
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 of protection requirements for various roads are described in **Table 1** ~~Tables 1 to 14~~ of this annex. Additional policies on rights-of-way are also found in the following Sections 1 and 2 of this annex.

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 32.31 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. Ottawa Road 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 recognized 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]

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]

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, primarily 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, trucks, 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 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;
- 2) **minor widening of an existing road ROW** – these happens 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:
 - a. an enlargement of the curb lane for cyclists, be it a wider shared lane with motorized vehicles or a new separately marked cycle lane, either of which remedies the situation of insufficient lane space for cyclists,
 - 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.
 - 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.Such minor road widenings will occur generally along existing roadways within the Greenbelt.
- 3) **major widening of an 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 widenings 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.

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 rights-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.

The tables that follow show the ROW protection requirements for the following classes of roads:

Classes of Roads

- **Table 1:** Urban arterials and city freeway—existing
- **Table 2:** Urban arterials—proposed (location defined)
- **Table 3:** Rural arterials—existing
- **Tables 4-13:** Collector roads—for the former local municipalities of Cumberland, Gloucester, Goulbourn, Kanata, Nepean, Osgoode, Ottawa, Rideau, Vanier, and West Carleton
- **Table 14:** Local roads

Tables 1 and 2 have been prepared taking into consideration the *Arterial Road Corridor Design Guidelines* for the City's urban arterial roads including those that traverse the Greenbelt. Table 3 shows rural arterial roads having ROWs that generally reflect former rural regional roads. Tables 4-14 list collector and local road ROWs primarily found in the former official plans of the aforementioned local municipalities. Footnotes that accompany some tables should be referenced for further explanations. Except as specifically indicated otherwise in Tables 1 to 14 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. Not all roads shown on Schedules E to H have been identified for a road widening and therefore, particularly in the old City of Ottawa and several of the former rural townships, there may be limited street name reference in Tables 2-14. [Amendment 15, September 8, 2004]

Policies:

1. **Rural Road ROW**—The City will undertake a review of rural road ROWs and subsequently amend this Plan as required to harmonize these policies of the various former local municipalities. In the interim, the ROW requirements for collector roads in the rural area as shown in the Tables 4 to 13 in this annex will apply. If a collector road is identified on Schedules G and H but is not listed in the tables in this annex, the ROW will be 20.0 metres. [Amendment 15, September 8, 2004] **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 *[not new, just moved from the intro section above to here in the policy section]*.
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 34 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.

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.

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 the 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 3.7 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 components such as turning lanes, transit facilities, on-road cycling facilities, traffic signals, street lighting and medians.

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.

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.

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 street trees and similar landscaping can also be accommodated.

Table 1 – Road 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

Road	From	To	ROW to be Protected	Classification	Sector
Table 1 – urban arterials and city freeway – existing					
Airport Parkway	Bronson	Airport terminal	C	arterial	urban
Albert	Bayview	Champane	26 (Modification n° 45-8-September		

Road	From	To	ROW to be Protected	Classification	Sector
		Nord (City Centre)	2004]		
Albert	Champagne North (City Centre)	Booth	30 [Modification n° 15, 8 September 2004]		
Albert	Booth	Empress	32 Note: Subject to unequal widening: north side 22.0 m, south side 10.0 m [Amendment 15, September 8, 2004]		
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 (1.25 m).	arterial	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 on the rural side may be required to construct a rural cross-section.	arterial	urban
Anderson	Innes	Leitrim	G	arterial	urban
Argyle	Metcalf	Metcalf	20 Note: Subject to widening/easement policy.		
Baseline	Richmond	Cedarview	G		
Baseline	Cedarview Richmond	Greenbelt boundary	G	arterial	urban
Baseline	Greenbelt boundary	Prince of Wales	44.5	arterial	urban
Baseline	Walkley	Russell south of 447	G		
Baseline Ramsayville	Russell south of 447-Walkley	Leitrim	G	arterial	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	Conroy	G		
Bank	Lester Conroy	Leitrim	G	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
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	rural Urban
Bayshore	Carling	Richmond	26		
Beechwood	Vanier Parkway	Joliette	23	arterial	urban
Beechwood	Joliette	Juliana	26	arterial	urban
Besserer	Nicholas	Cumberland	20 Note: Maximum land requirement from property abutting existing ROW (1.00 m). Subject to widening/easement policy.	local	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	Ogilvie	Highway 174	44.5		
Blair	Highway Ottawa Road 174	Innes	37.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Booth	Chaudière Bridge	Wellington/Ottawa River Parkway Proposed LeBreton Blvd.	30 + 9 Note: A 9 metre widening on the east side of Booth may or may not be required pending the outcome of the Interprovincial Transit Study.	arterial	urban
Booth	Proposed LeBreton Blvd.	Fleet	32		
Booth	Fleet	Aqueduct	30	arterial	urban
Booth	Aqueduct	Wellington	38	arterial	urban
Boteler	Sussex	Dalhousie	20		
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
Bronson	Albert	Catherine	23		
Bronson	Catherine	Highway 417	23		
Bronson	Albert Highway 417	Colonel By	23	arterial	urban
Bronson	Colonel By	Airport Parkway Heron	44.5	arterial	urban
Bronson	Heron	Airport Parkway	44.5 [Ministerial Modification 66, November 10, 2003]		
Cambrian	Cedarview	Jockvale	37.5	arterial	urban
Campeau	Terry Fox Didbury	Teron	40 [Amendment 15, September 8, 2004]	arterial	urban
Campeau	Didsbury	Terry Fox	40 [Amendment 15, September 8, 2004]		
Carling	March	Hertzberg	44.5	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
			Note: Subject to unequal widening: 44.5 m, measured from the existing south ROW limit		
Carling	Herzberg	Greenbelt boundary	G	arterial	urban
Carling	Greenbelt boundary	Moodie	44.5		
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	Stittsville urban area – north limit	Hazeldean	37.5	arterial	urban
Carp	Hazeldean	Main Street	23	arterial	urban
Castlefrank	Aird Place	Katimavik	40	arterial	urban
Catherine	Bronson	Elgin	23	arterial	urban
Cedarview	Baseline	Lytle	G	arterial	urban
Cedarview	Lytle	Fallowfield	37.5	arterial	urban
			Note: An additional 5.0 m on the either side may be required to construct a rural cross-section.		
Cedarview	Strandherd	Cambrian	44.5 37.5 [Amendment 15, September 8, 2004]	arterial	urban
Chamberlain	Bronson	Bank	23	arterial	urban
Churchill	Scott	Richmond	20		
Clyde	Maitland	Baseline	34	arterial	urban
Clyde	Baseline	Merivale	34	arterial	urban
Conroy	Walkley	Johnston	44.5		
Conroy	Walkley Johnston	Greenbelt boundary	44.5	arterial	urban
Conroy	Greenbelt boundary	Bank	G	arterial	urban
Corkstown	March	Moodie	G	arterial	urban
Coventry	Vanier Parkway	Belfast	30 26	arterial	urban
Coventry	Belfast	St. Laurent	30	arterial	urban
Cumberland	Rideau	Besserer	20	arterial	urban
			Note: Maximum land requirement from property abutting existing ROW (1.0 m). Subject to widening/easement policy.		
Cummings	Ogilvie	Cyrville	37.5	arterial	urban
Cyrville	Cummings	100m north of Maxime	37.5	arterial	urban
Cyrville	100 m north of Maxime	Innes	37.5	arterial	urban
			Note: Subject to unequal widening: North side 15.0 m, South side 22.5 m		
Dalhousie	Macdonald-Cartier Bridge off ramp	Boteler	20		
Data Centre	Riverside	Heron	37.5	arterial	urban

Road	From	To	ROW to be Protected	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	30 m north of Palomino	Hope Side	44.5	arterial	urban
Earl Armstrong	River Road	Urban area limit	44.5	arterial	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
Fallowfield	Highway 416	Strandherd	44.5	arterial	urban
Fallowfield	Strandherd	Cedarview	44.5	arterial	urban
Fallowfield	Cedarview	Woodroffe	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
Fernbank	Stittsville Main Street South	Stittsville urban area limit	37.5	arterial	urban
Fernbank	Kanata urban area limit Stittsville Main Street South	Eagleson	37.5	arterial	urban
Fisher	Holland Carling	Trent Baseline	34	arterial	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	Baseline	Prince of Wales	26		
Greenbank	Carling	Richmond	37.5		
Greenbank	Richmond	Highway 417	26		
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 First road south of Market Place	37.5 32 Note: Subject to unequal widening: 17.5 m on the west side and 14.5 m on the east side	arterial	urban
Greenbank	Chapman Mills First road south of	Greenbank realignment	41.5 26	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
	Market Place				
Greenfield	Main	King Edward	23	arterial	urban
Hawthorne Ave.	Colonel By	Main	20	arterial	urban
Hawthorne Road	Walkley	Hunt Club	44.5	arterial	urban
Hawthorne Road	Hunt Club	Leitrim	G	arterial	urban
Hazeldean	Stittsville urban area – west limit	Carp	37.5	arterial	urban
Hazeldean	Carp	Main St. North	37.5	arterial	urban
Hazeldean	Main St. North	Fringewood	37.5	arterial	urban
Hazeldean	Fringewood	Terry Fox	44.5	arterial	urban
			Note: Subject to unequal widenings outlined in the Hazeldean Road ESR		
Hazeldean	Terry Fox	Eagleson	37.5	arterial	urban
Hemlock	Juliana	St. Laurent	30	arterial	urban
Heron	Prince of Wales	Bronson/Airport Parkway	44.5	arterial	urban
Heron	Bronson/Airport Parkway	Walkley Bank	37.5 44.5	arterial	urban
Heron	Bank	Walkley	37.5		
Highway Ottawa Road 174	Highway 417	Urban area limit	ECP	city freeway	urban
Holland	Carling	Fisher	34	arterial	urban
Holly Acres	Carling	Richmond	37.5	arterial	urban
			Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.		
Hope Side	Eagleson	Richmond (Road 59)	44.5	arterial	urban
			Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.		
Hunt Club	Prince of Wales	Conroy	44.5	arterial	urban
Hunt Club	Conroy	Hawthorne	44.5	arterial	urban
			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.		
Huntley/ Main Street	Etta	Stittsville urban area limit	37.5	arterial	urban
			Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.		
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	arterial	urban
Innes	Blair	Blackburn Hamlet By-Pass (west end)	G [Amendment 15, September 8, 2004]	arterial	urban
Innes	Blackburn Hamlet By-Pass (east end)	East Urban Community-	G [Amendment 15, September 8.	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
		west limit	2004]		
Innes	Orléans Urban Area – west limit	250m west of Prestwick	37.5 [Amendment 15, September 8, 2004]	arterial	urban
Innes	250m west of Prestwick	Tenth Line	40 Note: Subject to unequal widening: north side 14.0 m, South side 26 m [Amendment 15, September 8, 2004]	arterial	urban
Innes	Tenth Line	Trim	37.5	arterial	urban
Innes	Trim	East Urban Community – east limit	37.5 [Amendment 15, September 8, 2004]	arterial	urban
Isabella	Bank	O'Connor	23	arterial	urban
Isabella	O'Connor	Metcalfe	26	arterial	urban
Isabella	Metcalfe	Canal/Hawthorne Elgin	23	arterial	urban
Jeanne d'Arc	Highway-Ottawa Road 174	Innes	37.5	arterial	urban
Jockvale	Bren Maur	Prince of Wales	37.5 Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.	arterial	urban
Kanata Drive	Campeau	Aird Place	44.5 [Amendment 15, September 8, 2004]	arterial	urban
Katimavik	Terry Fox	Eagleson	40	arterial	urban
Kent	Wellington	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.	arterial	urban
Kent	Catherine	Chamberlain	20		
King Edward	Sussex	Rideau	40	arterial	urban
King Edward	Rideau	Laurier	20		
King Edward	Laurier	Mann	20		
King Edward	Mann	Highway 447	26		
Kirkwood	Richmond	Merivale	26	arterial	urban
Lemieux	St. Laurent	Labelle	44.5	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
Laurier East	Nicholas	King Edward	23	arterial	urban
Lees	Main	Robinson	23	arterial	urban
Lees	Robinson	Mann	26	arterial	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

