

TEWIN

Planning Rationale

» July 2026







Land Acknowledgment

Tewin is located on the ancestral and unceded territory of the Anishinabe Algonquin Nation. Algonquin peoples have lived on and cared for this land since time immemorial and continue to do so today.

The name “Tewin,” meaning “home” in the Algonquin language, reflects this deep and ongoing connection.

This land holds stories, responsibilities, and relationships that remain central to Algonquin life and identity.

The planning and design of Tewin have been guided by the knowledge, perspectives, and teachings shared by Algonquin community members and traditional knowledge keepers. Their contributions have shaped how the land is understood, honoured, and integrated into the vision for Tewin.

This acknowledgement reflects a lasting commitment to honouring Algonquin presence in Tewin - now and for generations to come.



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Written Acknowledgement:

This Report has been prepared under my supervision to fulfil the City of Ottawa's requirements for a Planning Justification Report in support of an Official Plan Amendment.



Cyndi Rottenberg-Walker
Partner Emeritus, FCIP, RPP, MScPI





1.0

Introduction

» 1.1 Overview

Urban Strategies Inc. has prepared this Planning Rationale Report in support of an Official Plan Amendment (OPA) to enable approval of Tewin: a new community in Southeast Ottawa.

Tewin is generally bound by Leitrim Road, Ramsayville Road, Anderson Road, Farmers Way, and Thunder Road (Figure 1, the 'Site' or 'Study Area'). This area was identified in the 1970s as a potential growth area, complementing Kanata, Barrhaven/South Urban Community and Orléans to create Ottawa's fourth suburban community outside of the Greenbelt. Other new communities were developed in southeast Ottawa in the decades that followed, including Leitrim and Findlay Creek. Employment areas were also established, including the Ottawa International Airport, St. Laurent corridor and Boundary Road employment area. However, the site remained within Ottawa's Rural Countryside until November 2022 when it was brought into the Urban Boundary with enactment of the City of Ottawa's new Official Plan.

The Official Plan placed a 'Category 2 – Future Neighbourhood Overlay – New Tewin Community' on the Tewin Study Area. Policies and Annexes of the Official Plan set out the steps that must be taken to permit development within any Future Neighbourhood Overlay, with area-specific directions for Tewin in recognition of its unique circumstances and the distinct opportunity it provides.

In particular, the Official Plan requires Council approval of a Community Design Plan (CDP) and supporting studies, and a Secondary Plan, prior to any urban development within Tewin. The implementation of these documents – which

have been prepared through an integrated and comprehensive four-year visioning and planning process in collaboration with the City of Ottawa, interest holders, and the broader community – is the purpose of this Application.



Figure 1. The site / Study Area

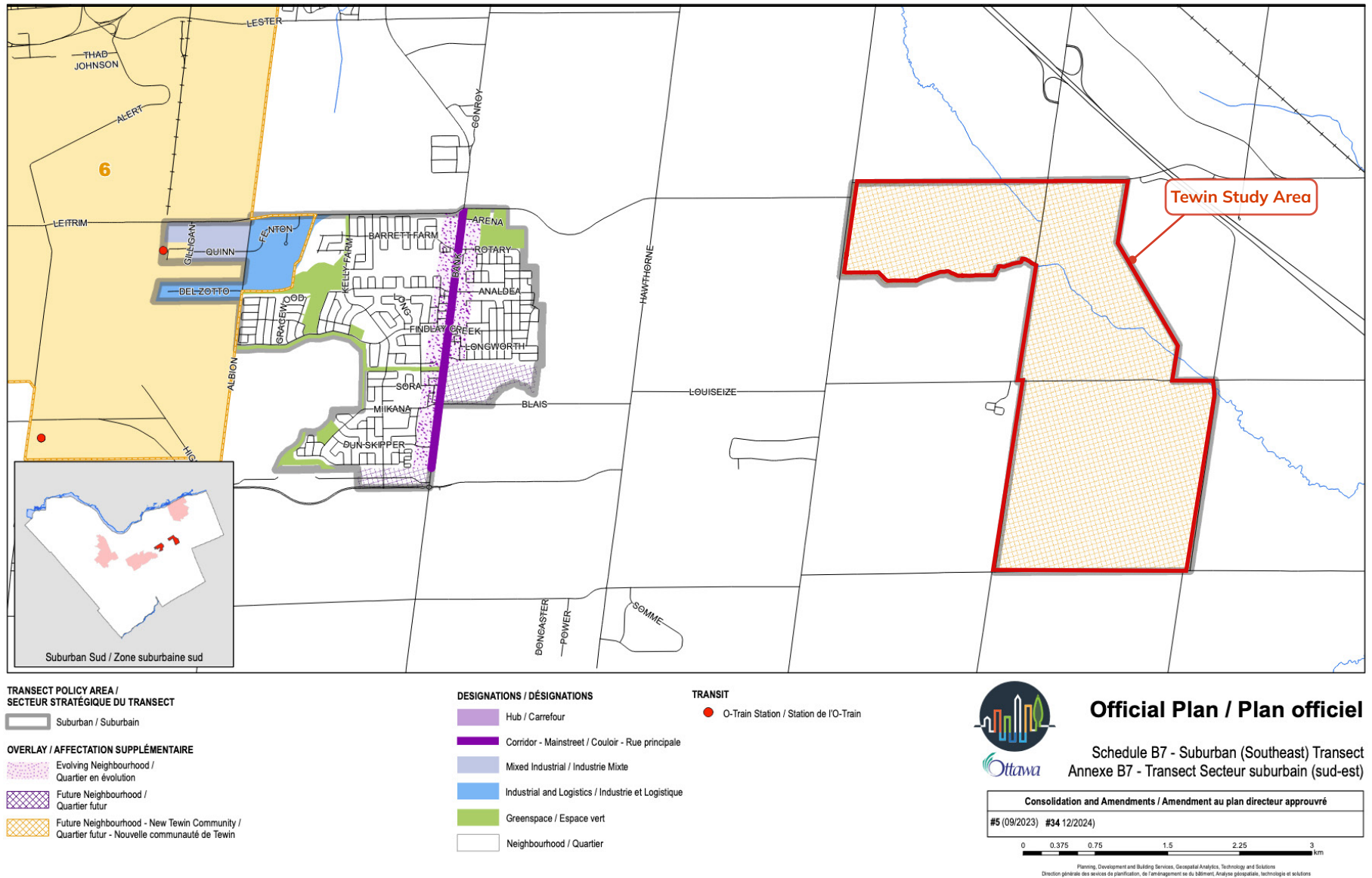


Figure 2. Schedule B7 - Suburban (Southeast) Transect of the Official Plan showing Tewin as “Suburban” with the Category 2 – Future Neighbourhood – New Tewin Community

» 1.2 Tewin's Planning Framework

Tewin is a community rooted in Algonquin values, where nature, culture and resilience are the foundation. Through incremental development, Tewin will deliver on the Official Plan's 5 Big Moves to become a transit-supportive, complete, and self-sustaining community.

Development of Tewin will be underpinned by a commitment to Stewardship of Mother Earth, environmental leadership, and design excellence. It will embrace diversity, density, and holistic sustainability to create the conditions for sustained wellbeing over generations. It will centre experience and connection-to-place through design. It will become a model for other new communities to learn from, and a place where progressive approaches to community design are continually considered and implemented.

This vision for Tewin is set out in the City of Ottawa's Official Plan. It will be implemented through the CDP, Secondary Plan, and series of supporting studies, all of which are grounded in five interconnected guiding principles that reflect Algonquin teachings and best practices in community-building.



Principle 1: Rooted in Algonquin Values

Tewin will fundamentally strengthen the Algonquin presence within the City of Ottawa, build capacity, and deliver a range of socioeconomic benefits for Algonquin people. Underpinned by Algonquin teachings, Tewin will be a place that embeds the Algonquin values of sustainability, access to nature, green space connectivity, honouring the presence of water, supporting wildlife corridors, planting for succession, and inclusiveness into the fabric of the community.



Principle 2: Sustainable by Design

Tewin's development has been and will continue to be guided by the One Planet Living (OPL) framework. OPL is comprised of ten principles that target the various dimensions of sustainability – environmental, social, economic, health – to deliver a holistic approach and specified outcomes across the full lifecycle of a community. Development at Tewin will deliver on this framework by embracing system-based thinking and embedding sustainability into community form and design.



Principle 3: Nature-First Approach

Tewin will bring community life and nature together by organizing development around an interconnected system of ecologically valuable natural features and community open spaces. Strategically connecting these uses and elements (often intentionally separated) will bring special meaning to Tewin's public realm – making the experience of natural systems a defining and lasting part of daily life.



Principle 4: Complete and Connected Communities

Tewin will be a complete, connected community that allows residents to meet daily needs locally, by walking, rolling, cycling and using transit more and relying on personal vehicles less. Achieving this vision at Tewin requires an integrated approach to land use, density and mobility planning. A range of housing options, shops, schools, jobs, recreation, and other community amenities will support residents through all stages of life. These uses will be strategically located on both sides of a central, transit corridor and well-connected to natural areas through a robust trail network and community design. The highest intensity and amount of mixed-use development will be concentrated along the central corridor and within nodes throughout Tewin to create the critical mass of residents and workers that is necessary to support vibrant, self-sufficient neighbourhoods.



Principle 5: Wellbeing for All

Tewin will be an inclusive community. Affordability and livability have been thoughtfully incorporated into Tewin's design through the land use mix and organization, density requirements, and range of housing typologies, which all work together to accommodate more than 14,000 homes. Development at Tewin will deliver homes, services and amenities suitable for the full range of ages, incomes, and household sizes. Through compact and connected community design, the development of Tewin will support healthy and active lifestyles for all ages and abilities.

1.2.1 Rooted in Algonquin Values

The Tewin lands sit within the Ottawa Region — a place shaped by glacial seas, ancient rivers, and the presence of Algonquin communities for over 10,000 years. The forests, wetlands, and water systems of this area hold deep cultural meaning.

Through oral histories and archaeological findings, it is clear that the Algonquin peoples were present in the Ottawa area during the retreat of the Champlain Sea. Their life at this time was intimately tied to the cycles of nature. Spiritual, physical, and emotional connections to land were central.

In more recent history but prior to the AOO's acquisition of land surrounding and including Tewin, the land was under the jurisdiction of the Province of Ontario, which held the lands for the development of a new community. Despite centuries of disruption through colonization, Algonquin connections to the land persist — and Tewin represents a rare opportunity to honour and renew this relationship at scale.

