorrow: November 19: Earl of March Secondary School (4 The Parkway), Kanata.
- Public Works and Infrastructure Committee and Council (Early 2026).
- Commencement of TRPAP Process (Winter 2026).

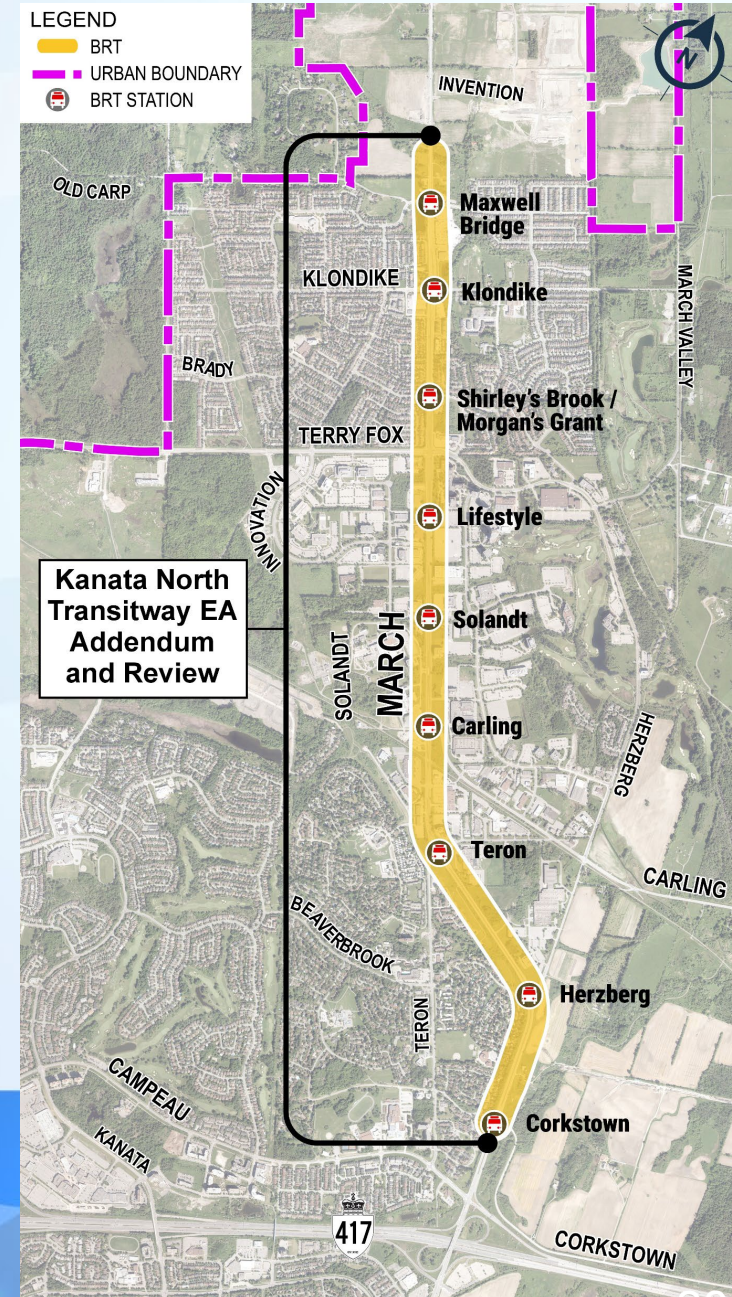
**Please submit your feedback by December 2, 2025. Your input is important to the study!**

# **Kanata North Transitway EA Addendum and Review**

Project #2 (For information only)