Road	From	To	ROW to be Protected	Classification	Sector
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
Lester	Uplands	Albion	G	arterial	urban
Lester	Albion	Bank	37.5	arterial	urban
Limebank	River Road	Greenbelt Boundary	44.5 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Limebank	Greenbelt boundary	Leitrim	G	arterial	urban
Limebank	Leitrim	South Urban Community – south limit	44.5 [Amendment 15, September 8, 2004]	arterial	urban
Lyon	Wellington	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.	arterial	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 20	arterial	urban
Maitland	Carling	Woodward Clyde	26	arterial	urban
Main	Echo	Greenfield	23		
Main	Echo Greenfield	Highway 417	23	arterial	urban
Main	Highway 417	Clegg	20	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
Maple Grove	Approx. 500 m east of John St-Johnwoods	Terry Fox	37.5	arterial	urban
March	Urban area limit	Terry Fox	44.5 Note: Subject to unequal	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
			widenings outlined in March Road ESR [Amendment 15, September 8, 2004]		
March	Terry Fox	Richardson	44.5	arterial	urban
March	Richardson	Campeau	44.5	arterial	urban
			Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.		
McArthur	North River	St. Laurent	20		
McLeod	Metcalfe	Metcalfe	20	arterial	urban
			Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.		
Mer Bleue	Innes	Renaud	37.5	arterial	urban
			Note: Unequal widening may be required on west side to align Mer Bleue with Jeanne d'Arc		
Mer Bleue	Renaud	Navan	37.5	arterial	urban
			Note: An additional 5.0 m on the rural side may be required to construct a rural cross-section.		
Merivale	Island Park	Carling	30	arterial	urban
Merivale	Carling	Kirkwood	26	arterial	urban
Merivale	Kirkwood	Caldwell	34	arterial	urban
Merivale	Caldwell	Kirkwood	37.5	arterial	urban
		Baseline	37.5		
			Note: An additional 5.0 m on the Central Experimental Farm side may be required to construct a rural cross-section.		
Merivale	Baseline	Clyde	37.5		
Merivale	Clyde	Colonnade	37.5		
Merivale	Colonnade	MacFarlane	37.5		
Merivale	Baseline	Greenbelt	37.5 44.5	arterial	urban
	MacFarlane	boundary-West Hunt Club			
Merivale	West Hunt Club	Greenbelt Boundary	37.5	arterial	urban
Merivale	Greenbelt boundary	South Urban Community – urban area limit	G	arterial	urban
Merivale	South Urban Community – urban area limit	Prince of Wales	37.5	arterial	urban
Metcalfe	Wellington	McLeod	20	arterial	urban
			Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy		
Metcalfe	McLeod	Argyle	20	arterial	urban
			Note: Maximum land requirement from property abutting existing ROW (2.40 m). Subject to widening/easement policy.		

Road	From	To	ROW to be Protected	Classification	Sector
Metcalfe	Argyle	Catherine	20 Note: Maximum land requirement from property abutting existing ROW (0.90 m). Subject to widening/easement policy.	arterial	urban
Metcalfe	Catherine	Isabella	20	arterial	urban
Montréal	North River Road	St. Laurent Church	23 [Amendment 15, September 8, 2004]	arterial	urban
Montréal	Church	St. Laurent	26		
Montréal	St. Laurent	Highway 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	West Hunt Club	Greenbelt boundary	G	arterial	urban
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.	arterial	urban
Navan	Blackburn Hamlet Bypass	Greenbelt boundary	G	arterial	urban
Navan	Greenbelt boundary	Urban area limit	37.5	arterial	urban
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
Nicholas	Greenfield	Highway 417	ECP		
North River	Montréal	McArthur	20	arterial	urban
O'Connor	Wellington	Catherine	20		
O'Connor	Wellington Catherine	Isabella	20	arterial	urban
Ogilvie	St. Laurent	Bathgate Blair	44.5	arterial	urban
Ogilvie	Blair	Montréal	37.5	arterial	urban
Old Montréal	Trim	East Urban Community – east limit	37.5 [Amendment 15, September 8, 2004]	arterial	urban
Old Tenth Line	St. Joseph	Tenth Line	26	arterial	urban
Orléans	St. Joseph	Innes	37.5	arterial	urban
Orléans	Innes	Navan	37.5	arterial	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	26	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
			[Amendment 15, September 8, 2004]		
Parkdale	Ottawa River Parkway	Wellington St. West	26	arterial	urban
Parkdale	Wellington St. West	Carling	20 [Amendment 15, September 8, 2004]		
Pinecrest	Carling	Richmond	37.5	arterial	urban
Place d'Orléans	St. Joseph	St. Joseph	37.5	arterial	urban
Preston	Wellington/Ottawa River Parkway Proposed LeBreton Boulevard	Albert Wellington	26	arterial (proposed - location defined)	urban
Preston	Albert Wellington	Carling	23	arterial	urban
Preston	Carling	Prince of Wales	26		
Pretoria Bridge	Elgin	Colonel By Main	23	arterial	urban
Prince of Wales	Preston	Heron/Baseline	26	arterial	urban
Prince of Wales	Heron/Baseline	Fisher	26		
Prince of Wales	Fisher	Greenbelt boundary	40	arterial	urban
Prince of Wales	Greenbelt boundary	South Urban Community – north limit	G [Amendment 15, September 8, 2004]	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 [Amendment 15, September 8, 2004]	arterial	urban
Princess	Rockcliffe Parkway	Sussex	20	arterial	urban
Raymond	Highway 417 ramp	Bronson	23	arterial	urban
		Bell's Corners – urban area south limit	G	arterial	urban
Richmond	Bell's Corners – south urban area limit	Moodie	37.5	arterial	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	Pinecrest	37.5		
Richmond	Pinecrest	Carling	37.5		

Road	From	To	ROW to be Protected	Classification	Sector
Richmond	Highway 417 Carling	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
Richmond	Golden	Island Park	20 [Amendment 15, September 8, 2004]		
Rideau	Wellington	Sussex	26		
Rideau	Sussex	King Edward	30 Note: Maximum land requirement from property abutting existing ROW (1.75 m).	arterial	urban
Rideau	King Edward	Terminus at Montréal Road	26	arterial	urban
River Road	Limebank	Greenbelt boundary	37.5	arterial	urban
River Road	Riverside	Limebank	44.5 [Amendment 15, September 8, 2004]	arterial	urban
River Road	Greenbelt boundary	South Urban Community – north limit	G [Amendment 15, September 8, 2004]	arterial	urban
River Road	South Urban Community – north limit	South Urban Community – 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. [Amendment 15, September 8, 2004]	arterial	urban
Riverside	Highway 417	Smyth	44.5	arterial	urban
Riverside	Smyth	Bank Heron	37.5	arterial	urban
Riverside	Heron	Brookfield	44.5	arterial	urban
Riverside	Bank Brookfield	Rail Line (CN)	37.5	arterial	urban
Riverside	Rail Line (CN)	Terminus at River Road	44.5	arterial	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
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 Leitrim	G	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
Russell	Ramsayville	Leitrim	G		
Russell	Leitrim	Greenbelt boundary	G	arterial	urban
Russell	Greenbelt boundary	Carlsbad Springs – western boundary	37.5	arterial	urban
Scott	Churchill	Bayview	26 [Amendment 15, September 8, 2004]	arterial	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 policy.	arterial	urban
Slater	Elgin	MacKenzie King Bridge	VRW	arterial	urban
Smyth	Riverside	Alta Vista	37.5		
Smyth	Alta Vista	Dauphin	30	arterial	urban
Smyth	Dauphin	St. Laurent	26	arterial	urban
Somerset St. West	Booth Wellington terminus	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
St. Patrick	Alexandra Bridge	Sussex	20		
St. Patrick	Sussex	King Edward	20 Note: Maximum land requirement from property abutting existing ROW (0.55 m).	arterial	urban
St. Patrick	King Edward	Vanier Parkway	37.5	arterial	urban
St. Joseph	Highway Ottawa Road 174	East Urban Community – west limit	G [Amendment 15, September 8, 2004]	arterial	urban
St. Joseph	East Urban Community – west limit	Edgar Brault	32 [Amendment 15, September 8, 2004]	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 Highway 417	44.5	arterial	urban
St. Laurent	Highway 417	Smyth	44.5		

