

Subject: Amendments to align the Transportation Master Plan with the Official Plan

File Number: ACS2026-PDB-PS-0012

**Report to Planning and Housing Committee on 4 March 2026
and Agriculture and Rural Affairs Committee on 5 March 2026
and Council 11 March 2026**

**Submitted on February 23, 2026 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: City Wide

**Objet : Modifications visant à harmoniser le plan directeur des transports
avec le plan officiel**

Dossier: ACS2026-PDB-PS-0012

Rapport au Comité de la planification et du logement le 4 mars 2026

Et au comité de l'agriculture et des affaires rurales le 5 mars 2026

et au Conseil le 11 mars 2026

**Soumis le 23 février 2026 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

Personne ressource : Sarah Ezzio, Urbaniste II, Politiques de la planification

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Quartier : À l'échelle de la ville

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee and the Agriculture and Rural Affairs Committee recommend Council:
 - a. Approve and adopt the Official Plan Amendments as presented in Document 1, to implement the recommendations of the Council-approved Transportation Master Plan.
 - b. Approve amendments, as shown in Document 4 of this report, to new zoning by-law 2026-50 following approval of the Official Plan Amendment to correct neighbourhood zoning details in those areas where the evolving neighbourhood overlay has been removed or newly extended.
2. That Planning and Housing Committee and the Agriculture and Rural Affairs Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of March 11, 2026' subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement et le Comité de l'agriculture et des affaires rurales recommandent au Conseil municipal
 - a. d'approuver et d'adopter les modifications à apporter au Plan officiel présentées dans la pièce 1, afin de mettre en œuvre les recommandations du Plan directeur des transports approuvées par le Conseil municipal.
 - b. de demander d'apporter des révisions au nouveau Règlement de zonage (n° 2026-50) suivant son adoption afin de corriger les détails du zonage des quartiers dans les secteurs dans lesquels la surzone des quartiers évolutifs a été supprimée ou vient d'être étendue.
2. Que le Comité de la planification et du logement et le Comité de l'agriculture et des affaires rurales approuvent l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du

Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffe municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 11 mars 2026, sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

To achieve consistency between the Official Plan (OP) and the Transportation Master Plan update (TMP), this Official Plan Amendment proposes the following:

- Updates to the road classifications, right of way protections, road and transit networks, and active transportation networks shown in the Volume 1 Official Plan Schedules.
- Adjustments to the Evolving Neighbourhood Overlay to where planned Transitway Stations have changed locations;
- An update to the definition of “Frequent Street Transit” to include continuous bus lanes; and,
- Aligning the road classification and network on two Volume 2A (Urban Secondary Plans) Designation Plans, being the Barrhaven Downtown and the Mer Bleue Developing Neighbourhood secondary plans, with changes made in the TMP update.

To capture the relevant elements of the TMP Capital Infrastructure Plan in the Official Plan, the following OP Schedules will be replaced with updated versions:

- Schedule A – Transect Policy Areas
- Schedule B1 – Downtown Core Transect
- Schedule B2 – Inner Urban Transect
- Schedule B3 – Outer Urban Transect
- Schedule B5 – Suburban (West) Transect
- Schedule B6 – Suburban (Southwest) Transect
- Schedule B7 – Suburban (Southeast) Transect

- Schedule B8 – Suburban (East) Transect
- Schedule C2 – Transit Network, Ultimate
- Schedule C3 – Active Transportation Network
- Schedule C4 – Urban Road Network
- Schedule C5 – Downtown Core Road Network
- Schedule C8 – Active Transportation Network
- Schedule C9 – Rural Road Network
- Schedule C10 – Road Network – Select Villages
- Schedule C16 – Road Classification and Rights of Way Protection

RÉSUMÉ

Afin de garantir une cohérence entre le Plan officiel (PO) et la mise à jour du Plan directeur des transports (PDT), la présente modification du Plan officiel propose ce qui suit :

- Mise à jour des classifications routières, des protections des emprises, des réseaux routiers et de transport en commun, ainsi que des réseaux de transport actif figurant dans les annexes du volume 1 du Plan officiel.
- Ajustements à la surzone des quartiers évolutifs aux endroits où les emplacements des stations du Transitway prévues ont changé;
- Mise à jour de la définition de « transports en commun sur rue fréquents », de manière à inclure les voies continues réservées aux autobus; et
- Correspondance de la classification des routes et du réseau dans deux plans de désignation du Volume 2A (Plans secondaires des secteurs urbains), c'est-à-dire le Plan secondaire du centre-ville de Barrhaven et le Plan secondaire du quartier en développement de Mer Bleue, avec les changements apportés dans le cadre de la mise à jour du PDT.

Afin d'intégrer les éléments pertinents du Plan des infrastructures du PDT au Plan officiel, les annexes suivantes du PO seront remplacées par des versions mises à jour :

- Annexe A – Transect Policy Areas
- Annexe B1 – Secteurs d'application de la politique sur le transect

- Annexe B2 – Transect du cœur du centre-ville
- Annexe B3 – Transect du secteur urbain extérieur
- Annexe B5 – Transect du secteur de banlieue (ouest)
- Annexe B6 – Transect du secteur de banlieue (sud-ouest)
- Annexe B7 – Transect du secteur de banlieue (sud-est)
- Annexe B8 – Transect du secteur de banlieue (est)
- Annexe C2 – Réseau absolu de transport en commun
- Annexe C3 – Réseau de transport actif
- Annexe C4 – Réseau routier urbain
- Annexe C5 – Réseau routier du cœur du centre-ville
- Annexe C8 – Réseau de transport actif
- Annexe C9 – Réseau routier rural
- Annexe C10 – Réseau routier – Certains villages
- Annexe C16 – Classification des routes et protection des emprises

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

The Transportation Master Plan (TMP) is the City of Ottawa’s long-range strategy for guiding the development of the transportation system. As a supporting document to the Official Plan (OP), the TMP aligns with the OP objectives for growth and mobility, including encouraging a shift to sustainable and space-efficient modes of travel.

Following the approval of the City’s Official Plan in 2022, the TMP was updated with transportation policies and infrastructure investments needed to support growth to the OP’s planning horizon of 2046.

On July 23, 2025, Council approved the TMP Capital Infrastructure Plan, described in report [ACS2025-PDB-TP-0012](#). Council also directed staff to proceed with Official Plan

amendments to incorporate the recommendations from the TMP Capital Infrastructure Plan.

This Official Plan Amendment (OPA) will implement a series of mapping updates to the Official Plan to ensure consistency between the transit, road, and active transportation networks identified in the TMP and the OP.

Also included in this OPA is one definition change and updates to two Volume 2A (Urban Secondary Plans) Designation Plans of the OP required to implement the TMP.

DISCUSSION

Integration of Ultimate TMP Networks into Official Plan Schedules

The TMP Capital Infrastructure Plan establishes three networks for transit and road infrastructure: the Needs-Based, Priority, and Ultimate Networks. This OPA is in relation to the Ultimate network. For background, the Needs-Based Networks identify the full set of infrastructure required to meet Ottawa's mobility needs to 2046, based on the current population and employment growth projections in the Official Plan. The Priority Networks identify a subset of these projects that are expected to be delivered by 2046, reflecting affordability within the City's long-range financial plans and establishing project phasing and implementation priorities. The Needs-Based and Priority Networks, including project prioritization and phasing, continue to reside within the TMP Capital Infrastructure Plan and do not form part of this OPA.

The TMP Ultimate Networks include all projects from the Needs-Based Networks, as well as additional transit and road corridors anticipated post-2046. Identifying these corridors supports integrated land use and transportation planning by ensuring that future network functions, road classifications, and right of way protection requirements can be considered through development approvals and future planning processes. Accordingly, this OPA focuses on reflecting the road and transit Ultimate Networks, consistent with the role of the Official Plan in identifying long-term infrastructure needs, while implementation timing, affordability, and project prioritization remain addressed through the TMP.

Road Classification Updates

As part of the TMP update, roadway classifications in the Ultimate Road Network maps were updated to reflect the intended function of roads in both urban and rural contexts, recognizing that classification affects how roads are designed, operated, maintained, and the width of required rights of way (ROW), with higher order roads generally receiving more frequent maintenance and wider ROW protection. The TMP update included a functional classification review of select urban and rural roads and an overall

review of the rural road network based on OP Schedule C9, establishing clear classification criteria and identifying that many rural roads should be re-classified; as a result, 57 road segments are proposed for reclassification, primarily rural collectors downgraded to local roads, better aligning function and maintenance priorities and reducing ROW impacts on property owners.

Road Right of Way (ROW) Protection Updates

OP Schedule C16 Road Classification and Rights of Way (ROW) Protection identifies the ROW widths required for future transportation infrastructure, including transit lanes, vehicle lanes, active transportation facilities, boulevards, trees, and other street design elements. The TMP update included a review of ROW protections for 125 arterial road segments in the urban area and villages to update protections to current design standards while minimizing ROW requirements where possible, supporting efficient land use, high-quality urban design, and flexibility where ideal widths may not be feasible.

Each segment was assessed using standard cross-sections and corridor context, with reductions considered where significant constraints exist. The TMP update resulted in the following changes: approximately 34 per cent of segments reduced ROW protection; 52 per cent had new or increased protection; and 14 per cent remain unchanged, reflecting a balance between mobility objectives and localized constraints. The recommended changes to the OP Schedule C16 were consulted on as part of the TMP update, approved by Council as part of the TMP Capital Infrastructure Plan, and are now incorporated in this OPA as part of the implementation of Council's approval.

A redline version of Official Plan Schedule C16 which shows revisions from the existing in-effect Schedule C16 is included as Document 3 to this report.

Secondary Plan Updates

Staff reviewed Secondary Plans in Volumes 2A and 2B to ensure transportation networks harmonization across City plans. From this review, staff recommend amendments in the following secondary plans:

In Volume 2A, Barrhaven Downtown Secondary Plan, Schedule A:

- Remove the segment of future Bending Way between the future Riocan Avenue Extension and the future Chapman Mills Drive extension and reconfigure the segment of future Bending Way south of future Riocan Avenue, as shown on Supporting Document 1, Appendix B, Schedule A. This change in the TMP update improves intersection spacing and removes a road segment that is not required.

In Volume 2A, Mer Bleue Developing Neighbourhood Secondary Plan, Schedule B:

- Remove the arterial road designation from the section of Mer Bleue Road north of its intersection with a future major collector and south of the future realigned Mer Bleue Road, as shown in Supporting Document 1, Appendix B, Schedule B. This change in the TMP update reflects an updated road network resulting from the East Urban Community Phase 2 Community Design Plan.

Additional Revisions

- On February 11, 2026, Council approved the Official Plan Amendment – Preston Street Extension ([ACS2026-PDB-PS-0021](#)). The approval removes the Preston Street Extension as a planned arterial road from OP Schedule C5 - Downtown Core Road Network, and removes the “Preston extension” from Schedule C16 - Road Classification and Rights of Way Protection. An active transportation bridge replaces this arterial road extension. Therefore, staff recommend adding the planned Preston Street Active Transportation Bridge to OP Schedule C3 - Active Transportation Network, Urban - Major Pathways.

Applicable Official Plan Policies

Mobility is a key strategic direction throughout the OP, which includes land use policy and direction to support sustainable transportation networks and efficient movement of people and goods throughout the City. The Official Plan relies on the TMP to identify and prioritize investments in transit, road, and active transportation infrastructure.

Road Network

Official Plan Schedules show the ultimate road networks, including existing and future roads (Schedules C4, C5, C9, C10). Official Plan Schedule C16 reflects right of way protections. These schedules include existing and planned arterial, major collector, and collector roads. Local roads are not designated in the Official Plan; where shown on schedules, they reflect the existing local road network only, as base mapping at the time of publication, and do not indicate planned changes.

Policy 5 of Official Plan Section 4.1.3. requires an Official Plan Amendment when an Arterial Road or City Highway is added to Schedules C4, C5, C7, and C8, and specifies that an amendment is not needed when an Arterial Road or City Highway is deleted, nor when a Collector or Major Collector is added or deleted. This OPA will add new Arterial Roads, with changes to other road classifications also included to accurately and clearly reflect the updated ultimate road network in the TMP.

Transit Network

Official Plan Schedules showing the transit network, including the Ultimate Transit Network Schedule C2 and Transect Area B-Series Schedules, are updated in this OPA to reflect the TMP's ultimate transit network. This results in some changes and simplifications to transit feature legend items and designations; for example, grade separations of Transitways are no longer specified. Furthermore, an amendment to the definition of "Frequent Street Transit" is needed to recognize continuous bus lanes as a distinct feature with a higher level of transit priority than other transit priority project types.

The Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay is applied to areas of the Neighbourhood designation near transit features and supports these features through policies for gradual intensification and more diverse functions of land. Section 5.6.1 of the Official Plan directs the Evolving Neighbourhood Overlay generally on lands within a 400.0 metre radius of a rapid transit station. Some station locations have been modified in the TMP update and therefore this OPA updates the Evolving Neighbourhood Overlay to reflect those location changes (see Document 4).

The new Zoning By-law (2026-50) implements the Official Plan's Evolving Neighbourhood Overlay policies and increases density permissions in the portion of neighbourhoods close to transit, within the overlay. The new Zoning By-law approved by City Council on January 28, 2026 ([File No. ACS2025-PDB-PS-0020](#)), was based on the Evolving Neighbourhood Overlay of the in-effect Official Plan, which was based on the previous station locations. Following adoption of this OPA, a staff-initiated amendment to implement these changes in the New Zoning By-law will follow full adoption of the New Zoning By-law.

Provincial Planning Statement

This OPA is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

Rural implications of the city's transportation network were addressed in the Council-approved TMP. This OPA ensures consistency between the OP and the TMP.

CONSULTATION

There was extensive consultation during the development of the new TMP, resulting in Council approval in July 2025. Notification and public consultation were undertaken in accordance with the requirements for city-wide Official Plan Amendment applications,

as per the Public Notification and Public Consultation Policy for Development Applications.

Public circulation was initiated on January 16, 2026, with comment required by February 13, 2026. As part of the circulation, the OPA proposal was shared to all ward Councillors, all registered community organizations, and technical agencies throughout the city. A notice was also published in the Ottawa Citizen and Le Droit on January 17, 2026.

The public consultation details associated with this report are included in Document 2.

Discussions during the circulation period of this OPA resulted in the removal of three amendments originally proposed as they are no longer required:

- Circulated amendments 1, 2, and 3 to replace the term “Protected Transportation Corridor” with “Transportation and Infrastructure Corridor” in policy 1 of section 4.1.2 and policies 3 and 6 of section 4.1.7.

These amendments were proposed to provide consistency in terminology between the text and schedules of the Official Plan and TMP, as these terms are currently used interchangeably. Upon further reflection, it was determined that “Protected Transportation Corridor” provides greater clarity and more accurately reflects the intended purpose of these corridors. This term is also used in other documents, including the O-Train Proximity Study Guidelines. For consistency, Schedules C2, C9 and C10 have been modified accordingly. The TMP maps will also use the “Protected Transportation Corridor” terminology.

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this OPA report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with this OPA report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this OPA report.

INDIGENOUS GENDER AND EQUITY IMPLICATIONS

Consultation was initiated with the indigenous communities listed below, via the technical circulation of the OPA, including an offer for further discussion. To date, no comments have been received.

- Algonquins of Pikwakanagan First Nations (AOPFN)
- Kitigan Zibi Anishinabeg First Nation
- Anishinabeg Algonquin National Tribal Council
- Algonquin Nation Secrétariat
- Algonquins of Ontario (AOO)
- Alderville First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

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

SUPPORTING DOCUMENTATION

Document 1 Details of Recommended Official Plan Amendment

Document 2 Consultation Details

Document 3 Redline Revisions Document of Official Plan Schedule C16

Document 4 Map Showing Areas of Change to the Evolving Neighbourhood Overlay

DISPOSITION

Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Planning Operations to update the consolidated version of the Official Plan, including schedules, as applicable.

**Note: A Minor correction was made to this report further to the City Clerk's Delegated Authority, as set out in Schedule C, Section 8 of Delegation of Authority By-Law 2024-265 to update the French Executive Summary with the complete list of Schedules.*

**Document 1 – Details of Recommended Official Plan Amendment No. 60
to the Official Plan for the City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. 60 to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment 60 to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis and Background

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDIX

Appendix A – Details of Volume 1 Definition Amendment

Appendix B – Details of Volume 2A Secondary Plan Schedule Amendments

Appendix C - Details of Volume 1 A-, B-, and C-series Schedule Replacements

Appendix D –Volume 1 Schedule C16 Amendment

PART A – THE PREAMBLE

1. Purpose

The purpose of this Official Plan Amendment is to make changes to both texts and schedules of the Official Plan to incorporate the recommendations of the Transportation Master Plan update, approved by Council in July 2025.

2. Location

The amendment affects lands citywide.

3. Basis and Background

The Transportation Master Plan Part 2 – Capital Infrastructure Plan was approved by Council on July 23, 2025. The Capital Infrastructure Plan identifies the transit, road, and active transportation projects and investments required to support Ottawa’s growth and travel needs to a time horizon of 2046. As part of the approval of the Transportation Master Plan Part 2 report, Council directed staff to proceed with Official Plan Amendments to incorporate the recommendations from the TMP Capital Infrastructure Plan into the Official Plan ([ACS2025-PDB-TP-0012](#)).

4. Rationale

The purpose of this Official Plan Amendment is to update the transit networks and components, road networks and classifications, and active transportation networks shown in Official Plan schedules in order to implement the Council approved Transportation Master Plan. A definition update of a transit-related term is also included as part of this amendment, with the rationale presented in the “Rationale” column of Appendix A – Volume 1 Amendment. Lastly, the land use designation schedules of two secondary plans in the urban area are updated to reflect the road configurations and classifications on the updated Transportation Master Plan maps.

