

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**

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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

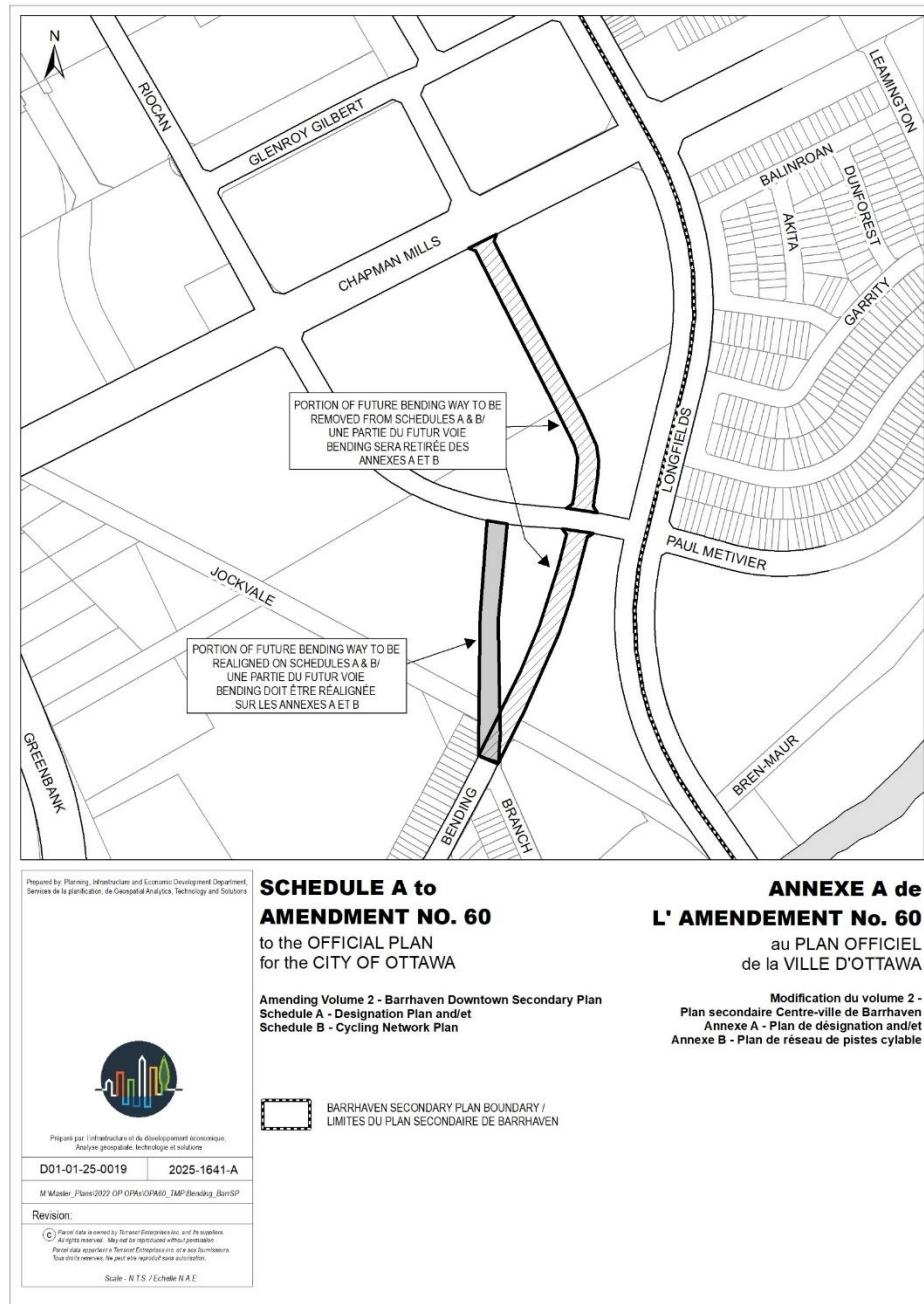
Appendix D –Volume 1 Schedule C16 Amendment

Appendix A – Volume 1 Definition Section Amendment

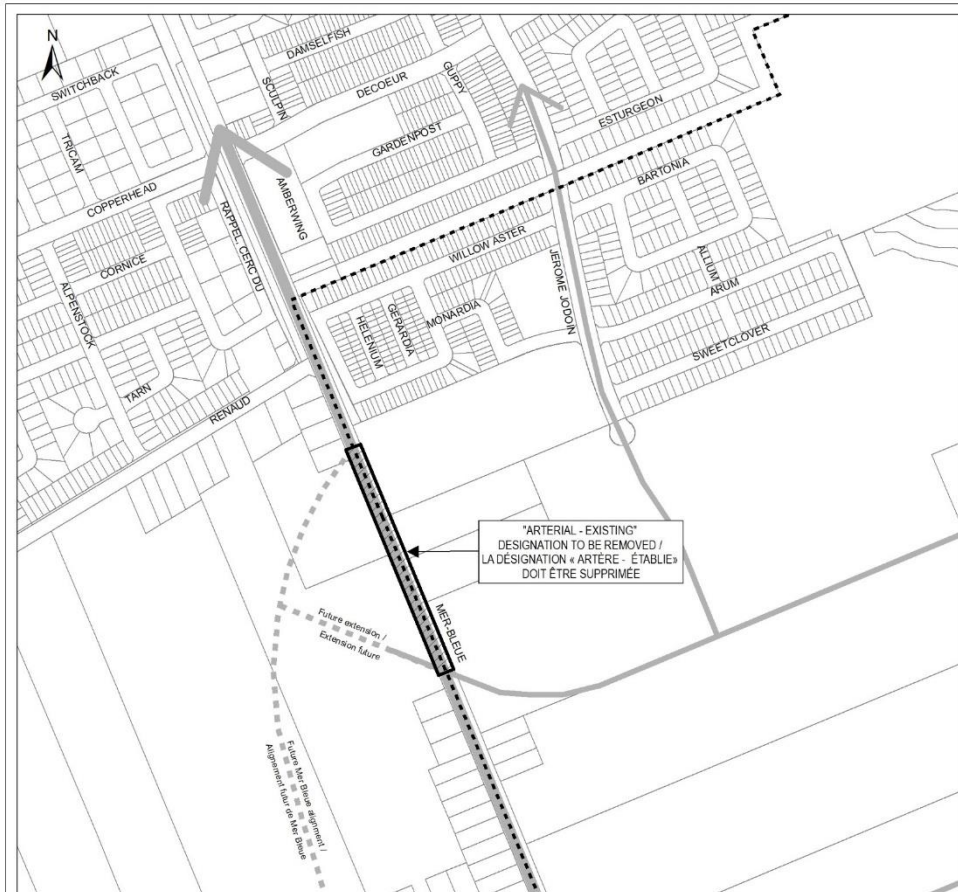
| Amendment | OP Volume and Policy, Schedule or Annex | Official Plan Amendment Bold and underline indicate new text, strikethrough indicates removed text | Rationale |
|-----------|---|---|---|
| 1 | Volume 1, Section 13 - Definitions | Frequent Street Transit: Street transit routes identified by OC 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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Scale - N.T.S. / Echelle N.A.E.