A Site Tour and Talking Circle were held to learn from Algonquin Elders, knowledge keepers and community representatives, and to understand how Tewin's design and development could best reflect Algonquin values and ways of knowing and being.

From these conversations, six themes emerged. These ideas were conveyed more comprehensively in the What We Heard Summary Report, and have been used from the outset to guide the approach to Tewin's community design.

THEME ONE: CONSERVATION AND ACCESS TO NATURE

A system of natural and rehabilitated areas should be protected and accessible, providing spaces for children to learn and people to reconnect with the land.

THEME TWO: GREEN SPACE CONNECTIVITY

Nature should flow through the community for people and animals. Trails, parks and water corridors will connect homes to the National Capital Commission's Greenbelt and the broader natural system.

THEME THREE: WATER AS LIFE

Recognizing its sacredness, water should be celebrated and cared for, woven through the design as a living system and teaching opportunity.

THEME FOUR: TREES, PLANTS, AND SPECIES

Planting should support both human and ecological health, using native species, habitat restoration, and succession planting to anchor a long-term relationship with the land.

THEME FIVE: SUSTAINABLE AND INTEGRATED DEVELOPMENT

A systems-based approach should guide every decision; meaning the design of infrastructure, buildings, and landscapes should support each other and work in balance with nature.

THEME SIX: RECONCILIATION, HEALING, AND INCLUSIVENESS

Tewin should create space for Algonquin culture, economic opportunity, and representation, while also building a welcoming, inclusive community.



1.2.2 Sustainable by Design

In accordance with Annex 10 of the Official Plan, Tewin has been planned using the One Planet Living framework to demonstrate ambition, resiliency, and global leadership within the local context.

One Planet Living (OPL) is a sustainability framework that helps real estate developers, municipalities, and other partners create holistic, people-centred community plans. OPL is based on a broad definition of sustainability, incorporating environmental, social, and economic factors into the framework. It establishes a comprehensive yet flexible approach to deliver positive results and measurable outcomes appropriate for the context. Many of the values embedded within the OPL framework align with those of the AOO, making this a useful framework for embedding sustainability into the planning of Tewin.

The OPL framework is comprised of ten principles that target the various dimensions of sustainability to deliver a holistic approach. It contemplates how these principles can be achieved across all project phases—design, construction, operations, programming, and lifestyle choices—embedding sustainability into a project's DNA. Projects are required to demonstrate leadership at a local level in the international context across all ten principles. While some principles may be emphasized more than others, the OPL framework requires all OPL-endorsed projects to be zero-carbon energy. This means making buildings energy efficient and supplying all energy with renewables.

Sustainability is achieved across the full lifecycle of a community. Some of the specifics related to the OPL framework—construction, operations, lifestyle — extend beyond the scope of Tewin's

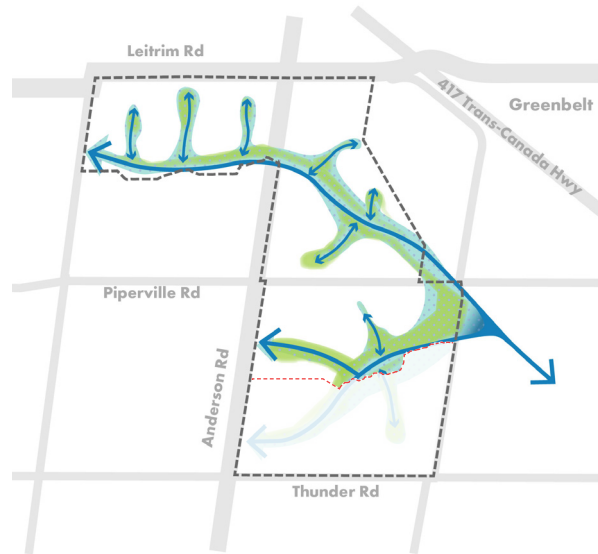
planning process and cannot be guided by a CDP. A One Planet Living Action Plan (OPAP) is being created for Tewin to fully capture and respond to all elements of the OPL framework.



1.2.3 From Vision to Plan

The Tewin Study Area provides the scale and context to demonstrate excellence in community design.

Learning from the land, Algonquin teachings, and the One Planet Living framework helped define what a nature-first, complete, and connected community—one that prioritizes wellbeing—could be. The site conditions of Tewin, the City of Ottawa's Official Plan, and input from the other interest holders and the Carlsbad Springs and Ottawa communities helped to refine and connect Tewin's guiding principles to what could be achieved within the Study Area. These insights yielded five design strategies that turn Tewin's vision into an actionable CDP and Secondary Plan.



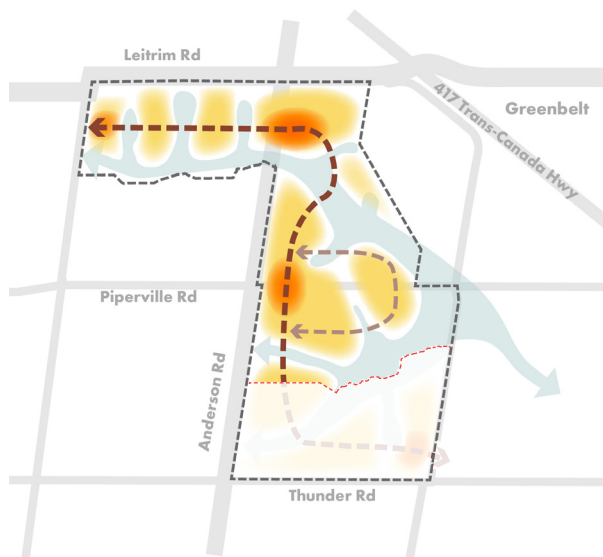
1. BUILD UPON AND CONNECT TO WATER AND NATURE

Tewin begins with the land. Key natural features such as wetlands, woodlands, and watercourses must be preserved, enhanced, and connected to form a continuous corridor of ecological areas. Water will be celebrated in all forms (e.g. creeks, groundwater, municipal drains, etc.), respected as lifeblood of Mother Earth, and woven throughout the Study Area so that it can become part of everyday experience.



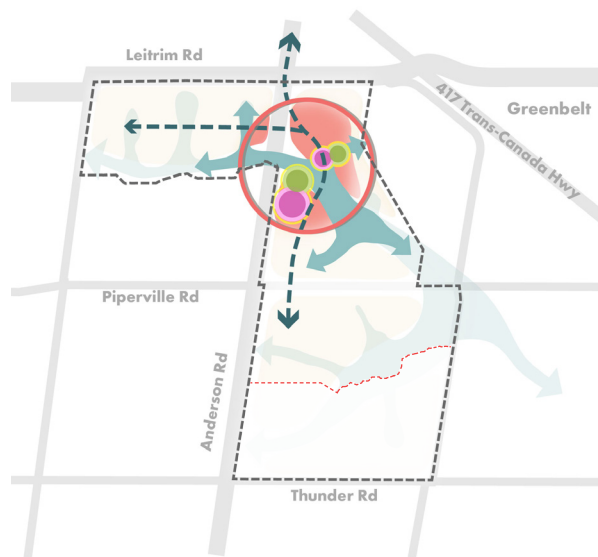
2. CONNECT NATURE AND PEOPLE THROUGH PARKS AND FACILITIES

Strategically placed parks, schools, and other community facilities will be used to extend and reinforce the experience of water and nature within the community. These shared spaces will offer places for gathering, learning, and recreation to bring nature into daily lives.



3. DEVELOP A SERIES OF DISTINCT NEIGHBOURHOODS, CENTRED ON TRANSIT

The places where people live and work will be centred around transit and cradled by open spaces. Focusing development along a primary transit route will support frequent, reliable service that can connect residents to schools, shops, amenities, and jobs. Having a high density and diversity of housing and uses (e.g. commercial, schools, parks, community facilities) all organized along transit will create a vibrant, well-served corridor at the heart of each neighbourhood.



4. ESTABLISH A NATURE AND TRANSIT CONNECTED COMMUNITY

Activity and density in Tewin will be concentrated in locations where open space and transit intersect, to create a vibrant, accessible destination at the heart of everyday life. This central hub will be designed to serve the community from the earliest stages — offering a mix of uses, housing types, services, and gathering spaces — and evolve with the community over time.



5. WEAVE THE COMMUNITY TOGETHER THROUGH ACTIVE MOBILITY

A network of interconnected trails and cycling routes will connect all parts of Tewin. In doing so, they will make it easier to walk or roll between origins & destinations and the primary transit route so that nature can be experienced on daily trips and transit can be easily accessed.

» 1.3 Purpose of this Application

Four-and-a-half years of technical study, engagement, and collaboration between the Algonquins of Ontario Realty Corporation, Taggart Group of Companies (Taggart), and Caivan Communities (Caivan) – collectively known as Tewin’s Major Landowners – and the City of Ottawa have resulted in a comprehensive set of studies and plans that advance Tewin’s vision to guide development and evolution of the Study Area. This Application now seeks to implement the general and Tewin-specific requirements of the Official Plan to establish land use designations for a portion of the Tewin Study Area (‘the Secondary Plan Area’), supported by a Secondary Plan with detailed, area-based policy directions to guide development over the next 20 years.

Tewin presents a unique city-building opportunity to demonstrate leadership in community planning and design, and honour and renew Algonquin presence and relationship to these ancestral lands. The scale, location, and context of Tewin enables the creation of a complete community that is meaningfully and enduringly sustainable, by design.

This is recognized in Section 5.2 of the Official Plan, which states:

“This Plan also introduces the new community of Tewin, in the southeast area of the City. This is Ottawa’s opportunity to make a national statement about the design of new communities and establish a North American benchmark for community design based on the principles of the Five Big Moves and premised on the aspiration to make this a fundamentally

different suburban community than those of the late 20th and early 21st centuries.”

This is also recognized by the unique planning and policy context that applies to Tewin compared to other Urban Expansion Areas within Ottawa. This includes Tewin-specific policies throughout the Official Plan, as well as Annex 10 (Tewin Community Design Planning Process and Studies) and Annex 12 (Principles for the Tewin Financial Memorandum of Understanding) of the Official Plan, which stipulate customized requirements for baseline work and supporting studies to inform Tewin’s planning framework.