PART B – THE AMENDMENT

1. Introduction

The amendments described in Part C constitute a series of amendments to the Official Plan intended to incorporate the recommendations of the Council approved Transportation Master Plan Part 2 - Capital Infrastructure Plan. These amendments constitute Amendment No. 60 to the Official Plan of the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

- i. The change identified in Appendix A, columns “OP Section” and “Official Plan Amendment” are made to the Official Plan – Volume 1.
- ii. Schedules A and B of the Barrhaven Downtown Secondary Plan and Schedule A of the Mer Bleue Developing Neighbourhood Secondary Plan of the Official Plan – Volume 2A are amended as shown in Appendix B below.
- iii. Schedules A, B1, B2, B3, B5, B6, B7, B8, C2, C3, C4, C5, C8, C9, and C10 of the Official Plan – Volume 1 are replaced with the schedules shown in Appendix C below.
- iv. Schedule C16 of the Official Plan – Volume 1 is replaced with the schedule shown in Appendix D below.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – THE APPENDICES

Appendix A – Details of Volume 1 Definition Amendment

Appendix B – Details of Volume 2A Secondary Plan Schedule Amendments

Appendix C - Details of Volume 1 A-, B-, and C-series Schedule Replacements

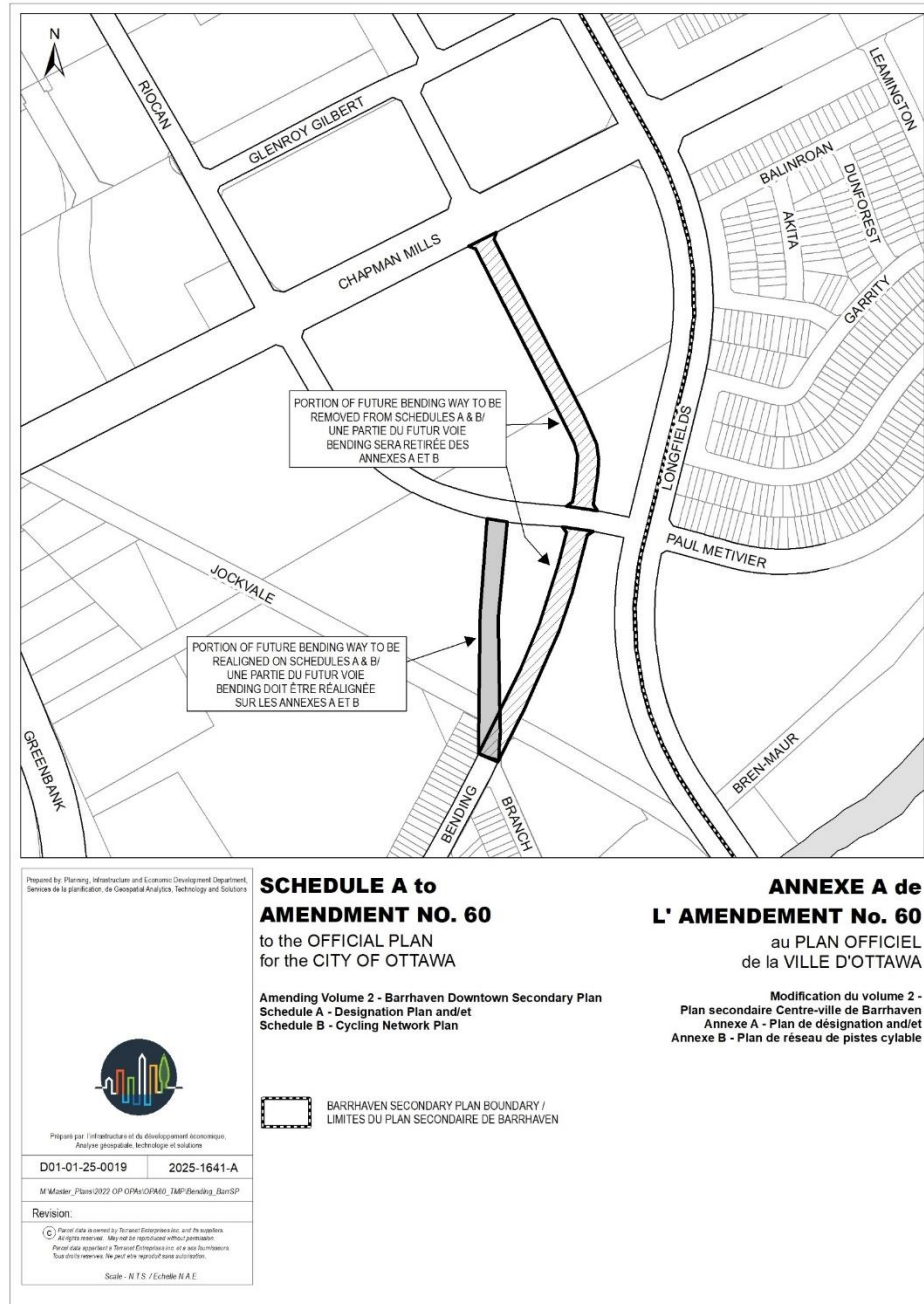
Appendix D –Volume 1 Schedule C16 Amendment

Appendix A – Volume 1 Definition Section Amendment

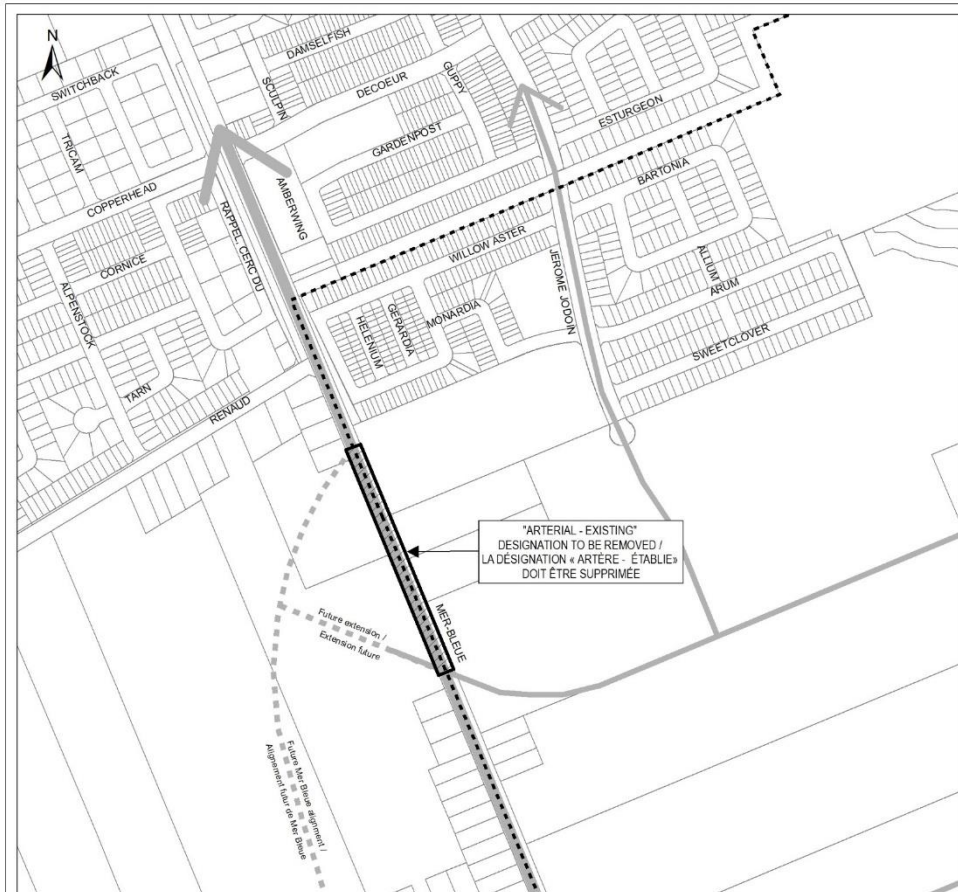
Amendment	OP Volume and Policy, Schedule or Annex	Official Plan Amendment Bold and underline indicate new text, strikethrough indicates removed text	Rationale
1	Volume 1, Section 13 - Definitions	Frequent Street Transit: Street transit routes identified by OC Transpo that are provided at the next highest frequency after rapid transit, operate seven days a week and play a structural function in the overall transit system. <u>Corridors with continuous bus lanes are also considered frequent street transit as they host (or could host in the future) frequent street transit routes.</u>	<p>The definition is updated to account for continuous bus lanes as a new transit network feature, which will be shown on Schedule C2 – Transit Network, Ultimate.</p> <p>The TMP update recognizes continuous bus lane projects as their own category of projects, where previously they were components of transit priority corridors. This distinction is to differentiate continuous bus lanes as higher order transit than other transit priority project types. The definition of Frequent Street Transit is updated to reflect that continuous bus lanes are likely to host frequent street transit routes now or in the future.</p>

Appendix B – Details of Volume 2A Secondary Plan Schedule Amendments

Schedule A – Amending Volume 2A, Barrhaven Downtown Secondary Plan – Schedule A – Designation Plan and Schedule B – Cycling Network Plan



Schedule B – Amending Volume 2A, Mer Bleue Developing Neighbourhood Secondary Plan Schedule A – Designation Plan



Prepared by: Planning, Infrastructure and Economic Development Department,
Services de la planification, de Géospatial Analytics, Technology and Solutions

**SCHEDULE B to
AMENDMENT NO. 60**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

**ANNEXE B de
L' AMENDEMENT No. 60**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

Amending Volume 2 - Mer Bleue Developing
Neighbourhood Secondary Plan
Schedule A - Designation Plan

Modification du volume 2 -
Plan secondaire Quartier Mer Bleue (en développement)
Annexe A - Plan de désignation



Préparé par l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions

D01-01-25-0022 2025-1641-A

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Revision:

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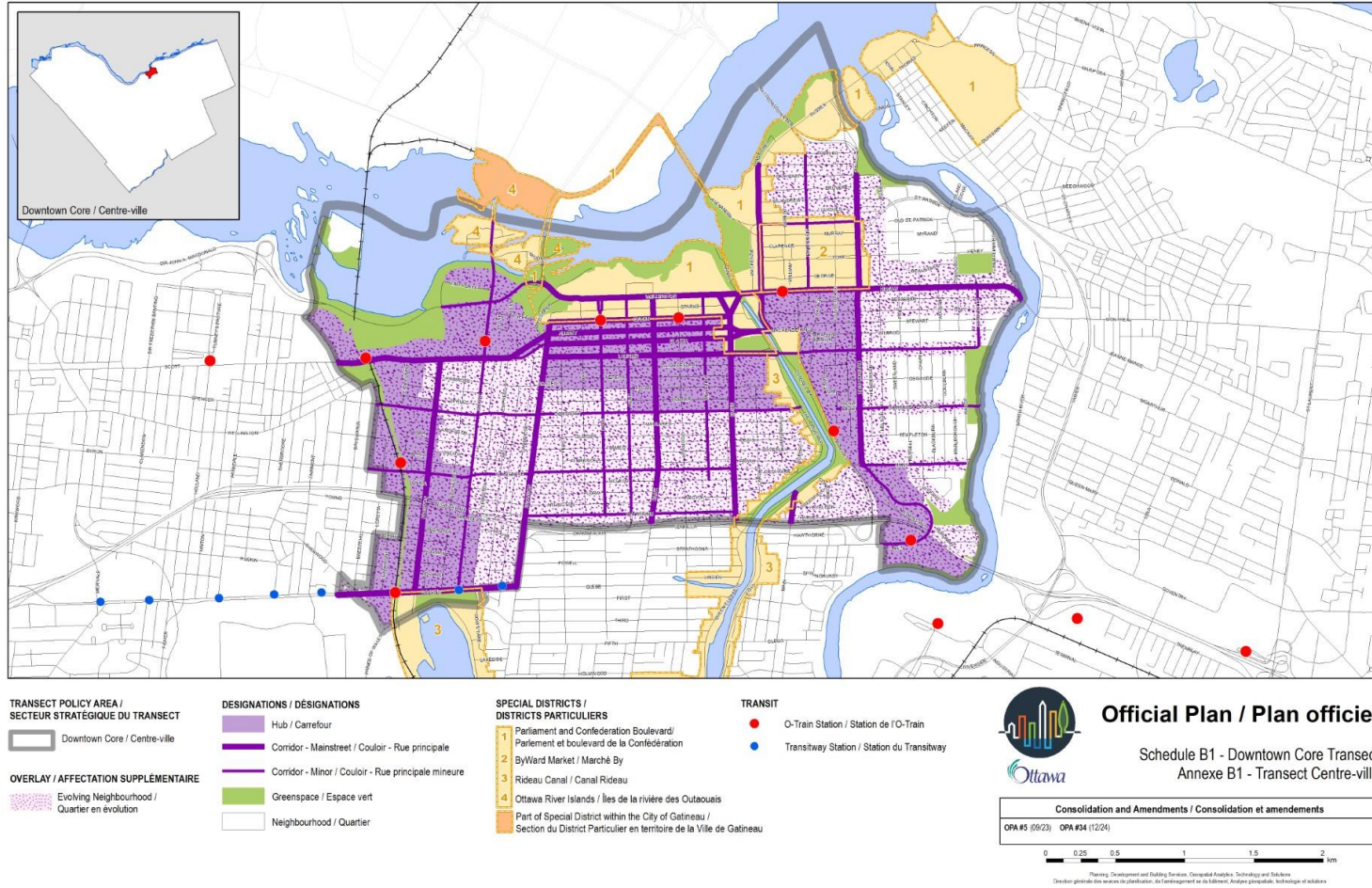
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LIMITES DU PLAN SECONDAIRE DE QUARTIER MER BLEUE (EN DÉVELOPPEMENT)

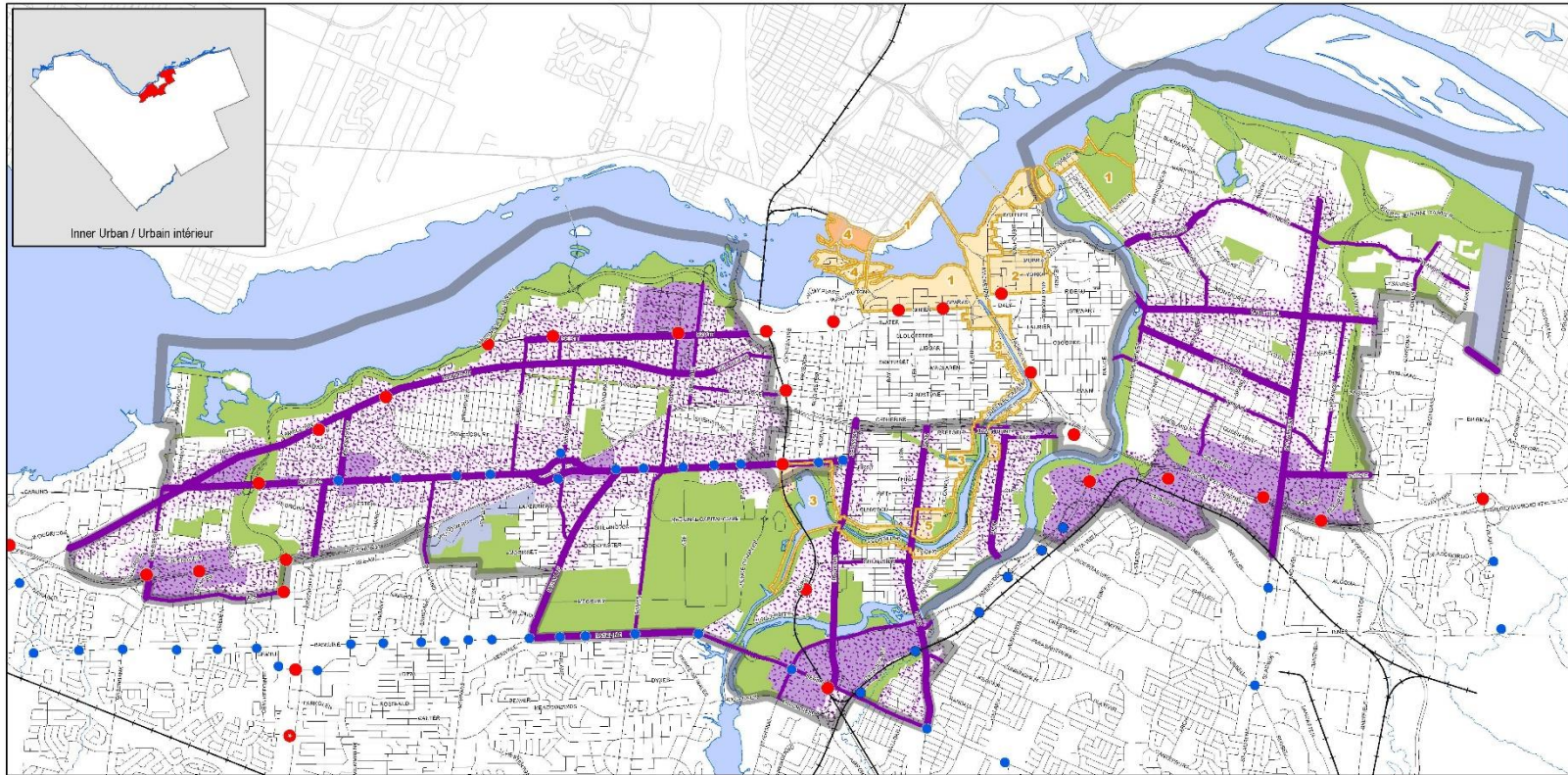
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PLAN SECONDAIRE DE QUARTIER MER BLEUE (EN DÉVELOPPEMENT) ARTÈRE

— MER BLEUE DEVELOPING NEIGHBOURHOOD SECONDARY PLAN COLLECTOR /
PLAN SECONDAIRE DE QUARTIER MER BLEUE (EN DÉVELOPPEMENT) ROUTE COLLECTRICE

Schedule B1 – Replacing Volume 1, Schedule B1 – Downtown Core Transect



Schedule B2 – Replacing Volume 1, Schedule B2 - Inner Urban Transect



TRANSECT POLICY AREA / SECTEUR STRATÉGIQUE DU TRANSECT
 Inner Urban / Urbain intérieur

DESIGNATIONS / DESIGNATIONS
 Hub / Carrefour
 Corridor - Mainstreet / Couloir - Rue principale
 Corridor - Minor / Couloir - Rue principale mineure
 Mixed Industrial / Industrie Mixte
 Greenspace / Espace vert
 Neighbourhood / Quartier

SPECIAL DISTRICTS / DISTRICTS PARTICULIERS
 1 Parliament and Confederation Boulevard / Parlement et boulevard de la Confédération
 2 ByWard Market / Marché By
 3 Rideau Canal / Canal Rideau
 4 Ottawa River Islands / Îles de la rivière des Outaouais
 5 Lansdowne
 Part of Special District within the City of Gatineau / Section du District Particulier en territoire de la Ville de Gatineau

TRANSIT
 O-Train Station / Station de l'O-Train
 Transitway Station / Station du Transitway

OVERLAYS / AFFECTATION SUPPLÉMENTAIRE
 Evolving Neighbourhood / Quartier en évolution



Official Plan / Plan officiel

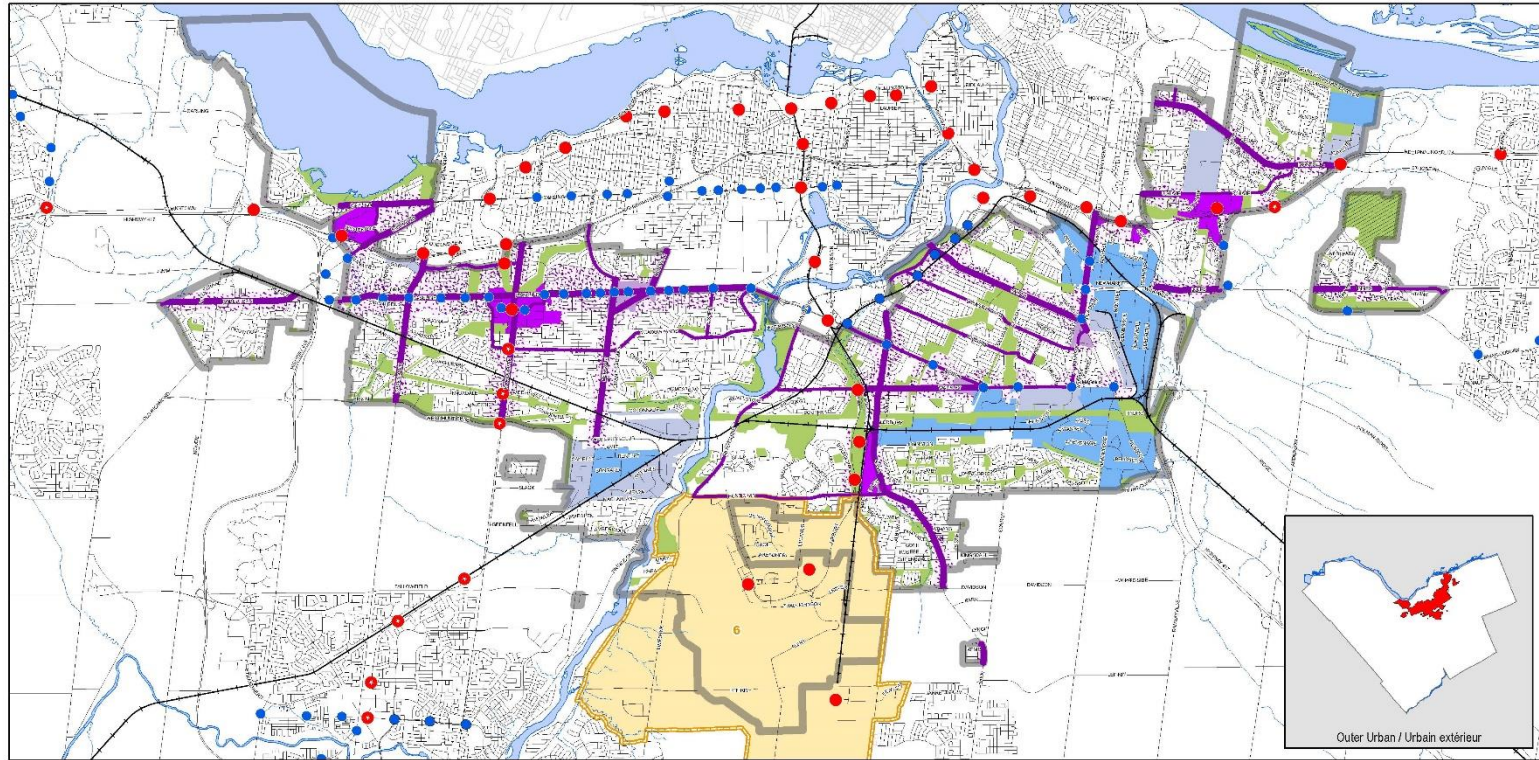
Schedule B2 - Inner Urban Transect
 Annexe B2 - Transect Secteur urbain intérieur

Consolidation and Amendments / Consolidation et amendements
 #5 (09/2023) #34* (under appeal / en appel) #41 (01/2025)



Planning, Development and Construction Services / Services de planification, développement et construction
 Développement des services de planification, de l'aménagement urbain et de la construction

