

ROB

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KANATA NORTH

BUILD SMART. SPEND SMART.

2026 Platform for Kanata North

A practical plan to move Kanata, grow its economy, make housing more attainable, build homes with infrastructure, protect taxpayers, and preserve the neighbourhoods people chose to call home.

September 2026

A TWENTY-YEAR VIEW

Kanata was built by thinking ahead

Kanata did not become one of Ottawa's strongest communities by accident. It was deliberately planned as a place where neighbourhoods, greenspace, employment and quality of life could reinforce each other, and it later became home to a technology cluster with national economic importance. Both came from people willing to think beyond what existed at the time. I grew up here, and I want the people who come after us to inherit the same kind of opportunity. Municipal leadership should be just as willing to plan beyond the next budget year.

The central challenge of the next decade is growth. More homes are coming. The Tech Park is expanding. The west end is adding jobs and residents. That growth can produce gridlock, overloaded infrastructure and declining quality of life if City Hall reacts late. Or it can produce better transit, stronger roads and services, more housing choices, a larger tax base, more local businesses and a more complete community if we plan capacity before it becomes a crisis.

My approach is pro-growth and pro-neighbourhood at the same time. I want more housing and more economic activity, but I also want the roads, transit, stormwater systems, parks, policing and community facilities required to make growth work. I want fiscal discipline, but I am not interested in a tax freeze that simply disguises deteriorating service. I want the City to measure what it spends, understand lifecycle cost and stop treating the property-tax base as the automatic answer to every problem.

This platform is organized around five priorities. They are deliberately broad enough to describe how I would govern, but specific enough that residents can judge whether progress was made by 2030.

KANATA NORTH IN CONTEXT

The Kanata North technology cluster includes more than 800 firms and an estimated \$17.9B in economic output across Canada.^[8]

The northern Kanata expansion area was planned for roughly 3,000 dwellings and about 8,000 residents, with March Road as its transportation spine.^[6]

The planned Stage 3 Kanata LRT extension is approximately 11 km from Moodie to Hazeldean with eight stations.^[2] Ward 4 recorded 427 flood-related service requests, one of the highest concentrations in Ottawa.^[9]

The five priorities

1

Get Kanata Moving

Make Stage 3 LRT to Kanata a committed, funded project, improve transit now, advance the March Road rapid-transit corridor, and add road capacity where growth actually requires it.

2

Make Kanata Canada's Tech Capital

Kanata North already has Canada's largest technology park. The next step is a stronger economic centre with more investment, more jobs, more housing, and more places to eat, meet and spend time after work.

3

Build Homes and Infrastructure Together

Housing affordability matters. Build more homes in sensible places, and deliver the roads, transit, stormwater systems, parks and services those homes require.

4

Keep Taxes in Check. Spend Smart.

I will oppose ordinary property-tax increases above inflation and demand better value from the billions the City already spends. The goal is not arbitrary cuts, it is better results per taxpayer dollar.

5

Protect What Makes Kanata Home

Growth should strengthen Kanata, not erase what people moved here for. That means protecting meaningful greenspace, fixing infrastructure risks, maintaining parks and mature trees, and keeping neighbourhoods safe.

01

Get Kanata Moving

A growing west end needs transportation that works before, during and after rush hour.

By 2030, Kanata should know Stage 3 is happening, not merely hope it might happen someday.

Stage 3 LRT to Kanata is my highest transportation priority. The planned extension runs from Moodie to Hazeldean, with eight new stations. My goal for the next term is to make the project effectively irreversible: funding secured, delivery responsibilities clear, design and procurement advanced, and construction launched if the timetable allows. Kanata should not finish another council term still wondering whether Stage 3 is a real project or a line on a future map.^[2]

I support completing the provincial LRT upload on terms that are fair to Ottawa taxpayers, preserve OC Transpo's control over local service delivery, accelerate Stage 3, and reinvest the City's savings into transit.

I spent my undergrad commuting from Kanata to uOttawa, so I know what a long west-end transit trip feels like. Kanata also needs better service before Stage 3 arrives. A transit trip from Kanata to central Ottawa should not routinely take dramatically longer than the same trip by car. OC Transpo should be judged on reliability, travel time and the number of people it actually moves. Better service creates ridership; repeatedly raising fares while service deteriorates does the opposite.