Road	From	To	ROW to be Protected	Classification	Sector
Strandherd	Fallowfield	Crestway	44.5	arterial	urban
Sussex	Princess	John St. Patrick	20 26	arterial	urban
Sussex	John Princess	St. Patrick	26	arterial	urban
Sussex	St. Patrick	Colonel By	20		
Tenth Line	North Service	Amiens	44.5	arterial	urban
Tenth Line	Amiens	Innes	37.5	arterial	urban
			Note: Subject to unequal widening: east side 20.5 m, west side 17.0 m.		
Tenth Line	Innes	Vanguard	44.5	arterial	urban
Tenth Line	Vanguard	East Urban Community – 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. [Amendment 15, September 8, 2004]		
Teron	Campeau	March	40 [Amendment 15, September 8, 2004]	arterial	urban
Terry Fox	March	Goulbourn Forced	44.5	arterial	urban
Terry Fox	Didsbury	Castlefrank	44.5 [Amendment 15, September 8, 2004]	arterial	urban
Timm	Eagleson	Moodie	G	arterial	urban
Trim	Highway Ottawa Road 174	Proposed Trim/Frank Kenny extension north of Portobello	46	arterial	urban
Trim (Old)	South of hydro corridor/Frank Kenny extension	Innes	37.5 Note: Refer to North South Link ESR	arterial	urban
Trim	Innes	East Urban Community – 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.		
Vanier Parkway	Beechwood	Highway 417	37.5		
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 [Amendment 15, September 8, 2004]	arterial	urban
Waller	Rideau	Laurier East	23 Note: Maximum land requirement from property abutting existing ROW (1.54 m).	arterial	urban
Wellington St. West	Island Park	Terminus at Somerset	20 [Amendment 15, September 8, 2004]	arterial	urban
Wellington	Ottawa River Parkway	Portage Bridge	40 [Amendment 15, September 8, 2004]	arterial	urban

Road	From	To	ROW to be Protected	Classification	Sector
Wellington	Portage Bridge	Rideau	26 Note: Maximum land requirement from property abutting existing ROW (0.00 m). [Amendment 15, September 8, 2004]		
West Hunt Club	Richmond	Cedarview Greenbelt boundary	G	arterial	urban
West Hunt Club	Cedarview	Greenbelt boundary	G		
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 Note: An additional 5.0 m on the Greenbelt side may be required to construct a rural cross-section.	arterial	urban
Wilbrod	Nicholas	Waller	20 Note: Maximum land requirement from property abutting existing ROW (1.0 m). Subject to widening/easement policy.	arterial	urban
Woodroffe	Ottawa River Parkway	Carling	26		
Woodroffe	Ottawa River Parkway Carling	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 [Amendment 15, September 8, 2004]	arterial	urban

Table 2 – Urban Arterials – proposed (locations defined)

Alta Vista Transportation Corridor	Highway 417	Walkley/Conroy	Varies – see the Alta Vista Transportation Corridor Environmental Study Report	arterial	urban
Blackburn Hamlet bypass extension	Blackburn Hamlet By-pass East Urban Community –west limit	Trim	40	arterial	urban
Campeau	Huntmar	Didsbury	37.5	arterial	urban
Earl Armstrong Realignment	500m west of Limebank	Limebank	44.5 [Amendment 15, September 8, 2004] [Ministerial Modification 68, November 10, 2003]		

Road	From	To	ROW to be Protected	Classification	Sector
Frank Kenny extension	Re-aligned Trim	South of Innes	46	arterial	urban
Greenbank realignment	Greenbank future Chapman Mills	Cambrian	26 41.5	arterial	urban
Greenbank realignment	Cambrian	South Urban Community – south limit	37.5 41.5 [Amendment 15, September 8, 2004]	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
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
Longfields	Strandherd	Jockvale	37.5	arterial	urban
Maple Grove	Huntmar	Terry Fox	37.5 [Amendment 15, September 8, 2004]	arterial	urban
Preston extension	Albert	Ottawa River Parkway Wellington	26 [Amendment 15, September 8, 2004] [Ministerial Modification 69, November 10, 2003]	arterial	urban
Strandherd extension	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
Terry Fox extension (north)	Goulbourn Forced	700 metres northwest of Didsbury	44.5 [Amendment 15, September 8, 2004]	arterial	urban
Terry Fox extension (south)	Old Rail line	Eagleson	44.5 [Amendment 15, September 8, 2004]	arterial	urban
Trim (realignment eastward)	North of Portobello	Frank Kenny as realigned south of Innes	46 [Ministerial Modification 70, November 10, 2003]		
Trim (old)	Hydro corridor/Frank Kenny extension	Existing old-Trim	37.5	arterial	urban

Table 3 – Rural Arterials

Albion	Urban area limit	Mitch Owens	30		
Anderson	Urban area limit	Mitch Owens	30		
Aylwin	Ferry	Canon Smith	30		
Bank	Urban area limit	Mitch Owens	40		
Bank	Mitch Owens	Ottawa city limits	ECP		
Bankfield	Highway 416	100 m west of Colony Heights	34		
Bankfield	100 m west of Colony Heights	Manotick Main Street	23	arterial	village

Road	From	To	ROW to be Protected	Classification	Sector
Boundary	Russell	Boundary of Village of Carlsbad Springs	23		
Boundary	Highway 417	Victoria	30		
Blackburn Hamlet by-pass extension	Trim	Frank Kenny	40 [Ministerial Modification 72, November 10, 2003]	arterial	rural
Bridge	Manotick Main	River	23	arterial	village
Brophy	Eagleson	Highway 416	30		
Burritts	Donnelly	Rideau River	30	arterial	village
Cameron	Ottawa River	Old Montréal	23	arterial	village
Canon Smith	Aylwin	Fitzroy	30		
Carp	Galetta Side	Approx. 600 m south of Craig Side	30		
Carp	Approx. 600 m south of Craig Side	Approx. 600 m north of March	23	arterial	village
Carp	Approx. 600 m north of March	Richardson Side Road	30 [Amendment 7, June 9, 2004]		
Carp	Richardson Side Road	Urban area limit	37.5 [Amendment 7, June 9, 2004]		
Cartwright	Victoria	Boundary	30		
Cedarview	Trail	Barnsdale	30		
Century	Bowrin	Fourth Line	30		
Colonial	Trim	Delson	23	arterial	village
Colonial	Delson	Western boundary of Village of Sarsfield	30	arterial	village
Colonial	Western boundary of Village of Sarsfield	Eastern boundary of Village of Sarsfield	30-23	arterial	village
Colonial	Eastern boundary of Village of Sarsfield	Ottawa city limits	30		
Dalmeny	River	Second Line	30		
Dalmeny	Second Line	Bank	30		
Devine	Boundary	Frank Kenny	30		
Dilworth	Fourth Line	Rideau Valley South	30		
Donald B. Munro	Thomas A. Dolan	Panmure	30		
Donnelly	Ottawa city limits	Fourth Line	30		
Doyle	Wood Duck	Snake Island	30 [Amendment 15, September 8, 2004]		
Dozois	Mitch Owens	Knights	30 [Amendment 15, September 8, 2004]		
Dunning	Old Montréal	Brickland	23	arterial	village
Dunning	Brickland	Russell	30		

Road	From	To	ROW to be Protected	Classification	Sector
Dunrobin	Galetta Side	March	30		
Dwyer Hill	Kinburn Side	Donnelly	30		
Eagleson	Urban area limit	Fallowfield	34		
Eagleson	Fallowfield	Brophy	30		
Earl Armstrong	Bowesville	Albion	44.5 [Amendment 15, September 8, 2004]		
Eight Line	Mitch Owens	Victoria	30		
Fallowfield	Dwyer Hill	Eagleson	30		
Fallowfield	Eagleson	Moodie	34		
Fallowfield	Moodie	Highway 416	40		
Fernbank	Stittsville urban area limit	Kanata urban area limit	30		
Ferry	Ottawa River	Galetta Side	30		
Fourth Line	Approx. 300 m north of Shellstar	Approx. 200 m south of Willisbrook	23	arterial	village
Fourth Line	Approx. 200 m south of Willisbrook	Donnelly	30		
Frank Kenny	Innes	Rockdale	33		
Franktown	Ottawa city limits	Perth	30		
Galetta Side	Ottawa Road 29	Darwin	30		
Galetta Side	Darwin	Morning Dew Galetta Village boundary	23	arterial	village
Galetta Side	Morning Dew	Dunrobin	30		
Gregoire	Victoria	Ottawa city limits	30		
Hazeldean	Spruce Ridge	Urban area limit	30		
Highway (Ottawa road) 29 (former Highway 15)	Highway 17 (former)	Lunney	40		
Highway 17 (former)	Madawaska	Kinburn Side	ECP		
Huntley	Urban area limit	Perth	30		
Huntmar	Richardson Side	Urban area limit	37.5 [Amendment 15, September 8, 2004]		
Indian Creek	Saumure	Russland	30		
Innes	East Urban Community—east limit	Dunning	30 [Amendment 15, September 8, 2004]		
Kinburn Side	Ottawa city limits	Woodkilton	30		
Kinburn Side	Woodkilton	Dunrobin	23		
Limebank	Urban area limit	Mitch Owens	30		
Lunney	(Highway) Ottawa road 29	Walter Bradley	ECP		
Madawaska	Ottawa city limits	Highway 17 (former)	30		
Manotick Main	Bankfield	Century East	23	arterial	village

Road	From	To	ROW to be Protected	Classification	Sector
March	Ottawa city limits	Highway 417	40		
March	Highway 417	Dunrobin	30		
March	Dunrobin	Urban area limit	34		
Marvelville	Bank	Ottawa city limits	30		
McBean	Perth	Ottawa Richmond Village Boundary	23 30	arterial	village
McBean	Ottawa	Bowrin	30		
Merlyn-Wilson	Donnelly	Rideau River/Ottawa city limits	30		
Milton	Navan	Russell	30		
Mitch-Owens	River	Bank	34		
Mitch-Owens	Bank	Boundary	30		
Moodie	Urban area limit	Fallowfield	34		
Moodie	Fallowfield	Brophy	30		
Munster	Fallowfield	Franktown	30		
Navan	Urban area limit	Trim	34		
Nixon	River	Snake Island	30		
Old Montréal	East Urban Community—east limit	Approx. 250 m west of Chevalier	34 [Amendment 15, September 8, 2004]		
Old Montréal	Approx. 250m west of Chevalier	Dunning	23	arterial	village
Osgoode Main	River	Nixon	30		
Osgoode Main	Nixon	Drew Henry	23	arterial	village
Osgoode Main	Drew Henry	Stagecoach	30		
Highway Ottawa Road 474	Urban area limit	Ottawa city limits	ECP	arterial	urban
Ottawa Road 174	Cardinal Creek	West/ Trenpannier	38	arterial	Rural/villa ge
Ottawa Road 174	West/ Trenpannier	Peter Harkness	40	arterial	village
Ottawa Road 174	Peter Harkness	City Boundary east of Canaan Raod	38	arterial	village/rur al
Panmure	Donald B. Munro	Dwyer Hill	30		
Perth	Richmond Village boundary	Eagleson	30		
Prince of Wales	Urban area limit	Bankfield	40		
Prince of Wales	Bankfield	Approx. 250 m north of Danbury	30		
Prince of Wales	Approx. 250 m north of Danbury (North Gower Village Boundary)	Fourth Line	23	arterial	village
Richmond	Hope Side	Fallowfield	34	arterial	rural