Schedule B3 – Replacing Volume 1, Schedule B3 – Outer Urban Transect



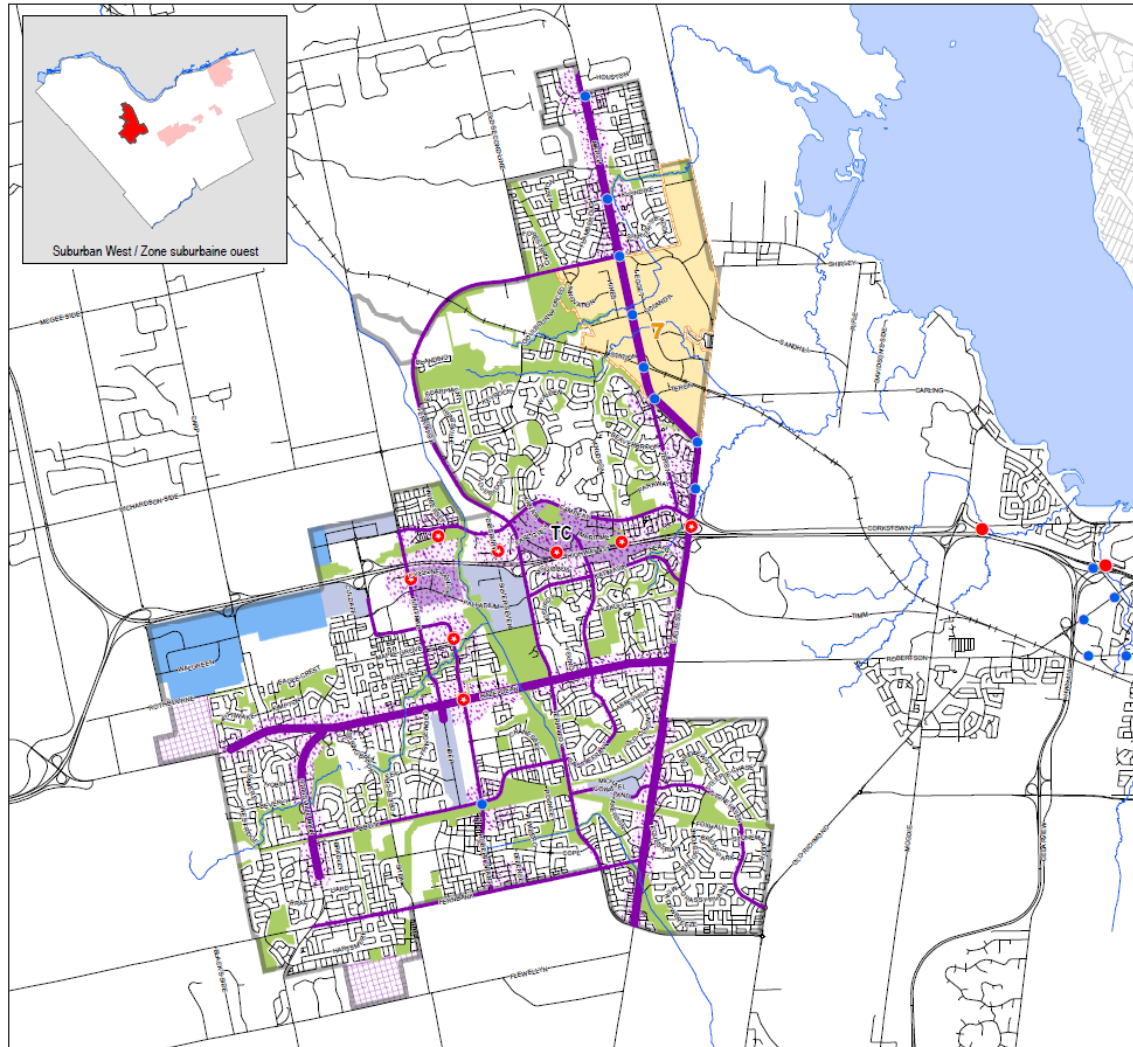
Official Plan / Plan officiel

Schedule B3 - Outer Urban Transect
Annexe B3 - Transect Secteur urbain extérieur

Consolidation and Amendments / Consolidation et amendements	
#5 (09/2023)	#34 (12/2024)



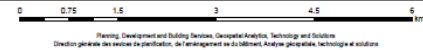
Schedule B5 – Replacing Volume 1, Schedule B5 – Suburban (West) Transect



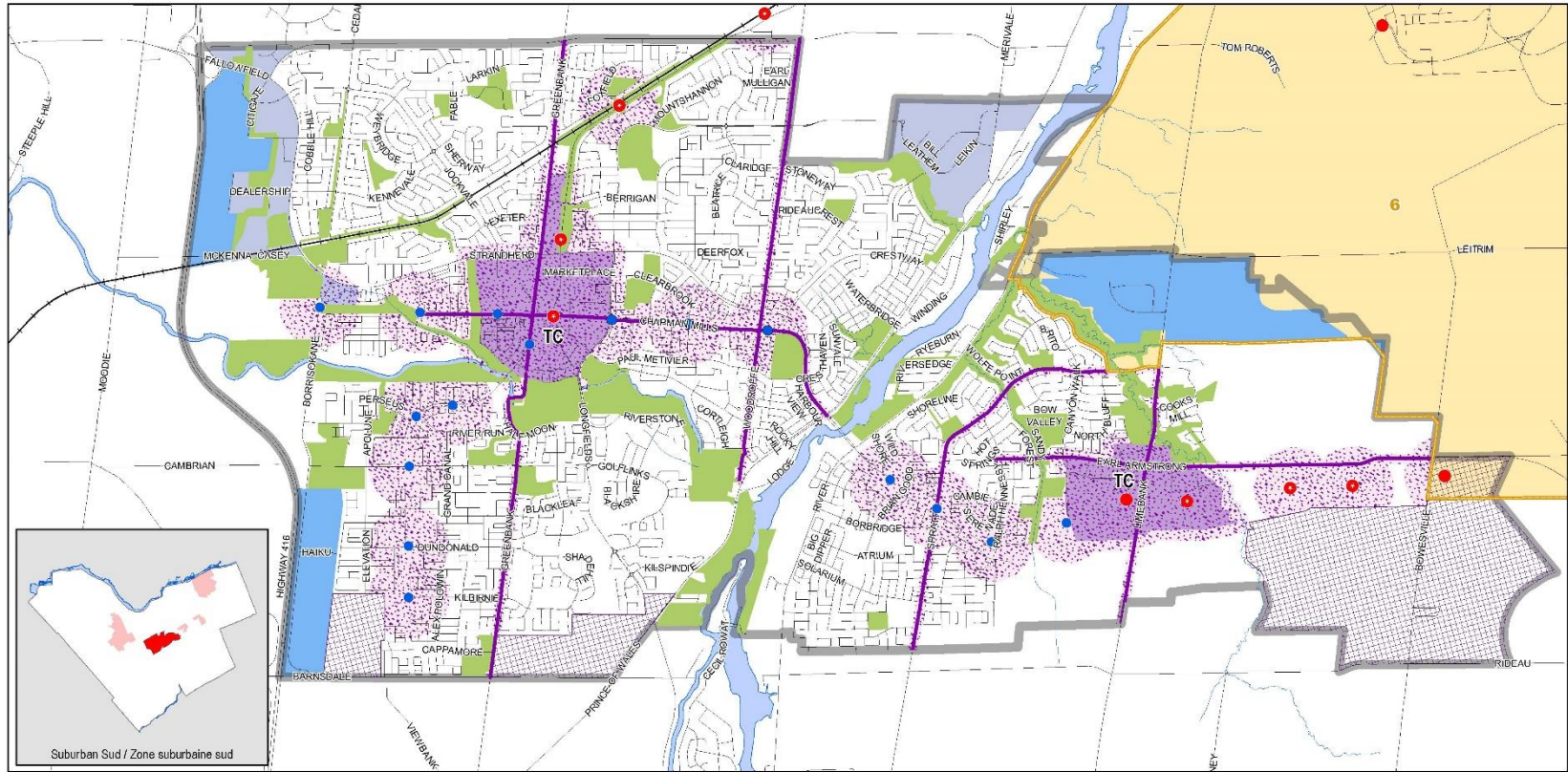
Official Plan / Plan officiel

Schedule B5 - Suburban (West) Transect
Annexe B5 - Transect Secteur suburbain (ouest)

Consolidation and Amendments / Consolidation et amendements			
#5 (09/2023)	#23 (03/2024)	#33 (09/2024)	#34 (12/2024)



Schedule B6 – Replacing Volume 1, Schedule B6 – Suburban (Southwest) Transect



TRANSECT POLICY AREA / SECTEUR STRATEGIQUE DU TRANSECT
 Suburban* / Suburbain*

OVERLAY / AFFECTATION SUPPLEMENTAIRE
 Evolving Neighbourhood / Quartier en évolution
 Future Neighbourhood / Quartier futur

SPECIAL DISTRICT / DISTRICT PARTICULIER
 Ottawa International Airport Economic District / District économique de l'Aéroport international d'Ottawa

DESIGNATIONS / DESIGNATIONS
 TC Town Centre / Centre ville
 Hub / Carrefour
 Corridor - Minor / Couloir - Rue principale mineure
 Mixed Industrial / Industrie Mixte
 Industrial and Logistics / Industrie et Logistique
 Greenspace / Espace vert
 Neighbourhood / Quartier

TRANSIT
 O-Train Station / Station de l'O-Train
 Future O-Train Station / Station de l'O-Train (futur)
 Transitway Station / Station de Transitway



Official Plan / Plan officiel

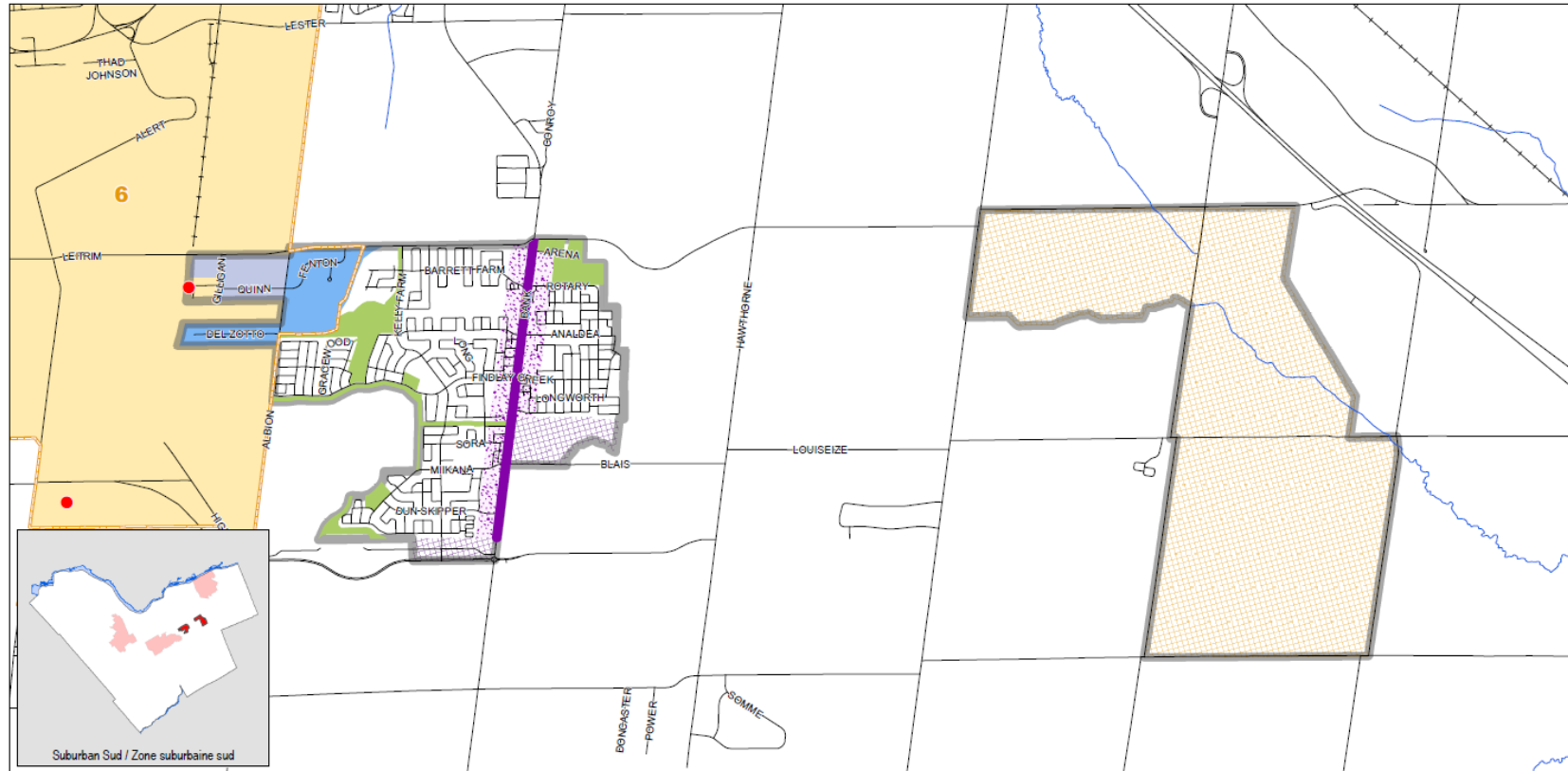
Schedule B6 - Suburban (Southwest) Transect
 Annexe B6 - Transect Secteur suburbain (sud-ouest)

Consolidation and Amendments / Amendement au plan directeur approuvé
 #5 (09/2023) #34* (under appeal / en appel)



Planning, Environment and Heritage Services / Services de planification, d'environnement et de patrimoine
 Design and graphics by the Corporation of Ottawa / Conception graphique et mise en page par la Corporation d'Ottawa

Schedule B7 – Replacing Volume 1, Schedule B7 – Suburban (Southeast) Transect



TRANSECT POLICY AREA / SECTEUR STRATÉGIQUE DU TRANSECT

Suburban / Suburbain

OVERLAY / AFFECTATION SUPPLÉMENTAIRE

- Evolving Neighbourhood / Quartier en évolution
- Future Neighbourhood / Quartier futur
- Future Neighbourhood - New Tewin Community / Quartier futur - Nouvelle communauté de Tewin

DESIGNATIONS / DÉSIGNATIONS

- Corridor - Mainstreet / Couloir - Rue principale
- Mixed Industrial / Industrie Mixte
- Industrial and Logistics / Industrie et Logistique
- Greenspace / Espace vert
- Neighbourhood / Quartier

TRANSIT

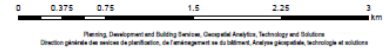
- O-Train Station / Station de l'O-Train



Official Plan / Plan officiel

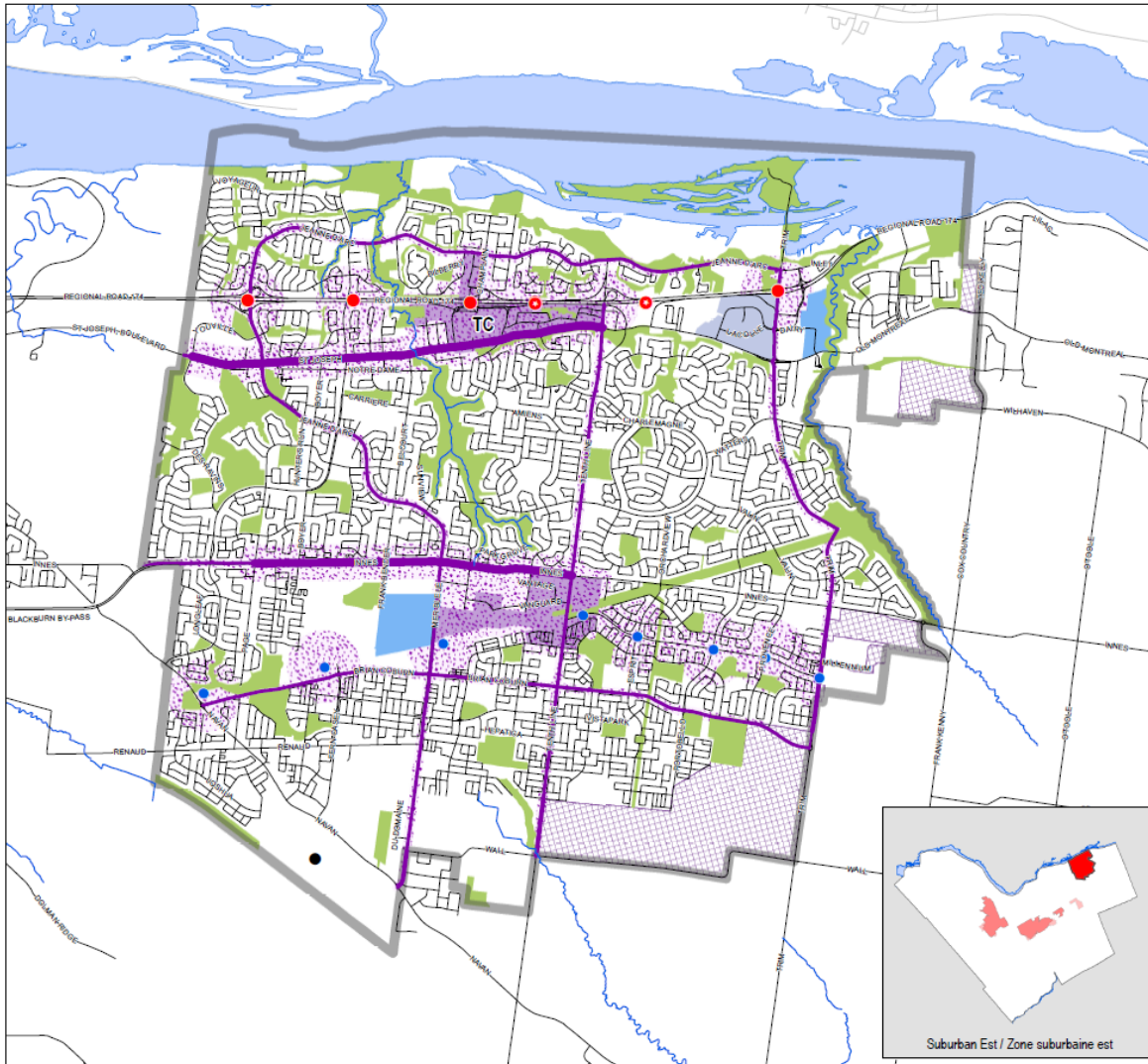
Schedule B7 - Suburban (Southeast) Transect
Annexe B7 - Transect Secteur suburbain (sud-est)

Consolidation and Amendments / Amendement au plan directeur approuvé	
#5 (09/2023)	#34 12/2024



Planning, Development and Building Services, Geospatial Analysis, Technology and Solutions
Direction générale des services de planification, de l'aménagement et du bâtiment, Analyse géospatiale, technologie et solutions

Schedule B8 – Replacing Volume 1, Schedule B8 – Suburban (East) Transect



TRANSECT POLICY AREA / SECTEUR STRATÉGIQUE DU TRANSECT
 Suburban / Suburbain

OVERLAY / AFFECTATION SUPPLÉMENTAIRE
 Evolving Neighbourhood / Quartier en évolution
 Future Neighbourhood / Quartier futur

DESIGNATIONS / DÉSIGNATIONS
TC Town Centre / Centre ville
 Hub / Carrefour
 Corridor - Mainstreet / Couloir - Rue principale
 Corridor - Minor / Couloir - Rue principale mineure
 Mixed Industrial / Industrie Mixte
 Industrial and Logistics / Industrie et Logistique
 Greenspace / Espace vert
 Neighbourhood / Quartier

OTHER / AUTRE
 ● Solid Waste Disposal Site / Site d'enfouissement des déchets solides

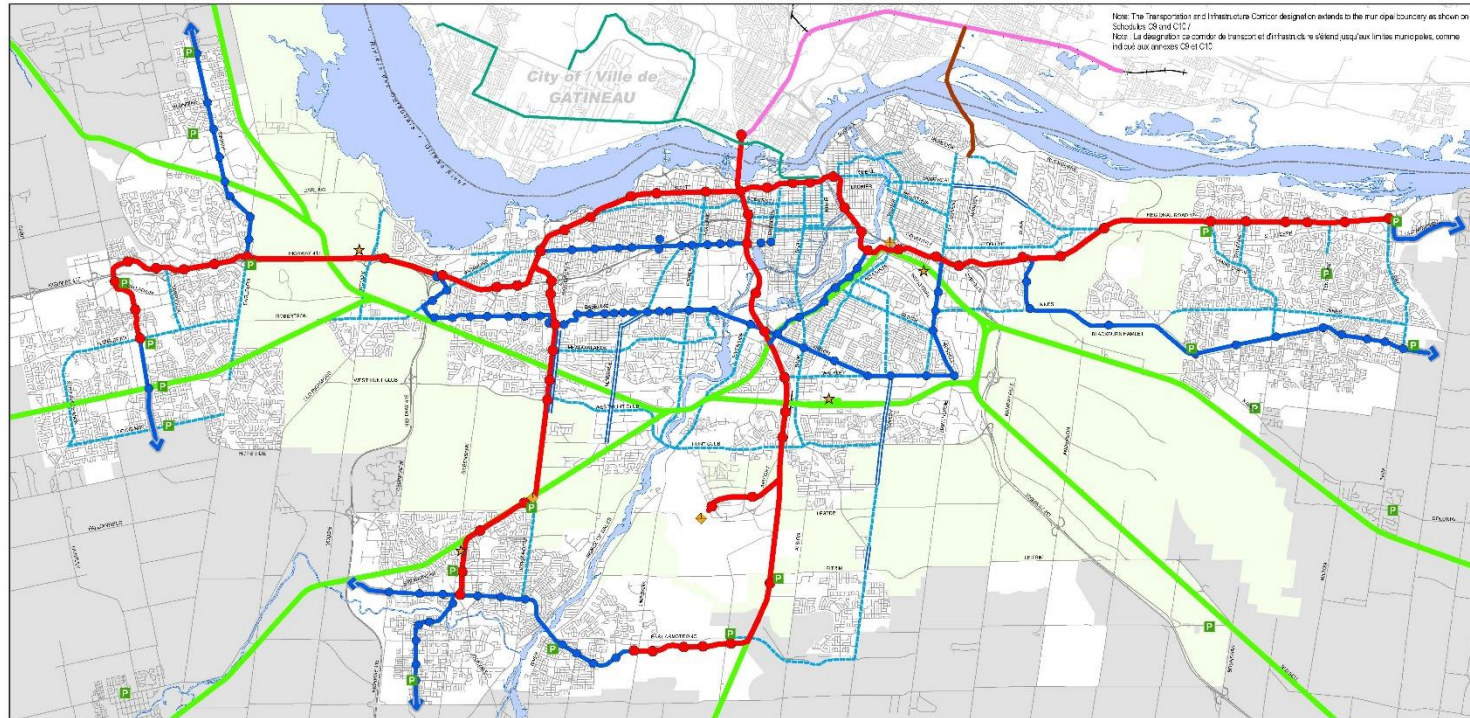
TRANSIT
 ● O-Train Station / Station de l'O-Train
 ● Future O-Train Station / Station de l'O-Train (futur)
 ● Transitway Station / Station du Transitway

Official Plan / Plan officiel
 Schedule B8 - Suburban (East) Transect
 Annexe B8 - Transect Secteur suburbain (est)

Consolidation and Amendments / Consolidation et amendements
 #5 (09/2023) #34 (12/2024)

0 0.5 1 2 3 4 km
 Planning, Development and Building Services, Geospatial Analysis, Technology and Solutions
 Direction générale des services de planification, de l'aménagement et du bâtiment, Analyse géospatiale, technologie et solutions

Schedule C2 – Replacing Volume 1, Schedule C2 – Transit Network Ultimate



Note: The Transportation or d'Infrastructure Corridor designation extends to the municipal boundary as shown on Schedule C8 and C10.
 Note: La désignation de corridor de transport et d'infrastructure s'étend jusqu'aux limites municipales, comme indiqué aux annexes C8 et C10.