Planning for Tewin advanced through a coordinated Planning Act and Municipal Class Environmental Assessment (EA) process (‘the Coordinated Process’), which publicly launched in October 2023 following two years of collaboration with City Staff and other engagement to set the stage for planning within the Tewin Study Area. This Coordinated Process brought together multiple technical and community planning elements and aligned public engagement timelines to concurrently meet the applicable requirements of the Planning Act and Environmental Assessment Act, as stipulated in Annex 10 and 12 of the Official Plan. Tewin’s Major Landowners and the City of Ottawa’s Tewin Project Team came together to fulfill these requirements, working in partnership. This process was informed by a joint commitment to work collaboratively toward implementing the vision for Tewin, captured through nine mutually agreed upon strategic intentions known as “The Tewin Intent”. These strategic intentions were used to guide decision-making throughout the process.

Two-and-a-half years since commencement of the Coordinated Process, it is now nearing completion. Tewin’s Major Landowners have submitted the various studies and plans required to support development of the Study Area to City Staff and agencies, many of which have already been updated to incorporate staff comments, as follows:

- Existing Conditions Reports, submitted between July 2023 and April 2025 and accepted by the City’s Tewin Project Team;
- Master Servicing Study (MSS), submitted June 2025 and resubmitted April 2026;
- Environmental Management Plan (EMP), submitted August 2025 and resubmitted with supplemental studies in April 2026;
- Parks Design Manual, submitted November 2025 and resubmitted April 2026;
- Mobility Strategy, submitted November 2025, and resubmitted April 2026;
- Community Design Plan (CDP), submitted October 2025 and resubmitted April 2026;
- Housing Affordability Strategy, submitted November 2025 and resubmitted April 2026;
- Community Energy Plan, submitted December 2025 and resubmitted April 2026;
- Secondary Plan, submitted December 2025 and resubmitted April 2026; and
- Financial Implementation Plan (FIP), submitted February 2026.

This Application for an OPA advances the work that has been completed by removing the Category 2 – Future Neighbourhood Overlay – New Tewin Community from the Secondary Plan Area to enable the next stages of planning approvals for Tewin to begin. To do so, the Application contains:

- A CDP and supporting studies for approval by Council prior to or concurrent with, removal of the Future Neighbourhood Overlay from a subset of the Study Area ('the Secondary Plan Area', Figure 3), in accordance with Policy 5.6.2.1.5 and 5.6.2.1.15 of the Official Plan; and,
- An OPA that establishes appropriate land use designations, and introduces area-specific policies and schedule amendments to Volume 1 and 2 Official Plan, including a Secondary Plan for the area shaded in Figure 3, in accordance with Policy 5.6.2.1.5, 5.6.2.1.14, and 12.2.1 of the Official Plan.

The Application is consistent with the Provincial Planning Statement, addresses and, where required, implements the applicable policies of the Official Plan, and represents good planning. The amendments acknowledge the unique context within which planning for Tewin was undertaken.

More specifically, the amendments:

- 1) Enable the proponent to initiate the OPA to implement a new Secondary Plan for 445.35 net developable hectares within the Tewin Study Area, in keeping with the comprehensive leadership role that Tewin's Major Landowners have played in advancing the CDP and Secondary Plan through ongoing collaboration with City Staff and in accordance with Annex 10 and 12.
- 2) Retain the Category 2 – Future Neighbourhood Overlay - New Tewin Community on the remainder of the Tewin Study Area, introducing policies that recognize the comprehensive planning work that has been undertaken for the full Tewin Study Area and stipulating what would be required to lift the Future Neighbourhood Overlay from the lands not incorporated into the Secondary Plan, should need for additional developable area be identified.

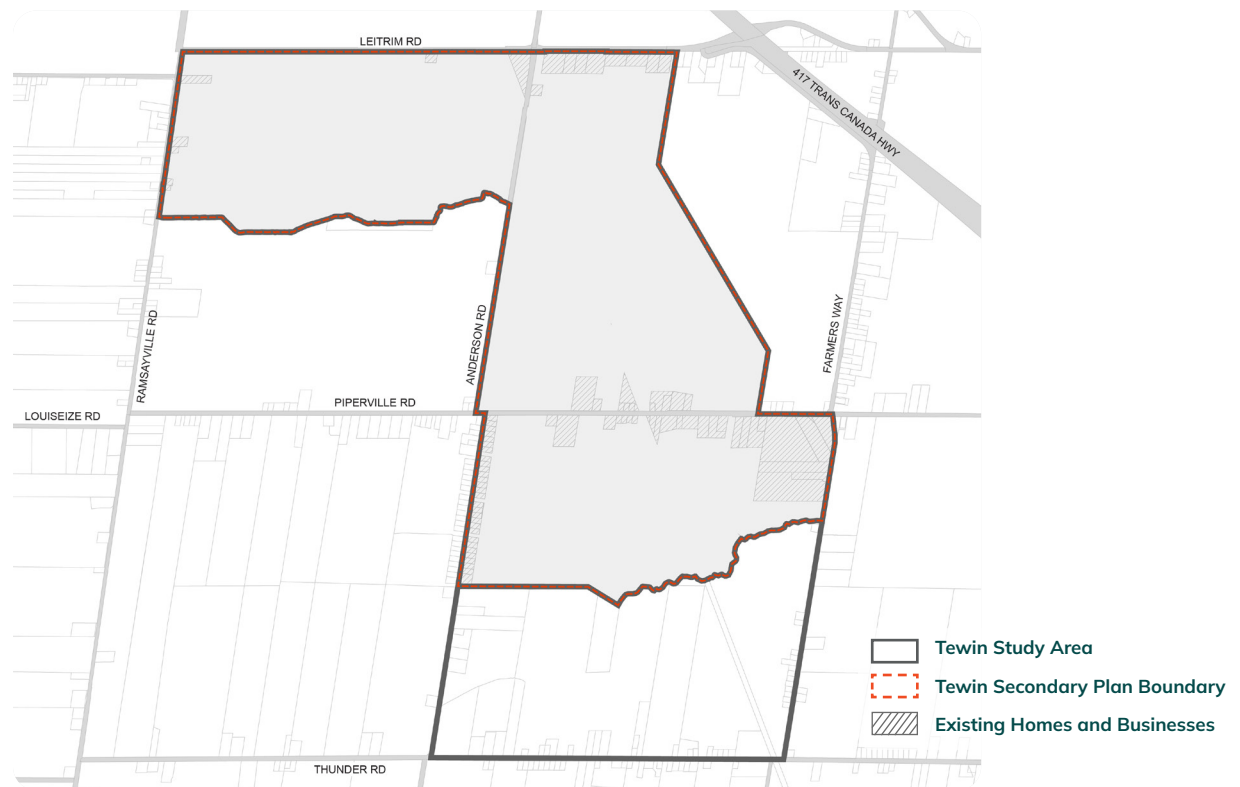


Figure 3. The Tewin Secondary Plan applies to the grey shaded area within the broader Tewin Study Area

1.3.1 Key Planning Documents

A CDP and Secondary Plan have been prepared to work together to provide a clear implementation framework for the long-term evolution of Tewin.

Tewin's CDP and Secondary Plan have been prepared as separate but carefully interconnected documents. The CDP presents the vision and design guidelines for Tewin's, providing comprehensive planning directions for the entire Study Area (as identified on Schedule C17), while the Secondary Plan sets policies to secure and guide the implementation of Tewin's major development strategies within a smaller area of 445.35 net developable hectares, as directed by the Official Plan. The boundary of the Secondary Plan has been carefully chosen to ensure it is self-sufficient, and can accommodate a level of density that will support frequent transit, community facilities, and commercial uses.

The Secondary Plan Area is planned to house 37,300 to 42,550 new residents in 14,100 to 16,600 units, and thousands of jobs. The full Study Area could support an additional 8,000 - 20,000 residents in an additional 3,000 - 7,000 units, and between 5,000 - 8,000 jobs. The CDP and Secondary Plan are informed and supported by a series of studies as stipulated in Annex 10 of the Official Plan and listed on page 16 above. Development at Tewin must conform to policies of the Secondary Plan, have regard for the guidance and directions of the CDP, and be informed by Tewin's supporting studies.

THE COMMUNITY DESIGN PLAN

The Tewin CDP translates the vision, guiding principles and design strategies into a framework for development of a vibrant and sustainable community.

It defines a comprehensive set of systems that structure the community. Core elements include:

- A rich system of **Open Spaces** that brings together ecological areas and places for community;
- A **Mobility Network** built upon the Community Spine, which prioritizes active transportation and links Tewin together and connects it to the broader region;
- A vibrant **Community Core** that brings together a mix of uses with open spaces and Special Streets to create a unique hub at the heart of Tewin;
- Three **Neighbourhood Centres** supporting daily needs and high-density living as secondary hubs throughout the Study Area;
- A dense **Community Corridor** that activates the Community Spine to support transit while providing a transition into lower-scale neighbourhood areas; and
- Distinct **Neighbourhoods** offering a range of housing options.

The CDP provides a vision for long-term evolution of the entire Study Area, regardless of ownership or existing uses, to comprehensively and appropriately plan for urbanization.

THE SECONDARY PLAN

Tewin's Secondary Plan was prepared together with the CDP to facilitate the development of a smaller land area of 445.35 net developable hectares, as directed by the Official Plan (Figure 3).

The Secondary Plan adds to existing policies in Volume 1 of the Official Plan to deliver Tewin's unique and ambitious vision of being a sustainable suburban community and model of 21st century urbanism for this area. Its policies – which are generally organized in the same manner as the sections of the CDP – seek to ensure that development and investment within Tewin result in a transit-supportive, complete, and self-sustaining community, delivering on the Official Plan's Five Big Moves and responding to its six Cross Cutting Issues. In some instances, policies of the Secondary Plan provide Tewin-specific directions that differ from the Volume 1 Official Plan. Such policies are in alignment with the Tewin Intent and vision – both of which were crafted and refined with City staff – and are informed by technical work contained in Tewin's supporting studies and plans.

The provisions of the Secondary Plan will be further implemented through future development applications such as Plans of Subdivision, Zoning By-law Amendments, and Site Plan Control application, and supported by infrastructure projects and other City initiatives. Development applications, infrastructure projects, and other City-led initiatives shall conform to the policies and schedules contained in the Secondary Plan.

