
Annex 1 – Road Classification and Rights-of-Way Protection

This annex describes road classifications for City roads that, other than local roads, are illustrated on Schedules E to H. Rights-of-way protection requirements for various roads are described in Table 1 of this annex. Additional policies on rights-of-way are also found in the following Sections 1 and 2 of this annex. [Amendment #76, August 04, 2010]

1.0 – Classification Summary

The description that follows of the various classifications of 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 in light of the relevant goals and objectives of this Plan. Policy 31 of Section 2.3.1 of this Plan states under what circumstances an amendment is required for changes – additions or deletions – of certain identified road classes on Schedules E to H. The following highlights the classification system used in this Plan for existing and future City roadways:

City Freeway

City freeway 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 freeway.

Arterial Roads

The arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. The majority of these roadways were formerly identified as regional roads. To best provide access to arterials, block lengths and intersections should be spaced and designed to accommodate all transportation modes; vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes; and arterials road corridors should provide a high degree of connectivity between land uses and places along and across the route. For certain roads such as the 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.

Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses. 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 lanes, 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 may occur in a manner that can reduce the need for noise attenuation barriers or fencing along extensive lengths of roadway. [Amendment #15, September 8, 2004] [Amendment #76, August 04, 2010]

Major Collector and Collector Roads

The collector roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. Direct access to collector roads from adjacent properties will be permitted where such access will not introduce traffic safety or capacity concerns. The design and construction of collector roads will

accommodate the safe and efficient operation of transit services. In general, a major collector is a roadway that acts as a connection between an arterial road and collector roads.

Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians. Tree plantings, bus stops, community mailboxes and other streetscape features create roadways that are integrated with their neighbourhood. [Amendment #15, September 8, 2004]

Local Roads

Local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Local roads, to varying degrees, also serve a collector road function by distributing traffic between collector streets and other local streets. Pedestrians and cyclists are major users of local roads, starting or finishing their journeys along these roads. [Amendment #15, September 8, 2004]

Lanes

A lane is a public highway that provides a secondary means of access from a public street to abutting lots. [Amendment #150, December 21, 2017]

2.0 – Rights-of-Way Protection Requirements

Section 2.3.1 Transportation 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 Annex 1 sets forth the right-of-way (ROW) widths that the City may acquire for roads, shown in Schedule E to H, 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.). [Amendment #76, August 04, 2010]

Rights-of-way protection requirements can be grouped in three general categories as follows:

1. **a ROW width for a new road**- this is where a wholly new road is to be built, with this most often occurring in the urban growth areas outside of the Greenbelt; [Amendment #76, August 04, 2010]
2. **minor widening of an existing road ROW**- these happen where the existing ROW is somewhat less than the street design standard and the widening lands are usually needed to accommodate one or more of the following: [Amendment #76, August 04, 2010]
 - a. an enlargement of the curb lane for cyclists, be it a wider shared lane with motorized vehicles or a newly separately marked cycle lane, either of which remedies the situation of insufficient lane space for cyclists, [Amendment #76, August 04, 2010]
 - b. an increase in sidewalk width, thus allowing more room for pedestrians needs and the space requirements for street elements such as lighting poles, bus stops, etc. [Amendment #76, August 04, 2010]
 - c. additional room for street landscaping, thereby permitting the introduction of trees and shrubs where none existed before or enlargement of the space for the greenery that may already exist. [Amendment #76, August 04, 2010]

Such minor road widening will occur generally along existing roadways within the Greenbelt.

3. **Major widening of a existing road ROW**- where the widening to be taken is of significant size and would be used for a combination of new traffic lanes and space for cycling, street landscaping and the addition or enlargement of sidewalks. Major road widening of an existing road ROW are typical of

urban growth areas outside of the Greenbelt where the travel growth needs of the community require major roadway enlargements. [Amendment #76, August 04, 2010]

Table 1 that follows shows required ROW protection widths that have taken into consideration: the road corridor design guidelines for the City's arterial, major collector and collector roadways as they are applied primarily to existing roadways; recent Environmental Assessment reports, approved Community Design Plans and other transportation planning studies or design guidelines. Annex 1 does not generally include a repeat of the City-approved standards for right-of-way widths for future major collector, collector and local roads that occur within a subdivision development. Such City roadway standards nonetheless apply and will be a required condition of development approval.