TRANSIT PROJECTS / PROJETS DE TRANSPORT EN COMMUN

- O-Train and Station / O-Train et station
- Transitway and Station / Transitway et station
- Continuous Bus Lanes / Voies continues réservées aux autobus
- Transit Priority Corridor / Corridor donnant priorité au transport en commun
- Protected Transportation Corridor / Corridor de transport protégé
- Gatineau-Ottawa Tram (delivered by others) / Tramway Gatineau-Ottawa (livré par d'autres)
- Future Bridge in the East (Government of Canada) (delivered by others) / Futur pont orient l'Est (gouvernement du Canada) (livré par des tiers)
- P Park and Ride / Parc-O-Ride
- ➔ Conceptual Future Transit Corridor / Corridor de transports en commun futur conceptuel
- ◆ Inter-regional Stations / Stations interrégionales
- ★ Rail Yard / Cour de triage pour trains
- Rail Corridor / Corridor ferroviaire
- Gatineau RapidBus / RapidBus de Gatineau



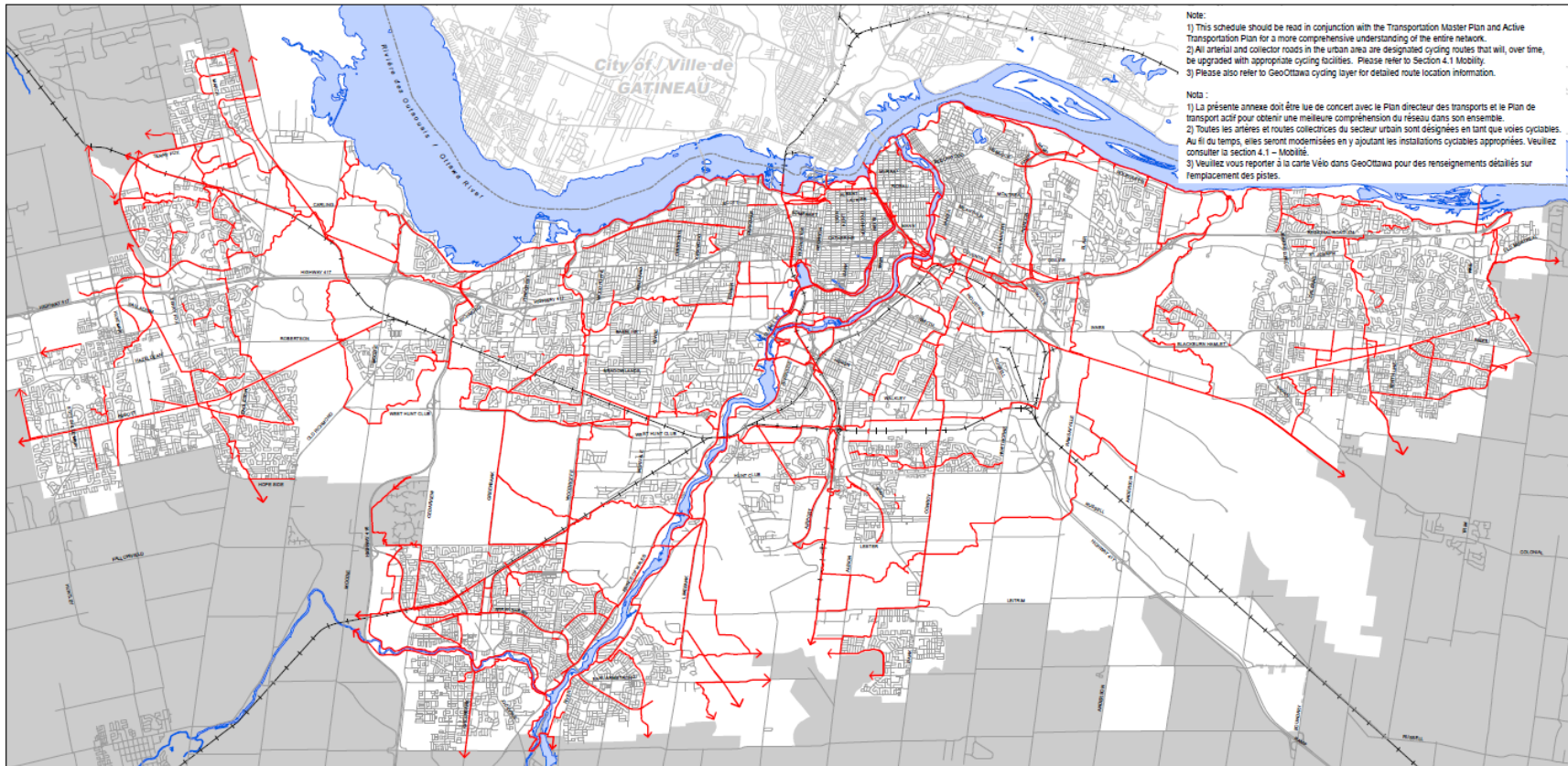
Official Plan / Plan officiel
 Schedule C2 - Transit Network
 ULTIMATE

Annexe C2 Réseau de Transport
 ABSOLU

Consolidation and Amendments / Consolidation et amendements
 #5 (09/2023) #34 12/2024



Schedule C3 – Replacing Volume 1, Schedule C3 – Active Transportation Network



Note:
 1) This schedule should be read in conjunction with the Transportation Master Plan and Active Transportation Plan for a more comprehensive understanding of the entire network.
 2) All arterial and collector roads in the urban area are designated cycling routes that will, over time, be upgraded with appropriate cycling facilities. Please refer to Section 4.1 Mobility.
 3) Please also refer to GeoOttawa cycling layer for detailed route location information.

Nota:
 1) La présente annexe doit être lue de concert avec le Plan directeur des transports et le Plan de transport actif pour obtenir une meilleure compréhension du réseau dans son ensemble.
 2) Toutes les artères et routes collectrices du secteur urbain sont désignées en tant que voies cyclables. Au fil du temps, elles seront modernisées en y ajoutant les installations cyclables appropriées. Veuillez consulter la section 4.1 – Mobilité.
 3) Veuillez vous reporter à la carte Vélo dans GeoOttawa pour des renseignements détaillés sur l'emplacement des pistes.

Major Pathway — Sentier principal



Official Plan / Plan officiel
 Schedule C3 - Active Transportation Network
 URBAN - MAJOR PATHWAYS



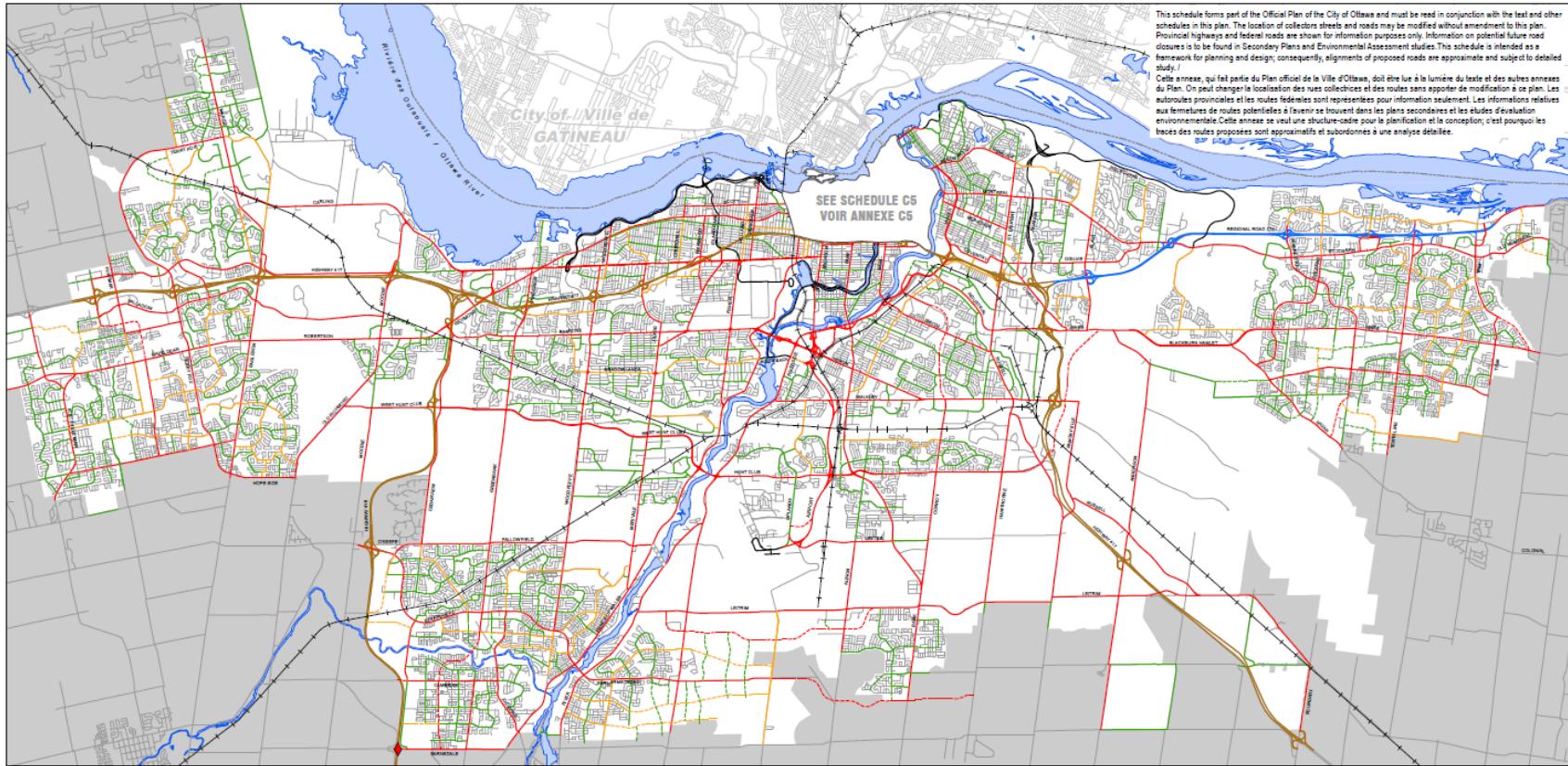
Annexe C3 Réseau de transport actif
 PRINCIPAUX SENTIERS URBAINS

Consolidation and Amendments / Consolidation et amendements
 #34 (12/2024)



Planning, Development and Building Services, Geospatial Analysis, Technology and Solutions
 Direction générale des services de planification, de l'aménagement et du bâtiment, Analyse géospatiale, technologie et solutions

Schedule C4 – Replacing Volume 1, Schedule C4 – Urban Road Network



This schedule forms part of the Official Plan of the City of Ottawa and must be read in conjunction with the text and other schedules in this plan. The location of collector streets and roads may be modified without amendment to this plan. Provincial highways and federal roads are shown for information purposes only. Information on potential future road closures is to be found in Secondary Plans and Environmental Assessment studies. This schedule is intended as a framework for planning and design; consequently, alignments of proposed roads are approximate and subject to detailed study.
 Cette annexe, qui fait partie du Plan officiel de la Ville d'Ottawa, doit être lue à la lumière du texte et des autres annexes du Plan. On peut changer la localisation des rues collectrices et des routes sans apporter de modification à ce plan. Les autoroutes provinciales et les routes fédérales sont représentées pour information seulement. Les informations relatives aux fermetures de routes potentielles à l'avenir se trouvent dans les plans secondaires et les études d'évaluation environnementale. Cette annexe se veut une structure-cadre pour la planification et la conception; c'est pourquoi les traces des routes proposées sont approximatives et subordonnées à une analyse détaillée.

- | | | | |
|---------------------------------------|---|---------------------------------------|---|
| Arterial - Existing | — Artère - Établie | Provincial Highway | — Route provinciale |
| Arterial - Future (alignment defined) | - - - - - Artère - Future (alignement déterminée) | Federally Owned Road | — Chemins de propriété fédéral |
| Major Collector - Existing | — Grande collectrice - Établie | City Freeway | — Autoroute municipale |
| Major Collector - Future | - - - - - Grande collectrice - Future | New Interchange (delivered by others) | ◆ Nouvel échangeur (réalisé par d'autres) |
| Collector - Existing | — Collectrice - Établie | | |
| Collector - Future | - - - - - Collectrice - Future | | |
| River Crossing (corridor undefined) | ⋯⋯⋯ Traversée de rivière (couloir non défini) | | |

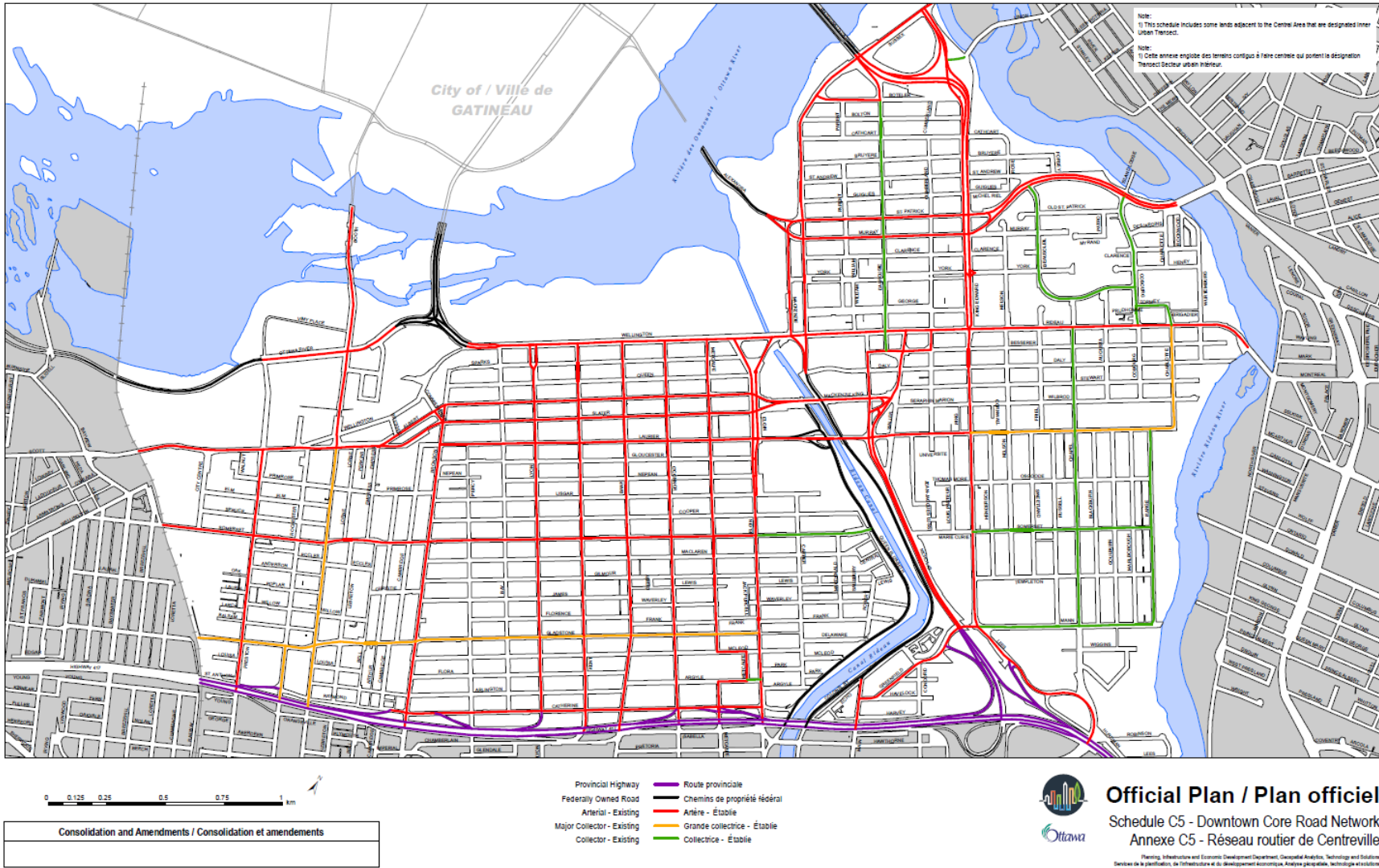


Official Plan / Plan officiel

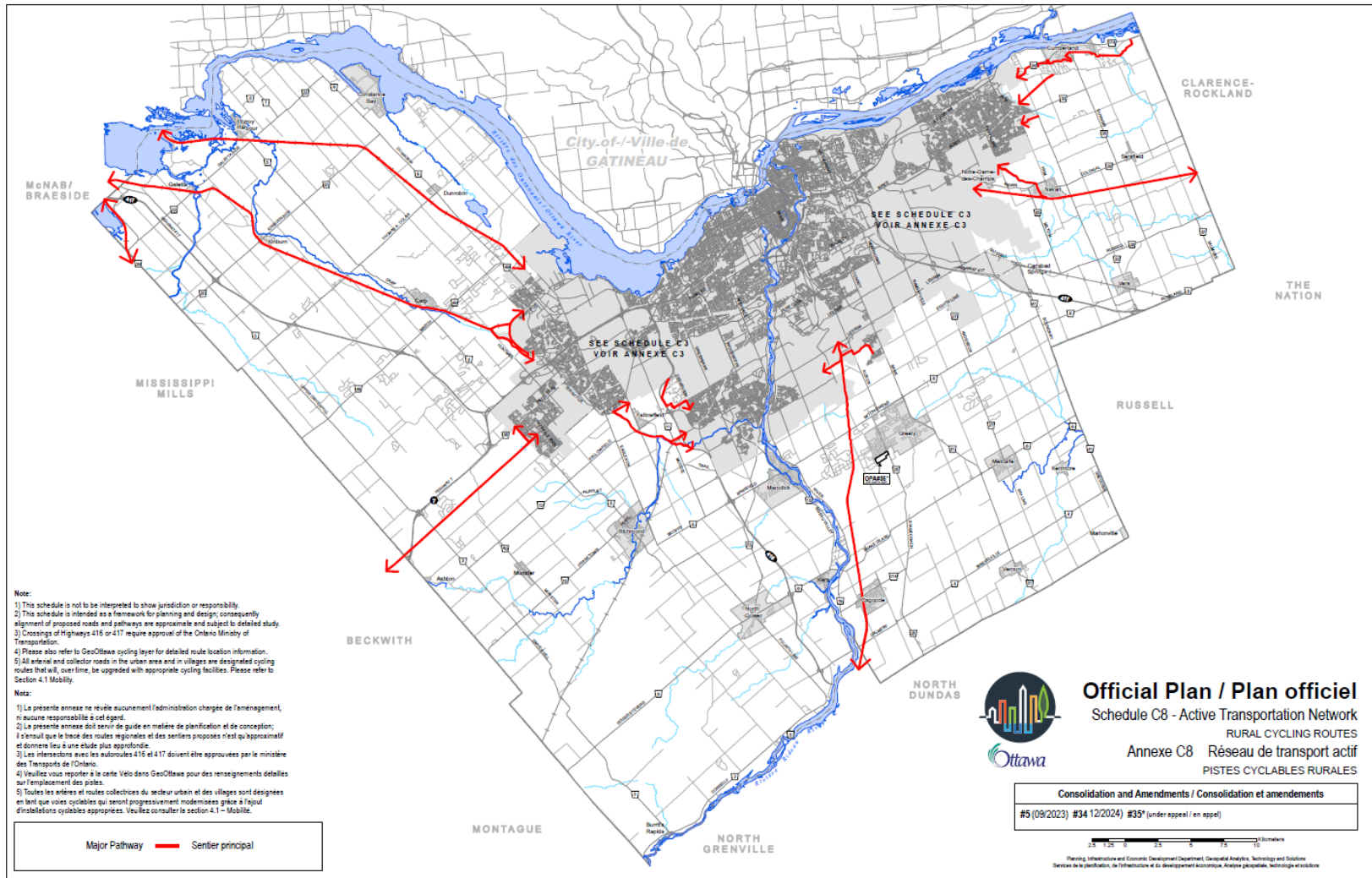
Schedule C4 - Urban Road Network
Annexe C4 Réseau routier urbain