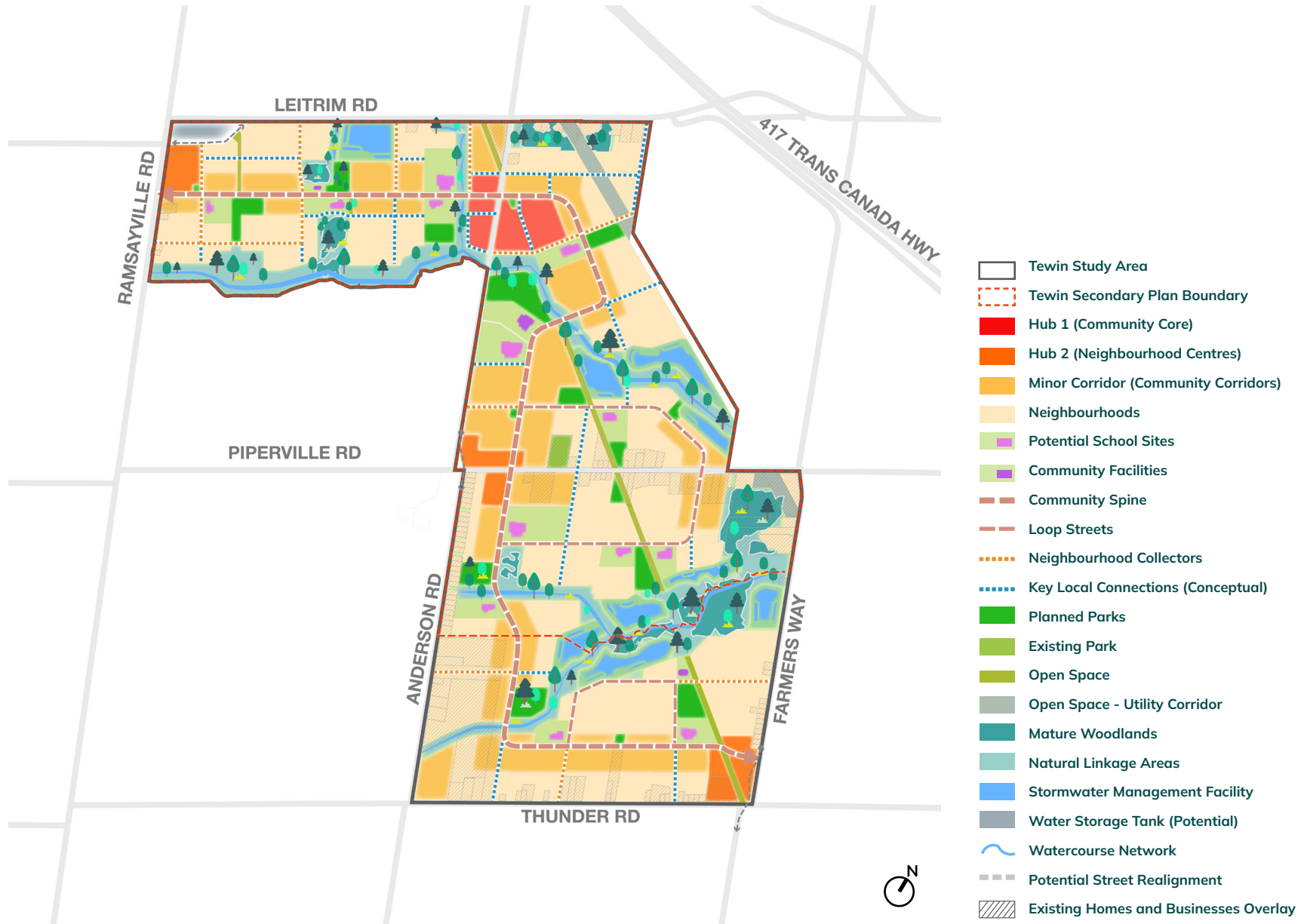


Figure 4. Land Use Plan from Tewin's Community Design Plan. Note: land uses beyond the Secondary Plan boundary are not being secured by the Secondary Plan.



Tewin Community Centre

coffee
cart



2.0

Background & Context

2.1 Tewin in Context

The full Tewin Study Area of 838 hectares is located in southeast Ottawa, adjacent to the Greenbelt, west of Highway 417 and south of Leitrim Road.

It is contained within a larger area known as Edwards - Carlsbad Springs, which is home to a number of existing communities and villages,

including Edwards to the south, Piperville to the east, and Carlsbad Springs further east beyond Highway 417. It is surrounded by existing and emerging employment areas, including the airport to the northwest, St. Laurent corridor to the north, and Boundary Road employment area to the east.

The lands including and surrounding the Study Area were identified in the 1970s as a potential growth area, intended to create Ottawa's fourth suburban community outside of the Greenbelt, in addition to Kanata, Barrhaven and Orléans. Since this time, a number of other new communities have developed, including Leitrim and Findlay Creek.

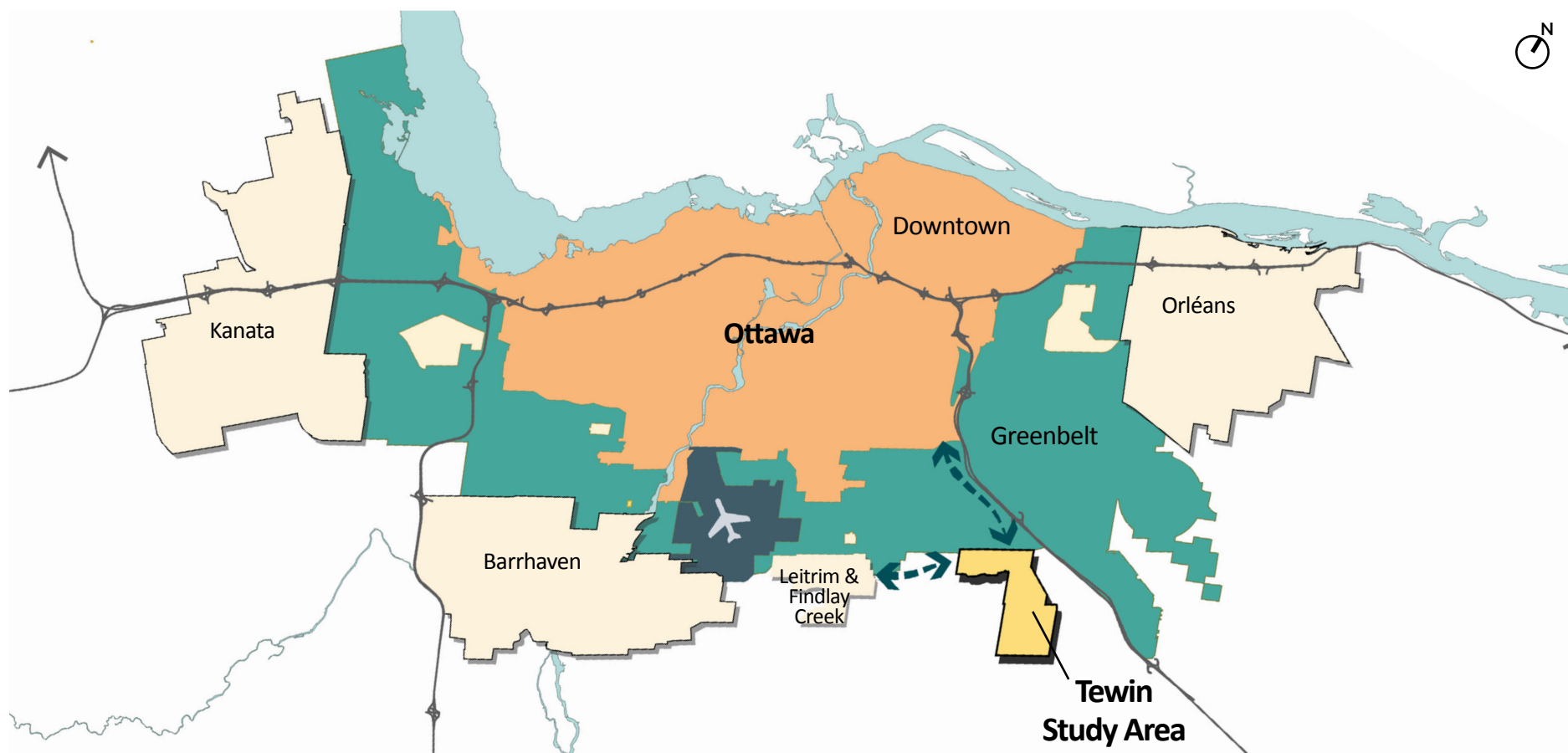


Figure 5. Tewin's location in the context of the broader City

2.2 Tewin in the Urban Area

The Tewin Study Area was identified as an area for urban growth in February 2021. The need for new urban land was established through the Municipal Comprehensive Review process.

The March 2020 Residential Growth Management Strategy for the New Official Plan identified a series of scenarios for accommodating future residential growth. One of these scenarios, the “Balanced Scenario”, identified the need for urban expansion of approximately 1,281 [net developable] hectares to be added to the urban greenfield area to accommodate 23,300 dwelling units. On May 11, 2020, the Joint Committees of Planning and Agricultural and Rural Affairs approved the Balanced Scenario and directed staff to identify 1,350 to 1,650 net developable hectares of new urban residential land.

In the Summer of 2020, Tewin’s Major Landowners submitted their proposal for development at Tewin to the City in the form of the Tewin Brochure. An 838-hectare parcel (the “Tewin Study Area”) was subsequently identified within the Urban Boundary as part of the Suburban Transect on Schedule A of the Official Plan (Figure 6) in November 2022, and designated ‘Category 2 – Future Neighbourhood Overlay – New Tewin Community’ on Schedule C17 (Figure 7). The Official Plan directed that 445.35 net developable hectares be identified through the CDP and applicable studies to form the basis for the Secondary Plan. Requirements for these applicable studies were detailed in Official Plan Annex 10 – Tewin Community Design Planning Process and Studies Annex and related Annex 12 – Principles for the Tewin Financial Memorandum of Understanding.

In November 2021, City Council adopted the current Official Plan, which was subsequently approved by the Minister of Municipal Affairs and Housing in November 2022, confirming the addition of Tewin as an Urban Expansion Area. Through Ministerial approval, there were several parcels (that were not approved by Council)

added to Official Plan Schedule C17 as ‘Urban Expansion Areas’, and were later removed by Bill 150, the *Planning Statute Law Amendment Act*, 2023. Tewin was not removed from the Urban Boundary through Bill 150 as it was approved by Council through the municipal Official Plan update process.