[Amendment #76, August 04, 2010]

Policies:

1. **ROW interpretation** – Except as specifically indicated otherwise in Table 1 of this Annex, land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time the widening is required by the City. 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, turning lanes and other special circumstances are not included in the road surface. [Amendment #76, August 04, 2010]
2. **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 annex. The City will establish the ROW of these future roadways, primarily on lands subject to a subdivision application, by way of City-approved standards for the development of roadways using the subdivision approval process. As stated in policy 32 of Section 2.3.1, an amendment to Schedules E to H will not be required for the roadway network revisions that involve the addition or deletion of major collector or collector roads. [Amendment #76, August 04, 2010]
3. **Exception to ROW Requirements** – Under certain situations the City may decide to reduce or waive the requirements 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:
 - a. Comprehensive studies – A lesser right-of-way is recommended by an approved area-specific study, such as a community design plan, a community improvement plan, streetscape improvement plan, area traffic management plan or similar study approved by the City for the road segment.
 - b. 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.
 - c. 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.
 - d. 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.
 - e. Pedestrian widening/easement in Central Area – Where the application of other measures or techniques instead of the widening/easement policy in the Central Area, provides for adequate at-grade spatial requirements for pedestrians.

- f. 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.
 - g. Village road ROW continuity- where there would be the creation of a noticeable disjoint or jog in ROW between an existing roadway in a modern planned subdivision and a proposed extension of that roadway in a new contiguous development. [Amendment #76, August 04, 2010]
4. **Widening/easement: Central Area** – In Table 1, Urban Arterial and City Freeway Rights-of-way, certain streets in the Central Area of the city are identified as being subject to a widening/easement policy. In addition to any proposed right-of-way widening, a surface easement for the use of pedestrians 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 easement will have a height of 4.5 metres from finished grade surface. The width of this easement measured from the proposed right-of-way varies according to the design of the building. Where a building cantilevers over the easement, a width of 1.5 metres is required. Where columns support the part of a building built over the easement, the width required is 2.5 metres plus the width of the columns. 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.
 5. **Corner Triangles** – The City will require the land for a road widening to provide corner triangles at intersections. Depending on the location and type of roads involved, the maximum length of the side of a corner triangle will vary in the general range of 3 to 10 metres. The City will determine the requirements for each corner triangle based on detailed engineering requirements.
 6. **Intersection Widening**- The City may require additional right-of-way widening for any road that intersects with a city freeway, 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 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, on-road cycling facilities, traffic signals, street lighting and medians. [Amendment #76, August 04, 2010] [Amendment #150, December 21, 2017]
 7. **Rail Crossings** – The City may also require additional rights-of-way where there is an existing at-grade crossing of a city road and a railway line. 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. 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.
 8. **Watercourse Crossings**– The City may require additional right-of-way 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. [Amendment #76, August 04, 2010]
 9. **Turn Lanes required by Site Development**– The City may require additional road right-of-way where a transportation study indicates that there is a need for a dedicated turn lane or lanes into or from a development site. **This may** occur in situations such as large developments or redevelopments along arterial roadways and is necessary to maintain the land required to provide pathways, landscaping, utility corridors and other facilities planned for the road right-of-way. [Amendment #76, August 04, 2010]
 10. **Hydro Corridors and Road ROWs**– Planting of trees and landscaping in the immediate vicinity of existing or planned hydro line facilities is prohibited. 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 larger road right-of-way 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. [Amendment #76, August 04, 2010]

Table 1- Road of Right-of-Way Protection

Road	ROW to be Protected
Arterials in the rural area (as shown on Schedules G and H of the Official Plan)	ROW to be protected is 30 metres unless otherwise indicated
Collectors in the rural area (as shown on Schedules G and H of the Official Plan)	ROW to be protected is 26 metres unless otherwise indicated
Local roads in the rural area	ROW to be protected is 20 metres unless otherwise indicated
Lanes in the Urban Area	ROW to be protected for lanes where only residential land uses abut is 6 metres unless otherwise indicated
Lanes in the Urban Area	ROW to be protected for lanes where commercial or mixed residential commercial land uses abut is 8 metres unless otherwise indicated