Consolidation and Amendments / Consolidation et amendements
#34 12(2024)
0 0.5 1 2 3 4 5 km
Planning, Development and Building Services, Geographic Analysis, Technology and Solutions Direction générale des services de planification, de l'aménagement et du bâtiment, Analyse géographique, technologie et solutions

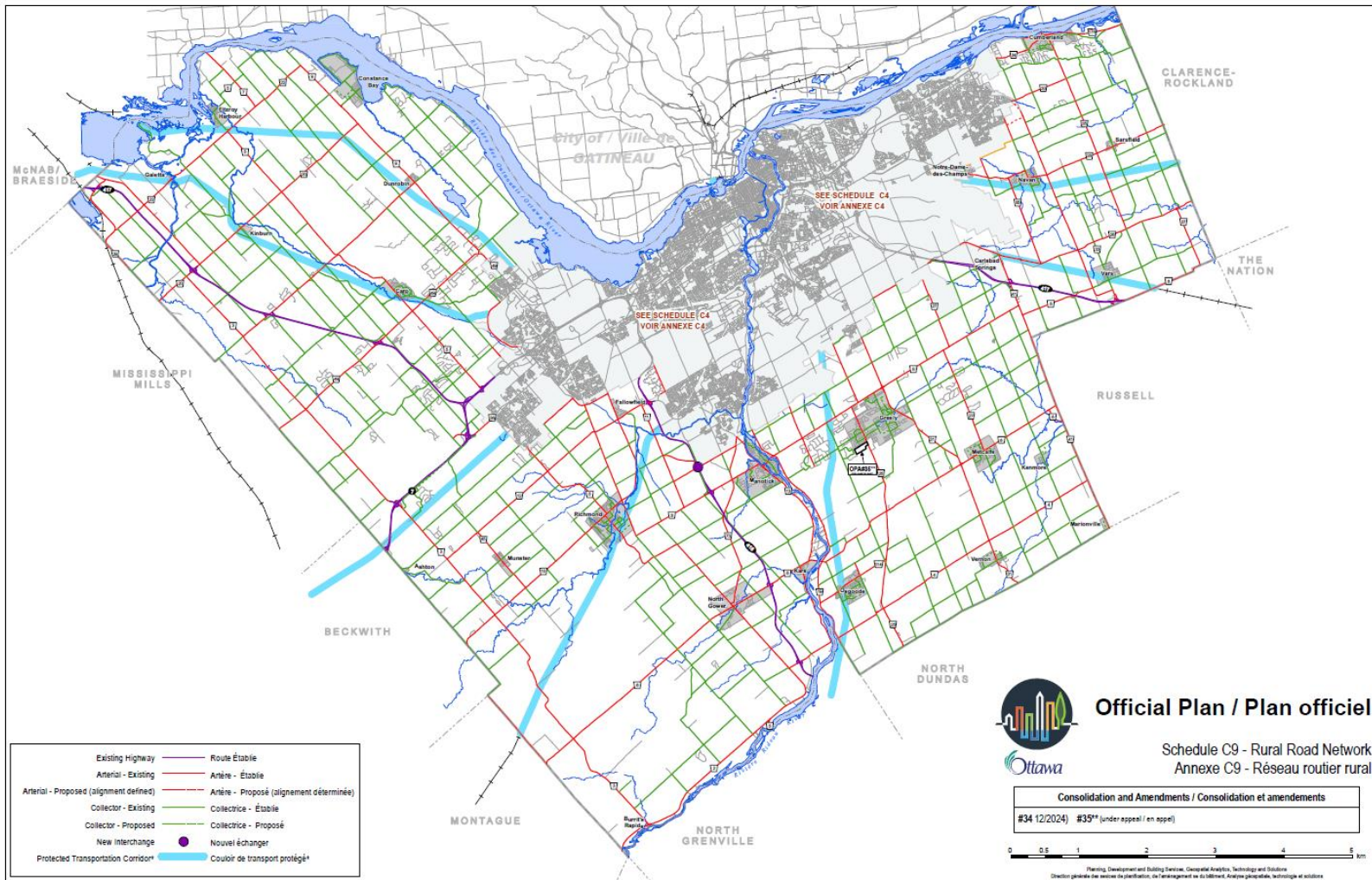
Schedule C5 – Replacing Volume 1, Schedule C5 – Downtown Core Road Network



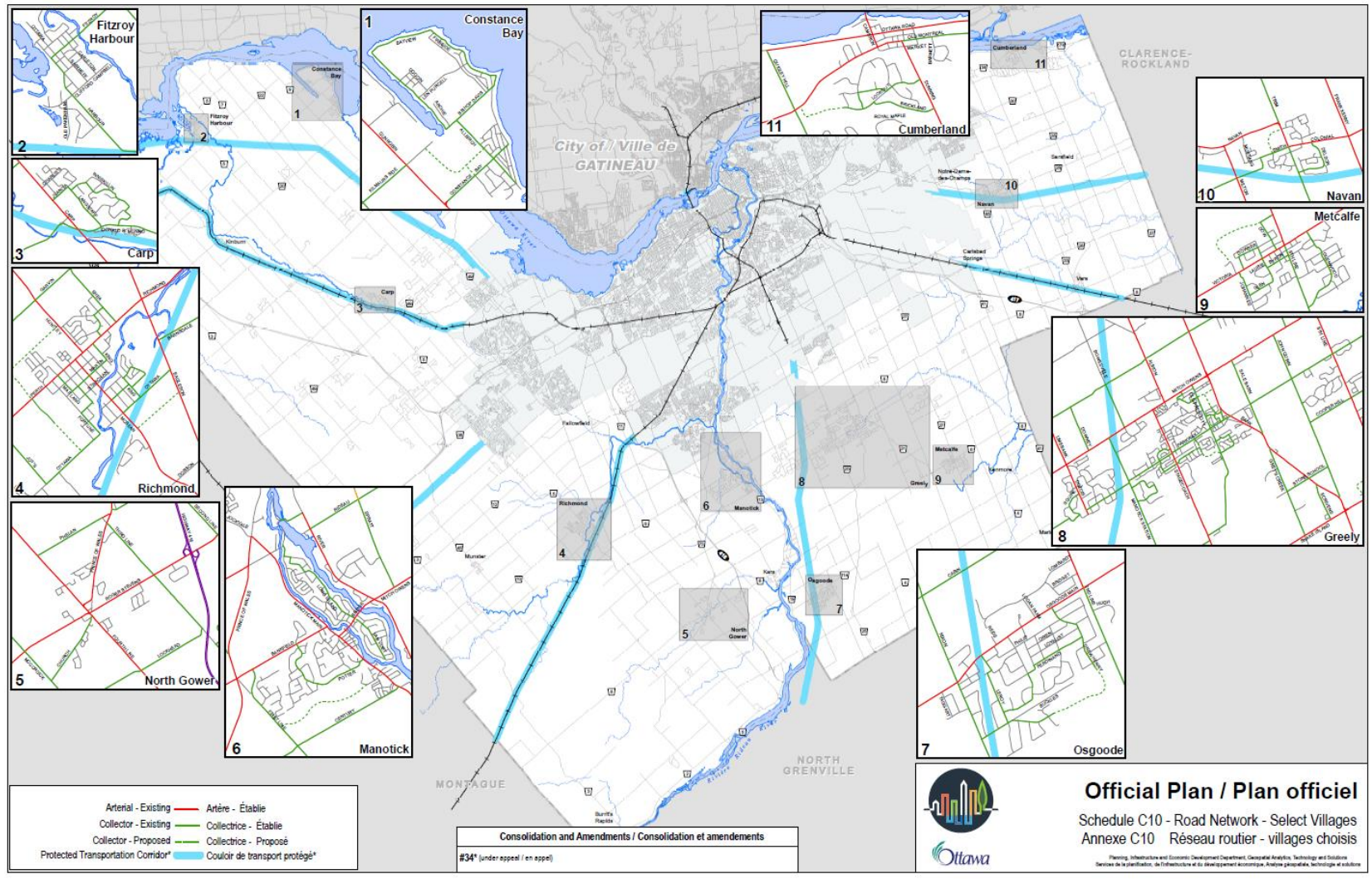
Schedule C8 – Replacing Volume 1, Schedule C8 – Active Transportation Network, Rural Cycling Routes



Schedule C9 – Replacing Volume 1, Schedule C9 – Rural Road Network



Schedule C10 – Replacing Volume 1, Schedule C10 – Road Network, Select Villages



Appendix D – Volume 1 Schedule C16 Amendment

Delete Schedule C16 in Volume 1 and replace with the following:

Schedule C16 – Road Classification and Rights-of-Way Protection

This Schedule describes road classifications for City streets and roads that, other than local streets and roads, are illustrated on Schedules C4, C5, C9 and C10. Rights-of-way protection requirements for various streets and roads are described in Table 1 of this Schedule. Additional policies on rights-of-way are also found in the following Sections 1.0 and 2.0 of this Schedule.

1.0 – Classification Summary

The description that follows of the various classifications of streets and roads is not meant to be interpreted as an absolute standard or limit, which if varied, would automatically necessitate an amendment to this Plan. Rather, these characteristics are intended to act as benchmarks against which variations in any given situation can be assessed considering the relevant goals and objectives of this Plan. Section 4.1.3 of this Plan states under what circumstances an amendment is required for changes – additions or deletions – to certain identified road classifications on Schedules C4, C5, C9 and C10. Further reference to “roads”, “roadways”, etc. is intended to be inclusive of policy references to “streets”, “avenues” etc. The following descriptions provide an overview of classifications used in this Plan for existing and future City road rights-of-way:

City Highways

City highway describes a limited access highway with high-speed traffic that serves the need for intra-city travel similar to the provincial limited access highways. Highway 174 between Highway 417 (Queensway) and Trim Road in Orléans is the only city highway.

Arterials

Arterials are the major routes of the City’s transportation network that generally carry large volumes of traffic over the longest distances. The majority of these roads were formerly identified as regional roads. Access to arterials will depend on the network function and urban context, with block lengths and intersections spacing design to accommodate all transportation modes. Vehicular access to adjacent properties is usually controlled to minimize turning movements to reduce conflicts between travel modes and, in many situations, providing a high degree of connectivity between land uses and places along and across the route. For certain roads such as Airport Parkway, the City may apply different standards to development with regard to access and setbacks. It is recognised that the arterial road system links to provincial and inter-provincial roads, which are all an integral part of the overall network.

Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel including such as people walking and cycling as well as provide corridors for public infrastructure and utilities. Arterials, which include arterials identified as main streets, parkways, avenues, and rural roads, are public spaces that include a wide diversity of road functions. As a result, their design will vary

depending on context and intended users. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling facilities, and bus stops and shelters. In parts of the urban area and villages additional roadside features include street furniture, pedestrian-scale lighting, and trees and other landscaping. This greenery provides visual appeal, summer shade and a defining sense of the linear nature of these travel corridors. The planning of land uses and the local road network on lands adjacent to arterial roads should avoid the need for noise attenuation barriers or fencing along extensive lengths of roadway.

Major Collectors and Collectors

Major collectors and collectors connect communities and usually provide connections between arterial and local roads. The

se roads tend to be shorter and carry lower volumes of traffic than do arterials. Direct access to major collectors and collectors from adjacent properties is permitted except where such access will cause traffic safety or functional concerns. The design and construction of these roads will accommodate safe use by all travel modes and the efficient operation of transit services.

In general, major collectors act as a connection between arterials and collectors. They are also social places that bring local users together to interact during their daily travels. A diversity of community land uses front onto major collectors and collectors such as parks, schools, commercial and wide range of residential types.

Major collectors and collectors are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling. The reduced speed and volumes of traffic on these roads, compared with arterials, make them more accommodating for cyclists and pedestrians. Tree plantings, bus stops, community mailboxes and other streetscape features help to integrate these streets with their neighbourhoods.

Locals

Locals are typically residential streets that serve numerous overlapping functions. They provide transportation access to collectors, major collectors and arterials and act as social places that foster interaction between neighbours, and provide important space for street trees and on-street parking. Local streets serve as common origin and destination points for active transportation trips and should always prioritize the safety of the most vulnerable road users.

Lanes

A lane is a public highway that provides a secondary means of access from a public street to abutting lots. Lanes may be locations for utilities and services and provide access to residential parking, and in some cases, on-street parking, where appropriate.

2.0 – Rights-of-Way Protection Requirements

Section 4.1.7 indicates that the City will protect rights-of-way for the development of the transportation network of the city. In particular, this involves identifying where lands will be acquired for new rights-of-way or the widening of existing rights-of-way. This section of Schedule C16 sets forth the right-of-way (ROW) widths that the City may acquire for roads, shown in Schedules C4, C5, C9 and C10, and additional ROW policies. The ROW distances indicate the width of land that the City has identified will be needed to accommodate the range of possible transportation and infrastructure facilities such as: roadway lanes for cars, truck, bicycles and/or transit vehicles; sidewalks and pathways; central or side boulevards for landscaping; public utilities, lighting; and spaces for street side amenities (bus stops, mail and newspaper boxes, etc.).

Rights-of-way protection requirements in Table 1 are characterized as follows:

- a) Minor widenings that are generally in the Downtown Core, Inner Urban and Outer Urban Transects, as well as Villages, to provide space for pedestrians, cyclists, utilities and streetscape improvements;
- b) Major widenings that are usually in the Suburban Transect, to accommodate mobility and road requirements including traffic and transit lanes as well as space for pedestrians, cyclists, utilities and streetscape improvements; and
- c) Right-of-way protection for new roads, usually associated with urban growth areas in the Suburban Transect and urban expansion areas, generally based on approved plans, studies, and designs.

2.1.1 Policies:

- (a) **ROW interpretation** – Except as specifically indicated otherwise in Table 1 of this Schedule, land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time of the widening. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes such as on-road bicycle lanes and transit-only lanes, turning lanes located along the outside edge of the road such as right turn lanes and other special circumstances are not included in the determination of the road surface. Exceptions include for example where a road has been constructed on one side of a right-of-way as part of phased road construction (i.e. 2 lanes constructed on one side of a future 4 lane road) the centerline shall be measured from the future designed road centerline as identified in an environmental assessment or other approved road design, and where a ditch cross-section on one side of the right-of-way has resulted in the constructed road surface being substantially offset, the centreline shall be measured as equidistant from the legal ROW limit. Measurement of the centreline in non-standard circumstances will be determined in consultation with the City Surveyor.

- (b) **Developing Areas** – The required ROWs for all future major collector and collector roads, primarily in developing areas of the city, are not shown in the tables in this Schedule. The City will establish the ROW of these future roads through such measures as approved Local Plans and Area Specific Policies, road design plans and/or through the subdivision approval process. As stated in policy 5 of Section 4.1.3, an amendment to Schedules C4, C5, C9 and C10 will not be required for the roadway network revisions that involve the addition or deletion of major collector or collector roads.
- (c) **Exception to ROW Requirements** – Under certain situations the City may decide to reduce or waive the requirements, or apply other measures, shown in this Plan for the acquisition of lands for a road widening from adjacent properties. This may be done to reflect site constraints, existing physical development or encroachment, placement of buildings, heritage structures, scale of proposed development and pedestrian safety. Decisions to possibly vary right-of-way requirements will be based on consideration of such matters as:
- (i) Comprehensive studies – A lesser right-of-way is recommended by an approved area-specific study, such as a Secondary Plan, or Local Plan, a community improvement plan, streetscape improvement plan, area traffic management plan or similar study approved by the City for the road segment.
 - (ii) Impact on valued resources – Where there would be possible loss or substantial adverse impact on City-identified significant resources in the form of heritage buildings or structures, archaeological sites, natural heritage features or other features/resources deemed of significance by the City.
 - (iii) Recent road designs – Where the detailed design for new or recently completed road segments accommodates rights-of-way identified in previous official plans or environmental assessments and adequately takes into consideration the best practices to promote walking, cycling and transit use; provides adequate space for services and utilities; and creates an attractive landscaped public area.
 - (iv) Potential effect on site development – Where the potential for the protected ROW to render a property virtually non-developable according to the applicable zoning by-law standards and for which a rezoning or minor variance may not be able to resolve the difficulty.
 - (v) Widening/easement– Where the application of other measures or techniques such as the widening/easement policy or a setback in zoning provides for adequate at-grade spatial requirements for

pedestrians, and other forms of active transportation or streetscape amenities and where the widening is not needed for utilities.

- (vi) Building setback incongruities – Where potential new buildings would have to be set back substantially more than existing buildings, creating an indented pattern of development that would not be in keeping with the character of an existing area and there is no advantage or enhancement to the public road created by the setback.
 - (vii) Road ROW continuity- where there would be the creation of a noticeable disjoint or jog in the ROW between an existing roadway in a modern planned subdivision and a proposed extension of that roadway in a new contiguous development.
 - (viii) Parcel depth – Where ROW dedication would result in property parcel depth of less than 30m, a reduction may be considered in easement/widening policies if it is demonstrated that a full widening would impact the developability of the property.
 - (ix) Where required dedication would mean loss or substantial adverse impact on agricultural activities and where the City is not aware of road safety or infrastructure challenges that could be mitigated with required dedication.
- (d) **Widening/easement** – Certain streets identified in Table 1, Road Right-of-way Protection, are subject to a widening/easement policy. The widening/easement policy may be applied in addition to any required right-of-way widening. The policy can also be applied as a stand-alone requirement as identified in Table 1. An unobstructed surface easement for the use of pedestrians, or other forms of active transportation, will be required along the full length of property frontages. Unless otherwise determined by the City, this easement will generally consist of dimensions as described in this paragraph. The width of this easement measured from the proposed right-of-way varies depending on the design of the building. Where the building is setback and there is no building cantilever, a width of 1.5 metres is required. Where a building cantilevers over the easement the easement will have a height of 4.5 metres from finished grade surface, and a width of 1.5 metres. Where columns support the part of a building built over the easement a width of 1.5 metres between the columns and the closer of the building face and any door swing area is required. Where a cantilevered building and a column-supported building are located adjacent to each other, there must be a clear passage for pedestrians of 1.5 metres in the easement where the buildings meet. The travel surface must be

AODA compliant, continuous and at the same grade at the adjacent sidewalk and free of obstructions or obstacles.

- (e) **Corner Triangles** – The City will require dedication of land for road right-of-way widening to provide corner triangles at intersections. The City will determine the requirements for each corner triangle based on engineering requirements. Corner triangles may be waived or reduced when intersection requirements can be fulfilled and where the provision of such triangles would result in reduction of the building envelope in certain locations, notably minor intersections, in the Downtown Core and Inner Urban transects. Where a right-of-way widening at an intersection results in a reduction of an existing corner triangle, the City will determine whether a new corner triangle is required. The required size and shape of a corner triangle will vary depending on the type of roads involved, and is typically as follows:
- (x) Public lane to local road – 3 metres x 3 metres isocetes triangle
 - (xi) Local road to local road – 3 metres x 3 metres isocetes triangle
 - (xii) Local road to collector road – 3 metres on the local x 9 metres on the collector
 - (xiii) Local road to arterial road – 3 metres on the local x 9 metres on the arterial
 - (xiv) Collector road to collector road – two overlapping 5 metre x 15 metre triangles
 - (xv) Collector road to arterial road – two overlapping 5 metre x 15 metre triangles
 - (xvi) Collector road to arterial road – two overlapping 5 metre x 15 metre triangles
- (f) **Additional Intersection Widening** -- The City may require dedication of land for road right-of-way widening for any road that intersects with a city highway, arterial, major collector, or collector road, in proximity of the intersection. The extent of right-of-way widening to be required will be established by approved City road design guidelines and construction standards or a traffic study and a functional design of the associated intersection that addresses the need for additional intersection-related features such as roundabout components, turning lanes, transit facilities, pedestrian sidewalks and facilities, cycling facilities, traffic signals, street lighting and medians, and AODA compliance components. Where a rapid

transit station is proposed, an additional 5 metres of right-of-way is required for future stations.