Road	From	To	ROW to be Protected	Classification	Sector
Richmond	Fallowfield	Eagleson	37.5 [Amendment 15, September 8, 2004]	arterial	rural
Rideau Valley North	Prince of Wales	Bankfield	34		
Rideau Valley South	Century East	Roger Stevens	30		
Rideau Valley South	Roger Stevens	Stevens Creek	23		
Rideau Valley South	Stevens Creek	Dilworth	30		
River	Urban area limit	Mitch Owens	34 30	arterial	rural
River	Mitch Owens	South Gower boundary	30		
Rockdale	Devine	Border of Russell Township	30		
Roger Stevens	Ottawa city limits	Approx. 600 m west of Craighurst	30		
Roger Stevens	Approx. 600 m west of Craighurst (North Gower Village W. Boundary)	Approx. 500 m west of Fourth Line (North Gower Village W. Boundary)	23	arterial	village
Roger Stevens	Approx. 500 m west of Fourth Line	Nixon	30		
Russell	Western boundary of Village of Carlsbad Springs	Eastern boundary of Village of Carlsbad Springs	23	arterial	village
Russell	Eastern boundary of Village of Carlsbad Springs	Ottawa city limits	30		
Rusland	Rockdale	Indian Creek	30		
Saumure	Russell	Indian Creek	30		
Second Line	Osgoode Main	Cabin	30		
Second Line	Dalmeny (west)	Dalmeny (east)	30		
Snake Island	Nixon	Bank	30		
Stagecoach	Mitch Owens	Ottawa city limits	30		
Tenth Line	Urban area limit	Navan	30		
Thomas A. Dolan	Donald B. Munro	Dunrobin	30		
Trail	Moodie	Barnsdale/Highway 416	30		
Trim	Future Blackburn Hamlet by-pass extension	Wall	30		
Trim	Navan	Colonial	34	arterial	village
Victoria	Bank	Glen	30		
Victoria	Glen	Glenwood	23	arterial	village

Road	From	To	ROW to be Protected	Classification	Sector
Victoria	Glenwood	Border of Russell Township	30		

NOTES:

1. For roads aligned in a north-south roads direction, the road segments are listed from north to south. For roads aligned in a west-east direction, the road segments are listed from west to east. 2. "ECP" signifies Existing Corridor Protection

Table 4 – Former City of Cumberland, Major Collector and Collector

Amiens	Duford	Tenth Line	20-26		
Beaton	Dunning	Sarsfield	20 [Amendment 15, September 8, 2004]		
Beckett's Creek	Old Montréal	Wilhaven	20		
Birchgrove	French Hill	Russell	20		
Bottrill	Charlemagne (north)	Charlemagne (south)	20-26		
Brickland	Lookout	Dunning	20		
Burton	Highway 417	150 m east of Corduroy	26		
Burton	Frontier	150 m east of Corduroy	20		
Canaan	Highway 174	Colonial	26		
Canaan	south of Colonial	Dead end	20		
Canaan	Russell	Old CPR line	20		
Carlsbad	Entire length		20		
Centrum	Entire length		26-34		
Charlemagne	Tenth Line (north)	Tenth Line (south)	26-34		
Clayton	Russell	Devine	20		
Delson	Trim	Colonial	20		
Des Épinettes	Tenth Line	Claireborne	26-34 [Amendment 15, September 8, 2004]		
Devine	Frank Kenny	Saumure	20		
Duford	St. Joseph	Amiens	20-26 24	collector	urban
Dunning	Russell	Russland	20		
Emmett	Wilhaven	French Hill	20		
Esprit	Entire length		26		
Étienne	Birchgrove	Canaan	20		
Forced	Russell	Rockdale	20		
Frank Kenny	Old Montréal	Innes	20		
French Hill	Frank Kenny	Birchgrove	20		
Frontier	Highway 417	Burton	20		
Gardenway	Charlemagne	Portobello	20-26		
Garlandside	Devine	Russland	20		
Giroux	Frank Kenny	Dunning	20		
Heuvelmans	Colonial	Maglady	20		
Huismans	Frank Kenny	Rockdale	20		
Jeanne d'Arc	Champlain	Tenth Line	20- 26	major collector	urban
Kinsella	Old Montréal	Quillivan	20		

Road	From	To	ROW to be Protected	Classification	Sector
Lafleur	Dead-end at north	Colonial	20 [Amendment 15, September 8, 2004]		
Larmours	Sarsfield	Canaan	20		
Lookout	Brickland	Dunning	20		
Magladry	Rockdale	Heuvalmans	20		
Magladry	Heuvalmans	Canaan	20		
McFadden	Trim	Frank Kenny	20		
McNeely	Magladry	Russell	20		
McVagh	Devine	Burton	20		
Merkley	Bottriel	Charlemagne	20-26		
Monterest	Princess Louise	Watters	20-26		
North Service	Tenth Line	Trim	20-26 26	major collector	urban
Old Montréal	Highway 174 (east)	Highway 174 (west of Kinsella)	26		
Old Montréal	Dunning	Highway 174	20		
Orchardview	Charlemagne	Innes	20-26		
O'Toole	Wilhaven	Regimbald	20		
Perrault	Milton	Trim	20		
Portobello	Trim	Innes	30-40		
Portobello	South of Innes	East Urban Community— south limit	37 [Amendment 15, September 8, 2004]		
Prestone	Centrum	Tompkins	26-34		
Prestone	Tompkins	Amiens	20-26 24	collector	urban
Prestwick	Amiens	Innes	20-26 26	collector	urban
Princess Louise	Charlemagne	Charlemagne	20-26		
Provence	Entire length		26 [Amendment 15, September 8, 2004]		
Quigley Hill	Highway 174	Wilhaven	20		
Quillivan	Royal Orchard	Kinsella	20		
Regimbald	Frank Kenny	Sarsfield	20		
Rockdale	Colonial	Devine	20		
Royal Orchard	Quillivan	Wilhaven	20		
Ruissellet	Magladry	Russell	20		
Sand	Russell	Devine	20		
Sarsfield	Wilhaven	Dunning	20		
Smith	Tenth Line	Trim	20 [Amendment 15, September 8, 2004]		
Taylor Creek	St. Joseph	Trim	20-26 26	collector	urban
Ted Kelly	Entire length	20			
Tenth Line	Navan	Smith	20		
Tompkins	Prestone	Tenth Line	26-34		

Road	From	To	ROW to be Protected	Classification	Sector
Tompkins	Major	Prestone	20-26 24	collector	urban
Trim	North Service	Highway Ottawa Road 174	20-26 [Amendment 15, September 8, 2004] 26	major collector	urban
Trim	Colonial	Perrault	20		
Trim	Wall	Navan	30		
Valin	Charlemagne	Trim	20-26 26	major collector	urban
Varennes	Watters	Valin	20-26		
Wall	Mer-Bleue	Frank-Kenny	20		
Watson	Dunning	Birchgrove	20		
Watters	Charlemagne	Trim	20-26 24	collector	urban
Watters	Trim	East Urban Community— east limit	26 uneven [Amendment 15, September 8, 2004]		
Wilhaven	Frank Kenny	Canaan	20		

Table 5 – Former City of Gloucester, Major Collector and Collector

Analdea	Bank	Bank	24	collector	urban
Albion	Bank	Lester	23-26 [Amendment 15, September 8, 2004] 24	collector	urban
Bathgate	Former Ottawa- Gloucester Boundary Montreal Road	Ogilvie	23-26 [Amendment 15, September 8, 2004] 24	collector	urban
Belcourt	St. Joseph	Sunview	23-26 [Amendment 15, September 8, 2004] 24	collector	urban
Belcourt	Innes	425m south of Innes	37-5 [Amendment 15, September 8, 2004] 26	collector	urban
Blais	Bank	Hawthorne	26-40		
Bowesville	Leitrim	Mitch Owens	26-40		
Boyer	Viseneau	Meadowglen	23-26 [Amendment 15, September 8, 2004] 24	collector	urban
Bridlepath	Former Ottawa/Gloucester boundary	Albion	23-40 [Amendment 15, September 8, 2004]		
Champlain City Park	Jeanne d'Arc Entire length	Highway 174	26-40 23-26 [Amendment 15, September 8, 2004]		
Creek Crossing	Orléans	Pagé	26-40 [Amendment 15, September 8, 2004]		
Cummings	Donald	Ogilvie	26-40 26	major collector	urban
Cummings	Donald	Shane	23-26	collector	urban
D'aoust	Albion	Bank	23-26 [Amendment 15, September 8, 2004] 24	collector	urban