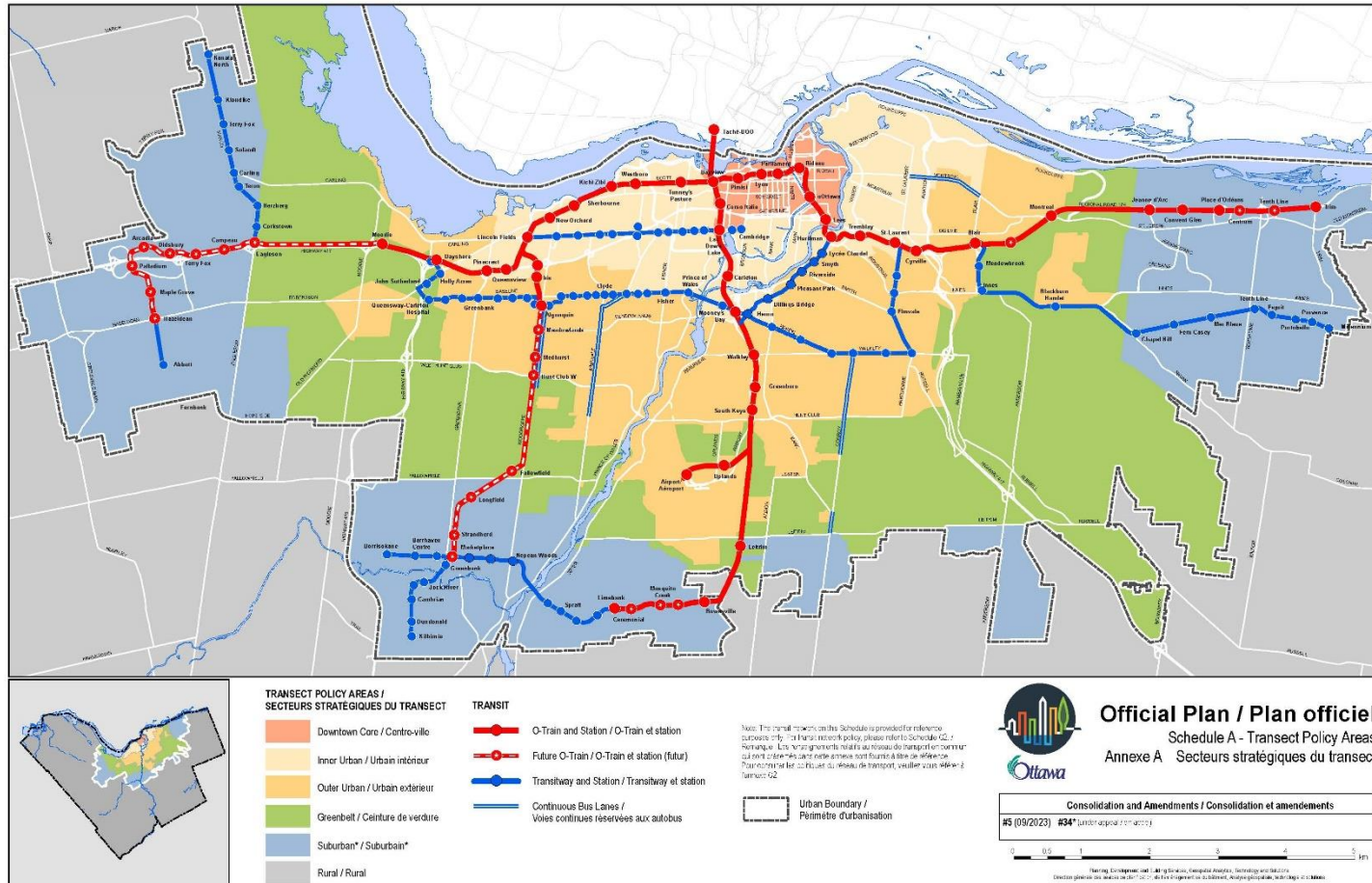
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LIMITES DU PLAN SECONDAIRE DE QUARTIER MER BLEUE (EN DÉVELOPPEMENT)

— MER BLEUE DEVELOPING NEIGHBOURHOOD SECONDARY PLAN ARTERIAL /
PLAN SECONDAIRE DE QUARTIER MER BLEUE (EN DÉVELOPPEMENT) ARTÈRE

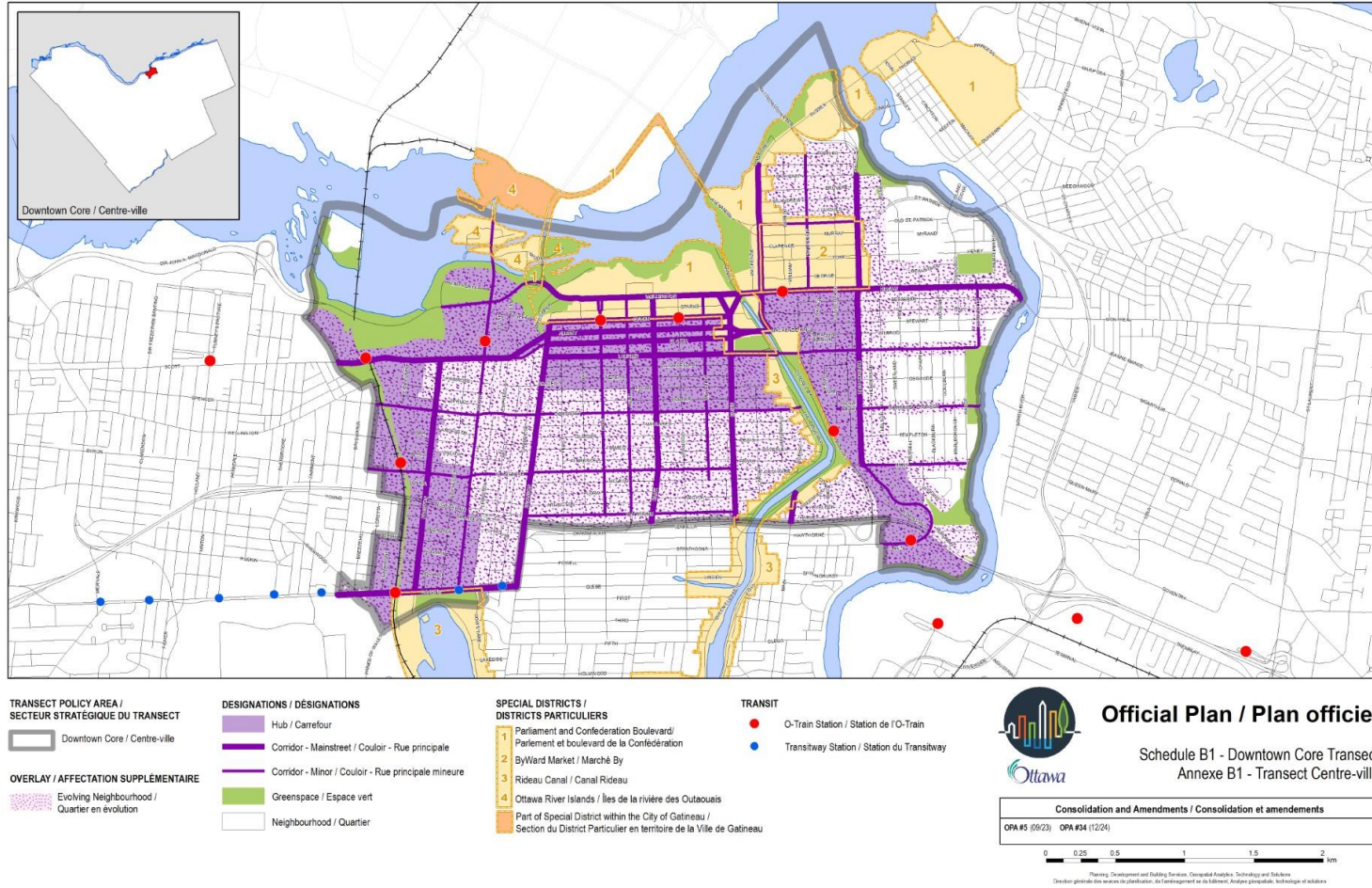
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PLAN SECONDAIRE DE QUARTIER MER BLEUE (EN DÉVELOPPEMENT) ROUTE COLLECTRICE