- (g) **Transit Priority Measures** – The City may require the dedication of additional land beyond that indicated in Schedule C16 along road segments identified as Transit Priority Corridors in the City’s Transportation Master Plan to protect land for the implementation of queue jump lanes. The need for and length of a queue jump lane will be determined using the methodology prescribed in the Transportation Impact Assessment (TIA) Guidelines in force and have a consistent 3.5m width.
- (h) **Rail Crossings** – The City may require dedication of land for road right-of-way widening where there is an existing railway at-grade crossing or future rail crossing of a city road. This land will be in the shape of a triangle, at each corner of the crossing. Where a road and railway line cross, the maximum length of the triangle along the road will be in the range of 170 metres, and the maximum width of the triangle measured from the road will be in the range of 15 metres unless otherwise determined in a specific study. This land may be used to construct a grade-separated crossing at some time in the future. Detailed City-approved engineering requirements will establish the exact requirements for such widening of various types of roads where there is a rail line crossing.
- (i) **Watercourse Crossings** – The City may require dedication of land for road right-of-way widening where there is a crossing of a city road with a watercourse. This land will be in the shape of a triangle at each corner of the crossing. The dimensions of the triangle will be established by a functional design of the crossing that addresses the need for watercourse crossing structures such as a bridge or culvert and the associated land required for construction and maintenance of the structure.
- (j) **Turn Lanes or Lay-bys required by Site Development** – The City may require dedication of land for road right-of-way widening where a transportation study indicates that there is a need for a dedicated turn lane or lanes into or from a development site, or where there is a need for a lay-by along the site frontage. This may occur in situations such as large developments or redevelopments and is necessary to maintain the land required to provide pathways, landscaping, utility corridors and other facilities planned for the road right-of-way.
- (k) **Hydro Electric Power Corridors (HEPC) and Road ROWs** – Planting of trees and landscaping in the immediate vicinity of existing or planned hydroelectric line facilities is controlled by the HEPC authority. Other elements may also be impacted by offsets from electrical services. This impacts the ability of the City to provide street trees and similar landscaping

where existing or planned roadways run immediately adjacent to or along these utility corridors. Therefore, in the preparation of community design plans and Environmental Assessment Studies or the review of plans of subdivision the City may require dedication of larger road right-of-way widening requirements or the provision of landscape buffers for proposed roads that will lay adjacent to hydro line corridors so that the street trees and similar landscaping can also be accommodated.

Table 1 – Road Right-of-Way Protection

Table 1 identifies right-of-way widening requirements to implement the appropriate road design and meet road corridor functions for those roads and road segments that have not been secured. Table 1 includes general ROW requirements to fulfill road requirements based on city design standards and guidelines, well as utility company requirements. Table 1 also provides specific roads ROW requirements for various road segments based on previous plans, studies and identified requirements. Where the existing right-of-way is wide enough to meet requirements, these roads have not been specifically listed.

Table 1 – Road Right-of-Way Protection	
Road	ROW to be Protected
Arterials in the Rural area (as shown on Schedules C9 and C10 of the Official Plan)	30 metres ROW unless otherwise indicated in Table 1 or in a Local Plan or environmental assessment
Arterials that define the boundary of the Urban and Rural areas on either side (as shown on Schedule A of the Official Plan)	39.5 metres ROW unless otherwise indicated in Table 1 or in a Local Plan or environmental assessment
Collectors and Major Collectors in the Rural area and Villages (as shown on Schedules C9 and C10 of the Official Plan)	26 metres ROW; 29 metres ROW within 100 metres of an intersection with an arterial; Unless otherwise indicated in Table 1 or in a Local Plan

Table 1 – Road Right-of-Way Protection

Road	ROW to be Protected
Locals in the rural area and villages	ROW to be protected is 18 metres or 20 metres if lands are fully serviced and not adjacent to a school block, unless otherwise indicated in a Local Plan
Lanes in the Urban area and Villages	<p>6 metres ROW where only residential land uses abut;</p> <p>8 metres ROW where commercial or mixed-use residential commercial land uses abut;</p> <p>Unless otherwise indicated in a Local Plan</p>
New Urban Locals	<p>18 metres ROW to be provided or protected, or 14.75 metres ROW for single-loaded Locals with utilities and sidewalks on one side, or 20 metres ROW along a school block frontage, unless indicated in a Local Plan</p>
New Urban Collectors and Major Collectors	<p>26 metres ROW;</p> <p>30 metres ROW within 100 metres of an intersection with an arterial;</p> <p>To be provided or protected unless otherwise indicated in Table 1 or in a Local Plan</p>
New Urban Arterials	<p>40.0 metres minimum with median and 34.5 metres minimum without median ROW to be protected unless otherwise indicated in Table 1 or in a Local Plan or environmental assessment.</p>

Road	From	To	ROW to be Protected (m)	Classification	Sector
Abbott West	West Ridge	Main	24	collector	urban
Abbott East	Main	Iber	26	major collector	urban
Airport Parkway	Bronson	Airport Parkway Private	ECP	arterial	urban
Albert	Bayview	Empress	Subject to widening/easement policy on the north side.	arterial	urban
Albert	Empress	Bronson	40 Note: Maximum land requirement from property abutting existing ROW (10.0 m). Subject to widening/easement policy.	arterial	urban
Albert	Bronson	Elgin	VRW Note: Maximum land requirement from property abutting existing ROW (1.25 m). Subject to widening/easement policy.	arterial	urban
Albert	Elgin	Mackenzie King Bridge	VRW Note: Maximum land requirement from property abutting existing ROW (1.25m).	arterial	urban
Albion	Hunt Club	Bank	26	collector	urban
Albion	Bank	Lester	24	collector	urban
Albion	Lester	Leitrim	G	arterial	urban
Albion	Leitrim	Del Zotto	37.5	arterial	urban
Albion	Del Zotto	Urban area - south limit	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Aldercrest	Viewmount	Fieldrow	24	collector	urban
Alta Vista Transportation Corridor	Hospital Link Road	Walkley/ Conroy	Varies – see the Alta Vista Transportation Corridor Environmental Study Report	arterial	urban
Amberwood	Merivale	Prince of Wales	24	collector	urban
Amy	Kathleen	Abbott East	24	collector	urban
Analdea	Bank	Bank	24	collector	urban
Anderson	Innes	Leitrim	G	arterial	urban
Antares	Auriga	West Hunt Club	24	collector	urban
Arnold	Richmond	Moodie	24	collector	urban
Ashgrove	Greenbank	Meadowbank	24	collector	urban
Auriga	Antares	Antares	24	collector	urban
Bank	Wellington	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/ easement policy.	arterial	urban
Bank	Catherine	Isabella	20	arterial	urban
Bank	Isabella	Holmwood	20.5 Subject to widening/ easement policy.	arterial	urban
Bank	Echo	Riverside	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/ easement policy.	arterial	urban
Bank	Riverside	Hunt Club	37.5	arterial	urban
Bank	Hunt Club	Lester	44.5	arterial	urban
Bank	Lester	Leitrim	G	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Bank	Leitrim	Analdea	44.5 Note: subject to the varying widening requirements of the Bank Street ESR	arterial	urban
Bank	Analdea	Urban area – south limit	44.5 Note: Note: subject to the varying widening requirements of the Bank Street ESR. An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban
Bank	Urban area – south limit	Rideau	44.5 Note: subject to the varying widening requirements of the Bank Street ESR	arterial	rural
Bank	Rideau	Mitch Owens	40	arterial	rural
Bankfield	Highway 416	100m west of Colony Heights	34	arterial	rural
Bankfield	100m west of Colony Heights	Manotick Main Street	23	arterial	village
Banner	McClellan	Greenbank	24	collector	urban
Barnsdale	Eagleson	Highway 416	30	collector	rural
Barnsdale	Highway 416	Prince of Wales	39.5 Note: Subject to unequal widening: north side 17.25 m, south side 22.25 m.	arterial	urban/rural
Barran	Fallowfield	Larkin	24	collector	urban
Baseline	Richmond	Greenbank	36.3	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Baseline	Greenbank	Cobden	42 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study	arterial	urban
Baseline	Cobden	Highgate	44.3 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study	arterial	urban
Baseline	Highgate	Constellation	42 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study	arterial	urban
Baseline	Navahoe	Clyde	40.2 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		

Road	From	To	ROW to be Protected (m)	Classification	Sector
Baseline	Clyde	Merivale	39.7		
			Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		
Baseline	Merivale	Farlane	44.7		
			Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		
Baseline	Farlane	Zena	42.8		
			Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		
Baseline	Zena	Marson	37		
			Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		

Road	From	To	ROW to be Protected (m)	Classification	Sector
Baseline	Marson	Fisher	47 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		
Baseline	Fisher	Prince of Wales	35.8 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		
Bathgate	Montreal Road	Ogilvie	26	collector	urban
Bayshore	Carling	Richmond	34.5	arterial	urban
Bayview/ Bayswater	Scott	Somerset	24	collector	urban
Beaver Ridge	Capilano	Meadowlands	24	collector	urban
Beechfern	Wintergreen	Hedgerow	24	collector	urban
Beechwood	Vanier Parkway	Marier	11.5 north side, 13 south side	arterial	urban
Beechwood	Marier	Joliette	23	arterial	urban
Beechwood	Joliette	Juliana	26	arterial	urban
Bégin	Montréal	Lévis	6m east side, 9 m west side	local	urban
Belcourt	St. Joseph	Sunview	24	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Belfast	Trainyards	St. Laurent	26.9 to 29.2 Note: Varies and subject to unequal widening requirements of the Hospital Link and Cumberland Transitway Westerly EA	collector	urban
Bellman	McClellan	Greenbank	24	collector	urban
Besserer	Cumberland	King Edward	20	local	urban
Beverly	West Ridge	Stittsville Main	24	collector	urban
Bill Leathem	Leikin	Leikin	26	major collector	urban
Blackburn Hamlet Bypass (Innes)	Innes (west of Blackburn Hamlet)	Innes (east of Blackburn Hamlet)	G to 86.2 Note: Varies and subject to unequal widening requirements of the Hospital Link and Cumberland Transitway Westerly EA. An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section	arterial	urban
Blair	Montreal	Ottawa Road 174	30 and greater Note: varies and is subject to unequal widening, see the Montreal-Blair Road Transit Priority Corridor Environmental Study Report	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Blair	Ottawa Road 174	Innes	37.5 Note: Additional 26.2 to 74.3 on the east side, varies and subject to unequal widening requirements of the Hospital Link and Cumberland Transitway Westerly EA. An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section	arterial	urban
Blais	Bank	Hawthorne	31.0	collector	urban/ rural
Bloomfield	Churchill North	East End	18	local	urban
Booth	Chaudière Bridge	Middle	24	arterial	urban
Booth	Middle	Albert	34.5	arterial	urban
Booth	Somerset Street West	Gladstone	20	major collector	urban
Booth	Hwy 417 underpass	Carling	23	major collector	urban
Borrisokane	Strandherd	Cambrian	37.5	arterial	urban
Borrisokane	Cambrian	Barnsdale	24	collector	urban
Boundary	Russell	South Boundary of Carlsbad Springs	23 26	arterial	village
Boundary	Southern boundary of Carlsbad Springs	Highway 417	42.5 Note: Subject to unequal widening: east side 27.25 m, west side 15.25 m.	arterial	urban
Bowesville	Leitrim	Earl Armstrong	26	major collector	urban/ rural
Bowesville	Earl Armstrong	Rideau Road	26	major collector	urban/ rural

Road	From	To	ROW to be Protected (m)	Classification	Sector
Boyer	Viseneau	Meadowglen	24	collector	urban
Brae	Stittsville Main	Stittsville Main	24	collector	urban
Bren-Maur	Temagami	Prince of Wales	24	collector	urban
Brian Coburn	Blackburn Hamlet Bypass	Trim	40	arterial	urban
Brian Coburn	Trim	Frank Kenny	40	arterial	rural
Bridge	Manotick Main	Dickinson	22	arterial	village
Bridge	Dickinson	River	26	arterial	village
Bronson	Albert	Colonel By	26	arterial	urban
Bronson	Colonel By	Airport Parkway	44.5	arterial	urban
Brookfield	Riverside	Airport Parkway	26	major collector	urban
Cambrian	Borrisokane	Longfields	37.5	arterial	urban
Camelot	Cleopatra	Merivale	24	collector	urban
Cameron	Ottawa River	Old Montréal	23 24	arterial	village
Campeau Extension	West Urban Limit	Palladium	26	Collector	urban
Campeau	Didsbury	Teron	40	arterial	urban
Canfield	Cramer	Greenbank	24	collector	urban
Capilano	Merivale	Beaver	24	collector	urban
Capital	Grenfell	Merivale	24	collector	urban
Carbery	Beechfern	Abbott East	24	collector	urban
Carling	March	Herzberg	31	arterial	urban
			Note: Subject to unequal widening: measured from the existing south ROW limit		
Carling	Herzberg	Greenbelt boundary	G	arterial	urban
Carling	Greenbelt boundary	Holly Acres	40	arterial	urban
Carling	Holly Acres	Richmond	37.5	arterial	urban
Carling	Richmond	Bronson	44.5	arterial	urban
Carp	Approx. 600m south of Craig Side Charlie's Lane	80m south of Juanita	26	arterial	village

Road	From	To	ROW to be Protected (m)	Classification	Sector
Carp	80m south of Juanita	Rivington	23	arterial	village
Carp	Rivington	Approx. 600m north of March	26	arterial	village
Carp	March	Richardson Side	30	arterial	rural
Carp	Richardson Side	Hwy 417	37.5	arterial	rural
Carp	Hwy 417	Westbrook	40.2 Note: Subject to unequal widening outlined in the Carp Road Widening Environmental Assessment Study	arterial	rural / urban
Carp	Westbrook	Echowoods	33.2 Note: Subject to unequal widening outlined in the Carp Road Widening Environmental Assessment Study	arterial	rural / urban
Carp	Echowoods	Hazeldean	33.4 Note: Subject to unequal widening outlined in the Carp Road Widening Environmental Assessment Study	arterial	urban
Carp	Hazeldean	Neil	26 Note: An additional unequal widening of up to 4m on the west side as outlined in the Carp Road Widening Environmental Assessment Study.	arterial	urban
Carp	Neil	Stittsville Main Street	26	arterial	urban
Catherine	Bronson	Elgin	23	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Cedarview	Baseline	Lytle	G	arterial	urban
Cedarview	Lytle	Fallowfield	37.5 Note: An additional 5.0 m on the either side may be required to construct a rural cross-section.	arterial	urban
Cedarview	Fallowfield	Jockvale	26	major collector	urban
Cedarview	Jockvale	Kennevale	24	collector	urban
Centrepoint	63m north of Hemmingwoode	Tallwood	26	major collector	urban
Chamberlain	Bronson	Bank	18.5 Note: Subject to unequal widening: 18.5 m, measured from the existing north ROW limit.	arterial	urban
Chapman Mills	Longfields	Riocan	41	major collector	urban
Chapman Mills	Riocan	Greenbank	43	major collector	urban
Chapman Mills	Greenbank	1.1km west of Greenbank	41	major collector	urban
Chesterton	Viewmount	Meadowlands	24	collector	urban
Chimo	Katimavik	Katimavik	24	collector	urban
Clare	34.90m east of Evered	Tweedsmuir	24 <i>Note: North Side</i>	collector	urban
Claridge	Strandherd	Woodroffe	24	collector	urban
Clementine	Bélanger	Ohio	15	local	urban
Clementine	Rockingham	Bélanger	20	local	urban
Cleopatra	West Hunt Club	Merivale	24	collector	urban
Clyde	Maitland	Baseline	40	arterial	urban
Clyde	Baseline	Merivale	40	arterial	urban
Colonial	Trim	Delson	26	arterial	village

Road	From	To	ROW to be Protected (m)	Classification	Sector
Colonial	Western boundary of Village of Sarsfield	Eastern boundary of Village of Sarsfield	26	arterial	village
Colonnade	Merivale	Prince of Wales	26	major collector	urban
Colonnade S.	Colonnade N.	Colonnade N.	24	collector	urban
Connaught Ave	Richmond Rd	Carling Ave	24	collector	urban
Conroy	Walkley	Greenbelt boundary	46	arterial	urban
Conroy	Greenbelt boundary	Bank	G	arterial	urban
Conroy	Bank	Leitrim	46	arterial	urban
Constance Bay	Dunrobin	Bayview	26	arterial	village
Constellation	Baseline	Navaho	35	collector	urban
Constellation	Navaho	CentrepoinTE	24	collector	urban
Cope	Entire Length		24	collector	urban
Cordova	Withrow	Baseline	24	collector	urban
Corkstown	March	Moodie	G	arterial	urban
Corkstown	Moodie	Carling	24	collector	urban
Cousineau	East-west segment only		18	local	urban
Coventry	Vanier Parkway	Belfast	40	arterial	urban
Coventry	Belfast	St. Laurent	40	arterial	urban
Cox Country	Old Montréal	Wilhaven	31	collector	rural
			Note: Subject to unequal widening: 31 m, measured from the existing east ROW limit		
Cresthaven	Strandherd	Crestway	26	major collector	urban
Crystal Beach	Corkstown	Carling	24	collector	urban
Cumberland	George	Rideau	20	local	urban
Cummings	Montreal	Donald	24	collector	urban
Cummings	Donald	Ogilvie	26	major collector	urban
Cummings	Ogilvie	Cyrville	37.5	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Cyrville	Cummings	100m north of Maxime	37.5	arterial	urban
Cyrville	100m north of Maxime	Innes	37.5 Note: Subject to unequal widening: North side 15.0 m, South side 22.5 m	arterial	urban
Cyrville	St. Laurent	Cummings	26	collector	urban
D'aoust	Albion	Bank	24	collector	urban
Dairy	Trim	Old Montréal	20	local	urban
Dalhousie	Rideau	Besserer	24	collector	urban
Data Centre	Riverside	Heron	37.5	arterial	urban
Davis	Katimavik	McGibbon	24	collector	urban
Deakin	Auriga	Prince of Wales	24	collector	urban
Deer Fox	Beatrice	Woodroffe	24	collector	urban
Deer Park	Meadowlands	Fisher	24	collector	urban
Dickinson	Mill	South end	14	local	village
Didsbury	Entire Length		26	local	urban
Donald B. Munro	Thomas A. Dolan	Carp River	26	collector	rural
Donald B. Munro	Carp River	Falldown (east leg)	23	collector	village
Donald B. Munro	Falldown (east leg)	Langstaff	16	collector	village
Donald B. Munro	Langstaff	Farmridge	23	collector	village
Donald B. Munro	Farmridge	March	26	collector	rural
Donald	North River	St. Laurent	24	collector	urban
Duford	St. Joseph	Amiens	24	collector	urban
Dunning	Old Montréal	Brickland	26	arterial	village
Dussere	Cousineau	St. Joseph	20	local	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Eagleson	Campeau	30 m north of Palomino	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross- section	arterial	urban
Eagleson	30m north of Palomino	Hope Side	40	arterial	urban
Eagleson	Urban Area Limit	Fallowfield	34	arterial	rural
Earl Armstrong	River Road	Bowesville	44.5	arterial	urban
Earl Armstrong	Bowesville	Albion	46	arterial	rural
Earl Armstrong (extension)	Albion	Hawthorne	37.5 to 57.4, varies as per the Earl Armstrong Extension ESR and addendum	arterial	rural and urban
Earl Grey	Entire length		20	local	urban
Eaton	Lynhar	Larkspur	24	collector	urban
Edgar Brault	St. Joseph	100m south of St. Joseph	20	local	urban
Elgin	Wellington	Queen	40 Note: Maximum land requirement from property abutting existing ROW (2.4 m).	arterial	urban
Elgin	Plaza Bridge	Queen	40 Note: Maximum land requirement from property abutting existing ROW (2.4 m).	arterial	urban
Elgin	Queen	Laurier	40 Note: Maximum land requirement from property abutting existing ROW (2.4 m).	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Elgin	Laurier	Lisgar	40	arterial	urban
Elgin	Lisgar	Isabella	20	arterial	urban
			Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.		
Fallowfield	Eagleson	Moodie	34	arterial	rural
Fallowfield	Strandherd	Cedarview	44.5	arterial	urban
			Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.		
Fallowfield	Cedarview	360m west of VIA Rail	44.5	arterial	urban
			Note: Subject to unequal widening: north side 44.5 m, measured from south ROW limit.		