The March Road corridor also needs the Kanata North Transitway and the road capacity required by northern growth. The City's Transportation Master Plan already identifies widening in the northern growth section and a rapid-transit corridor. I support advancing both, while working with the Province on the Highway 417 interface where municipal road geometry alone cannot solve the bottleneck.^[5]

What I will push for

- Make Stage 3 LRT to Kanata a funded, committed project by the end of the term.
- Secure the remaining federal and municipal funding needed to build on Ontario's existing commitment of up to \$80 million and move the Kanata North Transitway toward construction.
- Expand OC Transpo's existing public KPIs to show route-by-route service delivery, cancellations and actual-versus-scheduled travel times, so riders can see how their route is really performing.
- Coordinate road, transit and development planning so capacity arrives with growth instead of years afterward.
- Work with MTO on Highway 417 access and west-end bottlenecks that cannot be fixed by the City alone.

Stage 3: define success as commitment, not a fantasy deadline

The Province and City are working to complete the provincial upload of the LRT system, and Stage 3 planning and delivery are part of that work. I support using the process to secure a durable funding and delivery framework. A credible councillor should not promise an 11-kilometre rail line can magically be opened within one term. The credible objective is to eliminate the option of quietly shelving it later: secure funding, settle responsibilities, advance design and procurement, and begin construction if the schedule makes that possible.

[3][4]

Transit now, not only transit later

Stage 3 does not solve the next four years. OC Transpo's west-end network needs better reliability and faster trips now. I support targeted express service, better bus maintenance, schedules that reflect real traffic conditions, and using ridership and travel-time data to allocate service. If provincial ownership reduces LRT debt or maintenance pressure, those savings should remain in the transit system until service reaches an acceptable standard.

March Road and the 417 interface

The Kanata North Transitway is currently estimated at about \$335 million in 2025 dollars, with Ontario committed to up to \$80 million. The northern extension planning also recognizes March Road widening from two lanes to four lanes as a needs-based and priority road project. I support securing the remaining federal and municipal funding, advancing the transitway, and building the road capacity that the northern growth area was designed around. At the Highway 417 end, the City must work with MTO because the interchange itself is provincial infrastructure and there are geometric limits to what a municipal widening project can accomplish.^[5]

02

Make Kanata Canada's Tech Capital

The Tech Park should be a place people choose to build companies, careers and lives.

Kanata North is already home to Canada's largest technology park, with more than 800 firms. A 2026 economic-impact study commissioned by the Kanata North Business Association estimated \$17.9 billion in economic output across Canada, 63,000 jobs and \$2.8 billion in international exports connected to the cluster. That is not a side story for our ward. It is one of the most important economic assets in the city.^[8]

The next phase should be more ambitious than protecting the status quo. I want Kanata to be nationally synonymous with technology, and internationally competitive for investment in telecommunications, photonics, semiconductors, cybersecurity, defence technology, AI and advanced manufacturing.

Economic development also has a physical dimension. The Tech Park is still too much of a place people drive into for work and leave at 5 p.m. The City's new Kanata North Economic District zoning creates room for residential, commercial, institutional and employment uses, including significant height in appropriate parts of the district. We should use that flexibility to create a real centre of activity: housing, restaurants, services, entertainment, public spaces and stronger post-secondary connections.^[7]

This does not mean dropping towers into established low-rise neighbourhoods. It means concentrating meaningful density where it makes sense, in the Economic District, along major corridors and around current or future rapid transit. Done properly, that creates customers for local businesses, improves the economics of transit, broadens the tax base and gives people more reasons to build a whole life in Kanata, not just work here.

City Hall can also be easier to deal with. Strategically important employment projects should have predictable approvals, clear timelines and one accountable point of contact. Ottawa should compete for investment rather than assuming companies will come here anyway.

What I will push for

- Make investment attraction in strategic technology sectors a City economic-development priority.
- Create a faster, accountable municipal pathway for major employment and R&D projects.
- Support significant mixed-use housing and commercial activity in the Kanata North Economic District where infrastructure can support it.
- Strengthen partnerships with universities, colleges, researchers and employers so more talent and commercialization stay in Kanata.
- Use transit, public-realm investment and better amenities to turn the Tech Park into a place that is active beyond office hours.