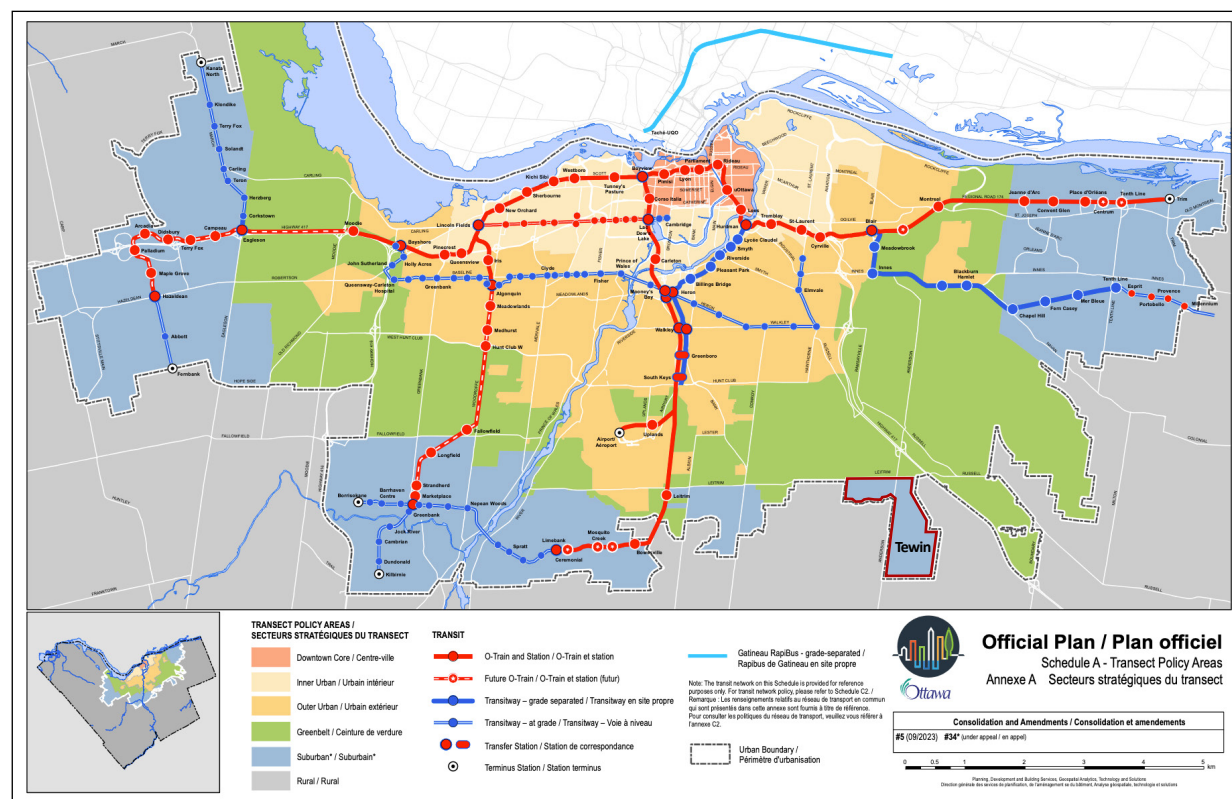


Figure 6. Schedule A - Transect Policy Areas, consolidated to September 2023, showing Tewin as “Suburban” and within the Urban Boundary

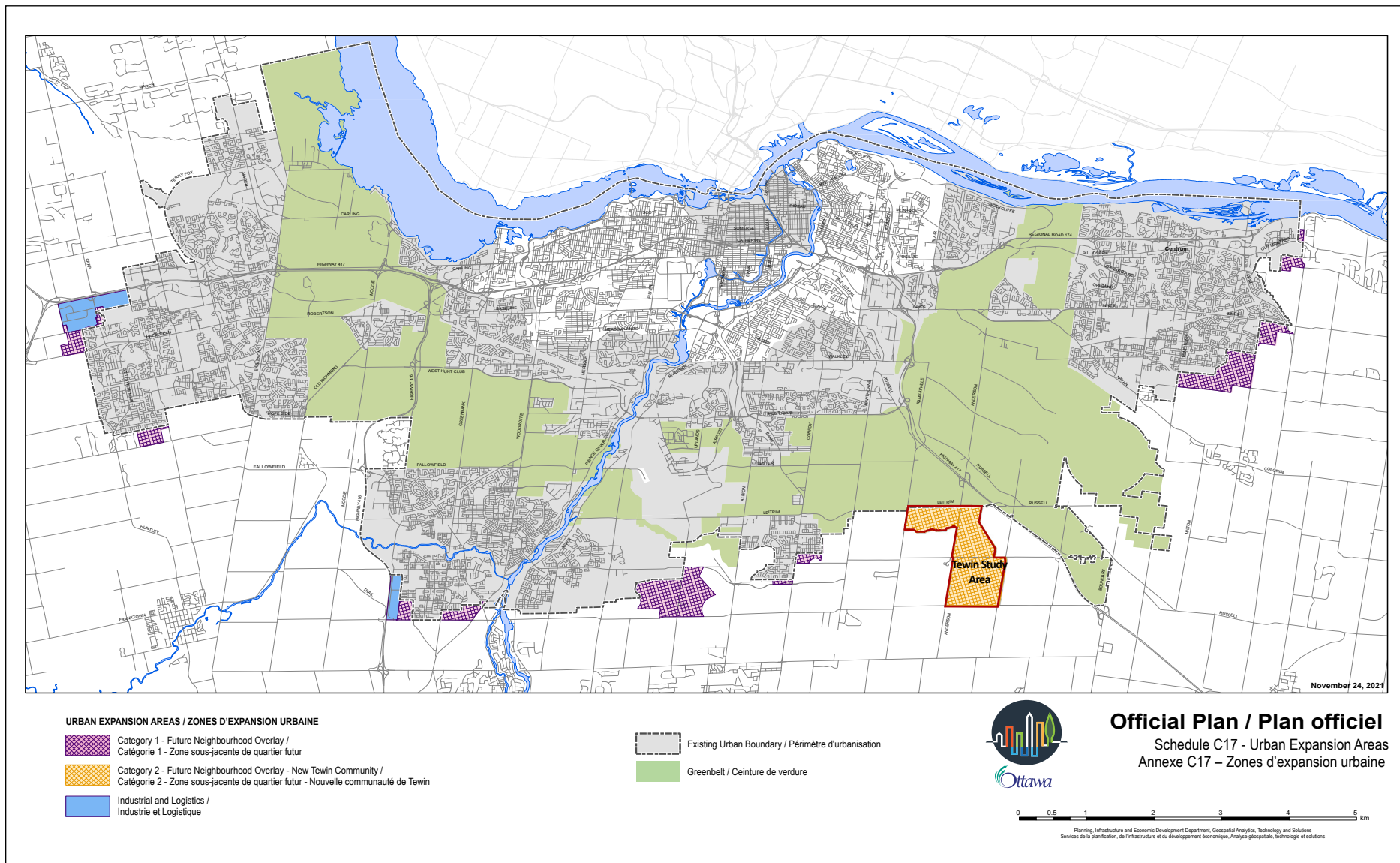


Figure 7. Schedule C17 - Urban Expansion Areas as Approved by Council in October 2021

2.3 The Lands Today

The Study Area reflects a landscape shaped by natural systems and generations of human intervention.

The Study Area lies within the South Bear Brook and Ramsay Creek subwatersheds, with water flowing off-site to the north and southeast through creeks and municipal drains. Today, it is primarily characterized by forest and vegetated areas, agricultural fields, areas of wetland cover, and a golf course, with some rural residential and commercial properties within the site and around its periphery.

This landscape is the result of ongoing change. Once largely forested, the area was significantly altered to support farming — including the straightening of Ramsay Creek, modifications to Bear Brook, and the construction of a railway corridor that was later converted to a telecommunications line. Aerial imagery from the mid-20th century shows agriculture covering most of the site, with scattered woodlands and emerging rural residential pockets. Since the early 2000s, many agricultural areas have been left fallow, allowing shrubs and trees to regenerate naturally.

Today, most of the Study Area is served by an existing trickle feed system for domestic water only. There is no municipal sanitary system, and stormwater is managed through a network of municipal drains, rural ditches and culverts. The site's geology is dominated by low-permeability silty clay soils — marine clay left behind by the retreat of the Champlain Sea.