Road	From	To	ROW to be Protected	Classification	Sector
D'aoust	Albion	Timbermill	23-26		
Davidson	Bank	Conroy	26 [Amendment 15, September 8, 2004]		
Donald	St. Laurent	Cummings	26-40		
Downey	Rideau	Mitch Owens	26-40		
Eighth Line	Ramsayville	Boundary	26-40		
Farmers	Leitrim	Mitch Owens	26-40		
Forest Valley	St. Joseph	Orléans	23-26 [Amendment 15, September 8, 2004] 26	collector	urban
Hall	Russell	Mitch Owens	26-40 26		
Hawthorne Road	Leitrim	Rideau	26-40 34	collector	urban
Innes	Blackburn Hamlet by pass	Blackburn Hamlet by pass	26-40 34		
Labelle	Lemieux	Cyrville	26-40		
Lemieux	St. Laurent	Labelle	23-26		
Longleaf	Orléans	Orléans	23-40 [Amendment 15, September 8, 2004] 24	collector	urban
Louiseize	Hawthorne	Ramsayville	26-40		
Matheson	Entire length		23-26 [Amendment 15, September 8, 2004]		
Meadowbrook	Entire length		23-26 [Amendment 15, September 8, 2004]		
Meadowglen	Orléans	Boyer	23-26 [Amendment 15, September 8, 2004] 26	collector	urban
Ninth Line	Baseline	Boundary	26-40		
Ogilvie	Quincy	Montréal	23-26 [Amendment 15, September 8, 2004]		
Pagé	Silverbirch	Creek Crossing	26-40 [Amendment 15, September 8, 2004] 24	collector	urban
Ramsayville	Leitrim	Mitch Owens	26-40		
Renaud	150 m west of Whaite	150 m west of Mer Bleue	23-26 [Amendment 15, September 8, 2004] 24	collector	urban
Rideau	River	Ramsayville	26-40		
St. Bernard	Bank	Sixth	23-26 [Amendment 15, September 8, 2004]		
St. Bernard	Timbermill	Sixth	23-26		
Shefford	Casey	Montréal	23-26 [Amendment 15, September 8, 2004]		
Silverbirch	Orléans	Pagé	26-40 [Amendment 15, September 8, 2004] 26	collector	urban
Spratt	Earl Armstrong	Mitch Owens	26-40		
Sunview	Belcourt	Des Épinettes	23-26 [Amendment 15, September 8, 2004] 26	collector	urban

Road	From	To	ROW to be Protected	Classification	Sector
Uplands	Former Ottawa-Gloucester boundary	Airport Parkway	26 [Amendment 15, September 8, 2004]		
Viseneau	Boyer	Innes	23-26 [Amendment 15, September 8, 2004] 26	collector	urban

Table 6 – Former Township of Goulbourn, Major Collector and Collector

Abbott East	Main	Iber	24-26	major collector	urban
Abbott West	West Ridge	Main	20-24	collector	urban
Amy	Kathleen	Abbott East	20-24	collector	urban
Beechfern	Wintergreen	Hedgerow	20-24	collector	urban
Beverly	West Ridge	Main Stittsville Main	20-24	collector	urban
Brownlee	Huntley	Shea	20		
Carbery	Beechfern	Abbott East	20 [Amendment 15, September 8, 2004] 24	collector	urban
Elm	Main	Main	20 [Amendment 15, September 8, 2004] 24	collector	urban
Fernbank	Black's Side Stittsville Urban Area western Limit	Main Stittsville Main	23 [Amendment 15, September 8, 2004] 24	collector	urban
Flewellyn	Ashton Station	Eagleson	20		
Harry Douglas	Iber	Randall James	20-24	collector	urban
Hedgerow	Beechfern	Trailway	20-24	collector	urban
Hobin	Carp	Renshaw	20-24	collector	urban
Hobin	Renshaw	Main Stittsville	20-24		
Iber	Abbott East	Hazeldean	24		
Johnwoods	Hazeldean	Maple Grove	20-24	collector	urban
Jonathan Pack	Beverly	Abbott West	20-24	collector	urban
Kathleen	Randall James	Amy	20-24	collector	urban
Liard	Main Stittsville	Fernbank	20-24	collector	urban
McArton		McArton — See Table 13 [Amendment 15, September 8, 2004]			
Moss Hill	Trailway	Abbott East	20		
Ottawa	McBean	Eagleson	20		
Randall James	Harry Douglas	Kathleen	20-24	collector	urban
Renshaw	West Ridge	Hobin	20-24	collector	urban
Rothbourne		Rothbourne — See Table 13 [Amendment 15, September 8, 2004]			
Shea	Brownlee	Abbott East	20		
Shea	100 m north of Hemphill	Perth	20 [Amendment 15, September 8, 2004]		
Springbrook	Hazeldean	Trailway	20-24	collector	urban

Road	From	To	ROW to be Protected	Classification	Sector
Sweetnam	Hazeldean	Harry Douglas	20		
Trailway	Springbrook	Hedgerow	20		
Trailway	Hedgerow	Moss Hill	20		
Trailway	Springbrook-Moss Hill	Entire Length	20-24	collector	urban
West Ridge	Hazeldean	Fernbank	20-24	collector	urban
Wintergreen	Main Street	Beechfern	20		

Table 7—Former City of Kanata, Major Collector and Collector

Abbeyhill	Castlefrank	Eagleson	26		
Aird	Katimavik	Castlefrank	26		
Beaver Brook	Weslock	Teron	26 [Amendment 15, September 8, 2004]		
Berry Side	Kerwin	Sixth Line	26 [Amendment 15, September 8, 2004]		
Brady	Entire Length		26		
Bridgestone	Eagleson	Stonehaven	26-35 [Amendment 15, September 8, 2004]		
Bridle Park	Bridgestone	Stonehaven	26 [Amendment 15, September 8, 2004]		
Bridlewood	Stonehaven	Steeple Chase	26 [Amendment 15, September 8, 2004]		
Cadence Gate	Eagleson	Equestrian	26 [Amendment 15, September 8, 2004]		
Castlefrank	Terry Fox	Katimavik	26-35		
Chimo	Katimavik	Katimavik	26-24	collector	urban
Cope	Entire length		26 [Amendment 15, September 8, 2004] 24	collector	urban
Crowridge	Grassy Plains	Hope Side	26-35 [Amendment 15, September 8, 2004]		
Davis	Katimavik	McGibbon	26-24	collector	urban
Edgewater	Terry Fox	Hazeldean	26 [Amendment 15, September 8, 2004]		
Emerald Meadow	Eagleson	Grassy Plains	26		
Equestrian	Bridgestone	Bridgestone	26		
Flamborough	Terry Fox	Klondike	26-24	collector	urban
Gladmorgan	Castlefrank	Rothsay	26 [Amendment 15, September 8, 2004] 24	collector	urban
Goldridge	Kanata	Kanata	26-24	collector	urban
Goulbourn Forced	150 m north of rail line	Kanata	26-35 [Amendment 15, September 8, 2004] 26	major collector	urban
Grassy Plains	Bridgestone	Stonehaven	26-35		
Halton	Klondike	Flamborough	26		
Hearst	Whitney	Katimavik	26 [Amendment 15, September 8, 2004]		
Helmsdale	Shirley's Brook	Terry Fox	26		
Herzberg	Terry Fox	March	26 uneven [Amendment 15, September 8, 2004] 26	major collector	urban
Hines	Entire length		26 [Amendment 15, September 8, 2004]		

Road	From	To	ROW to be Protected	Classification	Sector
Huntmar	March	Richardson Side	26 uneven [Amendment 15, September 8, 2004]		
Innovation	Entire length		26 [Amendment 15, September 8, 2004]		
Irwin	Pickford	Hazeldean	26 [Amendment 15, September 8, 2004] 24	collector	urban
Kakulu	Castlefrank	Eagleson	26-35 26	collector	urban
Kanata	Campeau	Richardson Side	26-35 26	collector	urban
Kerwin	Dumobin	Berry Side	26 [Amendment 15, September 8, 2004]		
Kerwin	Thomas A. Dolan	Berry Side	26 [Amendment 15, September 8, 2004]		
Klondike	Second Line	March Valley	26 [Amendment 15, September 8, 2004] 24	collector	urban
Knudson	Kanata	Campeau	26		
Leacock	Beaver Brook	Beaver Brook	26 24	collector	urban
Leacock	Leacock	The Parkway	26 24	collector	urban
Legget	Terry Fox	Herzberg	26 [Amendment 15, September 8, 2004] 24	collector	urban
March Valley	Riddell	500 m north of rail line	26 uneven [Amendment 15, September 8, 2004]		
Marchurst	Thomas A. Dolan	March	26 uneven [Amendment 15, September 8, 2004]		
McCurdy	Castlefrank	Castlefrank	26 [Amendment 15, September 8, 2004] 24	collector	urban
McGibbon	Davis	Katimavik	26 24	collector	urban
Meadowbreeze	Grassy Plains	Grassy Plains	26 24	collector	urban
Michael Cowpland	Entire length		26 [Amendment 15, September 8, 2004]	major collector	urban
Morgans Grant	Flamborough	March	26		
Murphy Side	Marchurst	Dunrobin	26 uneven [Amendment 15, September 8, 2004]		
Old Carp	Huntmar	Second Line	30 [Amendment 15, September 8, 2004]		
Old Colony	Rothesay	Abbeyhill	26 24	collector	urban
Palomino	Eagleson	Eagleson	26 24	collector	urban
Penfield	Teron	Teron	26 24	collector	urban
Pickford	Kakulu	Kakulu	26 [Amendment 15, September 8, 2004] 24	collector	urban
Pine Hill	Entire length		26 [Amendment 15, September 8, 2004]		
Richardson Side	Huntmar	Future Terry Fox	30 uneven [Amendment 15, September 8, 2004]		
Riddell	Dunrobin	Sixth Line	30		
Rothesay	Giamorgan	Eagleson	26 24	collector	urban
Second Line	Thomas A. Dolan	Old Carp	26 uneven [Amendment 15, September 8, 2004]		
Second Line	Old Carp	Terry Fox	26 uneven [Amendment 15, September 8, 2004]	major collector	urban

Road	From	To	ROW to be Protected	Classification	Sector
Shatner Gate	Pickford	Eagleson	24-26 [Amendment 15, September 8, 2004]	collector	urban
Shirley's Brook	March	Helmsdale (south intersection)	26 [Amendment 15, September 8, 2004]		
Sixth Line	Thomas A. Dolan	Riddell	30		
Solandt	Entire length		26 [Amendment 15, September 8, 2004] 24	collector	urban
Steeple Chase	Stonehaven	Bridlewood	26		
Stikine	Kanata	Goldridge	26		
Stonehaven	Eagleson	Richmond	26-35 26	collector	urban
Stonemeadow		Entire length	26 24	collector	urban
Teron	Campeau	March	26-35-26	collector	urban
Terry Fox	March	Herzberg	26 [Amendment 15, September 8, 2004]		
The Parkway	Leacock	Teron	26		
Thomas A. Dolan	Dunrobin	Neely	30 uneven [Amendment 15, September 8, 2004]		
Varley	Beaver Brook	Beaver Brook	26 [Amendment 15, September 8, 2004] 24	collector	urban
Walden	Entire length		26		
Weslock	Walden	Knudson	26		
Winchester	Terry Fox	Castlefrank	26		
Whitney	Hearst	Katimivik	26 [Amendment 15, September 8, 2004]		

NOTES:

1. Where a road ROW is shown as a range, the City will apply the larger width indicated unless the City determines that development conditions of a segment(s) of the road would permit use of a reduced width of an amount to be determined by the City but not less than the lesser width shown.
2. "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.