A denser centre, not denser everywhere

The new Kanata North Economic District zoning permits a wide mix of residential, employment, commercial and institutional uses and allows heights up to 100 metres in parts of the district away from low-rise neighbourhoods. That is the right general direction. Concentrating higher density in the Tech Park and along major corridors can support rapid transit, restaurants, services and more diverse housing without treating every established residential street as a tower site.^[7]

Compete for investment

Ottawa should be more deliberate about competing for major private investment. For strategic projects, I support one accountable municipal lead, transparent approval timelines and early coordination on utilities, transportation and permitting. Municipal government should not pick corporate winners with blank cheques, but it should remove avoidable friction and work with senior governments when a project can create durable employment and tax-base growth.

Make Kanata a place to build a whole life

A stronger local centre is also a quality-of-life strategy. People should be able to find a home, a strong job, restaurants, gyms, entertainment and social life in Kanata without leaving the community for everything outside work. That helps employers recruit, helps local businesses and makes Kanata more attractive to families, founders and talent.

03

Build Homes and Infrastructure Together

More housing and better neighbourhoods should be part of the same plan.

Build the infrastructure when we build the homes.

Housing affordability is one of the defining challenges facing younger families, but it affects the whole community. City Hall cannot control mortgage rates, household incomes or the national economy. It does control zoning, approval timelines, infrastructure planning and many of the rules that determine how quickly new homes can be built. I believe supply matters. More homes are not a magic wand for affordability, but when demand grows faster than supply, making housing harder and slower to build adds pressure rather than relieving it.^[13]

People should have choices: apartments near transit, townhouses, family-sized units, infill in established areas where it fits, and new suburban communities where the City can service them efficiently. Suburban growth is not a policy failure simply because some residents prefer to live downtown. A generation that grew up in Kanata should not have to leave because housing supply failed to keep pace with the number of people who want to live here.

The mistake is approving growth first and treating infrastructure as a problem for the next council. Kanata North's northern expansion area alone was planned for roughly 3,000 dwellings and about 8,000 residents, with March Road as its transportation spine. When growth is predictable, the infrastructure demand is predictable too.^[6]

My default is simple: build the infrastructure when we build the homes. If a road, sewer, stormwater project, park or transit corridor will obviously be needed, plan the next increment early and build efficiently rather than digging the same corridor up twice. Development charges should continue to fund a fair share of growth-related infrastructure, while the City aggressively pursues provincial and federal funding for projects with broader public benefit.

School capacity belongs in that conversation too. School construction is primarily a provincial and school-board responsibility, but the City knows where major growth is being planned years in advance. Ottawa should coordinate early with school boards and the Province so school sites, servicing and capacity are not treated as an afterthought.^[15]

I support faster approvals and published service standards so builders, neighbours and taxpayers know how long decisions should take. Community consultation matters most when it identifies real planning issues: traffic, stormwater, height transitions, parking, schools, emergency services, trees and infrastructure capacity. A legal project should not face an indefinite veto based only on a generalized desire to stop change.

Family housing matters too. Ottawa should encourage apartments and mixed-use projects that include units people can actually raise children in, along with ownership-oriented housing that gives younger households more ways to enter the market. I support the City's recent zoning changes that broaden housing options and I would focus the next term on execution, infrastructure and predictable approvals.^[14]

What I will push for

- Support more housing on major corridors, near transit, in the Tech Park and in well-planned growth areas.
- Publish approval-time targets and performance so delays are visible and accountable.
- Sequence roads, sewers, stormwater, transit, parks and community services with major growth.
- Coordinate major growth planning with school boards and the Province so school capacity and sites are addressed early.
- Protect established low-rise neighbourhood interiors from arbitrary major upzoning while allowing appropriate infill and corridor density.
- Encourage more family-sized and ownership-oriented housing choices.

Where density belongs

My preference is to put the greatest density where transportation and servicing capacity already exists or is funded to exist: rapid-transit corridors, major arterial roads, the Kanata North Economic District and other mixed-use nodes. I support modest infill in established areas, but major height should transition sensibly around low-rise neighbourhoods. Traffic, stormwater, parking, schools, emergency services and environmental constraints are legitimate planning issues. 'Neighbourhood character' by itself should not become a permanent veto on new homes.