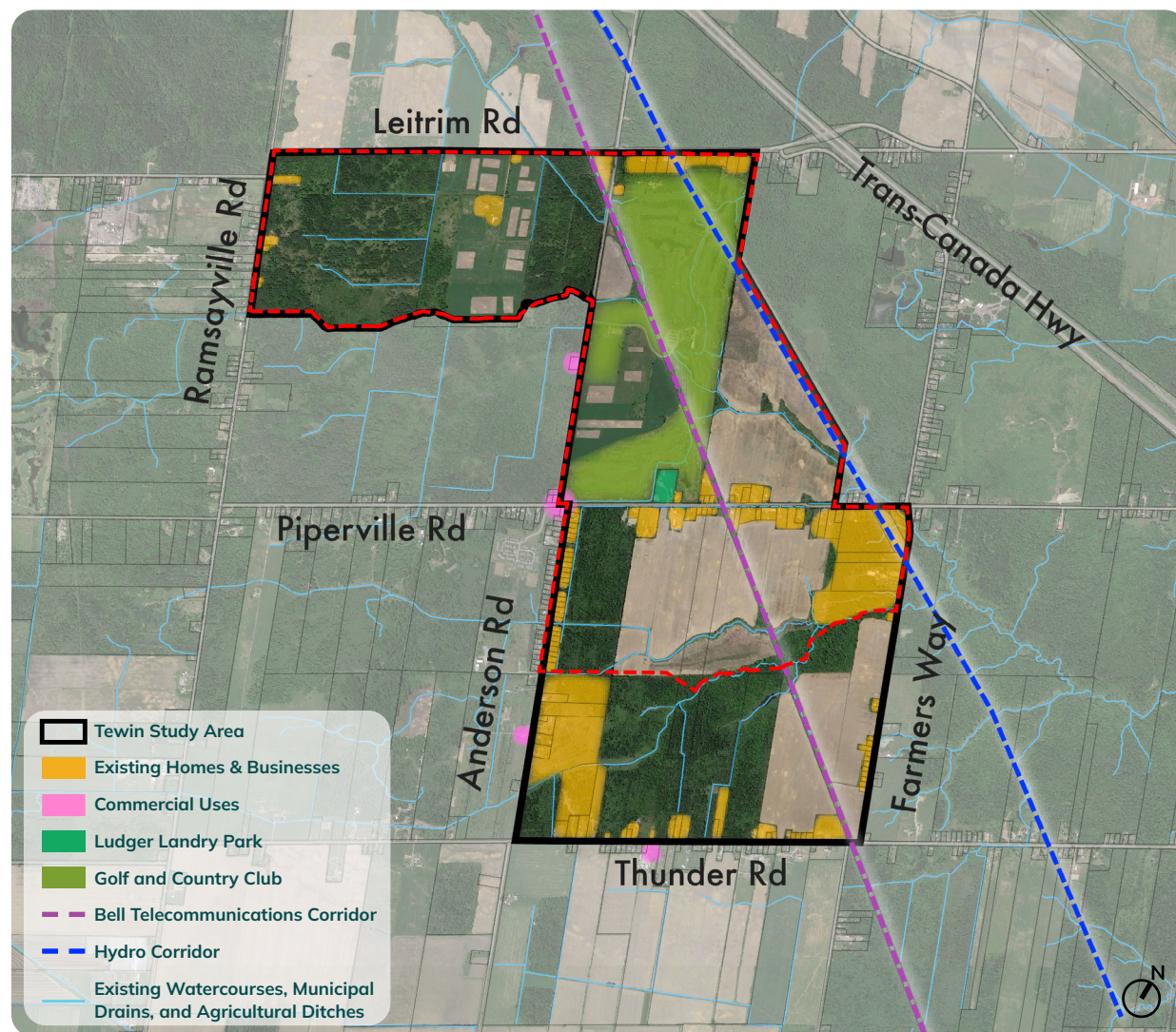


Figure 8. Existing Land Uses

2.3.1 Existing Conditions

A comprehensive set of Existing Conditions and Preliminary Opportunities Reports were prepared through Part 1 of the Coordinated Process for Tewin.

Tewin's Existing Conditions Reports established an understanding of the existing physical, social and ecological conditions that characterized the full Study Area.

Land Use and Policy

The **Land Use and Policy Existing Conditions and Preliminary Opportunities Report** was prepared by Urban Strategies in December 2024. This report provided an overview of the Study Area context and planning framework; social, economic, and environmental conditions in and around the Study Area; and preliminary opportunities that may shape the planning and urban design framework for the future Tewin community. Through this, it identified the potential to:

- establish a robust, interconnected network of natural features and open spaces that extend throughout the Study Area
- achieve a strong integration of land use and transit
- create a robust and interconnected transportation network supporting access throughout the community
- deliver a wide range of housing forms to meet diverse housing needs; and
- create vibrant transit-oriented nodes at key locations.

Mobility

The **Mobility Existing Conditions Report** was prepared by CGH Transportation and Traffic Mobility Engineering in May 2024. This report described the significant changes in mobility that have taken place and will continue into the future. Key drivers included changing travel patterns resulting from the pandemic; the collision of transportation and technology; and the evolving climate change and mobility policy context. The report notes that these key considerations will underpin the development of Tewin and will guide decisions relating to mobility. The report concludes that there is an opportunity and a need to create a robust and interconnected transportation network at Tewin, that supports access throughout the community and links to the broader city transportation network; ensure that as many residents as possible are within close proximity to transit to promote transit use; and reduce the dependence on single-occupant vehicles over the long term. The conceptual structure of the north-south spine and east-west connections is identified.

Natural Heritage & Landscape Features

The **Natural Heritage Preliminary Existing Conditions Report** was prepared by Kilgour & Associated in April 2024. This report documented existing natural heritage conditions within the Tewin Study Area based on desktop reviews, previous ecological work performed, and field studies undertaken in 2022. This report included records of provincially and federally protected species at risk (SAR) and described

the potential presence of SAR and their habitats, fish and fish habitats, and areas of ecological value that may interact with the future development of Tewin.

The report identified 38 distinct Ecological Land Classification units (ecosites, vegetation types, or other) encompassing both terrestrial and wetland communities. No wetland features on or directly adjacent to the site constitute Provincially Significant Wetland (PSW). A total of 67 bird species were detected. Considering all forested ecosites across the Tewin Study Area, and trees that occur elsewhere, the current existing cover across the Tewin Study Area was estimated to be 31.9%. Water quality data, benthic community and fish community data indicate that drainage features in the Tewin Lands are generally of degraded quality (reflecting local land uses), but of sufficient quality to support the full life cycle of resident fish species.

Hydrogeology

The **Hydrogeological Study Existing Conditions Report** was prepared by Dillon Consulting in March 2025. It provided a review of background records relevant to hydrogeology; summary of borehole drilling, piezometer installation, groundwater level monitoring; development of a geological and a groundwater flow model; and data interpretation and reporting. The objective of this report was to provide an assessment of the existing hydrogeological conditions at the Study Area and identify preliminary potential issues to development, if any, along with potential mitigating measures.

The report concludes that due to a thin sand layer on top of a thick clay layer, the groundwater flow system is generally a shallow system, and groundwater will discharge to local surface water features. The amount of baseflow groundwater discharge to surface is limited due to the relatively low permeability of the brown silty clay and the thin and discontinuous sand. It also concludes that infiltration-based LID measures are not expected to be generally adequate for widespread community stormwater management from a hydrogeological perspective.

A **Cumulative Hydrologic Impact Assessment** was also prepared by J.F. Sabourin and Associates Inc. (JFSA) in April 2024. The purpose of this study was to assess the hydrologic impact of development in the Study Area on the Bear Brook and Tributaries watershed. The study also considers whether the proposed stormwater management control measures will have adverse downstream impacts on the Bear Brook and Tributaries watershed in terms of peak flow increases along its watercourses compared to the existing conditions. The report identified an opportunity to design stormwater management control measures for Tewin in a way that would avoid downstream impacts on the Bear Brook and Tributaries watershed in terms of peak flow increases along its watercourses.

JFSA also conducted **Hydrological Fieldwork**, summarized in April 2024, and prepared a **Water Budget Analysis** in October 2024. The Fieldwork involved intermittent field investigations and continuous flow monitoring throughout the Tewin Study Area in order to gain an understanding of how watercourses in the region respond to different environmental

conditions and to establish the relationship between flows and water levels at key locations within and outside of the Study Area. The report documenting this fieldwork recommended that 2023 monitoring continue as planned with some additional monitoring points to be implemented. With the recommended changes, JFSA concluded that they would gain a robust understanding of the hydrology and hydraulics of the subject sites.

The **Water Budget Analysis Report** presented a detailed analysis of the existing conditions for the Study Area based on historical flow and precipitation data, as well as recent field monitoring data collected from the site. The analysis found that for the Tewin area in the Ramsay Creek Watershed, the annual precipitation translates to 53% runoff (includes shallow groundwater system), 0.05% infiltration into deep groundwater, and 47% evaporates/ evapotranspires. For the Tewin area in the Bear Brook Watershed, annual precipitation translates to 52% runoff (includes shallow groundwater system), 0.05% infiltration into deep groundwater, and 48% evaporates/ evapotranspires. This information provides a helpful baseline for future stormwater management plans.

Archaeology

WSP Canada Inc. prepared a **Stage 1 Archaeological Assessment** in July 2023. The Stage 1 archaeological assessment determined that the Study Area contains archaeological potential for Indigenous and historical Euro-Canadian archaeological resources due to several factors, including the presence of

numerous water sources, distinctive landforms (dunes), areas of early historical Euro-Canadian settlement, and historical transportation routes. However, there are no registered archaeological sites known within 1 kilometre of the Study Area. The report recommended that a Stage 2 Archaeological Assessment be conducted in the future and prior to development for all areas that have been identified as having archaeological potential.

Geotechnical

Paterson Group prepared a **Geotechnical Existing Conditions Report** in September 2024 for the full Study Area. The field program to support this report advanced up a total of 98 boreholes to a depth of 58 metres below the surface. The fieldwork found that the subsurface profile generally consists primarily of silty clay that is covered by a relatively thin layer of weathered clay or sand. The report concluded that the proposed community development is feasible from a geotechnical perspective. The design and construction methodologies that would be undertaken at Tewin would be considered conventional and in accordance with the methodologies set out and completed throughout the City of Ottawa.

Fluvial Geomorphology

GEO Morphix Ltd. prepared a **Bear Brook and Ramsay Creek Watersheds Fluvial Geomorphological Existing Conditions Summary Report** in December 2024 and **Background Review and Drainage Characterization of Ramsay Creek Report** in April 2025.

The **Existing Conditions Summary Report** synthesized all geomorphological observations collected for the tributaries of Bear Brook and Ramsay Creek within the Tewin Study Area. The report included a detailed desktop review of available geology, topography, and drainage area characteristics, watercourse reach delineation, rapid and detailed geomorphological assessments, as well as a preliminary erosion hazard assessment in support of constraint delineation. The information provided by the fieldwork informed an erosion hazard assessment and crossing assessment for several watercourses within the Tewin Study Area and adjacent lands.

The report identified a series of potential opportunities relating to fluvial geomorphology within and downstream of the Tewin Study Area, including, but not limited to the following:

- Localized erosion mitigation and stabilization works within existing channels can address existing erosion issues;
- Potential realignment of certain watercourse features following natural channel design can accommodate modifications to hydrological regimes in an appropriate manner; and
- Enhancements can be made to existing channel corridors to help reconnect watercourse features with the surrounding floodplain, and subsequently improve floodplain conditions.

The **Background Review and Drainage Characterization of Ramsay Creek** involved a preliminary desktop assessment and supporting field assessment to define the potential area of impact associated with proposed development within the Ramsay creek catchment of the Tewin Study Area. A letter was prepared to summarize this background review of existing fluvial geomorphological data, including data gap analysis, reach delineation, rapid and detailed field assessments, and provides overall drainage area characterization for the Ramsay Creek subwatershed.

Based on the analysis conducted by GEO Morphix, it was determined that the drainage area associated with the Secondary Plan Area accounts for 11.7 % of the total drainage area of the Ramsay Creek watershed, and approximately 1% of total drainage area of the Green's Creek watershed at its confluence with the Ottawa River. It is anticipated that any inputs from future development will be minor and effectively managed with appropriate stormwater management controls. The results of this geomorphic assessment and drainage network characterization indicate that potential downstream impacts from the Secondary Plan Area are unlikely to extend beyond the culvert crossing at Highway 417.