Appendix C – Details of Volume 1 Schedule Replacements

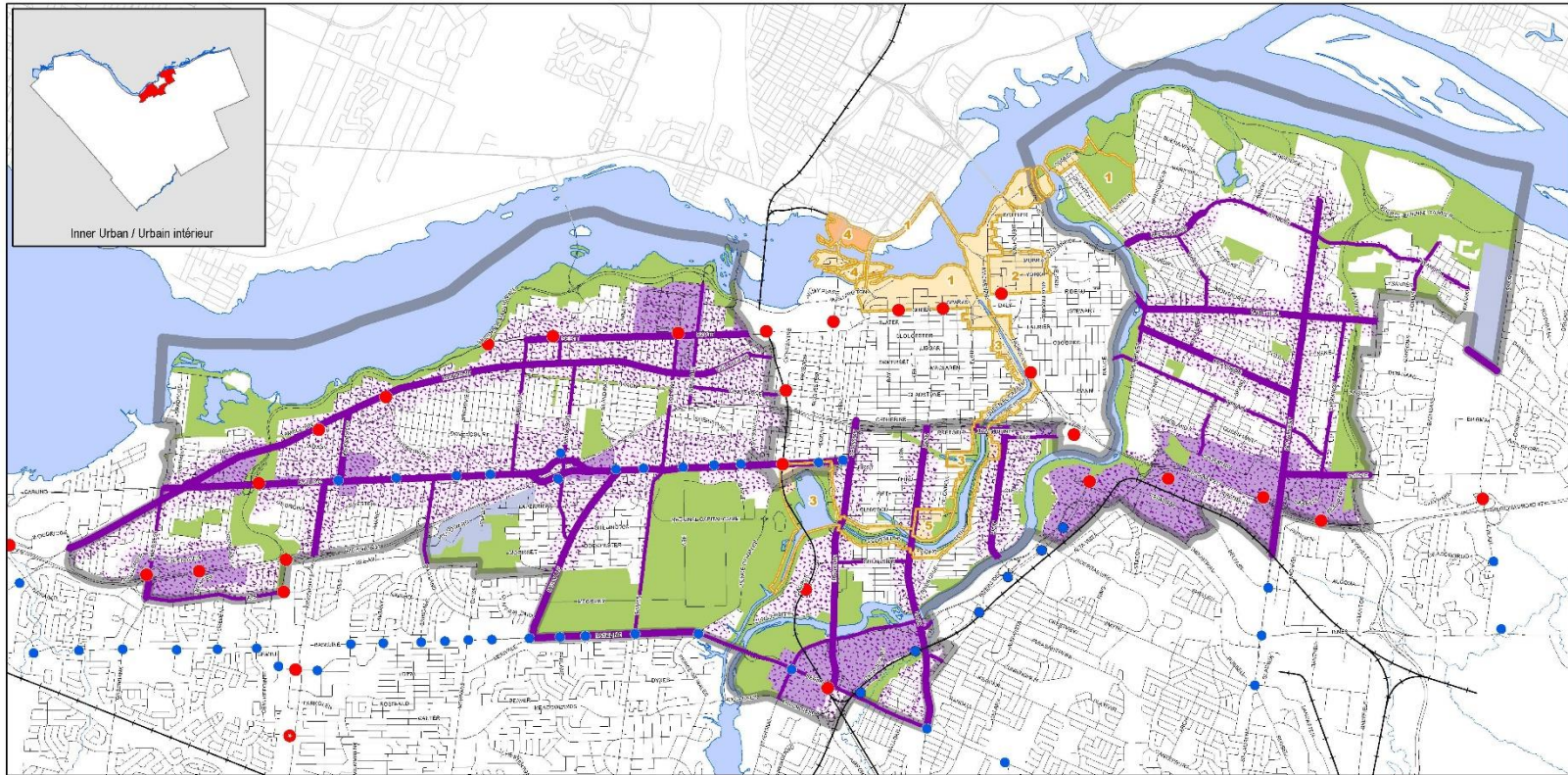
Schedule A – Replacing Volume 1, Schedule A, Transect Policy Areas



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



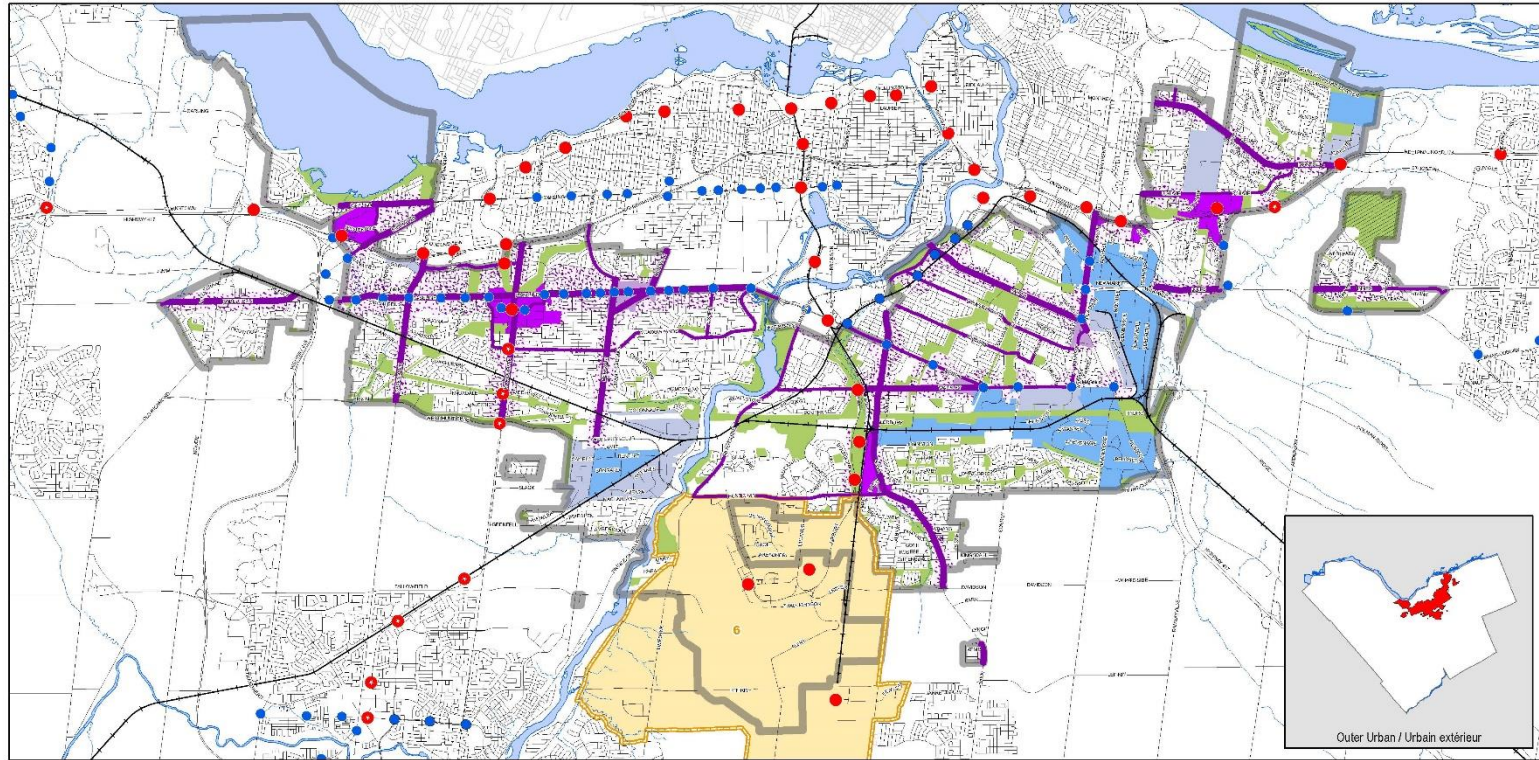
Official Plan / Plan officiel

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)



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



TRANSECT POLICY AREA / SECTEUR STRATÉGIQUE DU TRANSECT

Outer Urban / Urbain extérieur

OVERLAYS / AFFECTATION SUPPLÉMENTAIRE

Evolving Neighbourhood / Quartier en évolution
 Bedrock Resource Area / Ressource en substrat rocheux

SPECIAL DISTRICT / DISTRICT PARTICULIER

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

DESIGNATIONS / DÉSIGNATIONS

Protected Hub / Carrefour protégé
 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

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

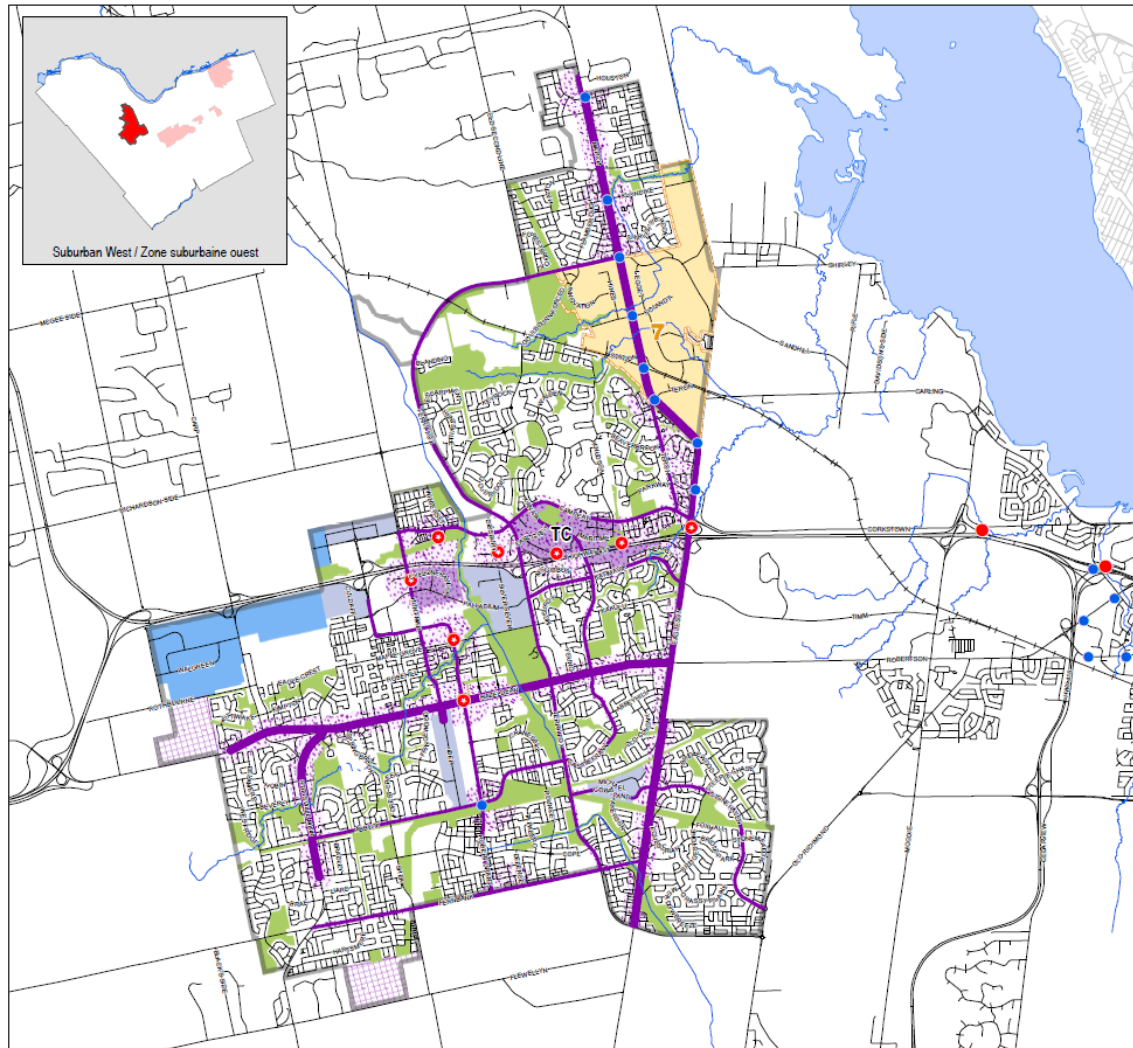
Schedule B3 - Outer Urban Transect
 Annexe B3 - Transect Secteur urbain extérieur