Road	From	To	ROW to be Protected	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	Empress	Bronson	40 Note: Maximum land requirement from property abutting existing ROW (10.0 m).	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	Bank	Lester	24	collector	urban
Albion	Lester	Leitrim	G	arterial	urban
Albion	Leitrim	Del Zotto	37.5	arterial	urban
Albion	Del Zotto	Urban area limit	37.5 Note: An additional 5.0 m	arterial	urban

			on the rural side may be required to construct a rural cross-section.		
Aldcrest	Viewmount	Fieldrow	24	collector	urban
Alta Vista Transportation Corridor	Highway 417	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	Riverside	23	arterial	urban
Bank	Riverside	Hunt Club	37.5	arterial	urban
Bank	Hunt Club	Lester	44.5	arterial	urban
Bank	Lester	Leitrim	G	arterial	urban
Bank	Leitrim	Analdea	44.5	arterial	urban
Bank	Analdea	Urban area limit	44.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban
Bank	Urban area limit	Rideau	44.5	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	40	arterial	urban and rural
Barran	Fallowfield	Larkin	24	collector	urban
Baseline	Richmond	Greenbelt boundary	G	arterial	urban
Baseline	Greenbelt boundary	Prince of Wales	44.5	arterial	urban
Bathgate	Montreal Road	Ogilvie	24	collector	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, 9m west side	local	urban
Belcourt	St. Joseph	Sunview	24	collector	urban
Belcourt	Innes	425m south of Innes	26	collector	urban
Bellman	McClellan	Greenbank	24	collector	urban
Besserer	Nicholas	Cumberland	20 Note: Maximum land requirement from property abutting existing ROW (1.00 m). Subject to widening/easement policy.	local	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	arterial	urban
Blair	Montreal	Ogilvie	30	arterial	urban
Blair	Ottawa Road 174	Innes	37.5 Note: An additional 5.0m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Blais	Bank	Hawthorne	30	collector	rural
Bloomfield	Churchill North	East End	18	local	urban
Booth	Chaudière Bridge	Wellington/ Sir John A. Macdonald Parkway	30	arterial	urban
Booth	Fleet	Aqueduct	30	arterial	urban
Booth	Aqueduct	Wellington	38	arterial	urban
Boundary	Russell	South Boundary of Carlsbad Springs	23	arterial	village
Boundary	Southern boundary of Carlsbad Springs	Highway 417	35.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban
Boyer	Viseneau	Meadowglen	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	River	23	arterial	village
Bronson	Albert	Colonel By	23	arterial	urban
Bronson	Colonel By	Airport Parkway	44.5	arterial	urban
Brookfield	Riverside	Airport Parkway	26	major collector	urban
Cambrian	Cedarview	Jockvale	37.5	arterial	urban
Camelot	Cleopatra	Merivale	24	collector	urban
Cameron	Ottawa River	Old Montréal	23	arterial	village
Campeau	Huntmar	Didsbury	37.5	arterial	urban
Campeau	Didsbury	Teron	40 [Amendment 15, September 08, 2004]	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	44.5 Note: Subject to unequal widening: 44.5 m, measured from the existing south ROW limit	arterial	urban
Carling	Herzberg	Greenbelt boundary	G	arterial	urban
Carling	Greenbelt boundary	Holly Acres	44.5	arterial	urban
Carling	Holly Acres	Richmond	37.5	arterial	urban
Carling	Richmond	Bronson	44.5	arterial	urban
Carp	Approx. 600 m south of Craig Side	Approx. 600 m north of March	23	arterial	village
Carp	Richardson Side	Urban Area Limit	37.5	arterial	rural
Carp	Stittsville urban area- north limit	Hazeldean	37.5	arterial	urban
Carp	Hazeldean	Main Street	23	arterial	urban
Catherine	Bronson	Elgin	23	arterial	urban
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
Cedarview	Strandherd	Cambrian	37.5	arterial	urban
Cedarview	Cambrian	Urban Limit	24	collector	urban
Centrepont	63m north of Hemming-woode	Tallwood	26	major collector	urban
Chamberlain	Bronson	Bank	23	arterial	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	34	arterial	urban
Clyde	Baseline	Merivale	34	arterial	urban
Colonial	Trim	Delson	23	arterial	village
Colonial	Western boundary of Village of Sarsfield	Eastern boundary of Village of Sarsfield	23	arterial	village
Colonnade	Merivale	Prince of Wales	26	major collector	urban
Colonnade S.	Colonnade N.	Colonnade N.	24	collector	urban
Conroy	Walkley	Greenbelt boundary	44.5	arterial	urban
Conroy	Greenbelt boundary	Bank	G	arterial	urban
Constance Bay	Dunrobin	Bayview	20	arterial	village
Constellation	Centrepont	Baseline	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	30	arterial	urban
Coventry	Belfast	St. Laurent	30	arterial	urban
Cresthaven	Strandherd	Crestway	26	major collector	urban
Crystal Beach	Corkstown	Carling	24	collector	urban
Cumberland	George	Rideau	20	local	urban
Cumberland	Rideau	Besserer	20 Note: Maximum land requirement from property abutting existing ROW (1.0 m). Subject to widening/easement policy.	arterial	urban
Cummings	Montreal	Donald	24	collector	urban
Cummings	Donald	Ogilvie	26	major collector	urban
Cummings	Ogilvie	Cyrville	37.5	arterial	urban
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 [Amendment #113, July 30 2013]	St. Laurent	Cummings	26	collector	urban
D'aoust	Albion	Bank	24	collector	urban
Dairy	Trim	Old Montréal	20	local	urban
Dalhousie	George	Besserer	24	collector	urban
Daly	Nicholas	Waller	20	local	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
Duford	St. Joseph	Amiens	24	collector	urban
Dunning	Old Montréal	Brickland	23	arterial	village
Dussere	Cousineau	St. Joseph	20	local	urban
Eagleson	Campeau	30m 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	44.5	arterial	urban