Growth financing

Development charges are imperfect because they ultimately feed into housing economics, but the alternative is not free infrastructure. I support keeping a meaningful growth contribution while using senior-government funding and smarter project sequencing to reduce the burden on both buyers and existing taxpayers. If a road will need the next lane, or a trunk sewer the next increment of capacity, building that work once can be cheaper than repeatedly reconstructing the same corridor.

Family-sized housing and homeownership

Ottawa's housing shortage is not only a count of units. Kanata needs townhouses, family-sized apartments and ownership options that work for people who want to put down roots. I support encouraging more genuinely family-sized housing while keeping the larger priority clear: approve enough homes and build the infrastructure they need.

04

Keep Taxes in Check. Spend Smart.

Fiscal discipline means getting better outcomes, not pretending every cut is a saving.

Inflation should be the ceiling for ordinary tax increases, and every major dollar should have a measurable purpose.

Ottawa's 2026 budget includes a \$5.2 billion operating budget and \$1.9 billion in capital spending. At that scale, small improvements in procurement, project delivery, asset management and program performance matter more than slogans about finding a few thousand dollars in office supplies.^[1]

Families, renters, homeowners, businesses and residents on fixed incomes are already dealing with higher costs. In ordinary budgets, I will oppose property-tax increases above inflation. Inflation is a reasonable ceiling because the City's own wages, materials and services also rise in price, while taxpayers should not be treated as an unlimited source of revenue. I would retain an emergency exception for genuinely extraordinary events such as major infrastructure destruction, but the normal expectation should be clear before budget season begins.

That ceiling applies to the overall property-tax increase, not every individual levy or service budget. Council can still prioritize services such as transit within that overall envelope.

I also will not chase a 0% tax increase if the real result is visibly worse core service. The objective is value: maintain the services residents rely on, invest in infrastructure with a real return, and stop spending where results do not justify cost.

Major purchasing decisions should be evaluated on lifecycle cost: purchase price, maintenance, operating cost, useful life and replacement. A cheaper asset that fails early can be the more expensive choice. Contract amendments and large cost overruns should be easy for the public to find. Major programs should have measurable objectives, and Council should periodically ask whether the results justify continued spending.

I support restraint in administrative growth where technology, process redesign or attrition can deliver the same service with fewer resources. I also support bringing contracted work in-house when the City can demonstrably do it cheaper. The rule should be evidence, not ideology about public versus private delivery.

What I will push for

- Oppose ordinary property-tax increases above inflation.
- Require lifecycle-cost analysis for major capital and procurement decisions.
- Publish clear budget-versus-actual reporting for major projects and significant contract amendments.
- Use measurable objectives and periodic performance reviews for major City programs.
- Pursue provincial and federal funding aggressively before defaulting every infrastructure need to the property-tax base.

An inflation ceiling with an emergency exception

My default budget vote will be against ordinary property-tax increases above inflation. That is a real constraint, not a promise that taxes can never rise under any circumstances. If a natural disaster destroyed major infrastructure or another extraordinary event created unavoidable costs, Council would need to deal with reality. Outside events of that scale, residents should expect the City to live within an inflation-linked envelope and justify anything it asks them to pay.

Lifecycle cost should beat sticker price

The City buys and maintains roads, buildings, vehicles, technology and contracted services for decades. A procurement process that focuses only on initial bid price can produce false savings. Council should see the total expected cost over the useful life of major assets, including maintenance, energy, staffing, downtime and replacement. Where assumptions prove wrong, post-project reviews should explain why.

Transparency that can actually be used

Ottawa already publishes significant procurement information, but residents should not need to become municipal records specialists to understand a major project's financial history. I support a searchable public view of major contracts, material amendments, original budget, current forecast, final cost and explanations for major variance. That creates accountability without turning every routine purchase into a political event.

05

Protect What Makes Kanata Home

Growth should strengthen Kanata, not erase what people moved here for.

Protecting Kanata means defending what is valuable while being honest about law, cost and trade-offs.

Kanata's parks, mature trees, pathways, ponds and open spaces are part of the community's value. Beaver Pond, South March Highlands, the Hydro Corridor and neighbourhood parks are not abstract planning categories, they are part of everyday life. I support protecting meaningful greenspace and improving the spaces residents actually use, while recognizing that preservation decisions still have real financial and legal constraints.