Table 8 – Former City of Nepean, Major Collector and Collector

Aldcrest	Viewmount	Fieldrow	21.5-30 24	collector	urban
Amberwood	Merivale	Prince of Wales	21.5-30-24	collector	urban
Antares	Auriga	West Hunt Club	21.5-30 24	collector	urban
Arnold	Richmond	Moodie	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Ashgrove	Greenbank	Meadowbank	21.5-30 24	collector	urban
Auriga	Antares	Antares	21.5-30 24	collector	urban
Banner	McClellan	Greenbank	21.5-30 24	collector	urban
Barnsdale	Eagleson	Prince of Wales	up to 40 30	collector	rural
Barran	Fallowfield	Larkin	21.5-30 24	collector	urban
Beatrice	Strandherd	Longfields	21.5-30		
Beaver Ridge	Capilano	Meadowlands	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Beckstead	Leikin	Merivale	21.5-30 [Amendment 15, September 8, 2004]		
Bellman	McClellan	Greenbank	21.5-30 24	Collector	Urban
Bentley	Merivale	Sunderland	21.5-30		
Berrigan	Greenbank	Beatrice	21.5-30		

Road	From	To	ROW to be Protected	Classification	Sector
Bill Leatham	Unnamed east extension of Claridge Leikin	Leikin	21.5-30 [Amendment 15, September 8, 2004] 26	major collector	urban
Bren-Maur	Jockvale	Woodroffe	21.5-30 24	collector	urban
Bruin	Cassidy	Cedarview	21.5-30		
Cambrian	Richmond	Highway 416	up to 40 [Amendment 15, September 8, 2004]		
Camelot	Cleopatra	Merivale	21.5-30 24	collector	urban
Canfield	Cramer	Greenbank	21.5-30 24	collector	urban
Capilano	Merivale	Beaver	21.5-30 24	collector	urban
Capital	Grenfell	Merivale	21.5-30 24	collector	urban
Cassidy	Northside	Bruin	21.5-30		
Cedarview	Cambrian	Barnsdale	up to 40		
Cedarview	Fallowfield	Jockvale	26	major collector	urban
Cedarview	Barnsdale	Brophy	up to 40 [Amendment 15, September 8, 2004]		
Cedarview	Jockvale	Kennevale	24	collector	urban
Cedarview	Fallowfield	Kennevale	21.5-30 [Amendment 15, September 8, 2004]		
Cedarview	Cambrian	Urban Limit	24	collector	urban
CentrepoinTE	Baseline	Baseline	21.5-30		
CentrepoinTE	63M north of Hemmingwoode	Tallwood	26	major collector	urban
Chesterton	Viewmount	Meadowlands	21.5-30 24	collector	urban
Claridge	Strandherd	Woodroffe	21.5-30 24	collector	urban
Cleopatra	West Hunt Club	Merivale	21.5-30 24	collector	urban
Colonnade	Merivale	Prince of Wales	21.5-30-26	major collector	urban
Colonnade S	Colonnade N.	Colonnade N.	24	collector	urban
Constellation	CentrepoinTE	Baseline	21.5-30 24	collector	urban
Cordova	Withrow	Baseline	21.5-30 24	collector	urban
Corkstown	Moodie	Carling	21.5-30 24	collector	urban
Craig Henry	Greenbank	Knoxdale	21.5-30		
Cresthaven	Future-Strandherd	Crestway	21.5-30 [Amendment 15, September 8, 2004] 26	major collector	urban
Crestway	Strandherd	Prince of Wales	21.5-30		
Crystal Beach	Corkstown	Carling	21.5-30 24	collector	urban
Deakin	Auriga	Prince of Wales	21.5-30 24	collector	urban
Deer Fox	Beatrice	Woodroffe	21.5-30 24	collector	urban
Deer Park	Meadowlands	Fisher	21.5-30 24	collector	urban
Earl Mulligan	Mountshannon	Woodroffe	21.5-30		
Eaton	Lynhar	Larkspur	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Exeter	Jockvale	Wessex	21.5-30		
Fable	Jockvale	Larkin	21.5-30		
Family Brown	Merivale	Grant Carmen	21.5-30-24	collector	urban
Farlane	Wallford	Baseline	21.5-30 24	collector	urban
Fieldrow	Aldercrest	Perry	21.5-30 24	collector	urban

Road	From	To	ROW to be Protected	Classification	Sector
Fitzgerald	Robertson	Moodie	21.5-30 24	collector	urban
Foxfield	Greenbank	Holtman	21.5-30		
Gibbard	Greenbank	Knoxdale	21.5-30		
Grant Carman	Viewmount	Meadowlands	21.5-30 24	collector	urban
Greenbank	Barnsdale	Prince of Wales	up to 40		
Grenfell	Woodroffe	Slack	21.5-30 24	collector	urban
Guthrie	Baseline	Monterey	21.5-30 [Amendment 15, September 8, 2004]		
Harrison	Monterey	Greenbank	21.5-30 24	collector	urban
Hemmingwood	Centrepoinde	Centrepoinde	21.5-30		
Highbury Park	Greenbank	Longfields	21.5-30 24	collector	urban
Holtman	Foxfield	Fallowfield	21.5-30		
Inverness	Meadowlands	Fisher	21.5-30 24	collector	urban
Jockvale	Cedarview	Strandherd	21.5-30		
Kennevale	Cedarview	Weybridge	21.5-30		
Kimberley	Richmond	Ridgefield	21.5-30 24	collector	urban
Knoxdale	Hunt Club West	Woodroffe	21.5-30 24	collector	urban
Larkin	Fallowfield	Greenbank	21.5-30 24	collector	urban
Larkspur	Eaton	Northside	21.5-30 24	collector	urban
Leikin	Crestway	Merivale	21.5-30 [Amendment 15, September 8, 2004] 26	major collector	urban
Longfields	Strandherd	Woodroffe	up to 40 [Amendment 15, September 8, 2004]		
Longwood	Richmond	Ridgefield	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Lotta	Cordova	Merivale	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Lynhar	Richmond	Eaton	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
MacFarlane	Merivale	Deakin	21.5-30 24	collector	urban
Majestic	Newhaven	Woodroffe	21.5-30 24	collector	urban
Malvern	Fable	Greenbank	21.5-30		
Maravista	Cedarview	Weybridge	21.5-30		
March Valley	March Valley		See Table 7 [Amendment 15, September 8, 2004]		
McClellan	Banner	Bellman	21.5-30 24	collector	urban
Meadowbank	Greenbank	Ashgrove	21.5-30		
Meadowlands	Woodroffe	Fisher Prince of Wales	26 [Amendment 15, September 8, 2004]	major collector	urban
Medhurst	Woodroffe	Woodfield	21.5-30 24	collector	urban
Monterey	Baseline	Greenbank	21.5-30 24	collector	urban
Moodie	Richmond	West Hunt Club	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Mounshannon	Longfields	Longfields	21.5-30 [Amendment 15, September 8, 2004]		
Nanaimo	Richmond	Queensline	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban

Road	From	To	ROW to be Protected	Classification	Sector
Navaho	Woodroffe	Baseline	21.5-30 [Amendment 15, September 8, 2004]		
Norice	Woodroffe	Viewmount	21.5-30 24	collector	urban
Northside	Larkspur (west)	Cassidy	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Orr	Fallowfield	Larkin	21.5-30 24	collector	urban
Perry	Fieldrow	Meadowlands	21.5-30 24	collector	urban
Queensbury	Beatrice	Woodroffe	21.5-30		
Richmond	Moodie	Robertson	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Rideaucrest	Woodroffe	Stoneway	21.5-30		
Riddell	Riddell	See Table 7 [Amendment 15, September 8, 2004]			
Ridgefield	Arnold	Stinson	21.5-30 24	collector	urban
Roydon	Merivale	West Hunt Club	21.5-30 24	collector	urban
Sandcastle	Valley Stream	Baseline	21.5-30 24	collector	urban
Seyton	Westcliffe	Richmond	21.5-30 24	collector	urban
Sherway	Fable	Malvern	21.5-30		
Slack	Woodroffe	Merivale	21.5-30 26	collector	urban
Stafford	Moodie	Robertson Richmond	21.5-30 24	collector	urban
Stinson	Ridgefield	Richmond	21.5-30 [Amendment 15, September 8, 2004]		
Stoneway	Woodroffe	Woodroffe	21.5-30		
Sunderland	Bentley	West Hunt Club	21.5-30 24	collector	urban
Tallwood	Centrepoinde	Woodroffe	21.5-30 28	collector	urban
Tartan	Old Strandherd	Jockvale	21.5-30 [Amendment 15, September 8, 2004]		
Twin Elm	Cambrian	Brophy	up to 40 [Amendment 15, September 8, 2004]		
Vaan	Woodroffe Entire Length Slack		21.5-30 24	collector	urban
Viewmount	Meadowlands	Fisher	21.5-30 24	collector	urban
Virgil	Stinson	Lynhar	21.5-30 24	collector	urban
Waterbridge	Cresthaven	Prince of Wales	21.5-30 [Amendment 15, September 8, 2004] 24	collector	urban
Wessex	Exeter	Greenbank	21.5-30		
Westcliffe	Robertson	Seyton	21.5-30 24	collector	urban
Weybridge	Jockvale	Jockvale	21.5-30		
Withrow	Meadowlands	Merivale	21.5-30 24	collector	urban
Wolfgang	Fallowfield	Foxfield	21.5-30		
Woodfield	Medhurst	Merivale	21.5-30 24	collector	urban
Woodridge	Bayshore	Bayshore	21.5-30 24	collector	urban
Woodroffe	Strandherd	Bren Mar	21.5-30 26	major collector	urban