Eagleson	Urban Area Limit	Fallowfield	34	arterial	rural
Earl Armstrong	Bowesville	Albion	44.5	arterial	rural
Earl Armstrong (extension)	Albion	Bank	44.5	arterial	rural and urban
Earl Armstrong	River Road	Urban area limit	44.5	arterial	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
Elgin	Laurier	Lisgar	40	arterial	urban
Elgin	Lisgar	Isabella	23	arterial	urban
Elm	Main	Main	24	collector	urban
Fallowfield	Eagleson	Moodie	34	arterial	rural
Fallowfield	Strandherd	Cedarview	44.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban
Fallowfield	Woodroffe	Prince of Wales	G	arterial	urban
Fallowfield	Highway 416	Strandherd	44.5	arterial	urban
Fallowfield	Cedarview	Woodroffe	44.5 Note: Subject to unequal widening: north side 44.5 m, measured from south ROW limit.	arterial	urban
Family Brown	Merivale	Grant Carmen	24	collector	urban
Farlane	Walford	Baseline	24	collector	urban
Farrow	Grandeur	Ahearn	12	local	urban
Fernbank	Stittsville Urban Area western limit	Stittsville Main	24	collector	urban
Fernbank	Stittsville Main Street South	Terry Fox	37.5	arterial	urban
Fernbank	Terry Fox	Eagleson	30	arterial	urban
Fieldrow	Aldercrest	Perry	24	collector	urban
Fisher	Trent	Baseline	34 Note: An additional 5.0 m on the Central Experimental Farm side may be required to construct a rural cross-section.	arterial	urban
Fisher	Holland	Trent	34	arterial	urban
Fitzgerald	Robertson	Moodie	24	collector	urban
Flamborough	Terry Fox	Klondike	24	collector	urban

Forest Valley	St. Joseph	Orléans	26	collector	urban
Fourth Line	Approx. 300 m north of Shellstar	Approx. 200 m south of Willisbrook	23	arterial	village
Frank Kenny extension	Re-aligned Trim	South of Innes	46	arterial	urban
Frank Kenny	Innes	Rockdale	33	arterial	rural
Gabriel	Rocque	130 m north of St. Joseph	23	local	urban
Galetta Side	Darwin	Galetta Village boundary	23	arterial	village
Gladstone	Loretta	106m west of Preston	22m; 2m maximum from south side	major collector	urban
Gladstone	106m west of Preston	Preston	10.0 m north side only (measured from centre line)	major collector	urban
Gladstone	Preston	Rochester	22 m	major collector	urban
Gladstone	Rochester	Booth	20 m	major collector	urban
Glamorgan	Castlefrank	Rothesay	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	44.5	arterial	urban
Greenbank	Strandherd	Chapman Mills	37.5	arterial	urban
Greenbank	Chapman Mills	Greenbank realignment	41.5	arterial	urban
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	South Urban Community - 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	Walkley	Hunt Club	44.5	arterial	urban
Hawthorne Road	Hunt Club	Leitrim	G	arterial	urban
Hawthorne Road	Leitrim	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