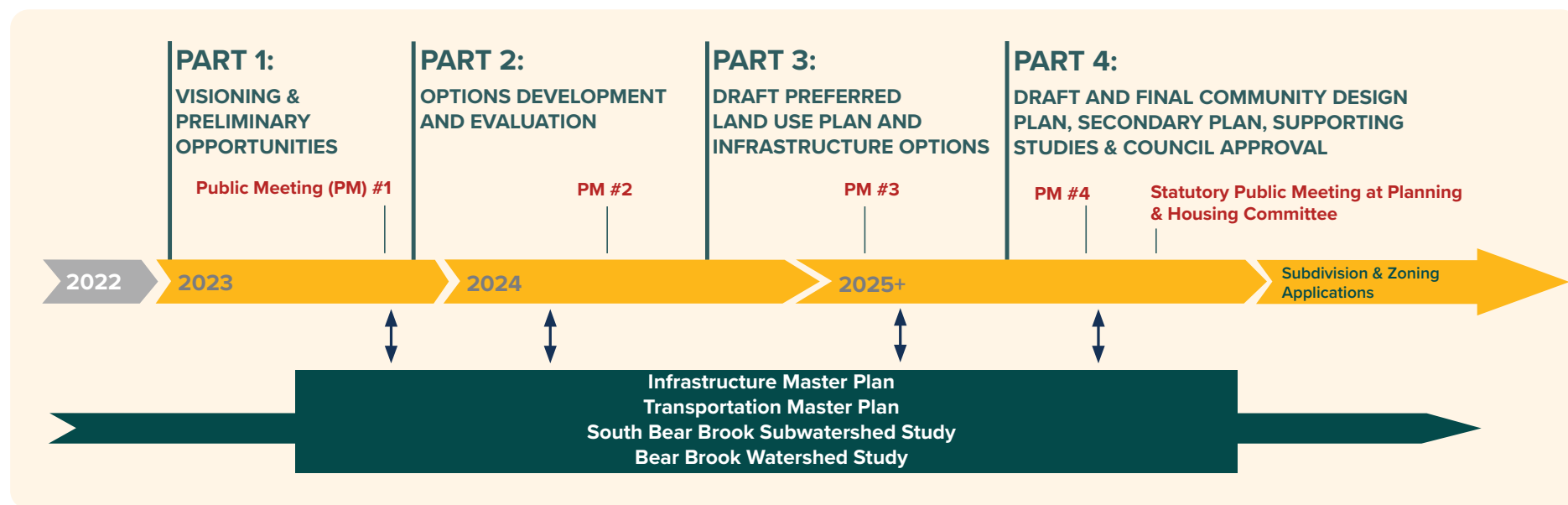
2.4 Coordinated Process

Planning for Tewin's future brought together diverse experts, interest holders and the community at large to identify opportunities and challenges, and plan for comprehensive and integrated solutions.

The Coordinated Process was publicly initiated in October 2023, following approval of the City's new Official Plan in November 2022. With the agreement of the City of Ottawa, it was determined that Tewin's Major Landowners would be the sole proponents for the Municipal Class Environmental Assessment (MCEA) process related to the Tewin Study Area.

This brought together various technical and community planning elements and aligned public engagement timelines to concurrently meet any Secondary Plan requirements of the *Planning Act* and *Environmental Assessment Act*. This approach allowed emerging community design strategies and technical infrastructure decisions to inform one another, and engagement with the community to be woven in at each stage to inform decision-making. It has resulted in a preferred Land Use Plan and Infrastructure

Solutions to support the long-term planning and evolution of Tewin, and a range of supporting studies and plans that capture and detail these outcomes. A final community Open House was held on April 28th, 2026 on the Preferred Land Use Plan, Draft Community Design Plan, Draft Secondary Plan, Infrastructure Solutions, and Draft Supporting Studies.



2.4.1 A Commitment to Collaboration with the City of Ottawa

Tewin's Coordinated Process was informed by a joint commitment between Tewin's Major Landowners and City of Ottawa Staff to work collaboratively toward implementing the vision for Tewin.

The two groups made a commitment early on to work together to advance Tewin's vision, as it was outlined in Annex 10 of the Official Plan. This partnership brought together:

- 1) The **Tewin Project Team**, which is comprised of representatives from Tewin's Major Landowners, Urban Strategies Inc, and a full set of technical consultants that prepared the various supporting studies. This group was responsible for preparing and advancing project content, including project management, planning, design, consultation, policy drafting and technical matters, as well as community engagement; and
- 2) The **City of Ottawa Project Team**, which is comprised of key City of Ottawa Staff responsible for providing input and review into the Plan's directions and supporting technical works. These staff have provided ongoing input throughout the process and have acted as conduits to and from their respective departments, including staff in the Planning and Development, Infrastructure, Public Works, and Environment departments involved in the Plan review and development process. They also supported community engagement activities and coordinated with other Agencies throughout the process.

The commitment between these two groups was captured through nine strategic intentions, known as "The Tewin Intent", which were used to guide decision-making throughout the process. These intentions are outlined below.

- 1) **Bold and Innovative Decision Making.** Tewin is about creating a new kind of community, a future-focused model for smart, healthy and sustainable development. It will demonstrate bold ideas, innovative approaches, creative solutions, efficient use of land and resources, and other future focused ideas and opportunities.
- 2) **Integrating Algonquin Values and Principles.** Algonquin principles, values and teachings will guide the planning, consultation, design and development process for Tewin. The integration of Algonquin principles and design intentions will ensure the community is nature-based and sensitive to Mother Earth while creating capacity-building and economic development opportunities for the Algonquin peoples.
- 3) **Sustainability and Resilience.** Tewin will be guided by the One Planet Living framework and Algonquin values of respect for the earth, and will proactively address climate mitigation and adaptation.
- 4) **Systems-Based Environmental Planning.** Tewin will implement a systems-based approach to natural heritage protection, environmental management, and water management. Natural features are regarded

as opportunities rather than constraints, will be woven into the fabric of the community, and will be central to its design and character.

- 5) **Alternative Design Solutions.** Tewin will consider alternative design and engineering standards that prioritize natural systems, pedestrians, cyclists and transit users and efficiently use available land and resources.
- 6) **Cost-Effectiveness and Efficiency.** Tewin will demonstrate best practices in efficient and compact development by exploring opportunities to optimize the community's efficiency through a range of strategies, including prioritizing space-efficient modes of transportation.
- 7) **Integrated Planning Process.** The planning process for Tewin was designed to bring together various planning, environmental, transportation, urban design, infrastructure, economic, financial, social and technical considerations.
- 8) **Collaboration and Problem Solving.** The Tewin Project Team and City of Ottawa Project Team committed to working collaboratively, and to plan with a spirit of joint problem-solving.
- 9) **Communication and Transparency.** The Tewin and City of Ottawa Project Teams committed to open and transparent communication throughout the project, sharing information in a timely manner between groups as decisions were made to ensure all parties were provided with pertinent details.

2.4.2 Community Engagement

Engagement was a core element of the planning process, and reflected the ambition and scale of Tewin. A range of interest holders provided feedback at key stages in the Plan's development in support of a comprehensive, transparent and inclusive process.

The engagement program for the Coordinated Process was crafted with and accepted by City Staff. This multi-year process engaged a diverse group of community and technical interest holders and Rightsholders, including:

- the **Tewin Community Advisory Committee**, made up of 7 community representatives who reviewed and provided input on materials and messaging in advance of public events;
- Local Groups and Organizations**, including residents, businesses, and environmental groups, who participated in focused meetings with the Tewin Project Team and City Team on matters of relevance to their interests;
- Broader Indigenous Communities**, with communications led by the City of Ottawa Project Team as directed by Council, to share information and seek feedback on Plan advancement;
- Technical Agencies**, including the South Nation Conservation (SNC), Rideau Valley Conservation Authority (RVCA), the National Capital Commission (NCC), Hydro Ottawa, and Ottawa's four (4) School Boards;

- City Council**, who helped confirm directions for Tewin at key stages; and,
- the **Broader Public**, who were engaged through open houses, webinars, and on-going online updates to provide information on the project, solicit feedback on preferred directions, identify gaps or concerns, and respond to questions.

A range of methods were used to share information and collect feedback, including public open houses, public webinars, online surveys, targeted community meetings, site visits, information sharing sessions, mailouts, websites, and digital comment forms. Key opportunities and considerations identified through engagement include:



Feedback from key interest holders and the community informed the development of community design concepts and refinements throughout the process; it was summarized and responded to through 'What We Heard' reports, which have been included for Parts 1 to 4 in support of this Application.

2.4.3 Summary of the Coordinated Process

Part 1: Visioning and Preliminary Opportunities

The first part of the Coordinated Process involved collecting background information and data to understand the Study Area and its opportunities and constraints. This captured the scope of Phase 1 of the MCEA process, which requires infrastructure problems and opportunities to be defined.

Key to developing this understanding was the 2022 Walking Tour and Talking Circle that was held with Elders, Knowledge-Keepers, and community members from the Algonquins of Ontario. A number of discussions were also held with project partners, interest-holders and members of the public to share findings and gather input on opportunities and constraints. Part 1 concluded with a Public Open House where a series of preliminary community design opportunities were presented for feedback. Input gathered was used to finalize the vision, guiding principles, and community objectives for Tewn, and move forward on exploring the identified opportunities.

The Part 1 What We Heard Report is included with this Application.



Tewn Site Tour with AOO Elders and Knowledge Keepers, 2022

IMG 3

Part 2: Options Development and Evaluation

Part 2 of Tewin's Coordinated Process was focused on examining Alternative Solutions, in line with Phase 2 of the MCEA Process. This involved preparing Algonquin Design Principles and evaluating a series of Alternative Community Design Strategies and Infrastructure Solutions to test a range of ways that Tewin could be structured.

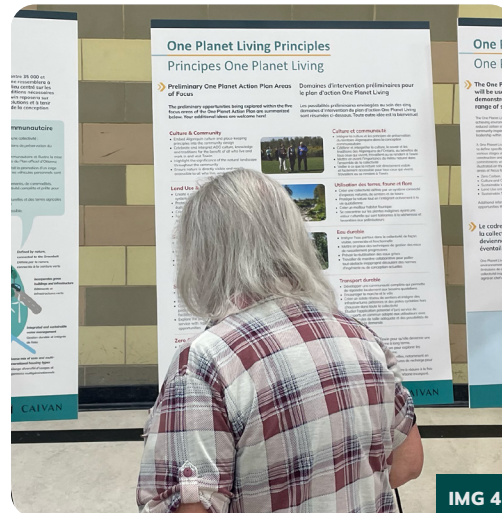
Alternative Community Design Strategies were prepared and evaluated for key elements of Tewin's community structure, providing options for mobility, land use, and Parks and open spaces. Alternative Infrastructure Solutions for water, sanitary, stormwater management, and transportation for the new community were also considered and evaluated.