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



Carte conçue et préparée par le Service de planification stratégique, le Service de planification urbaine et le Service de planification des transports. Dernière mise à jour : 2024-12-12.

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)

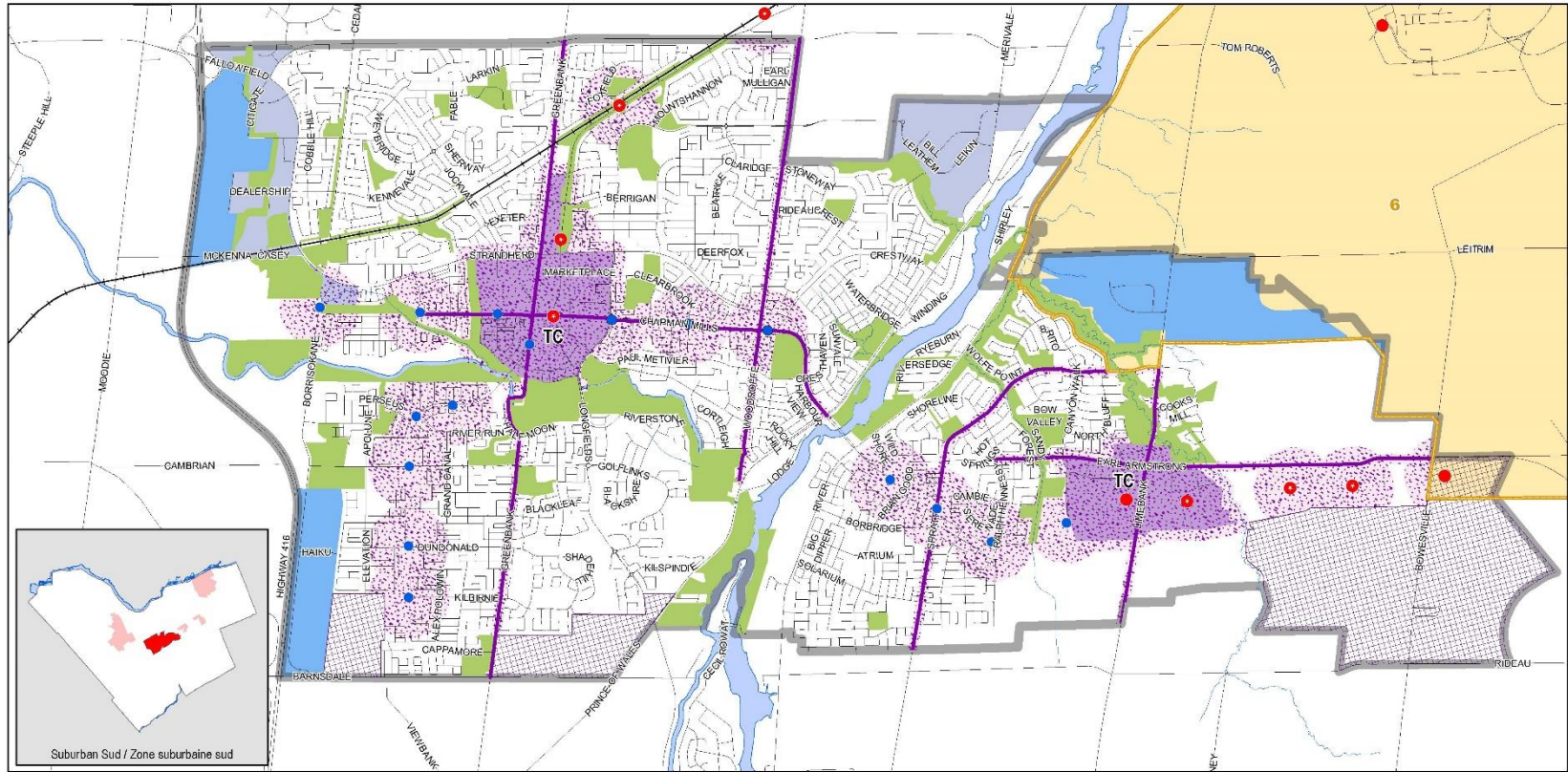
Consolidation and Amendments / Consolidation et amendements

#5 (09/2023) #23 (03/2024) #33 (09/2024) #34 12/2024)

0 0.75 1.5 3 4.5 6 km

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

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

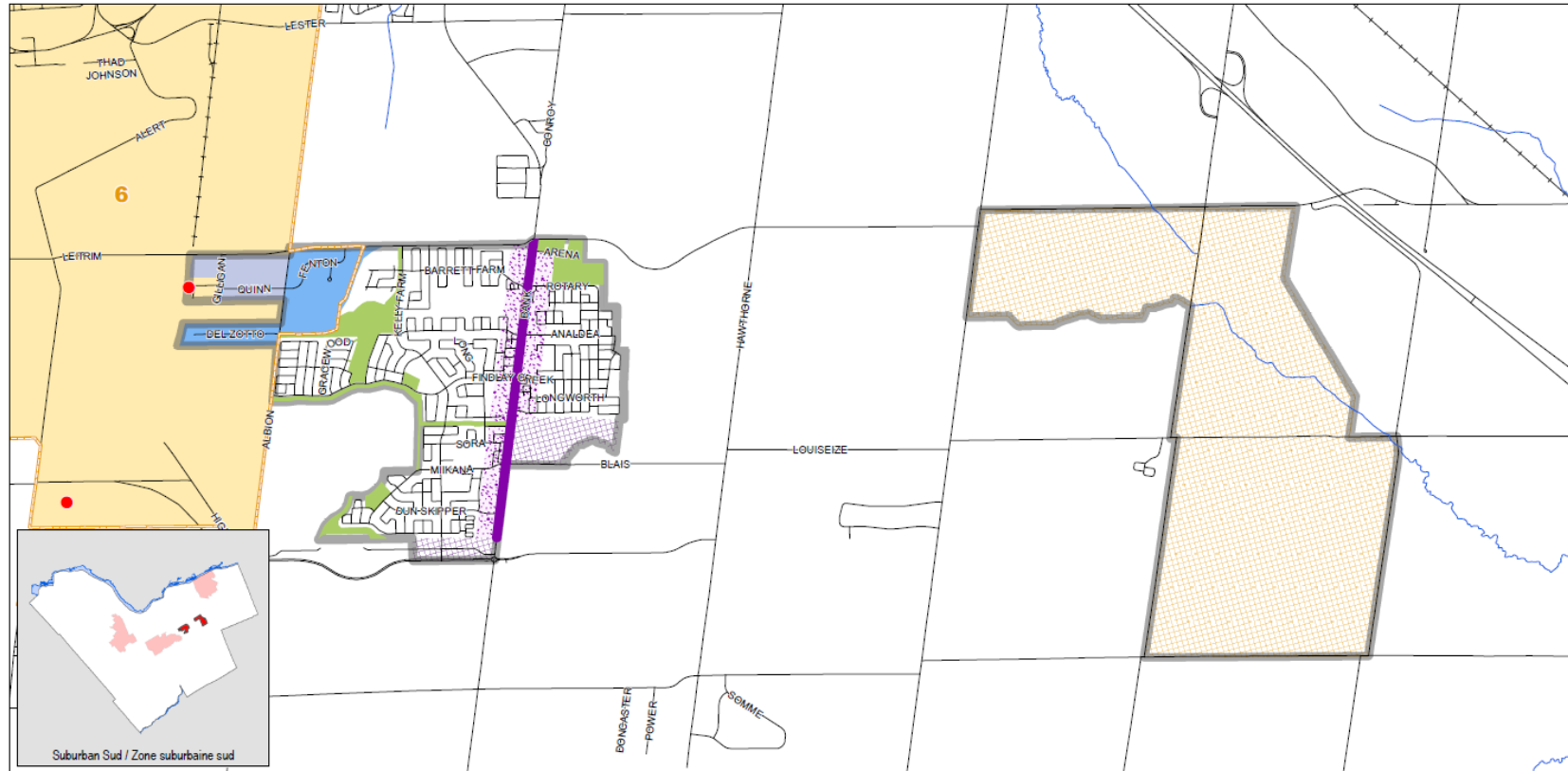
Schedule B6 - Suburban (Southwest) Transect
 Annexe B6 - Transect Secteur suburbain (sud-ouest)

