

Rail Proximity Study

Terms of Reference

1. Description

O-Train Network

Development within the Development Zone of Influence for the O-Train project presents significant opportunities for private sector development to integrate with and advance achievement of the City's broader objectives for transit-supportive development. To capitalize on this opportunity, a Development Zone of Influence for the O-Train project has been determined and is identified in Annex 2 of the Official Plan.

Development within the Development Zone of Influence, shall protect land for O-Train stations and corridors identified in environmental assessments. Land within and adjacent to the Development Zone of Influence may be subject to temporary or permanent easements for construction of the corridors, stations and related facilities including maintenance access and active transportation corridors.

Freight, Inter-regional Passenger and High-Speed Rail

The City shall require new development on land adjacent to all Protected Transportation Corridors and facilities shown on Schedule C2 of the Official Plan, to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-term purposes of the corridors and facilities and to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

The FCM-RAC Guidelines for New Development or its successor shall apply where rail corridors or segments thereof fall within any of the following categories:

- i) Corridors used for freight.
- ii) Corridors used for both freight and urban transit.
- iii) Corridors where there is a reasonable prospect of rail freight operations resuming.
- iv) Corridors where the future use is unknown

2. When Required

Official Plan amendments, Zoning Bylaw Amendments, Plan of subdivision, plan of condominium and site plan control applications within the Development Zone of Influence for existing and future rapid transit stations and corridors, must include an O-Train Network Proximity Study.

In addition, the City shall require new development applications for Official Plan Amendments, Zoning Bylaw Amendments, Plan of Subdivision, plan of Condominium, and site plan applications on land adjacent to all Protected Transportation Corridors and facilities shown on Schedule C2 of the Official Plan, to follow rail safety and risk mitigation best practices to determine appropriate development setbacks.

3. Contents

O-Train Network

- Confederation Line Proximity Study Guidelines, as updated or amended.

Freight, Inter-regional Passenger and High-Speed Rail

- As per Guidelines for New Development in Proximity to Railway Operations, FCM-RAC Proximity Initiative

4. Roles and Responsibilities / Qualifications

Is to be prepared by Qualified Professional as identified in the below background information. This report can be subject to a peer review to be charged back to the applicant.

5. Resources / Background

[Confederation Line Proximity Study Guidelines \(ottawa.ca\)](#), as updated or amended.

[2013_05_29_Guidelines_NewDevelopment_E.pdf \(wpenline.com\)](#)