Road	From	To	ROW to be Protected	Classification	Sector
NOTES:					
1. Where a road ROW is shown as a range, the City will apply the larger width indicated unless the City determines that development conditions of a segment(s) of the road would permit use of a reduced width of an amount to be determined by the City but not less than the lesser width shown.					
Table 9 – Former Township of Osgoode, Collector					
2nd Line	Osgoode Main	Dalmeny (east)	30 [Amendment 15, September 8, 2004]		
2nd Line	Dalmeny (west)	City limit	30 [Amendment 15, September 8, 2004]		
3rd Line	Entire length		30		
4th Line	Forest	Belmeade	26 [Amendment 15, September 8, 2004]		
5th Line	Entire length		30		
6th Line	Lawrence	Belmeade	26		
8th Line	Victoria	Marionville	30 [Amendment 15, September 8, 2004]		
9th Line	Mitch Owens	Marionville	26		
Acres	McDiarmid	Belmeade	26		
Apple Orchard		Entire length	30		
Belmeade		Entire length	30		
Black Creek	Mitch Owens	Pana	26		
Blanchfield	Snake Island	Spring Hill	26		
Cabin	River	Stagecoach	26		
Campbellcroft	Spring Hill	Dalmeny	26 [Amendment 15, September 8, 2004]		
Gastor	8th Line	Gregoire	26		
Cooper Hill	John Quinn	Boundary	26		
Doyle	River	"T" intersection	26 [Amendment 15, September 8, 2004]		
Forest	Stagecoach	4th Line	26		
Gough	Entire length		30		
Grey's Creek	Bank	Snake Island	30 [Amendment 15, September 8, 2004]		
Herberts Corners	Manotick Station	Stagecoach	26		
John Quinn	Entire length		30		
Larry Robinson	Entire length		26		
Lawrence	Entire length		30		
Manotick Station	Mitch Owens	Snake Island	30 [Amendment 15, September 8, 2004]		
Marionville		Entire length	30		
McDiarmid	3rd Line	6th Line	26		
McGuire	Snake Island	Cabin	26		
Nixon	Snake Island	Gabert	26		
Old Prescott	Mitch Owens	Stagecoach	30		
Pana	8th Line	Boundary	26		
Parkway	Entire length		30		
Ray Wilson	Yorks Corners	Gregoire	26		

Road	From	To	ROW to be Protected	Classification	Sector
Rideau Forest	River	Shylo	26		
Sale Barn	Entire length		30		
Scrivens	Snake Island	Bank	26		
Shylo (south)	Rideau Forest	Squire	26		
South Gower Boundary	Entire length		26		
Squire	Shylo (south)	Dozois	26		
Spring Hill	Blanchfield	Gregoire	26		
Stone School	Greys Creek	John Quinn	26		
Yorks Corners	Mitch Owens	Marionville	30 [Amendment 15, September 8, 2004]		

Table 10 – Former City of Ottawa, Major Collector and Collector

Bayview/ Bayswater	Scott	Somerset	23 [Amendment 15, September 8, 2004] 24	collector	urban
Brookfield	Riverside	Airport Parkway	30 [Ministerial Modification 74, November 10, 2003] 26	major collector	urban
Bryron <i>Note: North side</i>	Golden	25.0 m west of Roosevelt	20.117		
Charlotte	Rideau	Laurier East	20 [Amendment 15, September 8, 2004]		
Clare	34.90 m east of Evered	Tweedsmuir	20.117 24 <i>Note: North side</i>	collector	urban
Cummings	Montreal	Donald	24	collector	urban
Dalhousie	George	Besserer	23.0 24	collector	urban
Fairlawn	Carling	Lenester	26 [Amendment 15, September 8, 2004]		
Hog's Back	Prince of Wales	Riverside	26 [Amendment 15, September 8, 2004]	collector	urban
Holland	Scott	Carling	26	collector	urban
Johnston <i>Note: North side</i>	Bank	Albion	34.0 26	major collector	urban
Laurier East	King Edward	Charlotte	20 [Amendment 15, September 8, 2004]		
Lenester	Woodroffe	Fairlawn	26 [Amendment 15, September 8, 2004]	major collector	urban
Lola	30.238 m south of Prince Albert	26.632 m north of King George	20.117 24 <i>Note: East side tapered from north to south</i>	collector	urban
Patricia	Richmond	40 m north of Richmond	15.24 24	major collector	urban
Rideau Terrace	Noel	Acacia	18.288 24	collector	urban
Springfield	Maple Lane	Rideau Terrace	24 <i>Note: West side and corner roundings at northwest corner</i>	major collector	urban

Table 11 – Former Township of Rideau, Collector

Road	From	To	ROW to be Protected	Classification	Sector
Arthur	Bridge	Richard	20		
Century	McCordick	Rideau Valley	30		
Church	McCordick	Fourth Line	20		
Eastman	Potter	Rideau Valley	20		
First Line	Bankfield	Roger Stevens	30		
Long Island	Driscoll	Bridge	20		
Malakoff	Donnelly	Century	30		
McCordick	Brophy	Donnelly	30		
Pollock	McCordick	Fourth Line	20 [Amendment 15, September 8, 2004]		
Potter	Bankfield	Eastman	20 26	collector	village
Van Vliet/Richard	Arthur	South River	20		
West River	Bridge	West	20		
West	West River	Long Island	20		

NOTES:

Where walkway and/or bicycle paths are to be located on the road allowance of a Village collector the ROW width should be increased to 26m.

Table 12 – Former City of Vanier, Collector

Granville	Montréal	65 m north	3 m on west side; 1 m on east side 27	collector	urban
Lafontaine	McArthur	65 m north	2 m each side		
Lafontaine	Montréal	65 m south	3 m on east side; 1 m on west side		
Marier	Montréal	65 m north	2 m each side		
Marier	Beechwood	65 m south	2 m each side		

Table 13 – Former Township of West Carleton, Collector

Allbirch	Bishop-Davis	Baillie	20		
Armitage	Rock Forest	Farm	20 [Amendment 15, September 8, 2004]		
Aylwin	Ferry	Stonecrest	20		
Bairds	Diamondview	Carp	20		
Barlow	Vances	Thomas A. Dolan	20		
Bayview	Bishop-Davis	Bishop-Davis	20		
Bearhill	Vaughan	Rockey-Creek	20		
Beavertail	Old-Almonte	Whitetail	20		
Bishop-Davis	Bayview	Bayview	20		
Bradley-Side	Oak-Creek	Huntmar	20		
Breezy-Heights	Entire length		20		
Burnt-Lands	Entire length		20		
Canon-Smith	Old-Birch	Galetta-Side	20		
Carrol-Side	Dwyer-Hill	Peter-Robinson	20		
Carrys-Side	Mehrs	Donald-B. Munro	20		
Cavanmore	Entire length		20		
Constance Bay	Dunrobin	Bayview	20	arterial	village
Corkery	Entire length		20		

Road	From	To	ROW to be Protected	Classification	Sector
David Manchester	McGee Side	Rothbourne	20		
Diamondview	Dead end north of Kinburn Side	McGee Side	20 [Amendment 15, September 8, 2004]		
Dominion Springs	Entire length		20		
Donald B. Munro	Kinburn Side	March	20 [Amendment 15, September 8, 2004]		
Dunhaven	Stonecrest	Ridgetop	20		
Dunrobin	Galetta Side	north end	20 [Amendment 15, September 8, 2004]		
Farm	Tonwood	Armitage	20 [Amendment 15, September 8, 2004]		
Farmview	Hunt Line	Grants Side	20		
Glencastle	Inniskillin	Robertlee	20 [Amendment 15, September 8, 2004]		
Golden Line	March	McArton	20		
Grainger Park	Upper Dwyer	Breezy Heights	20 [Amendment 15, September 8, 2004]		
Grants Side	Highway 17/417	Donald B. Munro	20 [Amendment 15, September 8, 2004]		
Greenland	Rock Forest	Thomas A. Dolan	20		
Hamilton	Golden Line	Dwyer Hill	20		
Hanson	Entire length		20		
Harbour	Market	Nicholson	23 [Ministerial Modification 75, November 10, 2003]	collector	urban
Harbour	Nickolson	Galetta	30 [Ministerial Modification 75, November 10, 2003]		
Homesteaders	Galetta Side	Lillie Side	20		
Howie	March	Old Almonte	20		
Hunt Line	Highway 17/417	Loggers	20 [Amendment 15, September 8, 2004]		
Huntmar	Huntmar (March to Richardson Side) –		See Table 7 [Amendment 15, September 8, 2004]		
Inniskillin	Langstaff	Glencastle	20 [Amendment 15, September 8, 2004]		
Ivy Acres	Galetta Side	Richie	20		
John Kennedy	Old Almonte	Hamilton	20		
John Shaw	Galetta Side	Thomas A. Dolan	20		
Juanita	Carp	Langstaff	20		
Kilmaurs	Stonecrest	Dunrobin	20		
Langstaff	Juanita	Inniskillin	20		
Lillie Side	John Shaw	Homesteaders	20		
Limestone	Styles	Kinburn Side	20		
Loggers	Entire length		20		
Lowe	Entire length		20		
MacHardy	Entire length		20		
Maclarens Side	Stonecrest	Woodkilton	20		