I understand why residents around the former Kanata Golf and Country Club lands are angry. People bought homes and made long-term decisions with the expectation that the land would remain open space under a real legal and planning framework. Their frustration deserves to be taken seriously.

I support the current effort to find a Province-enabled land swap that could preserve the lands without forcing Ottawa taxpayers to purchase them at full development value. Any swap should have independent valuation, transparent terms and permanent protection for the lands received by the public. If the Province can produce a fair deal that protects residents and moves housing to a more appropriate site, I will support it.^[10]

The legal landscape has changed. The courts have ruled that the contractual protections specific to the golf-course lands are void, and the Ontario Land Tribunal has granted zoning and draft-plan approval. I will use every lawful municipal tool available and enforce drainage, environmental and subdivision conditions rigorously, while being candid about what Council can and cannot legally guarantee.^[10]

The July 1, 2026 storm also demonstrated why neighbourhood infrastructure matters beyond the golf-course debate. Ward 4 recorded 427 flood-related service requests, one of the highest concentrations in Ottawa. The City is already conducting a comprehensive technical review. I want that review to publish neighbourhood-level findings for Kanata North and produce a prioritized remediation plan where City infrastructure can reduce future risk.^[9]

Protecting neighbourhoods also means keeping parks and recreation accessible, maintaining mature trees, fixing roads and sidewalks, completing useful pathway links, and ensuring police and emergency-service capacity keeps pace with growth. Community associations and residents often see local problems before City Hall does, and their input should reach decisions early.

What I will push for

- Support a fair, transparent, independently valued land-swap solution for the former golf-course lands if the Province can deliver one.
- Maintain independent drainage and environmental scrutiny and enforce all lawful subdivision conditions.

- Ensure the City's ongoing July 1 review publishes neighbourhood-level findings for Kanata North and produces a prioritized plan for the highest-value fixes.
- Protect mature trees and require appropriate canopy replacement when development removes significant trees.
- Maintain parks, recreation, pathways, roads, police and emergency-service capacity as the ward grows.

ClubLink: pursue the land swap, protect taxpayers

The Province has indicated interest in finding a solution that could preserve the former golf-course lands, including discussion of a possible land swap. I support exploring that route. A swap could allow the owner to receive development value elsewhere while the Kanata lands are protected, avoiding a direct taxpayer purchase at development value. It is not yet a completed deal, and I would not describe it as one. Before supporting final terms, I would want independent valuation, clear disclosure of what each public body is giving up, and permanent protection of the lands transferred into public ownership.^[10]

Be honest about what remains legally possible

The 40% Agreement was real, but the courts have ruled the golf-course-specific contractual protections void. The OLT has granted zoning and draft-plan approval. The remaining City role is therefore primarily regulatory unless the Province intervenes or a voluntary transaction is reached. I will use every lawful municipal tool available and enforce drainage, environmental and subdivision conditions rigorously. I will not tell residents Council has a veto that the courts and Tribunal have already removed.^[10]

Flooding and stormwater

The City is already conducting a comprehensive technical review of the July 1 storm. I want it to identify where local sanitary, stormwater or drainage systems failed or were overwhelmed, publish neighbourhood-level findings, and produce a capital plan that ranks fixes by risk reduction and cost. I also support practical homeowner resilience programs such as backwater-valve and sump-pump assistance where engineering evidence shows they reduce loss.^[9]

WHERE I STAND

Where I stand beyond the five pillars

The five core priorities above cover transportation, housing, taxes and spending, ClubLink and the Tech Park. A Kanata North councillor also votes on many other citywide and neighbourhood issues. These shorter answers cover additional positions residents may want to look up directly.

Consultation and development

Good consultation catches problems early and improves projects. Residents should materially inform decisions, especially on traffic, drainage, height transitions, parking, trees, schools and servicing. Once those issues are properly addressed, consultation should not become an indefinite veto over housing or economic development that otherwise meets the rules.