Road	From	To	ROW to be Protected (m)	Classification	Sector
Fallowfield	360m west of VIA Rail	VIA Rail	44.5 Note: Subject to unequal widening measured from the south ROW limit plus additional up to 64 on the north side varies subject to unequal widening requirements of the Barrhaven Light Rail Transit (Baseline Station to Barrhaven Town Centre) and Rail Grade-Separations Planning and EA Study. An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section	arterial	urban
Fallowfield	VIA Rail	Woodroffe	44.5 Note: Subject to unequal widening: north side 44.5 m, measured from south ROW limit. An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section	arterial	urban
Fallowfield	Woodroffe	Prince of Wales	G	arterial	urban
Family Brown	Merivale	Grant Carmen	24	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Farlane	Walford	Baseline	24	collector	urban
Farrow	Grandeur	Ahearn	12	local	urban
Fernbank	Stittsville Urban Area - western limit	Stittsville Main	26	collector	urban
Fernbank	Stittsville Main Street South	Terry Fox	37.5	arterial	urban
Fernbank	Terry Fox	Eagleson	30	arterial	urban
Fern Casey	Vanguard	Brian Coburn	24	major collector	urban
Fieldrow	Aldercrest	Perry	24	collector	urban
Fisher	Holland	Trent	22	arterial	urban
			Note: Subject to unequal widening: 22 m, measured from the existing east ROW limit		
Fisher	Trent	Baseline	22	arterial	urban
			Note: Subject to unequal widening: 22 m, measured from the existing east ROW limit		
Fitzgerald	Robertson	Moodie	24	collector	urban
Flamborough	Terry Fox	Klondike	24	collector	urban
Flewellyn	Stittsville Main	Shea	37	collector	rural
			Note: Subject to unequal widening: measured from the northern ROW limit		
Forest Valley	St. Joseph	Orléans	26	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Fourth Line	Approx. 300 m north of Shellstar	Prince of Wales	26	arterial	village
Fourth Line	Prince of Wales	Approx. 200 m south of Willisbrook	22	arterial	village
Frank Bender	330m south of Innes	Fern Casey	24.0	collector	urban
Frank Kenny (extension)	Innes	Existing Frank Kenny South of Innes	46	arterial	rural
Frank Kenny	Innes	Rockdale	33	arterial	rural / urban
Future Main Street	Johnston	Dazé	26	collector	urban
Gabriel	Rocque	130 m north of St. Joseph	23	local	urban
Galetta Side	Darwin	Galetta Village boundary	26	arterial	village
Gladstone	Parkdale	Loretta	18	major collector	urban
Gladstone	Loretta	Bronson	20	major collector	urban
Gladstone	Bronson	Elgin	22	major collector	urban
Glamorgan	Castlefrank	Rothsay	24	collector	urban
Goldridge	Kanata	Kanata	24	collector	urban
Goulbourn Forced	150 m north of rail line	Kanata	26	major collector	urban
Grant Carman	Viewmount	Meadowlands	24	collector	urban
Greenbank	Highway 417	West Hunt Club	37.5	arterial	urban
Greenbank	West Hunt Club	Fallowfield	G	arterial	urban
Greenbank	Fallowfield	Strandherd	40	arterial	urban
Greenbank	Strandherd	Chapman Mills	37.5	arterial	urban
Greenbank	Chapman Mills	Greenbank realignment	41.5	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Greenbank realignment	Future Chapman Mills	Cambrian	41.5 Note: Subject to varying widening requirements of Greenbank Road ESR	arterial	urban
Greenbank	Cambrian	Barnsdale	37.5	arterial	urban
Greenbank realignment	Cambrian	Urban area - south limit	41.5	arterial	urban
Greenfield	Main	Mann	23	arterial	urban
Gregoire	Victoria	Ottawa city limits	30	collector	urban
Grenfell	Woodroffe	Slack	24	collector	urban
Grey's Creek	Snake Island	south dead end	26	local	rural
Harbour	Market	Nicholson	23	collector	rural
Harrison	Monterey	Greenbank	24	collector	urban
Harry Douglas	Iber	Randall James	24	collector	urban
Hawthorne Avenue	Colonel By	Main	20	Arterial	urban
Hawthorne Road	Russell	Hunt Club	40	arterial	urban
Hawthorne Road	Hunt Club	Leitrim	G	arterial	urban
Hawthorne Road	Leitrim	Approx. 600m south of Blais	37	arterial	urban
Hawthorne Road	Approx. 600m south of Blais	Rideau	34	collector	urban
Hazeldean	Stittsville urban area-west limit	Carp	37.5	arterial	urban
Hazeldean	Main St. North	Fringewood	37.5	arterial	urban
Hazeldean	Fringewood	Terry Fox	44.5 Note: Subject to unequal widenings outlined in the Hazeldean Road ESR	arterial	urban
Hazeldean	Terry Fox	Eagleson	37.5	arterial	urban
Hedgerow	Beechfern	Trailway	24	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Heron	Prince of Wales	Riverside	45.4 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study	arterial	urban
Heron	Riverside	Data Centre	45.7 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study	arterial	urban
Heron	Data Centre	Walkley	44.5	arterial	urban
Herzberg	Terry Fox	March	26	major collector	urban
Highbury Park	Greenbank	Longfields	24	collector	urban
Hobin	Carp	Renshaw	24	collector	urban
Hobin	Renshaw	Main Stittsville	24	collector	urban
Hog's Back	Prince of Wales	Riverside	26	collector	urban
Holland	Scott	Carling	24	major collector	urban
Holland	Carling	Fisher	22	arterial	urban
Holly Acres	Carling	Transitway	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Holly Acres	Transitway	Richmond	56.6 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study	arterial	urban
Hope Side	Eagleson	Old Richmond	44.5 Note: subject to the varying widening requirements of the Hope Side Road/Old Richmond Road Corridor (Terry Fox Drive to Highway 416) ESR	arterial	urban
Hunt Club	Prince of Wales	Albion	46	arterial	urban
Hunt Club	Albion	Conroy	40	arterial	urban
Hunt Club Extension	Hawthorne	Highway 417	42.5 - 50m varies as per Innes-Walkley-Hunt Club Road Connection Transportation Environmental Study Report	arterial	urban
Huntley/Main Street	Etta	Urban area – south limit	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban
Huntmar	Richardson Side	Urban area – north limit	37.5	arterial	urban
Huntmar	Urban area - north limit	Maple Grove	37.5	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Industrial	Riverside	St. Laurent	37.5	arterial	urban
Innes	St. Laurent	Blair	44.5 to 94.6 Note: Varies and subject to unequal widening requirements of the Hospital Link and Cumberland Transitway Westerly EA.	arterial	urban
Innes	Blair	Blackburn Hamlet by-pass (west end)	45.7 to 118.8 Note: Varies and subject to unequal widening requirements of the Hospital Link and Cumberland Transitway Westerly EA. An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Innes	Blackburn Hamlet by-pass (west end)	Blackburn Hamlet Bypass (east)	26 An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	major collector	urban
Innes	Blackburn Hamlet by-pass (east)	East Urban Community - west limit	G	arterial	urban
Innes	Orléans Urban Area - west limit	250m west of Prestwick	37.5	arterial	urban
Innes	250m west of Prestwick	Tenth Line	40 Note: Subject to unequal widening: north side 14.0 m, South side 26 m	arterial	urban
Innes	Tenth Line	Trim	37.5	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Innes	Trim	East Urban Community - east limit	37.5	arterial	urban
Innes-Walkley- Hunt Club link	Innes	Hunt Club extension/ Highway 417 interchange	42.5 – 50 Note: varies as per Innes-Walkley-Hunt Club Road Connection Transportation Environmental Study Report	arterial	urban
Inverness	Meadowlands	Fisher	24	collector	urban
Irwin	Pickford	Hazeldean	24	collector	urban
Isabella	Bank	O'Connor	18 Note: Subject to unequal widening: 18.0 m, measured from the existing north ROW limit.	arterial	urban
Isabella	O'Connor	Metcalfe	23 Note: Subject to unequal widening: 23.0 m, measured from the existing north ROW limit.	arterial	urban
Isabella	Metcalfe	Canal/Hawthorne	23 Note: Subject to unequal widening: 23.0 m, measured from the existing north ROW limit.	arterial	urban
Jeanne d'Arc	Champlain	Tenth Line	26	major collector	urban
Jeanne d'Arc	Ottawa Road 174	Innes	37.5	arterial	urban
Jeanne Mance	Kendall	Cyr	18	local	urban
Johnston	Bank	Albion	26 Note: measured from south side	major collector	urban
Johnwoods	Hazeldean	Rosehill	24	collector	urban
Jonathan Pack	Beverly	Abbott West	24	major collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Joseph Cyr	Entire length		20	local	urban
Kakulu	Castlefrank	Eagleson	26	collector	urban
Kanata	Campeau	Richardson Side	26	collector	urban
Kanata Drive	Campeau	Aird Place	40	arterial	urban
Kanata North-South Arterial	Highway 417	Hazeldean	37.5	arterial	urban
Kathleen	Randall James	Amy	24	collector	urban
Kelly Farm (extension)	Kelly Farm (existing)	Earl Armstrong (future extension)	26	collector	rural
Kenaston	Entire length		23	local	urban
Kent	Wellington	Catherine	20	arterial	urban
			Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/ easement policy.		
Kimberley	Richmond	Ridgefield	24	collector	urban
King Edward	Sussex	Rideau	40	arterial	urban
Kirkwood	Richmond	Devonshire	24	arterial	urban
Kirkwood	Devonshire	Merivale	26	arterial	urban
Klondike	Old Second Line	March Valley	24	collector	urban
Knoxdale	Hunt Club West	Woodroffe	24	collector	urban
L'Église	Montreal	35m north of College	20 east side	local	urban
Larkin	Fallowfield	Greenbank	24	collector	urban
Larkspur	Eaton	Northside	24	collector	urban
Laurier East	Nicholas	King Edward	24	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Laurier West	Bronson	Elgin	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/ easement policy.	arterial	urban
Laurier West and East	Elgin	Nicholas	30	arterial	urban
Leacock	Beaverbrook	Beaverbrook	24	collector	urban
Leacock	Leacock	The Parkway	24	collector	urban
Lees	Main	77 metres east of Chestnut	18.5	arterial	urban
Lees	77 metres east of Chestnut	Mann	26	arterial	urban
Leikin	Crestway	Merivale	26	major collector	urban
Leitrim	River Road	Limebank	27.3 to 33.4 Note: Varies and subject to unequal widening requirements of the Leitrim Road Realignment and Widening ESR (2018). An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Leitrim	Limebank	Riverside South Community - east limit	37.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Leitrim	Riverside South Community – east limit	200 metres west of Kelly Farm	G Note: Subject to the requirements of the Leitrim Road Realignment and Widening ESR (2018).	arterial	urban
Leitrim	200 metres west of Kelly Farm	Bank	35.1 to 40 Note: Varies and subject to unequal widening requirements of the Leitrim Road Realignment and Widening ESR (2018). An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Leitrim	Bank	Hawthorne	G	arterial	urban
Leitrim	Hawthorne	Highway 417	35.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Leitrim	Highway 417	Russell	G	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Leitrim realignment	Leitrim (existing)	Leitrim (existing) 200 metres west of Kelly Farm	34.5 to 66.3 Note: Varies and subject to unequal widening requirements of the Leitrim Road Realignment and Widening ESR (2018). An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Lemieux	St. Laurent	Labelle	30	arterial	urban
Lenester	Woodroffe	Fairlawn	26	major collector	urban
Lester	Uplands	Trillium Line	G	arterial	urban
Lester	Trillium Line	Albion	40.5 Note: Subject to unequal widening: North side 21.5, South side 19.0	arterial	urban
Lester	Albion	Meandering Brook	42 Note: Subject to unequal widening: North side 23, South side 19.0.		
Lester	Meandering Brook	Bank	31.3 Note: Subject to unequal widening: North side 12.25, South side 19.0.	arterial	urban
Liard	Main Stittsville	Fernbank	24	collector	urban
Limebank	Greenbelt Boundary	Leitrim	G	arterial	urban
Limebank	Leitrim	Urban area – south limit	44.5	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Lola	30.2m south of Prince Albert	26.6m north of King George	24 Note: East Side tapered from north to south	collector	urban
Longfields	Strandherd	Cambrian	37.5	arterial	urban
Longfields	Cambrian	Prince of Wales	37.5 Note: subject to varying widening and unequal widening requirements of the Jockvale Road ESR	arterial	urban
Longwood	Richmond	Ridgefield	24	collector	urban
Lotta	Cordova	Merivale	24	collector	urban
Louis	Entire length		20	local	east
Lynhar	Richmond	Eaton	24	collector	urban
Lyon	Queen	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90m). Subject to widening/easement policy.	arterial	urban
MacFarlane	Merivale	Deakin	24	collector	urban
Mackenzie	St. Patrick	Colonel By Drive	20 Note: Maximum land requirement from property abutting existing ROW (zero m). Subject to widening/easement policy	arterial	urban
Mackenzie King Bridge	Albert/Slater Connections	Waller	26	arterial	urban
Main	Echo	Highway 417	23	arterial	urban
Main	Highway 417	Clegg	23	arterial	urban
Main	Clegg	Riverside	23	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Maisonneuve	130 m north of St. Joseph	St. Joseph	23	local	urban
Maitland	Carling	Woodward	26	arterial	urban
Majestic	New Haven	Woodroffe	24	collector	urban
Manotick Main	Bankfield	Bridge	34.5	arterial	village
Manotick Main	Bridge	Eastman	17	arterial	village
Manotick Main	Eastman	Century East	26	arterial	village
Maple Grove	Stittsville Main St.	Huntmar	26	Major collector	urban
Maple Grove	Huntmar	Terry Fox	37.5	arterial	urban
Maple Lane	Lisgar Road	Springfield	18 Note: unequal measured from north side	local	urban
March	Old Second Line	Urban area – north limit	34 37	arterial	urban/rural
March	Urban area – north limit	Buckbean	46	arterial	urban
March	Buckbean	230m north of Maxwell Bridge Rd	44.5 Note: Subject to unequal widenings outlined in the Kanata North CDP	arterial	urban
March	230m north of Maxwell Bridge Rd	Klondike	48 Note: Subject to unequal widenings outlined in the Kanata North Transitway EA	arterial	urban
March	Klondike	Campeau	44.5	arterial	urban
March Valley	Cameron Harvey	500 m north of rail line	26 (unequal widening with a maximum of 6.0 on the west)	Collector	Rural/urban
Markinch	Renaud	Navan	26	Collector	urban
McArthur	North River	St. Laurent	22	arterial	urban
McBean	Perth	Jock River	21	arterial	urban
McBean	Jock River	Ottawa	26	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
McClellan	Banner	Bellman	24	collector	urban
McCurdy	Castlefrank	Castlefrank	24	collector	urban
McGibbon	Davis	Katimavik	24	collector	urban
McLeod	Metcalfe	Metcalfe	Note: Subject to unequal widening: 22.0 m, measured from the existing south ROW limit.	arterial	urban
Meadowbreeze	Grassy Plains	Grassy Plains	24	collector	urban
Meadowglen	Orléans	Boyer	26	collector	urban
Meadowlands	Woodroffe	Prince of Wales	26	major collector	urban
Medhurst	Woodroffe	Woodfield	24	collector	urban
Mer Bleue	Innes	Renaud	37.5 Note: subject to varying widening requirements of the Mer Bleue ESR	arterial	urban
Mer Bleue Realigned	Renaud	Navan	37.5 Note: subject to varying widening requirements of the Mer Blue ESR.	arterial	urban
Merivale	Island Park	Carling	30	arterial	urban
Merivale	Carling	Kirkwood	26	arterial	urban
Merivale	Kirkwood	Caldwell	34	arterial	urban
Merivale	Caldwell	Baseline	37.5 Note: An additional 5.0 m on the Central Experimental Farm side may be required to construct a rural cross-section.	arterial	urban
Merivale	Baseline	Clyde	46	arterial	urban
Merivale	Clyde	Slack	46	arterial	urban
Merivale	Slack	Greenbelt Boundary	37.5	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Merivale	Greenbelt Boundary	Urban area – north limit	G	arterial	urban
Merivale	Urban area-north limit	Prince of Wales	37.5	arterial	urban
Metcalfe	Wellington	McLeod	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy	arterial	urban
Metcalfe	McLeod	Argyle	20 Note: Maximum land requirement from property abutting existing ROW (2.40 m). Subject to widening/easement policy.	arterial	urban
Metcalfe	Argyle	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.	arterial	urban
Michael	Cyrville	Labelle	20	local	urban
Michael	Labelle	Transitway	18	local	urban
Michael	Lagan	Railway Crossing	20	local	urban
Michael Cowpland	Terry Fox	Didsbury	24	major collector	urban
Millview	Arthur	South end	20	local	village
Mitch Owens	River	Bank	34	arterial	rural
Monterey	Baseline	Greenbank	24	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Montréal	North River Road	Vanier Parkway	26 Note: Subject to unequal widening: North side 12, South side 14.	arterial	urban
Montréal	Vanier Parkway	St. Laurent	23	arterial	urban
Montréal	St. Laurent	Ottawa Road 174	37.5 and greater Note: varies and is subject to unequal widening, see the Montreal-Blair Road Transit Priority Corridor Environmental Study Report	arterial	urban
Moodie	Carling	Bell's Corners - urban area – north limit	G	arterial	urban
Moodie	Bell's Corners-urban area – north limit	Richmond	37.5	arterial	urban
Moodie	Richmond	West Hunt Club	24	collector	urban
Moodie	West Hunt Club	Urban area – south limit (Greenbelt)	G	arterial	urban
Moodie	Urban area - south limit (Greenbelt)	Fallowfield	34	arterial	rural
Murray	Alexandra Bridge	Sussex	20	arterial	urban
Murray	Sussex	King Edward	21 Note: Maximum land requirement from property abutting existing ROW (0.00 m). Subject to widening/ easement policy.	collector	urban
Nanaimo	Richmond	Queensline	24	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Navaho	Woodroffe	Navaho (east leg)	31.5 Note: Subject to unequal widening outlined in the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study		
Navan	Blackburn Hamlet Bypass	Greenbelt boundary	G	arterial	urban
Navan	Greenbelt boundary	Urban area limit	40	arterial	urban
Navan	Urban area limit	Trim	34	arterial	rural
New Orchard	Richmond	Ambleside	20	local	urban
Newtown	Entire Length		20	local	rural
Nicholas	Rideau	Laurier	20 Note: Maximum land requirement from property abutting existing ROW (1.70 m). Subject to widening/ easement policy	arterial	urban
Nicholas	Laurier East	Greenfield	26	arterial	urban
Norice	Woodroffe	Viewmount	24	collector	urban
North River	Montreal	McArthur	26	arterial	urban
North Service	Tenth Line	Trim	26	major collector	urban
Northside	Larkspur (west intersection)	Cassidy	24	collector	urban
O`Grady	Manotick Main	Dickinson	18	local	village
O`Connor	Wellington	Nepean	20 Note: Subject to widening/ easement policy	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
O'Connor	Nepean	Isabella	20 Note: Note: Maximum land requirement from property abutting existing ROW (0.90 m).	arterial	urban
Ogilvie	St. Laurent	Bathgate	44.5	arterial	urban
Ogilvie	Blair	Montréal	37.5	arterial	urban
Ohio	54m east of Clementine	Bank	18	collector	urban
Old Carp	March	Old Second Line	26	collector	rural, urban
Old Colony	Rothesay	Abbeyhill	24	collector	urban
Old Montréal	Trim	65m west of Famille-Laporte	37.5	arterial	urban
Old Montréal	65m west of Famille-Laporte	65m east of Famille-Laporte	42.5 Note: Subject to unequal widening: North side 18.75, South side 23.75. Also, a taper on the south side extending 75m on both sides of the unequal widening is required.	arterial	urban
Old Montréal	65m east of Famille-Laporte	65m west of Cardinal Creek Drive	37.5	arterial	urban
Old Montréal	65m west of Cardinal Creek Drive	65m east of Cardinal Creek Drive	42.5 Note: Subject to unequal widening: North side 18.75, South side 23.75. Also, a taper on the south side extending 75m on both sides of the unequal widening is required.	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Old Montréal	65m east of Cardinal Creek Drive	65m west of Cox Country	37.5 Note: Subject to unequal widening: 37.5m, measured from the existing north ROW limit.	arterial	urban
Old Montréal	65m west of Cox Country	Urban area east limit	42.5	arterial	urban
Old Montréal	Urban area - east limit	Approximately 250m west of Chevalier	34	arterial	rural
Old Montréal	Approx. 250m west of Chevalier	Dunning	23	arterial	village
Old Richmond	Moodie	Robertson	24	collector	urban
Old Richmond	Bell's Corner's – Urban area south limit	Moodie	37.5	arterial	urban
Old Richmond	Bell's Corner's – Urban area south limit	West Hunt Club	G	arterial	urban
Old Richmond	West Hunt Club	Hope Side	44 Note: subject to the varying widening requirements of the Hope Side Road/Old Richmond Road Corridor (Terry Fox Drive to Highway 416) ESR	arterial	urban
Old Richmond	Hope Side	Fallowfield	34	arterial	urban
Old Richmond	Fallowfield	Eagleson	37.5	arterial	rural
Old Second Line	March	Old Carp	31	arterial	urban/ rural
Old Second Line	Old Carp	Terry Fox	26 uneven	major collector	urban
Old Wellington	Rideau Valley South	East dead end	18	local	village
Orleans	St. Joseph	Innes	37.5	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Orr	Fallowfield	Larkin	24	collector	urban
Osgoode Main	Nixon	Vance	14	arterial	village
Osgoode Main	Vance	Drew Henry	26	arterial	village
Ottawa Road 174	Highway 417	Trim	ECP	arterial	urban
Ottawa Road 174	Trim	Cameron	42 to 130 Note: Varies and subject to unequal widening requirements of the Ottawa Road 174 ESR	arterial	Urban/ rural/ village
Ottawa Road 174	Cameron	Future extension of Barnett	32 to 50 Note: Varies and subject to unequal widening requirements of the Ottawa Road 174 ESR	arterial	village
Ottawa Road 174	Future extension of Barnett	City Boundary east of Canaan Road	50 to 155 Note: Varies and subject to unequal widening requirements of the Ottawa Road 174 ESR	arterial	village/ rural
Pagé	Silverbirch	Creek Crossing	24	collector	urban
Palace	Montréal	Northeast corner of Lot 85	2.0 additional from each side	local	urban
Palladium	Silver Seven	Terry Fox	37.5	arterial	urban
Palomino	Eagleson	Eagleson	24	collector	urban
Parisien	Entire length		20	local	urban
Parkdale	Scott	Wellington Street West	22.0 Note: Subject to unequal widening: 22.0 m, measured from the existing east ROW limit.	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Patricia	Richmond	40m north of Richmond Road	15.24 Note: widening only on west side	major collector	urban
Penfield	Teron	Teron	24	collector	urban
Perry	Fieldrow	Meadowlands	24	collector	urban
Perth	Village boundary (west)	Eagleson	30	arterial	village
Pickford	Kakulu	Kakulu	24	collector	urban
Pinecrest	Carling	Richmond	37.5	arterial	urban
Pinecrest	Richmond	Highway 417	30 Note: Subject to unequal widening: 30.0 m, measured from the existing east ROW limit.	arterial	urban
Place d'Orléans	St. Joseph	St. Joseph	37.5	arterial	urban
Potter	Bankfield	Eastman	26	collector	village
Preston	Albert	Carling	22	arterial	urban
Prestone	Tompkins	Amiens	24	collector	urban
Prestwick	Amiens	Innes	26	collector	urban
Pretoria Bridge	Elgin	Colonel By	23	arterial	urban
Prince of Wales	Preston	Heron / Baseline	26	arterial	urban
Prince of Wales	Fisher	Rideau Shore	40	arterial	urban
Prince of Wales	Rideau Shore	Colonnade	42 to 72 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Prince of Wales	Colonnade	Rideau Heights Lane	32 to 58 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban
Prince of Wales	Rideau Heights Lane	Rideau Heights	32 to 40 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban
Prince of Wales	Rideau Heights	West Hunt Club	34 to 48 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban
Prince of Wales	West Hunt Club	Deakin	40 to 48 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban
Prince of Wales	Deakin	Amberwood	40 to 41 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Prince of Wales	Amberwood	Fallowfield	40 to 63 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban
Prince of Wales	Fallowfield	Merivale	45 to 63 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban
Prince of Wales	Merivale	Crestway	40 to 65 Note: Varies and subject to unequal widening requirements of the Prince of Wales Dr. Widening ESR	arterial	urban
Prince of Wales	Crestway	Lodge	37 to 81 Note: Varies and subject to unequal widening requirements of the Prince of Wales Drive Widening ESR	arterial	urban
Prince of Wales	Lodge	Longfields	34.5	arterial	urban
Prince of Wales	Longfields	Barnsdale	34.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban / rural