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

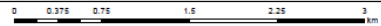


Official Plan / Plan officiel

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

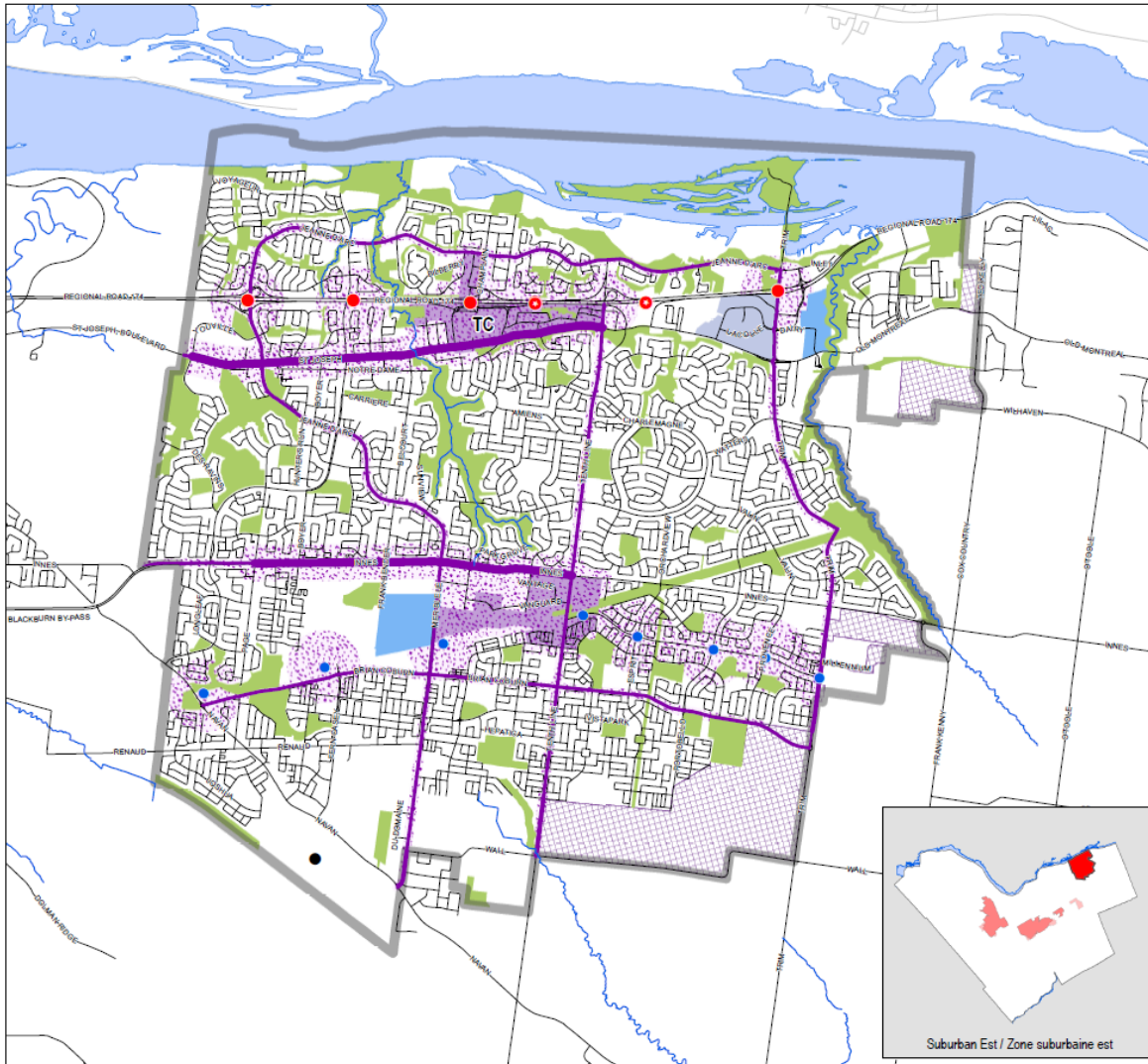
Consolidation and Amendments / Amendement au plan directeur approuvé

#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)

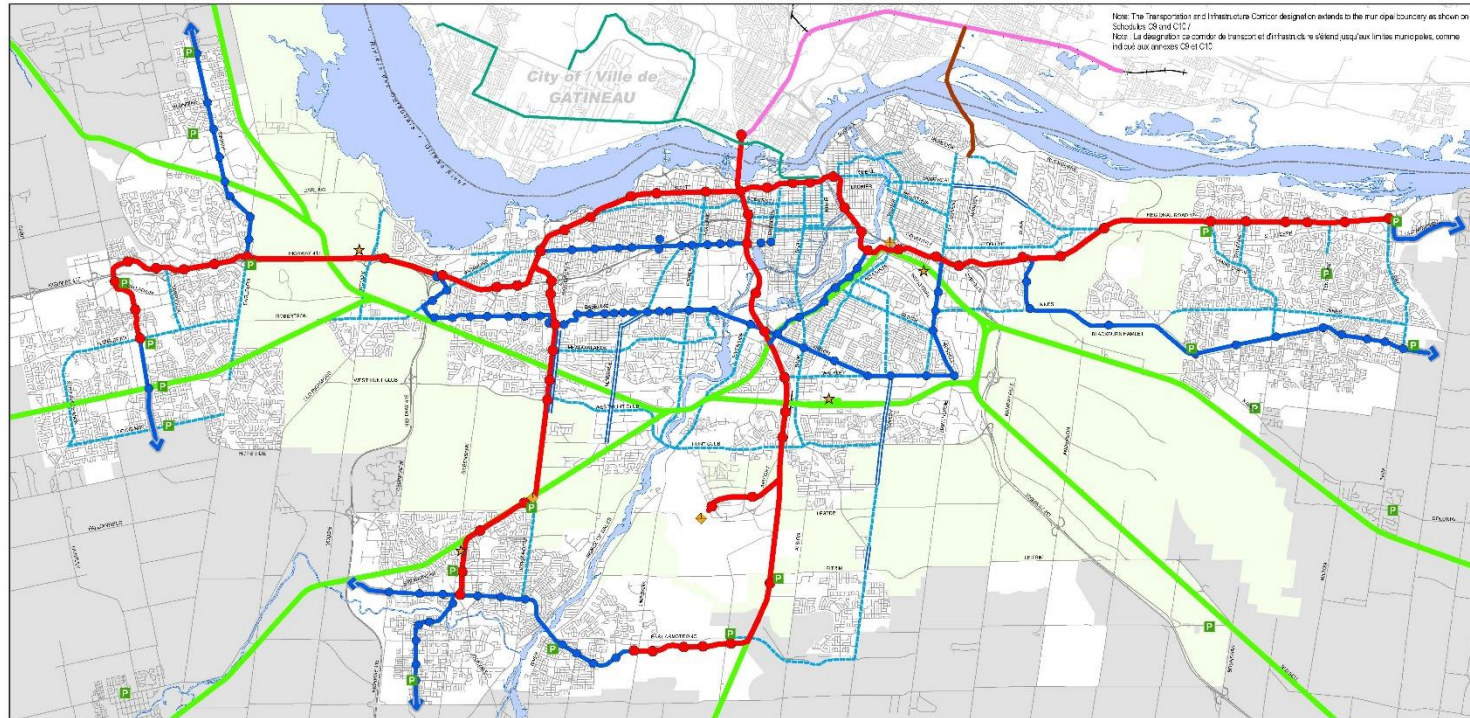
Consolidation and Amendments / Consolidation et amendements