School capacity and growth

School construction and enrolment capacity are primarily provincial and school-board responsibilities, not City Council's. But the City knows where thousands of new homes are being planned years in advance. Major growth areas should have school-site, servicing and capacity needs identified early, and I will push the Province and Ottawa's school boards to coordinate school delivery with development rather than leaving families to discover after moving in that local schools are already over capacity.^[15]

Flooding and stormwater

The City is already conducting a comprehensive technical review of the July 1 storm. I want that review to publish neighbourhood-level findings for Kanata North, identify where municipal systems failed or were overwhelmed, and produce a prioritized plan showing residents what will be fixed, when and at what cost.

Roads, cycling and pathways

Ottawa needs roads, transit, pathways and safe cycling connections. I support completing useful pathway and cycling links, and adding protected facilities when roads are reconstructed where practical. I do not support removing needed suburban road capacity as a default policy. The transportation system should be judged by safety, total people moved and reliable travel times.

Public safety and emergency services

Police, fire and emergency-service capacity should grow with the city. I support community policing and evidence-based alternatives for appropriate mental-health calls where they demonstrably improve outcomes and free sworn officers for policing work.

Parks, recreation and mature trees

Parks, sports fields, libraries, dog parks, trails and recreation programs are core quality-of-life infrastructure for suburban families. I support keeping them accessible, protecting mature trees where reasonably possible, and replacing significant canopy lost through development. I also support continuing the Kanata North

mosquito-control program subject to environmental monitoring, competitive procurement and performance measurement.

Waste and landfill capacity

I support keeping the current three-item biweekly garbage limit rather than tightening it further at this stage. Ottawa still needs a credible long-term plan for landfill capacity. Waste-to-energy and other technologies should remain open for consideration when their proven lifecycle economics, reliability and environmental performance beat the alternatives.

Bilingualism and French-language services

Ottawa is a bilingual city, and residents have the right under City policy and by-law to communicate with the City and receive available municipal services in English or French. I support maintaining that commitment and making sure French-language services are accessible and of comparable quality.^[16]

Lansdowne 2.0

Lansdowne 2.0 is already under construction. I would not waste taxpayer money trying to reverse an approved project that is already being built. I will judge any additional spending or material change on transparent economics, public value and lifecycle cost, and hold the project to its approved budget, schedule and disclosure requirements.^[12]

RTO and hybrid work

I support flexible and hybrid work where the job can be performed effectively that way. For City employees, workplace policy should be based on service delivery, productivity and operational need, not a blanket attendance target. Unnecessary commuting adds congestion and transit demand without, by itself, proving better service. Federal workplace policy is not set by City Council, but Ottawa still has to manage the transportation demand it creates. The principle I would apply at City Hall is simple: judge the work by the result.^[11]

How I would govern

Residents elect a councillor to exercise judgment, not to outsource every decision to staff or to the loudest delegation at a meeting. Staff technical advice is an essential input, especially on engineering, finance and law. Council still has to decide priorities and trade-offs. I will listen to residents, publish the reasoning behind major decisions, and say clearly when a requested outcome is legally impossible, technically unsound or financially reckless.

I will advocate aggressively for Kanata North within the City budget. That is part of the job. I will also support citywide investments that make Ottawa stronger when the benefit is real and the economics are defensible. A successful downtown, functioning transit system and strong suburban communities are not competing visions of Ottawa. The city needs all of them.

The standard I would apply is simple: imagine what Ottawa and Kanata will need twenty years from now, make the best decision we can with the evidence available today, and measure whether the promised result actually happened.

2030 SCORECARD

How residents should judge the term

Priority	2030 test
Stage 3 LRT	Funding and delivery framework locked in; design/procurement advanced; construction launched if schedule permits.
Kanata North Transitway	Federal/provincial/municipal path to construction materially advanced, with March Road growth capacity planned alongside it.
Tech Park	More major employers and investment, faster strategic approvals, visible progress toward a denser mixed-use centre with new housing and amenities.
Housing & infrastructure	More homes approved, approval-time standards published, family and ownership-oriented choices expanded, and capital projects sequenced with growth.
Taxes & spending	No support for ordinary above-inflation tax increases; clearer lifecycle-cost and budget-versus-actual reporting for major projects.
ClubLink & greenspace	A fair preservation transaction if achievable, or rigorous enforcement of all remaining protections and transparent resident communication.
Flood resilience	Independent findings published and highest-value remediation projects identified and moving forward.

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