Hemlock	Juliana	St. Laurent	30	arterial	urban
Heron	Prince of Wales	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	26	collector	urban
Holland	Carling	Fisher	34	arterial	urban
Holly Acres	Carling	Richmond	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	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	Conroy	44.5	arterial	urban
Hunt Club	Conroy	Hawthorne	44.5 Note: Subject to unequal widening: South side 44.5m, measured from north ROW limit. In addition, a further 5.0m may be required from the south side.	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	Stittsville urban area 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 Limit	37.5	arterial	urban
Huntmar	Urban area- north limit	Maple Grove	37.5	arterial	urban
Industrial	Riverside	St. Laurent	37.5	arterial	urban
Innes	St. Laurent	Blair	44.5 Note: subject to the varying widening requirements of the Hospital Link and Cumberland Transitway Westerly ESR	arterial	urban
Innes	Blair	Blackburn Hamlet by-pass (west end)	G	arterial	urban
Innes	Rondel	Blackburn Hamlet Bypass (east)	26	major collector	urban
Innes	Blackburn Hamlet by-pass (east end)	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
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 – 50m 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	23	arterial	urban
Isabella	O'Connor	Metcalfe	26	arterial	urban
Isabella	Metcalfe	Canal/Hawthorne	23	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
Jockvale	Longfields	Prince of Wales	37.5 Note: : subject to varying widening requirements of the Jockvale Road ESR	arterial	Urban
Johnston	Bank	Albion	26 Note: measured from south side	major collector	urban
Johnwoods	Hazeldean	Maple Grove	24	collector	urban
Jonathan Pack	Beverly	Abbott West	24	major collector	urban
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	44.5	arterial	urban
Kanata North-South Arterial	Highway 417	Hazeldean	37.5	arterial	urban
Kathleen	Randall James	Amy	24	collector	urban
Kenaston	Entire length		23	local	urban
Kent	Wellington	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.	arterial	urban
Kimberley	Richmond	Ridgefield	24	collector	urban
King Edward	Sussex	Rideau	40	arterial	urban
Kirkwood	Richmond	Merivale	26	arterial	urban
Klondike	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	23	arterial	urban

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 & East	Elgin	Nicholas	26	arterial	urban
Leacock	Beaverbrook	Beaverbrook	24	collector	urban
Leacock	Leacock	The Parkway	24	collector	urban
Lees	Robinson	Mann	26	arterial	urban
Lees	Main	Robinson	23	arterial	urban
Legget	Terry Fox	Herzberg	24	collector	urban
Leikin	Crestway	Merivale	26	major collector	urban
Leitrim	River Road	South Urban Community- urban area limit	37.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Leitrim	South Urban Community – urban area limit	Leitrim urban area-west limit	G	arterial	urban
Leitrim	Leitrim urban area- west limit	Leitrim urban area-east limit	35.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Leitrim	Leitrim urban area- east limit	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
Lemieux	St. Laurent	Labelle	30	arterial	urban
Lenester	Woodroffe	Fairlawn	26	major collector	urban
Lester	Uplands	Albion	G	arterial	urban
Lester	Albion	Bank	37.5	arterial	urban
Liard	Main Stittsville	Fernbank	24	collector	urban
Limebank	Greenbelt Boundary	Leitrim	G	arterial	urban
Limebank	Leitrim	South Urban Community – south limit	44.5	arterial	urban
Lola	30.238m south of Prince Albert	26.632m north of King George	24 Note: East Side tapered from north to south	collector	urban
Longfields	Strandherd	Jockvale	37.5	arterial	urban
Longleaf	Orléans	Orléans	24	collector	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	Wellington	Catherine	20	arterial	urban

			Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.		
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
Main (Stittsville)	Hazeldean	Carp	37.5	arterial	urban
Main (Stittsville)	Carp	Etta	23	arterial	urban
Main (Stittsville)/ Huntley	Etta	Urban area limit	37.5 Note: An additional 5.0 m on the Rural side may be required to construct a rural cross-section.	arterial	urban
Maisonneuve	130 m north of St Joseph	St. Joseph	23	local	urban
Maitland	Carling	Woodward	26	arterial	urban
Majestic	New Haven	Woodroofe	24	collector	urban
Manotick Main	Bankfield	Century East	23	arterial	village
Maple Grove	Stittsville Main St.	Huntmar	26	collector and local	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	Dunrobin	Urban Area Limit	34	arterial	rural
March	Urban area limit	Terry Fox	44.5 Note: Subject to unequal widenings outlined in March Road ESR	arterial	urban
March	Terry Fox	Richardson	44.5	arterial	urban
March	Richardson	Teron (south end)	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section	arterial	urban
McBean	Perth	Ottawa	23	arterial	urban
McClellan	Banner	Bellman	24	collector	urban
McCurdy	Castlefrank	Castlefrank	24	collector	urban
McGibbon	Davis	Katimavik	24	collector	urban
McLeod	Metcalfe	Metcalfe	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement	arterial	urban