Road	From	To	ROW to be Protected	Classification	Sector
Manion	Corkery	Howie	20		
Marshwood	Panmure	Vaughan	20 [Amendment 15, September 8, 2004]		
Market	Harbour	Carp River	23 [Ministerial Modification 75, November 10, 2003]		
Market	Carp River	Canon Smith	30 [Ministerial Modification 75, November 10, 2003]		
McArton	Golden Line	Dwyer Hill	20		
McGee Side	Spruce Ridge	Oak Creek	20		
Mohrs	Galetta Side	Grants Side	20		
Moonstone	Walgreen	Rothbourne	20		
Oak Creek	McGee Side	Richardson Side	20		
Old Almonte	Golden Line	David Manchester	20		
Old Birch	Canon Smith	Ferry	20		
Old Carp	March	Huntmar	20		
Old Coach	Thomas A. Dolan	Donald B. Munro	20		
Peter Robinson	March	North end	20 [Amendment 15, September 8, 2004]		
Panmure	Rock Coady	Dwyer Hill	20 [Amendment 15, September 8, 2004]		
Rabbit Path	Loggers	John Shaw	20 [Amendment 15, September 8, 2004]		
Richardson Side	Beavertail	Huntmar	20		
Richie	Walker Bradley	Upper Dwyer Hill	20		
Riddledale	Mohrs	Loggers	20		
Ridgetop		Entire length	20		
Robertlee	Glennacastle	Donald B. Munro	20 [Amendment 15, September 8, 2004]		
Rock Forest	Greenland	Armitage	20 [Amendment 15, September 8, 2004]		
Rothbourne	David Manchester	Carp	20		
Shanna	Panmure	Vaughan	20		
Spruce Ridge		Entire length	20		
Stonecrest	Harry MacKay	Galetta Side	20		
Stonecrest	Galetta Side	Thomas A. Dolan	20		
Stoneridge		Entire length	20		
Styles	Carp	Limestone	20		
Thomas A. Dolan	Thomas A. Dolan (Dunrobin to Neely) — See Table 7	[Amendment 15, September 8, 2004]			
Thomas Argue	Donald B. Munro	March	20 [Amendment 15, September 8, 2004]		
Timmins		Entire length	20		
Torbolton Ridge	Maclarens Side	Vances	20		
Torwood	Farm	Thomas A. Dolan	20 [Amendment 15, September 8, 2004]		
Upper Dwyer	Future Highway	Kinburn Side	20 [Amendment 15, September		

Road	From	To	ROW to be Protected	Classification	Sector
Hill	417		8, 2004]		
Vances	Torbolton Ridge	Barlow	20		
Vaughan	Burnt Lands	William Hodgins	20		
Walgreen	Westbrook	Moonstone	20		
Walter Bradley	Entire length		20		
Westbrook	Carp	Walgreen	20		
Whitetail		Entire length	20		
William Hodgins	Donald B. Munro	Diamondview	20		
William Mooney		Entire length	20		
Woodkilton	Maclarens Side	Thomas A. Dolan	20		
Yucks	Mohrs	Loggers	20		

Table 14 – Local Roads

Alon	Maple Grove	Johnwoods	20 [Amendment 15, September 8, 2004]		
Analdea	Entire length		23-26 [Amendment 15, September 8, 2004]		
Andrew	James Craig	Fourth Line	20 [Amendment 15, September 8, 2004]		
Ann	Maple	O'Grady	20 [Amendment 15, September 8, 2004]		
Arthur	Bridge	Richard	20 [Amendment 15, September 8, 2004]		
Barnsdale	Prince of Wales	Rideau Valley	up to 40 [Amendment 15, September 8, 2004]		
Beaver	Capilano	Leaver	21.5-30 [Amendment 15, September 8, 2004]		
Beaverwood	Scharfield	Manotick Main	20 [Amendment 15, September 8, 2004]		
Bégin	Montréal	Lewis	6m east side, 9m west side 3-0 additional from west side	local	urban
Berry Side	Section west of Kerwin		26 uneven [Amendment 15, September 8, 2004]		
Berry Side	Section east of Sixth Line		26 [Amendment 15, September 8, 2004]		
Besserer	Cumberland	King Edward	20	local	urban
Bloomfield	Churchill North	East end	1818-288	local	urban
Burris	Merivale	Eleanor	21.5-30 [Amendment 15, September 8, 2004]		
Canon Smith	north dead end	Old Birch	20 [Amendment 15, September 8, 2004]		
Carter	Rideau Valley South	dead end	20 [Amendment 15, September 8, 2004]		
Clapp	Manotick Main	Mill	20 [Amendment 15, September 8, 2004]		
Clementine	Bélanger	Ohio	15 15-240	local	urban
Clementine	Rockingham	Bélanger	20 20-117 Note: 5 m x 5 m corner rounding at Bélanger. Widening on the east side.	local	urban

Road	From	To	ROW to be Protected	Classification	Sector
Constance Lake	Entire length		26, uneven east of rail line [Amendment 15, September 8, 2004]		
Cousineau	East-west segment only		18 18-20 [Amendment 15, September 8, 2004]	local	urban
Cumberland	George	Rideau	20	local	urban
Currier	Manotick Main	Dickinson	20 [Amendment 15, September 8, 2004]		
Dairy	Trim	Old Montréal	20 20-26 [Amendment 15, September 8, 2004]	local	urban
Daly	Nicholas	Waller	20	local	urban
Dickinson	Mill	south end	14 20 [Amendment 15, September 8, 2004]	local	village
Didsbury	Entire length		26 [Amendment 15, September 8, 2004]	local	urban
Dussere	Cousineau	St. Joseph	20 23-26 [Amendment 15, September 8, 2004]	local	urban
Earl Grey	Entire length		20 26 [Amendment 15, September 8, 2004]	local	urban
Edgar Brault	St. Joseph	100m south of St. Joseph	20 23-26 [Amendment 15, September 8, 2004]	local	urban
L'Église	Montréal	35 north of College-34.2 m north of Lapointe	20 20.117-Note: North east side	local	urban
Elmgrove	Winona	East limit of Lot 13, Plan 184	Note: South side widening tapers from 6 m at Winona to 0 m at east limit of Lot 13, Plan 184		
Farrow	Grandeur	Ahearn	12	local	urban
Gabriel	Rocque	130 m north of St. Joseph	23 23-26 [Amendment 15, September 8, 2004]	local	urban
Grey's Creek	Snake Island	south dead end	26 30- [Amendment 15, September 8, 2004]	Local	rural
Herzberg	March Valley	Terry Fox	26 [Amendment 15, September 8, 2004]		
James Craig	Prince of Wales	Roger Stevens	20 [Amendment 15, September 8, 2004]		
Jeanne Mance	Kendall	Cyr	18 3.0 additional from each side	local	urban
Joseph Cyr	Entire length		20 23-26 [Amendment 15, September 8, 2004]	local	urban
Kars Rectory	Rideau Valley South	Waterloo	20 [Amendment 15, September 8, 2004]		
Kenaston	Entire length		23 23-26 [Amendment 15, September 8, 2004]	local	urban
Kirkwood	Richmond	Wilber	26.0		
Lord Nelson	Kars Rectory	Old Wellington	20 [Amendment 15, September 8,		

Road	From	To	ROW to be Protected	Classification	Sector
Louis	Entire length		2004] 20 23-26 [Amendment 15, September 8, 2004]	local	east
Maisonneuve	130 m north of St. Joseph	St. Joseph	23 23-26 [Amendment 15, September 8, 2004]	local	urban
Malibu	Hilliard	Fisher	21.5-30 [Amendment 15, September 8, 2004]		
Maple Lane	Lisgar Road 24.4 m east of Howick	Springfield	18 Note: unequal measured from north side 18.288 Note: South side	local	urban
March Valley	500 m north of rail line	Herzberg	26 [Amendment 15, September 8, 2004]		
McCormick	Armstrong	Wellington St. West	15-240 [Amendment 15, September 8, 2004]		
Michael	Cyrville	Labelle	20 23-26 [Amendment 15, September 8, 2004]	local	urban
Michael	Labelle	Transitway	18	local	urban
Michael	Triole	Railway crossing Former Ottawa/Gloucester r-boundary	20 23-26 [Amendment 15, September 8, 2004]	local	urban
Mill	Manotick Main	Bridge	20 [Amendment 15, September 8, 2004]		
Millview	Arthur	south end	20 [Amendment 15, September 8, 2004]	local	village
Moore-Farrow	Grandeur	Ahearn	42192-12	local	urban
New Orchard	Richmond	Ambleside	20 20-117	local	urban
Newtown	Entire length		20 [Amendment 15, September 8, 2004]	local	rural
O'Grady	Manotick Main	Dickinson	18 20 [Amendment 15, September 8, 2004]	local	village
Ohio	54 m east of Clementine	Bank	18 18-592	local	urban
Old Carp	Second Line	March	26 30 [Amendment 15, September 8, 2004]	local	Rural,urban
Old Wellington	Rideau Valley South	east dead end	1820 [Amendment 15, September 8, 2004]	local	village
Palace	Montréal	Northeast corner of Lot 85	2.0 additional from each side	local	urban
Parisien	Entire length		2023-26 [Amendment 15, September 8, 2004]	local	urban
Pinhey Point	Entire length		26 uneven [Amendment 15, September 8, 2004]		
Queensdale	Albion	Conroy	20 [Amendment 15, September 8, 2004]		
Richard	Arthur	Van Vliet	1820 [Amendment 15, September 8, 2004]	local	village
Richardson Side	Future Terry Fox	Kanata	26 [Amendment 15, September 8, 2004]	local	urban
Rocque	St. Pierre	Gabriel	2323-26 [Amendment 15, September 8, 2004]	local	urban

Road	From	To	ROW to be Protected	Classification	Sector
			September 8, 2004]		
Roosevelt Note: West side	Richmond	Danforth (Byron)	1820-117	local	urban
Rosebella	Albion	Conroy	23-26 [Amendment 15, September 8, 2004]	local	urban
St. Jean	Cousineau	Notre Dame	2023-36 [Amendment 15, September 8, 2004]	local	urban
St. Pierre	North end	130 m north of St. Joseph	2323-26 [Amendment 15, September 8, 2004]	local	urban
Shore	St. Laurent	Triole	1818-288	local	urban
Silver Seven	Dead end at Highway 417	Maple Grove	26	local	urban
Star Top	Cyrville	Innes	2626-40 [Amendment 15, September 8, 2004]	local	urban
Tighe	Ann	Dickinson	20 [Amendment 15, September 8, 2004]		
Triole	North of Tremblay Section north of former Ottawa/Gloucester boundary		20 23-26 [Amendment 15, September 8, 2004]	local	urban
Triole	All sections south of Tremblay Former City of Ottawa city limits	CNR	18 48-288 Note: Cul-de-sac required on south end of this segment, north of the CNR track [Ministerial Modification 76, November 10, 2003]	local	urban
Vaughan	Crichton	MacKay	15 15-240	local	urban
Washington	Rideau Valley South	Waterloo	20 [Amendment 15, September 8, 2004]		
Waterloo	Kars Rectory	Old Wellington	20 [Amendment 15, September 8, 2004]		
Watters Note: South side	East Urban Community – east limit	east to turn south	26 unequal [Amendment 15, September 8, 2004]	local	rural
Whitby Note: North side	Churchill	Winona	1518-288	local	urban
Winston	Richmond	Dead end at Wilmont	1515-240	local	urban

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]