#5 (09/2023) #34 (12/2024)



Planning, Development and Building Services, Geospatial Analysis, Technology and Solutions
Division 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 and Infrastructure Corridor designation extends to the municipal boundary as shown on Schedule C8 and C10.
 Note: La désignation de corridor de transport 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)
- Gatineau Rapibus / Rapibus de Gatineau
- Park and Ride / Parc-O-Rus
- Conceptual Future Transit Corridor / Couloir de transports en commun futur conceptuel
- ◆ Inter-regional Stations / Stations interrégionales
- ★ Rail Yard / Cour de triage pour trains
- Rail Corridor / Couloir ferroviaire

Official Plan / Plan officiel
 Schedule C2 - Transit Network
 ULTIMATE

Annexe C2 Réseau de Transport
 ABSOLU

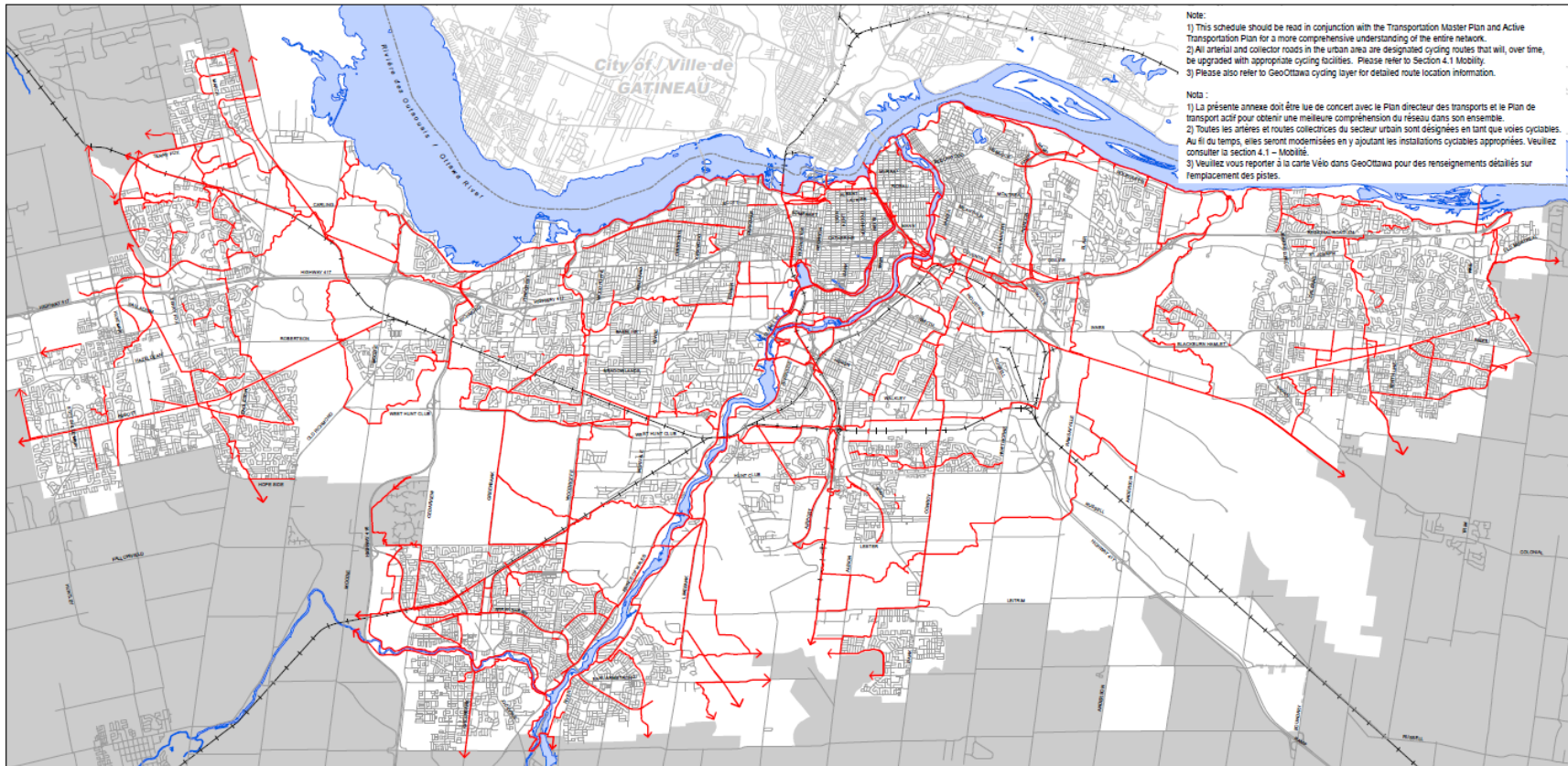
Consolidation and Amendments / Consolidation et amendements

#5 (09/2023) #34 12/2024

0 0.5 1 2 3 4 5 km

Plan and/or Project in Part A of the Official Plan and/or Official Plan Amendment
 The designations on this map are for informational purposes only and do not constitute a guarantee or warranty of any kind.

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



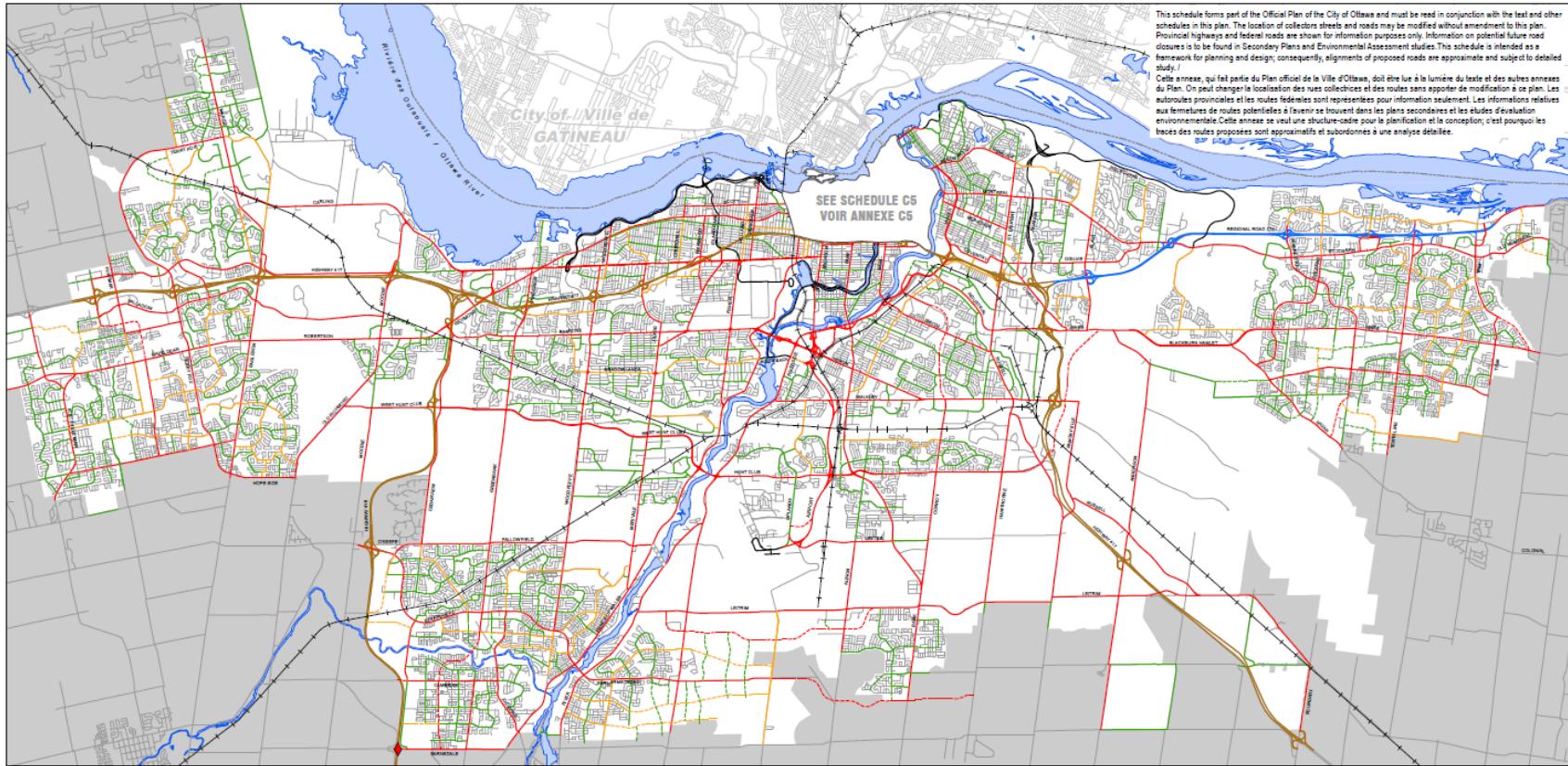
Annexe C3 Réseau de transport actif
 PRINCIPAUX SENTIERS URBAINS