			policy.		
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	Renaud	Navan	37.5 Note: subject to varying widening requirements of the Mer Blue ESR.	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	Kirkwood	Caldwell	34	arterial	urban
Merivale	Island Park	Carling	30	arterial	urban
Merivale	West Hunt Club	Greenbelt Boundary	37.5	arterial	urban
Merivale	Carling	Kirkwood	26	arterial	urban
Merivale	South Urban Community-northern limit	Prince of Wales	37.5	arterial	urban
Merivale	Greenbelt Boundary	South Urban Community – urban area limit	G	arterial	urban
Merivale	Baseline	West Hunt Club	44.5	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	Triole	Railway Crossing	20	local	urban
Michael Cowplan	Entire length		26	major collector	urban
Millview	Arthur	South end	20	local	village
Mitch Owens	River	Bank	34	arterial	rural
Monterey	Baseline	Greenbank	24	collector	urban
Montréal	North River Road	St. Laurent	23	arterial	urban

Montréal	St. Laurent	Ottawa Road 174	37.5	arterial	urban
Moodie	Carling	Bell's Corners-urban area limit	G	arterial	urban
Moodie	Bell's Corners-urban area limit	Richmond	37.5	arterial	urban
Moodie	Richmond	West Hunt Club	24	collector	urban
Moodie	West Hunt Club	Greenbelt Boundary	G	arterial	urban
Moodie	Urban Area Limit (Greenbelt)	Fallowfield	34	arterial	rural
Murray	Alexandra Bridge	Sussex	20	arterial	urban
Murray	Sussex	King Edward	20 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
Navan	Blackburn Hamlet Bypass	Greenbelt boundary	G	arterial	urban
Navan	Greenbelt boundary	Urban area limit	37.5	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 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
O'Connor	Nepean	Isabella	20	arterial	urban
Ogilvie	St. Laurent	Bathgate	44.5	arterial	urban
Ogilvie	Blair	Montréal	37.5	arterial	urban
Ohio	54m east of Clementine	Bank	18	local	urban
Old Carp	Second Line	March	26	local	rural, urban
Old Colony	Rothsay	Abbeyhill	24	collector	urban
Old Montréal	Trim	East Urban Community- east limit	37.5	arterial	urban
Old Montréal	East Urban Community- 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	Moodie	37.5	arterial	urban

	limit				
Old Richmond	Bell's Corners – 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 Wellington	Rideau Valley South	East dead end	18	local	village
Orleans	St. Joseph	Innes	37.5	arterial	urban
Orr	Fallowfield	Larkin	24	collector	urban
Osgoode Main	Nixon	Drew Henry	23	arterial	village
Ottawa Road 174	Highway 417	Trim	ECP	arterial	urban
Ottawa Road 174	Trim	East Urban Community – east limit	47.5	arterial	urban
Ottawa Road 174	East Urban Community – east limit	Cameron	47.5	arterial	rural/village
Ottawa Road 174	Cameron	Future extension of Barnett	40	arterial	village
Ottawa Road 174	Future extension of Barnett	City Boundary east of Canaan Road	47.5	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	Huntmar north of Highway 417	Huntmar south of Highway 417	44.5	arterial	urban
Palladium	Huntmar south of Highway 417	First Line/Silver Seven	44.5	arterial	urban
Palladium	Silver Seven	Terry Fox	37.5	arterial	urban
Palamino	Eagleson	Eagleson	24	collector	urban
Parisien	Entire length		20	local	urban
Parkdale	Ottawa River Parkway	Wellington Street West	26	arterial	urban
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
Place d'Orléans	St. Joseph	St. Joseph	37.5	arterial	urban
Potter	Bankfield	Eastman	26	collector	village
Preston	Ottawa River Parkway	Albert	26	arterial	urban
Preston	Albert	Carling	23	arterial	urban
Preston	Albert	Ottawa River	26 [Amendment 15,	arterial	urban

