

**Table 1- Proposed Official Plan Amendments**

| Amendment | OP Volume and Policy, Schedule or Annex | <b>Official Plan Amendment</b><br><b><u>Bold and underline</u></b> indicate new text, <del>strikethrough</del> indicates removed text   | Rationale   |
|-----------|---|---|---|
| 1         | Volume 1, Section 4.1.2                 | <p>21) The City shall require new development on land adjacent to all <del>Protected Transportation Corridors</del> <b><u>Transportation and Infrastructure Corridors</u></b> and facilities shown on Schedule C2 to follow rail safety and risk mitigation best practices to determine appropriate development setbacks. The objective is to ensure that new development has proximity to rail corridors to make good use of urban land but in a way that is compatible with the long-term purposes of the corridors and facilities and to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.</p> <p>a. The FCM-RAC Guidelines for New Development or its successor shall apply where rail corridors or segments thereof fall within any of the following categories:</p> <ul style="list-style-type: none"> <li>i. Corridors used for freight.</li> <li>ii. Corridors used for both freight and urban transit.</li> <li>iii. Corridors where there is a reasonable prospect of rail freight operations resuming.</li> <li>iv. Corridors where the future use is unknown.</li> </ul> <p>b. For rail corridors or segments there of that fall within the following categories, no setback is required but development will be subject to any setbacks as determined through an O-Train Network Proximity Study. The report may be peer reviewed by an expert third party, at the applicant's expense:</p> <ul style="list-style-type: none"> <li>i. Transit rail corridors that do not carry freight.</li> <li>ii. Corridors where there is no reasonable prospect of rail freight operations resuming.</li> </ul> | <p>The terminology used in this policy is updated to be consistent with that used in the Transportation Master Plan Update (TMP) and Schedule C2.</p> |
| 2         | Volume 1, Section 4.1.7                 | <p>3) <del>Protected Transportation Corridors</del> <b><u>Transportation and Infrastructure Corridors</u></b> identified in this Plan, including in Schedule C2, the TMP, associated Plans and utility corridors shall be protected for future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.</p>  | <p>The terminology used in this policy is updated to be consistent with that used in the TMP and Schedule C2.</p>                                     |
| 3         | Volume 1, Section 4.1.7                 | <p>6) The City will acquire surplus railway rights-of-way and other associated railway corridor properties and select utility corridors, as they become available, for uses such as future transportation, utility or electrical generation facilities and transmission systems or interim recreational opportunities in all seasons subject to affordability. Schedule C2 – Transit Network Ultimate identifies these as <del>Protected Transportation Corridors</del> <b><u>Transportation and Infrastructure Corridors</u></b>.</p>  | <p>The terminology used in this policy is updated to be consistent with that used in the TMP and Schedule C2.</p>                                     |

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| 4         | Volume 1, Section 13 - Definitions      | Frequent Street Transit: Street transit routes identified by OC Transpo that are provided at the next highest frequency after rapid transit, operate seven days a week and play a structural function in the overall transit system. <u>Corridors with continuous bus lanes are also considered frequent street transit as they host (or could host in the future) frequent street transit routes.</u> | <p>The definition is updated to account for continuous bus lanes as a new transit network feature, which will be shown on Schedule C2 – Transit Network, Ultimate.</p> <p>The TMP update recognizes continuous bus lane projects as their own category of projects, where previously they were components of transit priority corridors. This distinction is to differentiate continuous bus lanes as higher order transit than other transit priority project types. The definition of Frequent Street Transit is updated to reflect that continuous bus lanes are likely to host frequent street transit routes now or in the future.</p> |

**Table 2 – Proposed Official Plan Amendment Mapping Changes**

| Mapping Change | OP Volume and Policy, Schedule or Annex | Mapping Change Description   | Rationale  |
|----------------|---|--|--|
| 1              | Volume 1, Schedules and Annexes         | <p>Replace the following Official Plan Schedules with the respective draft schedules included as part of this application circulation:</p> <ul style="list-style-type: none"> <li>• Schedule A – Transect Policy Areas</li> <li>• Schedule B1 – Downtown Core Transect</li> <li>• Schedule B2 – Inner Urban Transect</li> <li>• Schedule B3 – Outer Urban Transect</li> <li>• Schedule B5 – Suburban (West) Transect</li> <li>• Schedule B6 – Suburban (Southwest) Transect</li> <li>• Schedule B7 – Suburban (Southeast) Transect</li> <li>• Schedule B8 – Suburban (East) Transect</li> <li>• Schedule C2 – Transit Network, Ultimate</li> <li>• Schedule C3 – Active Transportation Network</li> <li>• Schedule C4 – Urban Road Network</li> <li>• Schedule C5 – Downtown Core Road Network</li> <li>• Schedule C8 – Active Transportation Network</li> </ul> | <p>The road network, active transit network, transit network and other transportation-related features are updated on these schedules to reflect and implement the TMP.</p> <p>Schedule C16, Road Classification and Rights-of-Way Protection, will also be updated in accordance with the TMP.</p> <p>The Evolving Neighbourhood Overlay is updated in instances where Transitway Stations have shifted locations on Schedules B2, B3, B5 and B6 to maintain a 400-metre radius around the station.</p> |

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|----------------|--|--|---|
|                |  | <ul style="list-style-type: none"> <li>• Schedule C9 – Rural Road Network</li> <li>• Schedule C10 – Road Network – Select Villages</li> <li>• Schedule C16 – Road Classification and Rights-of-Way Protection</li> </ul>   |   |
| 2              | Volume 2A, Barrhaven Downtown Secondary Plan, Schedule A                 | Remove the segment of future Bending Way between the future Riocan Avenue Extension and the future Chapman Mills Drive extension and reconfigure the segment of future Bending Way south of future Riocan Avenue, as shown on Schedule A included as part of this application circulation. | The changes are to show future Bending Way as it is in the TMP Ultimate Road network, which removes a segment of the planned right of way between the future Riocan Avenue Extension and the future Chapman Mills Drive extension and shifts the intersection with future Riocan Avenue further to the west. These changes are made because this section has limited function as a collector road and to provide a greater distance between the intersection of Riocan Avenue and Longfields Drive. |
| 3              | Volume 2A, Mer Bleue Developing Neighbourhood Secondary Plan, Schedule B | Remove the arterial road designation from the section of Mer Bleue Road north of its intersection with a future major collector and south of the future realigned Mer Bleue Road, as shown on Schedule B included as part of this application circulation.                                 | The arterial road designation will be removed from the section of Mer Bleue Road north of its intersection with the planned major collector and south of the planned realigned Mer Bleue Road, as this segment is planned to turn into a cul-de-sac when Mer Bleue Road is realigned in accordance with the TMP Ultimate Road network.  |