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) | | |

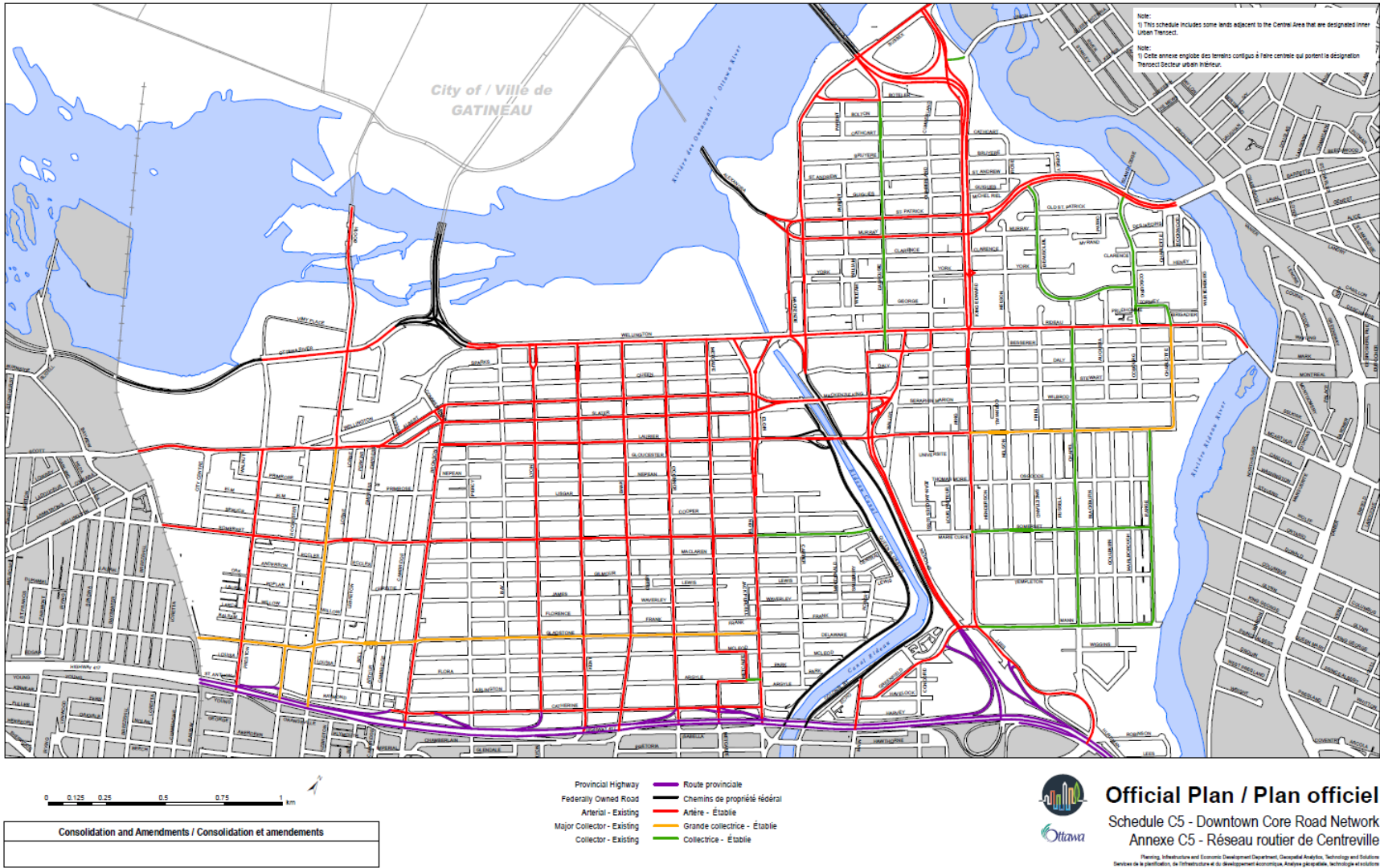


Official Plan / Plan officiel

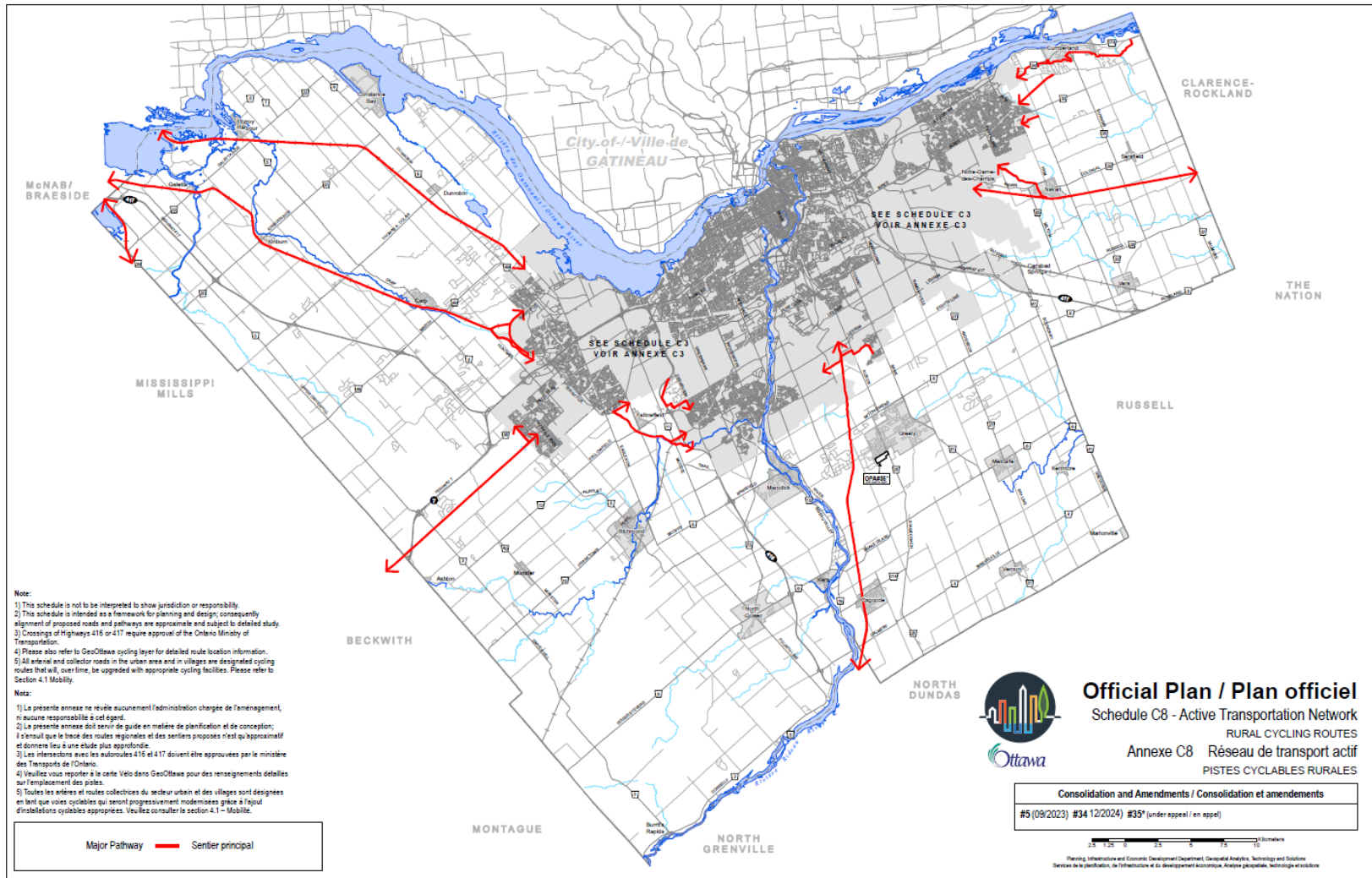
Schedule C4 - Urban Road Network
Annexe C4 Réseau routier urbain