extension		Parkway	September 08, 2004] [Ministerial Modification 69, November 10, 2003]		
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	Greenbelt boundary	40	arterial	urban
Prince of Wales	Greenbelt boundary	South Urban Community- north limit	G	arterial	urban
Prince of Wales	South Urban Community – north limit	South Urban Community – south limit	40 Note: For the segment 1200 m to the north and 700 m to the south of the proposed Strandherd Drive intersection, the maximum land requirement varies from 22.25 m to 1.0 m on the east side, and varies from 22.25 m to 43.5 m on the west Side	arterial	urban
Prince of Wales	Approx. 250 m north of Danbury (North Gower Village Boundary)	Fourth Line	23	arterial	village
Prince of Wales	Urban Area Limit	Bankfield	40	arterial	rural
Princess	Rockcliffe Parkway	Sussex	20	arterial	urban
Queen	Lyon	Elgin	Note: Subject to widening/easement policy	local	urban
Ramsayville	Walkley	Leitrim	G	arterial	urban
Randall James	Harry Douglas	Kathleen	24	collector	urban
Raymond	Highway 417 ramp	Bronson	23	arterial	urban
Renaud	Glenlivet	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-south urban area limit	Moodie	37.5	arterial	urban
Richmond	Moodie	Robertson	24	collector	urban
Richmond	Robertson Terminus	Bell's Corners-urban area east limit	37.5	arterial	urban
Richmond	Bell's Corners-urban area east limit	Baseline	G	arterial	urban
Richmond	Baseline	Holly Acres	G	arterial	urban
Richmond	Holly acres	Highway 417	44.5	arterial	urban
Richmond	Highway 417	Ottawa River Parkway	37.5	arterial	urban
Richmond	Ottawa River Parkway	Golden	26 Note: Subject to unequal widening: north side 7.5 m, south side 18.5 m	arterial	urban
Rideau	Sussex	King Edward	30 Note: Maximum land	arterial	urban

			requirement from property abutting existing ROW (1.75 m).		
Rideau	King Edward	Terminus of Montréal Road	26	arterial	urban
Rideau Terrace	Noel	Acacia	18 <i>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.</i>	collector	urban
Rideau Valley	Blue Rock	Stevens Creek	23	arterial	village
Ridgefield	Arnold	Stinson	24	collector	urban
River Road	Limebank	Greenbelt boundary	37.5	arterial	urban
River Road	Greenbelt boundary	South Urban Community – north limit	G	arterial	urban
River Road	South Urban Community – north limit	South Urban Community – south limit	37.5 <i>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.</i>	arterial	urban
River Road	Urban area limit	Mitch Owens	34	arterial	urban
Riverside	Highway 417	Smyth	44.5	arterial	urban
Riverside	Smyth	Heron	37.5	arterial	urban
Riverside	Heron	Brookfield	44.5	arterial	urban
Riverside	Brookfield	Rail Line (CN)	37.5	arterial	urban
Riverside	Rail Line (CN)	Terminus at River Road	44.5	arterial	urban
Riverside South transit street	Street 4	Collector road E	43	collector	urban
Robertson	Eagleson	Bell's Corners-urban area west limit	G	arterial	urban
Robertson	Bell's Corners-urban area west limit	Terminus at Richmond	37.5	arterial	urban
Rochester	Gladstone	417 underpass	22 m, 1 m per side	major collector	urban
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	23	arterial	village
Roosevelt	Richmond	Danforth (Byron)	18 <i>Note: West side</i>	local	urban
Rosebella	Albion	Conroy		local	urban

Rothesay	Glamorgan	Eagleson	24	collector	urban
Roydon	Merivale	West Hunt Club	24	collector	urban
Russell	Smyth	Walkley	37.5	arterial	urban
Russell	Walkley	Hawthorne	44.5	arterial	urban
Russell	Hawthorne	Greenbelt boundary	30	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	23	arterial	village
Sandcastle	Valley Stream	Baseline	24	collector	urban
Scott	Churchill	Bayview	26	arterial	urban
Second Line	Old Carp	Terry Fox	26 uneven	major collector	urban
Seyton	Westcliffe	Richmond	24	collector	urban
Shatner Gate	Pickford	Eagleson	24	collector	urban
Shore	St. Laurent	Triole	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 (10.00 m).	arterial	urban
Slater	Bronson	Elgin	VRW Note: Maximum land requirement from property abutting existing ROW (1.25 m). Subject to widening/easement polic	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		24	collector	urban
Somerset	Breezehill	Preston	20	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	East Urban Community – west limit	G	arterial	urban