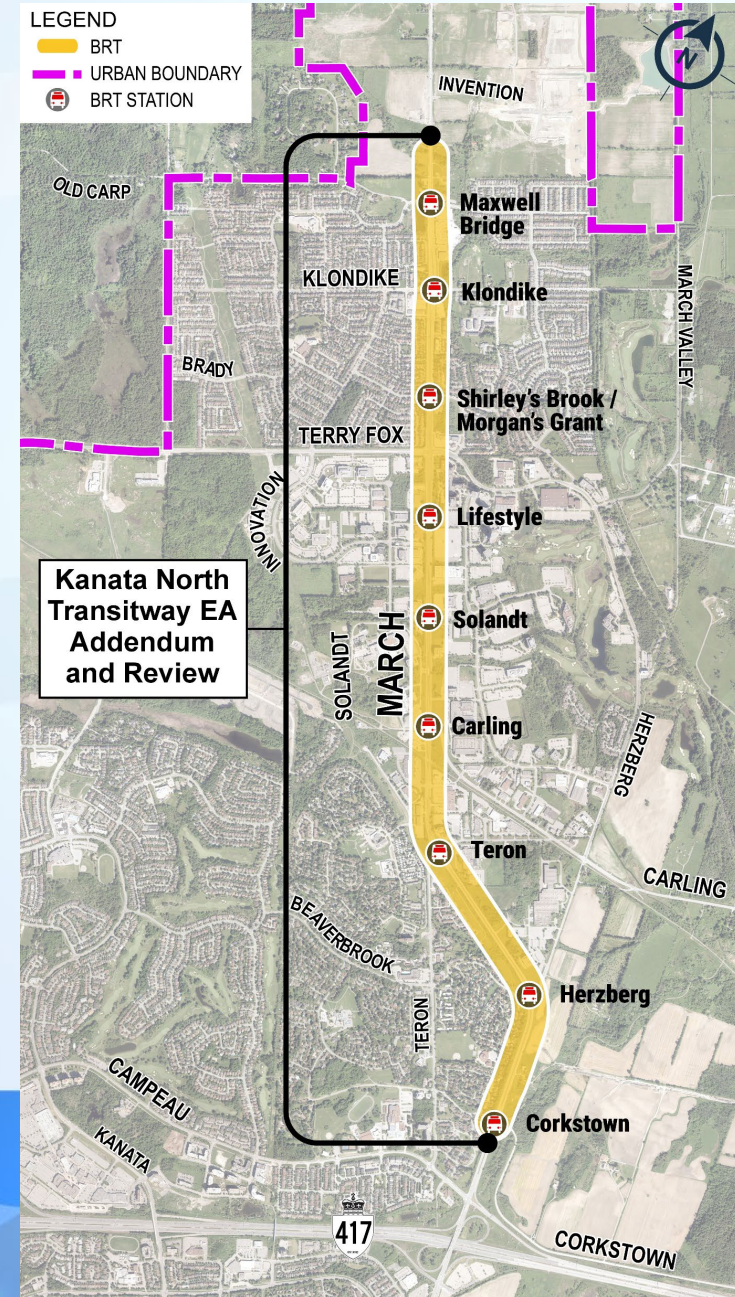
# Background

- ~6.0 km dedicated median BRT facility, Corkstown Road and 240 m north of Maxwell Bridge Road
- Environmental Assessment (EA) completed in 2014
- Requires **Addendum** to document changes to the functional design
- Requires **Review** because not implemented within 10 years
- **For information only**



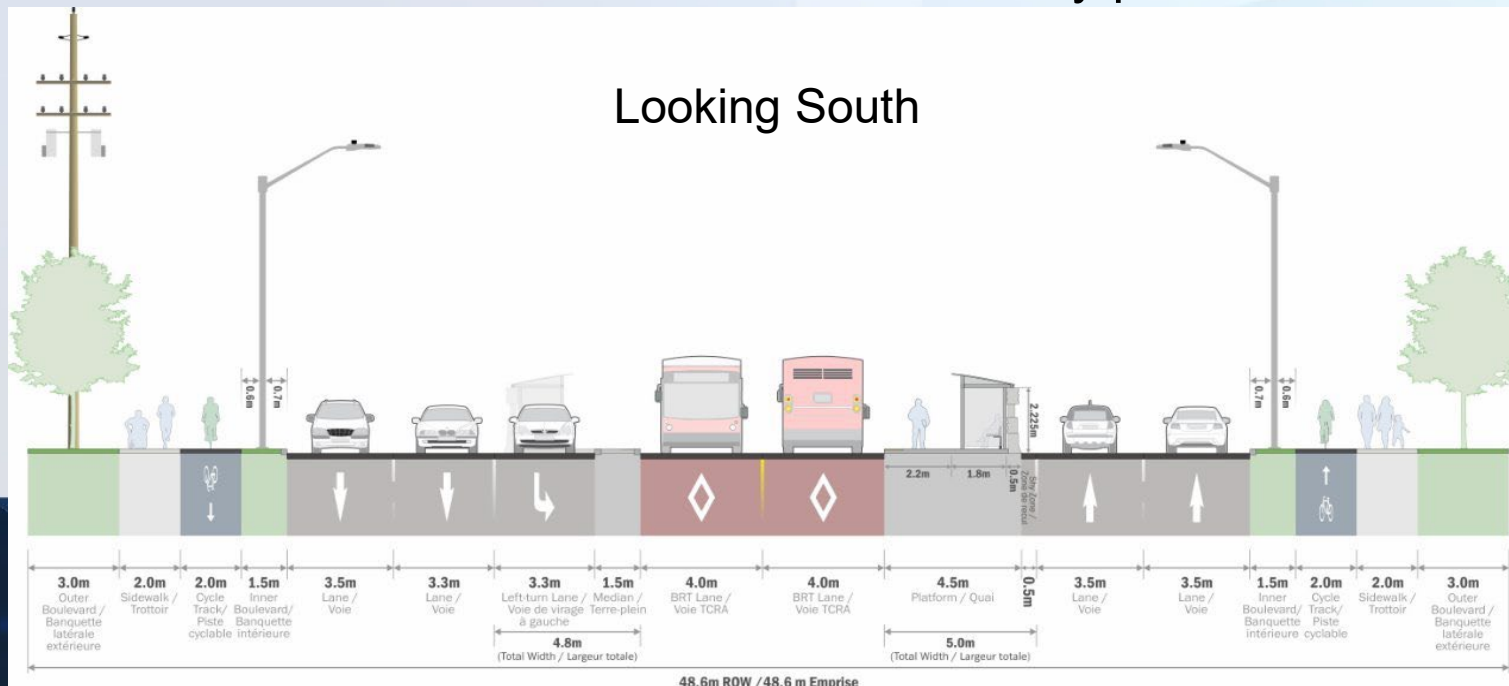
# Design Changes

- The 2014 Recommended Plan updated to contemporary design standards and guidelines. It includes:
  - Complete Street corridor design
  - Roadway geometry modifications which also incorporate protected intersection design
  - Relocation of Terry Fox Station approximately 320m south to align with a newly recommended intersection at Lifestyle Street
  - Addition of Morgan's Grant/Shirley's Brook Station