| |
|---|
| 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 |

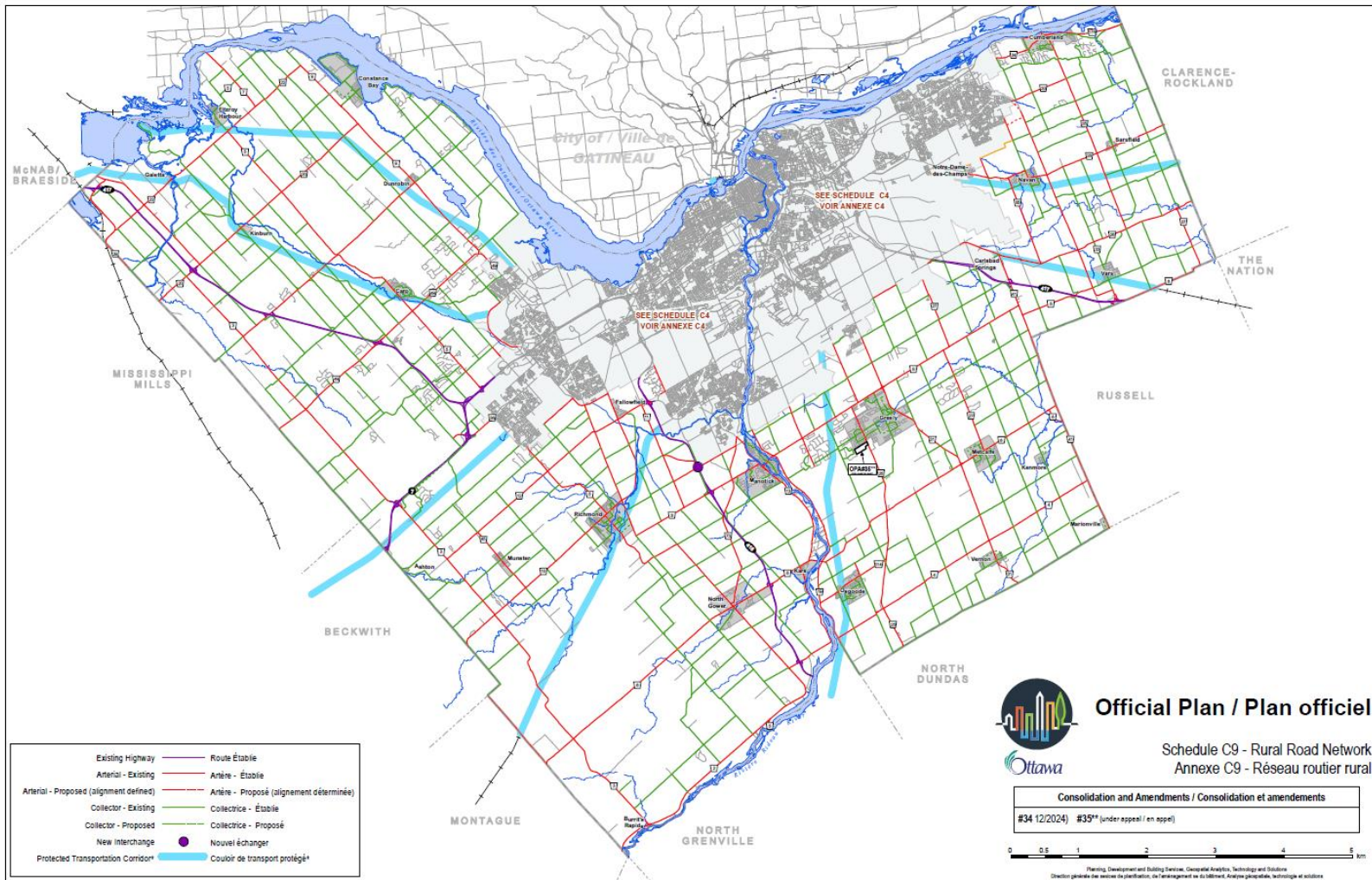
Schedule C5 – Replacing Volume 1, Schedule C5 – Downtown Core Road Network



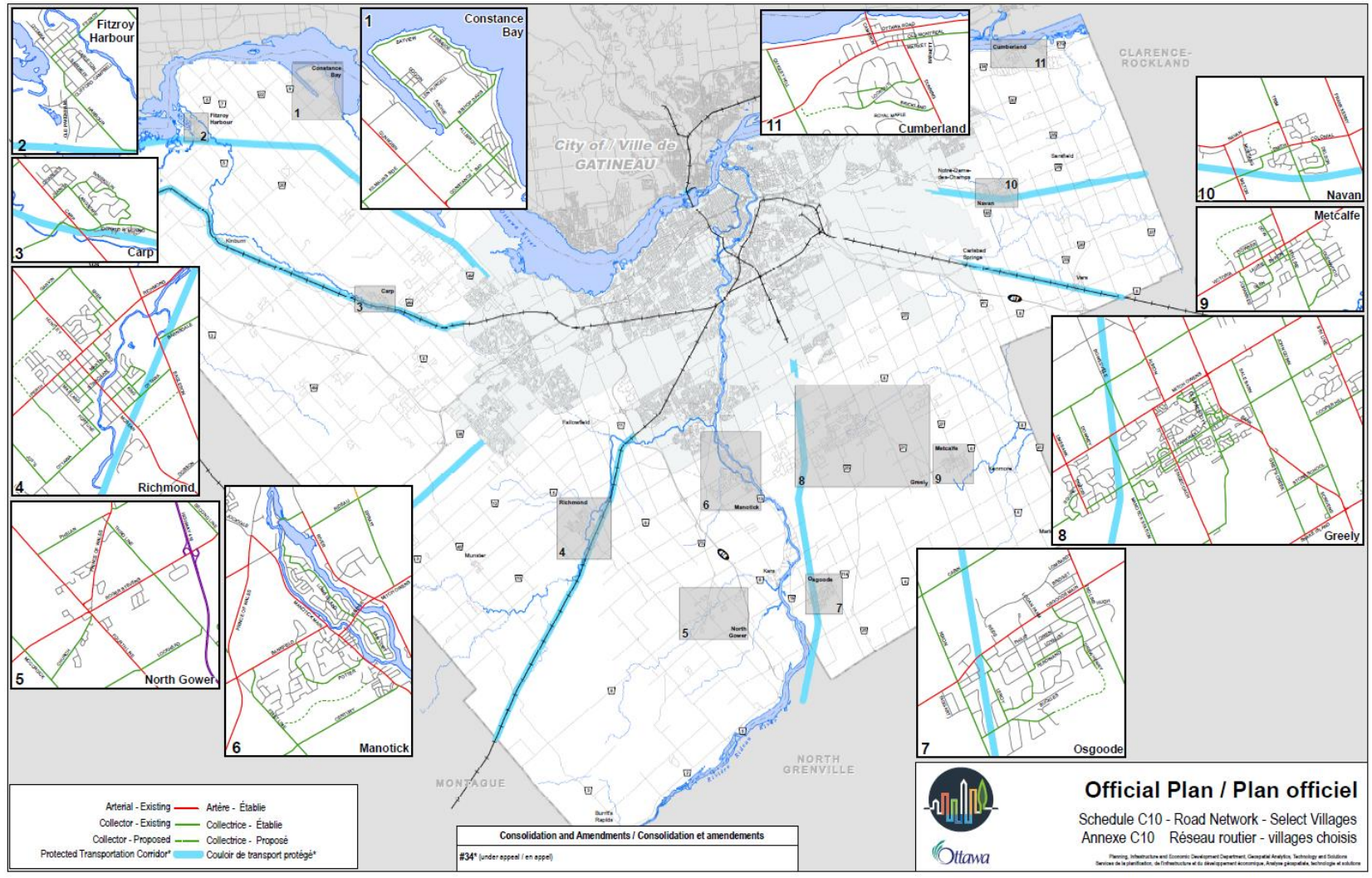
Schedule C8 – Replacing Volume 1, Schedule C8 – Active Transportation Network, Rural Cycling Routes



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 | arterial | urban |
| | | | Note: Subject to unequal widening: east side 14.75 m, west side 25.25 m. | | |
| Timm | Eagleson | Moodie | G | arterial | urban |
| Tompkins | Major | Prestone | 24 | collector | urban |
| Trailway | Entire length | | 24 | collector | urban |
| Trainyards | Terminal | Belfast | 30 | collector | urban |
| | | | Note: subject to varying widening requirements of the Hospital Link and Cumberland Transitway Westerly ESR | | |
| Tremblay | Riverside | St. Laurent | 26 | major collector | urban |
| | | | 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. | | |
| Trim | Innes | Urban area - south limit | 37.5 | arterial | urban |
| | | | Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section. | | |

| 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.