St. Joseph	East Urban Community – west limit	Edgar Brault	32	arterial	urban
St. Joseph	Edgar Brault	Gabriel	26	arterial	urban
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	Smyth	44.5	arterial	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 North-South Arterial (Founder Avenue)	Hazeldean	Fernbank	44.5	arterial	urban
Stonehaven	Eagleson	Richmond	26	collector	urban
Stonemeadow	Entire length		24	collector	urban
Strandherd	Fallowfield	Crestway	44.5	arterial	urban
Strandherd	Crestway	Prince of Wales	44.5 Note: subject to widenings in the Rideau River Bridge Strandherd/Armstrong Road ESR	arterial	urban
Strandherd/Earl Armstrong	Prince of Wales	River	44.5 Note: subject to widenings in the Rideau River Bridge Strandherd/Armstrong Road ESR	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	Tompkins	Amiens	44.5	arterial	urban
Tenth Line	Vanguard	East Urban Community- 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
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
Terminal	Riverside	Trainyard	24 Note: subject to varying	collector	urban

			widening requirements of the Hospital Link and Cumberland Transitway Westerly ESR		
Teron	Campeau	March	40	arterial	urban
Teron	Campeau	March	26	collector	urban
Terry Fox	Didsbury	Castlefrank	44.5	arterial	urban
Terry Fox	March	Goulbourn Forced Road	44.5	arterial	urban
Terry Fox Extension (north)	Goulbourn Forced	700 m northwest of Didsbury	44.5	arterial	urban
Terry Fox Extension (south)	Old Rail Line	Eagleson	44.5	arterial	urban
Timm	Eagleson	Moodie	G	arterial	urban
Tompkins	Major	Prestone	24	collector	urban
Trailway	Entire length		24	collector	urban
Trainyards	Terminal	Belfast	30 Note: subject to varying widening requirements of the Hospital Link and Cumberland Transitway Westerly ESR	collector	urban
Tremblay [Amendment #113, July 30, 2013]	Riverside	St. Laurent	26 Note: Subject to unequal widening: 26 m, measured from the existing south ROW limit. Note: For the proposed roundabout located between Belfast and St. Laurent, more lands on either side of Tremblay, in addition to the 26 m unequal widening may be required.	major collector	urban
Trim	Innes	East Urban Community- 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
Trim	Hydro corridor/Frank Kenny extension	Existing Trim	37.5	arterial	urban
Trim	Ottawa Road 174	Frank Kenny extension	46	arterial	urban
Trim	South of hydro corridor/Frank Kenny extension	Innes	37.5 Note: Refer to North South Link ESR	arterial	urban
Trim	North Service	Ottawa Road 174	26	major collector	urban
Triole	North of Tremblay		20	local	urban
Triole	All sections south of Tremblay		18	local	urban
Vaan	Entire length		24	collector	urban
Valin	Charlemagne	Trim	26	major collector	urban
Varley	Beaverbrook	Beaverbrook	24	collector	urban
Vaughn	Crichton	Mackay	15	local	urban
Victoria	Glen	Glenwood	23	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	44.5	arterial	urban
Walkley	Greenbelt boundary	Ramsayville	G	arterial	urban
Waller	Rideau	Lauier East	23 Note: Maximum land requirement from property abutting existing ROW (1.54 m).	arterial	urban
Waterbridge	Cresthaven	Prince of Wales	24	collector	urban
Watters Note: South side	East Urban Community – east limit	East to turn south	26	local	rural
Wellington	Ottawa River Parkway	Portage Bridge	40	arterial	urban
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	Cleopatra	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
West Hunt Club	Cleopatra	Prince of Wales	44.5	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	Ottawa River Parkway	Adirondack	26	arterial	Urban
Woodroffe	Adirondack	Baseline	37.5	arterial	urban
Woodroffe	Baseline	West Hunt Club	44.5	arterial	urban
Woodroffe	West Hunt Club	Fallowfield	G	arterial	urban
Woodroffe	Fallowfield	Greenbelt boundary	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section. Subject to widenings as outlined in the Woodroffe Avenue Environmental Study Report (ESR)	arterial	urban

Woodroffe	Greenbelt boundary	Strandherd	34.5-57 Note: Subject to unequal widening outlined in Woodroffe Avenue ESR	arterial	urban
Woodroffe	Strandherd	Brenmar	26	major collector	urban

[Amendment #96, February 22, 2012] [Amendment #97, February 22, 2012]
 [Amendment #150 December 21, 2017] [Amendment #141 December 29, 2017][Amendment #253, April 14, 2021]

Notes:

1. All distances are in metres.
2. All unequal widening measured from centreline unless specified.
3. "ECP" – signifies Existing Corridor Protection
4. "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 a road modifications are being planned. In the event that 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.
5. VRW - signifies variable rights-of-way. From the abutting properties a widening and or an easement will be taken.
6. 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.
7. "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. [Amendment 15, September 8, 2004]

[Amendment #76, OMB File #PL100206, August 18, 2011]