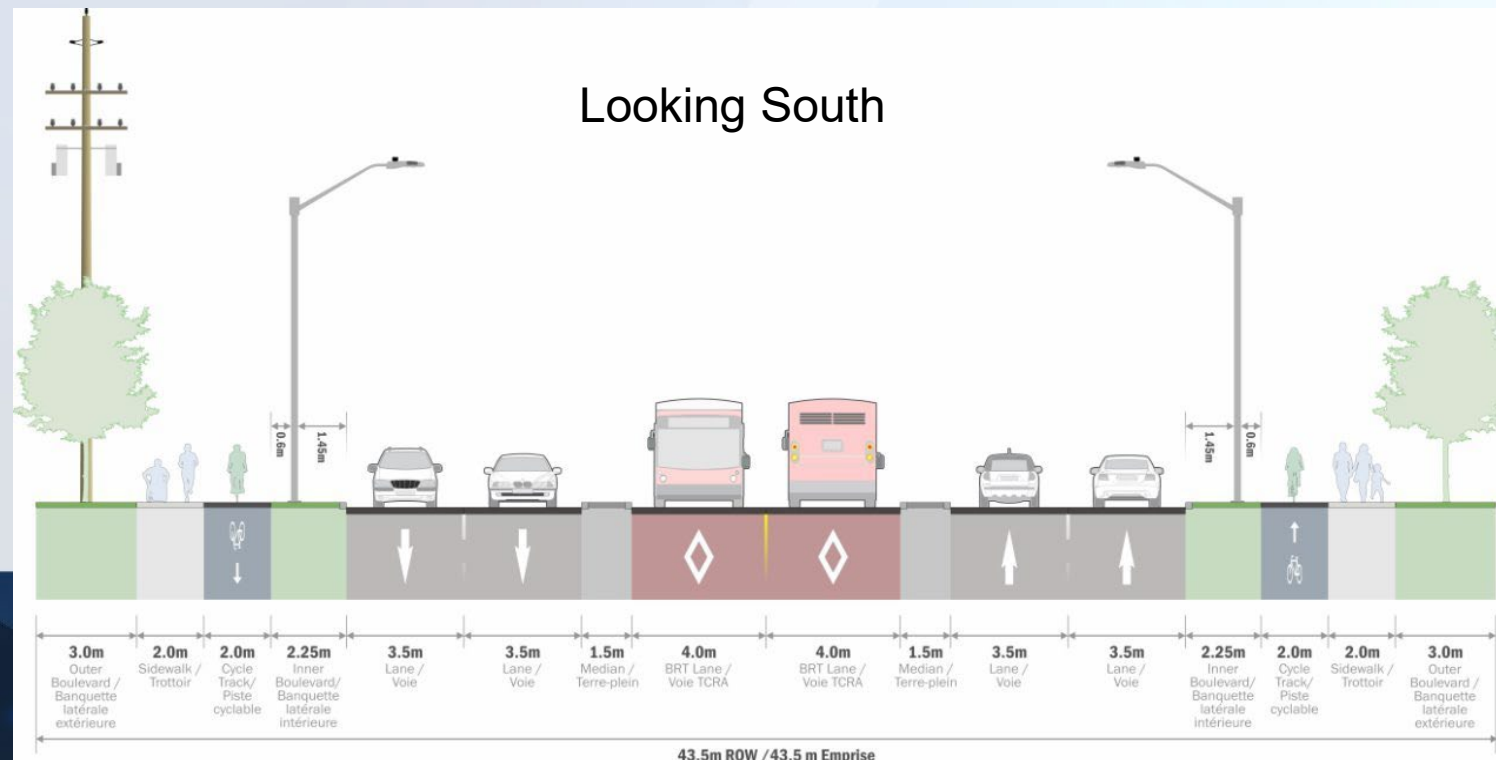
# Design Changes (Cont.)

- Active transportation facility design for existing at-grade railway crossing south of Carling
- Multi-use pathway on west side of March Road from Campeau Road to Herzberg Road
- Roadway shifts to avoid heritage resources
- Lane reconfigurations at some intersections along the corridor
- Transitions for bus access to/from median lanes at key points



# Functional Design

- Design modifications can largely be accommodated within the footprint identified in the 2014 EA approved recommended plan
- Some additional land required from already impacted properties to conform to new design guidelines
- All modifications accommodated within existing City right-of-way protection limit / Official Plan intersection design allowance



# Discussion

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