Road	From	To	ROW to be Protected (m)	Classification	Sector
Prince of Wales	Barnsdale	Bankfield	40 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	rural
Prince of Wales	Approx. 250 m north of Danbury (North Gower Village Boundary)	Fourth Line	23	arterial	village
Princess	Rockcliffe Parkway	Sussex	20	arterial	urban
Queen	Lyon	Elgin	Note: Subject to widening/ easement policy	local	urban
Queensview	Pinecrest	street terminus	24	collector	urban
Ramsayville	Innes	Walkley	40m	arterial	urban
Ramsayville	Walkley	Leitrim	G	arterial	urban
Randall James	Harry Douglas	Kathleen	24	collector	urban
Raymond	Approx. 70m west of Bronson	Bronson	20 Note: Subject to unequal widening: 20.0 m, measured from the existing south ROW limit.	arterial	urban
Renaud	Greenbelt Boundary	Fern Casey	26	Collector	urban
Renaud	Fern Casey	Mer Bleue	24	collector	urban
Renshaw	West Ridge	Hobin	24	collector	urban
Richard	Arthur	Van Vliet	18	local	village
Richardson Side	Future Terry Fox	Kanata	26	local	urban
Richmond	Bell's Corners - urban area - south limit	Moodie	37.5	arterial	urban
Richmond	Moodie	Robertson	24	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Richmond	Baseline	Holly Acres	49.5 Note: Subject to the Baseline Road Rapid Transit Corridor (Bayshore Station to Heron Station) Planning and Environmental Assessment Study	arterial	urban
Richmond	Holly acres	Highway 417	44.5	arterial	urban
Richmond	Highway 417	Carling	34.5	arterial	urban
Richmond	Carling	Kichi Zībī Mīkan	30	arterial	urban
Richmond	Kichi Zībī Mīkan	Golden	26 Note: Subject to unequal widening: north side 7.5 m, south side 18.5 m	arterial	urban
Rideau	West Urban Expansion Limit	East Urban Expansion Limit	34.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	collector	rural
Rideau	Sussex	King Edward	30 Note: Maximum land requirement from property abutting existing ROW (1.75 m).	arterial	urban
Rideau	King Edward	Terminus of Montréal Road	26	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Rideau Terrace	Noel	Acacia	18 Note: On south side between Noel and Lambton 3.048 m widening required. Widening to be taken equally from each side between Lambton and Acacia.	collector	urban
Rideau Valley	Blue Rock	Stevens Creek	20	arterial	village
Ridgefield	Arnold	Stinson	24	collector	urban
River Road	Limebank	Greenbelt boundary	37.5	arterial	urban
River Road	Greenbelt boundary	Riverside South Community – north limit	G	arterial	urban
River Road	Riverside South Community – north limit	Urban area – south limit	37.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section. An unequal widening applies to the segment between the line dividing Lots 18 and 19 BF Concession Gloucester south to and including the frontage of the south half of Lot 21, where the maximum land requirement is 20 m on the east side and 17.5 m on the west side.	arterial	urban
River Road	Urban area – south limit	Mitch Owens	34	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Riverside	Highway 417	Industrial	46	arterial	urban
Riverside	Industrial	Smyth	40	arterial	urban
Riverside	Smyth	Heron	37.5	arterial	urban
Riverside	Heron	Brookfield	46	arterial	urban
Riverside	Brookfield	Rail Line (CN)	37.5	arterial	urban
Riverside	Rail Line (CN)	Hunt Club	40	arterial	urban
Riverside	Hunt Club	Terminus at River Road	40	arterial	urban
Riverside South transit street	Collector road "C" (Portico extension)	Limebank	43	collector	urban
Robert Grant	Palladium	Hazeldean	40	arterial	urban
Robert Grant	Hazeldean	Abbott	45.5 Varies subject to detailed design	arterial	urban
Robertson	Eagleson	Bell's Corners - urban area - west limit	G	arterial	urban
Robertson	Bell's Corners - urban area – west limit	Bell's Corners - urban area - east limit	37.5	arterial	urban
Robertson	Bell's Corners - urban area east limit	Baseline	G	arterial	urban
Rochester	Gladstone	417 underpass	22 Note: 1.0 per side	major collector	urban
Rockdale	Buckland	Devine	26	collector	village
Rocque	St. Pierre	Gabriel	23	local	urban
Roger Stevens	Approx. 600 m west of Craighurst (North Gower Village west Boundary)	Approx. 300 m east of Fourth Line	22	arterial	village
Roosevelt	Richmond	Danforth (Byron)	18 Note: West side	local	urban
Rosebella	Albion	Conroy	18.5	local	urban
Rothesay	Glamorgan	Eagleson	24	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Roydon	Merivale	West Hunt Club	24	collector	urban
Russell	Smyth	Walkley	37.5	arterial	urban
Russell	Walkley	Hawthorne	40	arterial	urban
Russell	Hawthorne	Greenbelt boundary	26 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban
Russell	Greenbelt boundary	Ramsayville	G	arterial	urban
Russell	Leitrim	Greenbelt boundary	G	arterial	urban
Russell	Greenbelt boundary	Carlsbad Springs-western boundary	37.5	arterial	urban
Russell	Western boundary of Village of Carlsbad Springs	Eastern boundary of Village of Carlsbad Springs	26	arterial	village
Sandcastle	Valley Stream	Baseline	24	collector	urban
Scott	Churchill	Bayview Station	26	arterial	urban
Seyton	Westcliffe	Richmond	24	collector	urban
Shatner Gate	Pickford	Eagleson	24	collector	urban
Shea	Abbott	Fernbank	26	collector	urban
Shore	St. Laurent	Lagan	18	local	urban
Silver Seven	Dead end at Highway 417	Maple Grove	26	local	urban
Silverbirch	Orléans	Pagé	26	collector	urban
Slack	Woodroffe	Merivale	26	collector	urban
Slater	Empress	Bronson	40 Note: Maximum land requirement from property abutting existing ROW (10.00m).	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Slater	Bronson	Elgin	VRW Note: Maximum land requirement from property abutting existing ROW (1.25 m). Subject to widening/easement policy	arterial	urban
Slater	Elgin	MacKenzie King Bridge	VRW	arterial	urban
Smyth	Alta Vista	Dauphin	30	arterial	urban
Smyth	Dauphin	St. Laurent	26	arterial	urban
Solandt	Entire length		26	collector	urban
Somerset St. West	Wellington Street W	Booth	22	arterial	urban
Somerset St. West	Booth	Bronson	20	arterial	urban
Somerset St. West	Bronson	Elgin	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.	arterial	urban
Spratt	Earl Armstrong	Rideau	26	major collector	urban
Springbrook	Hazeldean	Trailway	24	collector	urban
Springfield	Maple Lane	Rideau terrace	24 Note: West side and corner roundings at northwest corner	major collector	urban
St. Jean	Cousineau	Notre Dame	20	local	urban
St. Joseph	Ottawa Road 174	Orleans community – west limit	G	arterial	urban
St. Joseph	Orleans community – west limit	Edgar Brault	32	arterial	urban
St. Joseph	Edgar Brault	Gabriel	26	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
St. Joseph	Gabriel	130 m west of Duford/ Place d'Orléans	32	arterial	urban
St. Joseph	130 m west of Duford/ Place d'Orléans	Trim	37.5	arterial	urban
St. Laurent	Hemlock	Montréal	26	arterial	urban
St. Laurent	Montréal	Donald	44.5	arterial	urban
St. Laurent	Donald	Smyth	44.5	arterial	urban
St. Laurent	Russell	Pleasant Park	34.5	collector	urban
St. Laurent	Pleasant Park	Walkley	26	collector	urban
St. Patrick	Sussex	King Edward	20 Note: Maximum land requirement from property abutting existing ROW (0.55m)	arterial	urban
St. Patrick	King Edward	Vanier parkway	37.5	arterial	urban
St. Pierre	North end	130m north of St. Joseph	23	local	urban
Stafford	Moodie	Richmond	24	collector	urban
Star Top	Cyrville	Innes	26	local	urban
Stittsville Main	Robert Grant	Hazeldean	26 Note: Subject to the Huntmar Drive Widening and Stittsville Main Street Extension Environmental Assessment Study	major collector	urban
Stittsville Main	Hazeldean	Carp	37.5	arterial	urban
Stittsville Main	Carp	Manchester	30 Note: Subject to Public Realm Plan for Stittsville Main Street.	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Stittsville Main	Manchester	Brae	23 Note: Subject to Public Realm Plan for Stittsville Main Street.	arterial	urban
Stittsville Main	Brae	Urban Area Limits	30	arterial	urban
Stonehaven	Eagleson	Richmond	26	collector	urban
Stonemeadow	Entire length		24	collector	urban
Strandherd	Fallowfield	Greenbank	44.5	arterial	urban
Sunderland	Bentley	West Hunt Club	24	collector	urban
Sussex	Princess	John	20	arterial	urban
Sussex	John	St. Patrick	26	arterial	urban
Tallwood	Centrepointe	Woodroffe	28	collector	urban
Taylor Creek	St. Joseph	Trim	26	collector	urban
Tenth Line	Amiens	Innes	37.5 Note: Subject to unequal widening: east side 20.5 m, west side 17.0 m.	arterial	urban
Tenth Line	Innes	Vanguard	44.5	arterial	urban
Tenth Line	Vanguard	Little Lake	40	arterial	urban
Tenth Line	Little Lake	Wall	40	arterial	urban
Tenth Line	Wall	Urban Area South Limit - Approx. 610 m south of Wall	40 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban/rural
Terminal	Industrial	Trainyards	24 to 32 Note: subject to varying widening requirements of the Hospital Link and Cumberland Transitway Westerly ESR	collector	urban
Teron	Campeau	March	26	major collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Terry Fox	March	Kanata	44.5	arterial	urban
Terry Fox	Didsbury	Castlefrank	40	arterial	urban
Terry Fox	Old Rail Line (315m north of Westphalian Ave)	Eagleson	40 Note: Subject to unequal widening: east side 14.75 m, west side 25.25 m.	arterial	urban
Timm	Eagleson	Moodie	G	arterial	urban
Tompkins	Major	Prestone	24	collector	urban
Trailway	Entire length		24	collector	urban
Trainyards	Terminal	Belfast	30 Note: subject to varying widening requirements of the Hospital Link and Cumberland Transitway Westerly ESR	collector	urban
Tremblay	Riverside	St. Laurent	26 Note: Subject to unequal widening: 26 m, measured from the existing south ROW limit. Note: For the proposed roundabout located between Belfast and St. Laurent, more lands on either side of Tremblay, in addition to the 26 m unequal widening may be required.	major collector	urban
Trim	Innes	Urban area - south limit	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Trim	Hydro corridor / Frank Kenny extension	Existing Trim	37.5	arterial	urban
Trim	North Service	Ottawa Road 174	26	major collector	urban
Lagan	North of Tremblay		20	local	urban
Lagan	All sections south of Tremblay		18	local	urban
Vaan	Entire length		24	collector	urban
Valin	Charlemagne	Trim	26	major collector	urban
Vanguard	West of Fern Casey	Fern Casey	24	collector	Urban
Vanguard	Fern Casey	Frank Bender	26	collector	Urban
Vanguard	Frank Bender	East of Frank Bender	24	collector	Urban
Varley	Beaverbrook	Beaverbrook	24	collector	urban
Vaughn	Crichton	Mackay	15	local	urban
Victoria	Glen	Glenwood	21	arterial	village
Viewmount	Meadowlands	Fisher	24	collector	urban
Virgil	Stinson	Lynhar	24	collector	urban
Viseneau	Boyer	Innes	26	collector	urban
Walkley	Riverside	Bank	26	arterial	urban
Walkley	Bank	Heron	37.5	arterial	urban
Walkley	Heron	Greenbelt boundary	46	arterial	urban
Walkley	Greenbelt boundary	Ramsayville	G	arterial	urban
Wall	Tenth Line	Trim Road	37	collector	rural
Waller	Rideau	Laurier East	23	arterial	urban
			Note: Maximum land requirement from property abutting existing ROW (1.54 m).		
Waterbridge	Cresthaven	Prince of Wales	24	collector	urban
Watters	Trim	Everlasting - east intersection	26	collector	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Watters Note: South side	Everlasting - east intersection	turn to south approx. 525 m east of Everlasting	20	local	rural
Wellington St. West	Island Park	Terminus at Somerset	20	arterial	urban
West Hunt Club	Old Richmond	Highway 416	44 Note: subject to the varying widening requirements of the Hope Side Road/Old Richmond Road Corridor (Terry Fox Drive to Highway 416) ESR	arterial	urban
West Hunt Club	Highway 416	Greenbelt boundary	G	arterial	urban
West Hunt Club	Greenbelt boundary	Prince of Wales	40 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
West Ridge	Hazeldean	Fernbank	24	collector	urban
Westcliffe	Robertson	Seyton	24	collector	urban
Whitby	Churchill	Winona	15 Note: North side	local	urban
Winston	Richmond	Dead end at Wilmont	15	local	urban
Withrow	Meadowlands	Merivale	24	collector	urban
Woodfield	Medhurst	Merivale	24	collector	urban
Woodridge	Bayshore	Bayshore	24	collector	urban
Woodroffe	Kichi Zībī Mikan	Saville	26	arterial	urban

Road	From	To	ROW to be Protected (m)	Classification	Sector
Woodroffe	Saville	Adirondack	34.5 Note: Subject to unequal widening: 34.5 m, measured from the existing west ROW limit.	arterial	urban
Woodroffe	Adirondack	Baseline	37.5	arterial	urban
Woodroffe	Baseline	Approx. 90m south of Parkglen	46	arterial	urban
Woodroffe	Approx. 90 m south of Parkglen	West Hunt Club	38 to 110 Note: Varies and subject to unequal widening requirements measured from the existing east property line in accordance with the Barrhaven Light Rail Transit (Baseline Station to Barrhaven Town Centre) and Rail Grade-Separations Planning and EA Study.	arterial	urban
Woodroffe	West Hunt Club	225m south of West Hunt Club	G to 82.2 Note: Varies and subject to unequal widening requirements of the Barrhaven Light Rail Transit (Baseline Station to Barrhaven Town Centre) and Rail Grade-Separations Planning and EA Study.	arterial	urban
Woodroffe	225m south of West Hunt Club	470m north of VIA Rail	G	arterial	urban

1. "G" – signifies Greenbelt for which unique rights-of-way protection policy apply as follows: For arterial road segments located entirely within the Greenbelt, the right-of-way requirements vary depending on: the number and width of travel lanes; the treatment of curbs, medians, and road drainage; and other amenities to be provided in the corridor. On this basis, the right-of-way to be acquired by the City and the means to acquire the land will be determined with involvement of the National Capital Commission on a case-by-case basis when road modifications are being planned. If a portion of Greenbelt land is conveyed to another owner, a minimum road-widening requirement of 42.5 m shall apply for an arterial road segment adjacent to that land.

For segments adjacent to the Greenbelt along only one side, the ROW dimension for the urban area side should be protected, with an additional 5.0 m widening requested along the Greenbelt side (to construct the wider rural cross-section). As always, the widening requirements are to be measured from the existing road centerline.

2. VRW - signifies variable rights-of-way. From the abutting properties a widening and or an easement will be taken.
3. The widening of Trim Road will be designed as no more than a 4-lane divided arterial road, with turning lanes at intersections as required, and this will not be altered without the appropriate *Environmental Assessment Act* reviews and the appropriate Official Plan Amendments.
4. "Uneven" means topographic or other features may require an uneven road widening, detail of which will be determined by the City normally upon examination of a development application on adjacent lands.

Document 2 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. One public comment was received through the circulation of this application.

Public Comments and Responses

Comment:

Why is the Carling corridor displayed as a "Transitway" on Schedule A, when the TMP shows Carling as having planned continuous bus lanes?

Response

The intent of this Official Plan Amendment is to update schedules to reflect the TMP Ultimate Transit Network, in which Carling Avenue is identified as a transitway corridor with median bus rapid transit. The TMP Priority Transit Network recommends continuous bus lanes on Carling, and while the TMP Priority and Needs-Based Networks do not form part of this OPA, they will continue to be housed within the TMP Capital Infrastructure Plan.

Comment:

Why is Mann Ave is displayed as a minor corridor on Schedule B, Downtown Core Transect, when the City previously indicated this designation was to be removed?

Response:

An Official Plan Amendment to remove this designation from Mann Avenue was included as amendment number 3.59 of the Provincial Policy Statement 2024 Consistency Omnibus Amendments. This amendment was adopted by City Council on June 25, 2025, but the Minister of Municipal Affairs and Housing is the approval authority for these types of amendments under Section 26 of the *Planning Act*. The amendments were received by the Minister on August 8, 2025, but are still pending final approval and are not in effect.