EVALUATION CRITERIA	
DEVELOPMENT & LAND USE	1) Planned and designed to support a sustainable future in accordance with AOO values and Design Guidelines as well as OPL Principles. 2) Creates vibrant mixed-use centres that are a focus for community activity 3) Accommodates a mix of land uses that support convenient access to a range of services and amenities 4) Integrates with existing homes and businesses
TRANSPORTATION & MOBILITY	5) Creates a transportation network that facilitates efficient transit operation and coverage 6) Supports complete streets and active mobility, including pedestrian and cycling connectivity
NATURAL SYSTEM, PARKS, RECREATION & OPEN SPACES	7) Centres the Tewin community on natural systems including watercourses, wetlands, trees and plants 8) Supports a connected network of Parks and natural areas that provide access for residents, protects wildlife habitat and connects future Algonquin Natural Land Trust east of the site 9) Allows for watercourse naturalization to support a resilient natural system 10) Delivers parks, schools, and community facilities that are highly usable, accessible and activated 11) Enhances the natural environment and ecological systems for future generations
SERVICING	12) Optimizes stormwater management techniques that contribute to the character of the Tewin Community 13) Supports the efficient delivery of servicing
PHASING & IMPLEMENTATION	14) Reduces capital costs 15) Reduces operating costs 16) Optimizes the phased delivery of infrastructure and amenities

Table 1. Evaluation criteria used to assess Tewin's Alternative Design Solutions

Part 2 concluded with a series of engagement events including a Public Open House to present the Alternative Community Design Solutions and Evaluation Criteria, as well as a preliminary evaluation of the Strategies & Solutions for feedback. When brought together, the preliminary preferred solutions established a preliminary community structure, which was also shared at these engagement events.

The Part 2 What We Heard Report is included with this Application.



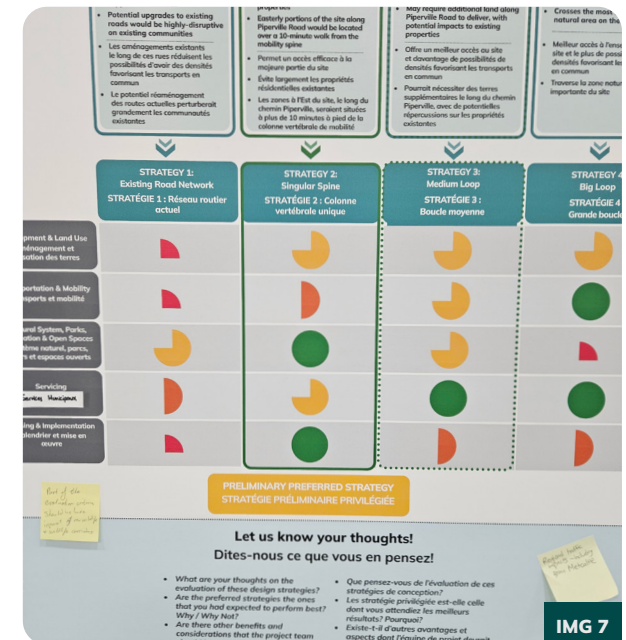
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Images from the Part 2 Public Open House on Alternative Design Solutions and Evaluation Criteria

Part 3: Draft Preferred Land Use Plan and Infrastructure Options

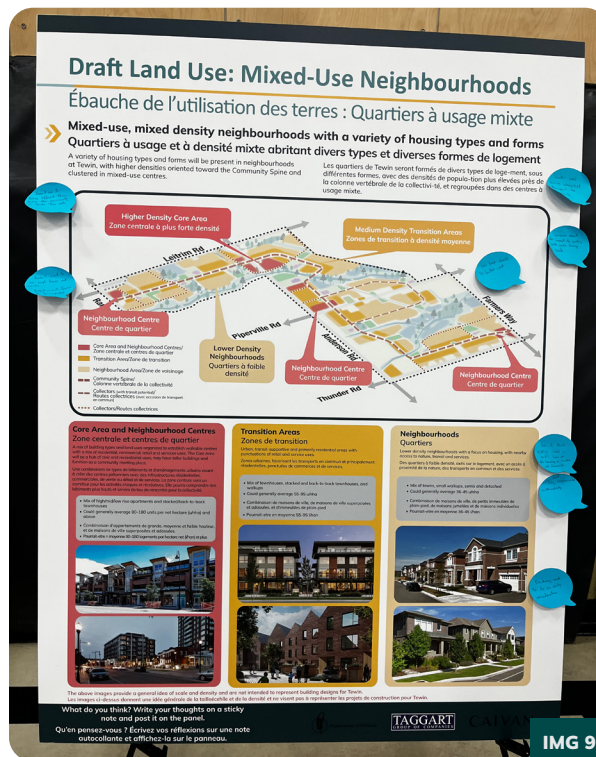
Part 3 of the Coordinated Process involved refining the preferred Community Design Strategies and Infrastructure Solutions in response to community and City feedback, and developing finer-grained concepts and designs for the community and its infrastructure. During this time, a series of detailed sustainability outcomes and indicators were also developed and tested to ensure Tewin was sustainable by design.

The outcome of this work was a preliminary Land Use Plan and options for supporting infrastructure which reflected the best-performing Alternative Community Design Strategies and more detailed technical work. This information was presented at a series of community and interest-holder events, including a Public Open House, for feedback to be used for further refinement.

The Part 3 What We Heard Report is included with this Application.



IMG 8



IMG 9



IMG 10



IMG 11

Images from the Part 3 Public Open House on Preferred Community Design Strategies

Part 4: Draft and Final Community Design Plan, Secondary Plan, Supporting Studies, and Council Approval

Part 4 of the Coordinated Process involved refining and organizing the project components to determine detailed transportation, infrastructure, energy, and environmental management concepts, as well as a final preferred Land Use Plan. The culmination of this work is reflected in the CDP and the associated Secondary Plan, as well as the supporting technical studies.

A fourth and final Public Open House (EA Meeting #4) was held on April 28th, 2026, where display panels provided an overview of the Draft Community Design and Secondary Plans, Draft Infrastructure and Transportation Plans, and other Draft Supporting Studies, building off the project materials presented at the January 9th, 2025, Open House. Printed copies of the full draft reports and studies were available for review, and were posted online shortly after the event.

A Draft Part 4 What We Heard Report was prepared following the completion of the commenting period from EA Meeting #4 on May 29th and submitted to City Staff for review and input. It has been included as part of this application.



Image from the Part 4 Public Open House on the Draft Plans and Studies



IMG 13



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IMG 16



IMG 17

Images from the Part 4 Public Open House on Draft Plans and Studies





3.0

The Application

» 3.1 Overview

The scale of Tewin presents a once-in-a-generation opportunity to create one of the world's most innovative, respectful, and sustainable new communities by: advancing best practices and demonstrating leadership in sustainable design and smart, suburban growth; delivering all that is required to create a vibrant, integrated, and resilient 15-minute community, including being built around transit and active mobility from Day-1; and advancing the vision and objectives of the City of Ottawa's Official Plan.

The Official Plan applied the Future Neighbourhood Overlay to lands that were added to the urban boundary to accommodate growth in the Suburban Transect. The OP notes that while the underlying designation within the Future Neighbourhood Overlay is Neighbourhood, development may only proceed once the Overlay has been removed (Policy 5.6.2.1.1 and 12.1.6) and other designations may be established through the removal process (Policy 5.6.2.1.2). The Overlay may only be removed once the policies of Section 5.6.2.1 of the Official Plan are satisfied.

Extensive and collaborative engagement has underpinned the planning process for Tewin, between the Tewin Project Team and the City of Ottawa Project Team, and with interest holders, community groups, and Agencies, and other City divisions. This Application seeks to finalize all of the work that has been completed by removing the Future Neighbourhood Overlay for the lands to be subject to the Secondary Plan to enable the next stages of planning approvals to begin for Tewin.

As it relates to the Tewin Study Area, requirements of Section 5.6.2.1 for removing the Overlay include:

- A CDP including applicable studies per Section 12; and,
- Satisfaction of the technical and financial requirements outlined in Annex 10 and 12 of the Official Plan, which include a Secondary Plan; and,
- Determination of a net developable area of 445.35ha through the CDP and applicable studies, which is to form the boundary for the Secondary Plan.

To fulfill the requirements of the Official Plan, this Application contains:

- 1) A CDP and supporting studies for approval by Council prior to or concurrent with, removal of the Future Neighbourhood Overlay from the Secondary Plan Area, in accordance with Policy 5.6.2.1.5 and 5.6.2.1.15 of the Official Plan; and,
- 2) An OPA that establishes appropriate land use designations, addresses the Future Neighbourhood Overlay, and introduces area-specific policies and schedule amendments to Volume 1 and 2 Official Plan, including a Secondary Plan in accordance with Policy 5.6.2.1.5, 5.6.2.1.14, and 12.2.1 of the Official Plan.

Policy 5.6.2.1.5 calls for a CDP and applicable studies to be approved concurrent with the adoption of an OPA that would remove the Category 2 – Future Neighbourhood Overlay – New Tewin Community and establish a Secondary Plan, in alignment with the contents of this Application.

»» 3.2 Determining the Secondary Plan Boundary

A comprehensive analysis was undertaken of the Study Area to identify an appropriate Secondary Plan boundary based on applicable policies and guidance provided by the City of Ottawa.

Tewin's 838 hectare Study Area was first delineated in 2021, following Council's decision to expand the Urban Boundary to include Tewin. Its delineation was informed by a desktop constraints analysis for a broader area, and sought to exclude the Natural Heritage System Core Area located west of Highway 417, as illustrated on Schedule C11-C – Natural Heritage System (East). While the Tewin CDP applies to the entire 838-hectare Study Area (as directed by Policy 5.6.2.1.9), Policy 5.6.2.1.14 of the Official Plan is clear that the Secondary Plan must be limited to a 'net developable area' of 445.35 hectares. Net developable area refers to land that can be developed to contribute to population growth within the Secondary Plan, and is not constrained by existing or future natural areas, public or private infrastructure, or utility uses. City of Ottawa Planning Staff provided guidance on how to determine Tewin's net developable area based on the methodology used for other similar study areas.

The boundary of the Secondary Plan has been carefully delineated based on this methodology to ensure it is self-sufficient and can accommodate a level of density that will support frequent transit, community facilities, and commercial uses. See Appendix B of the CDP for more details.

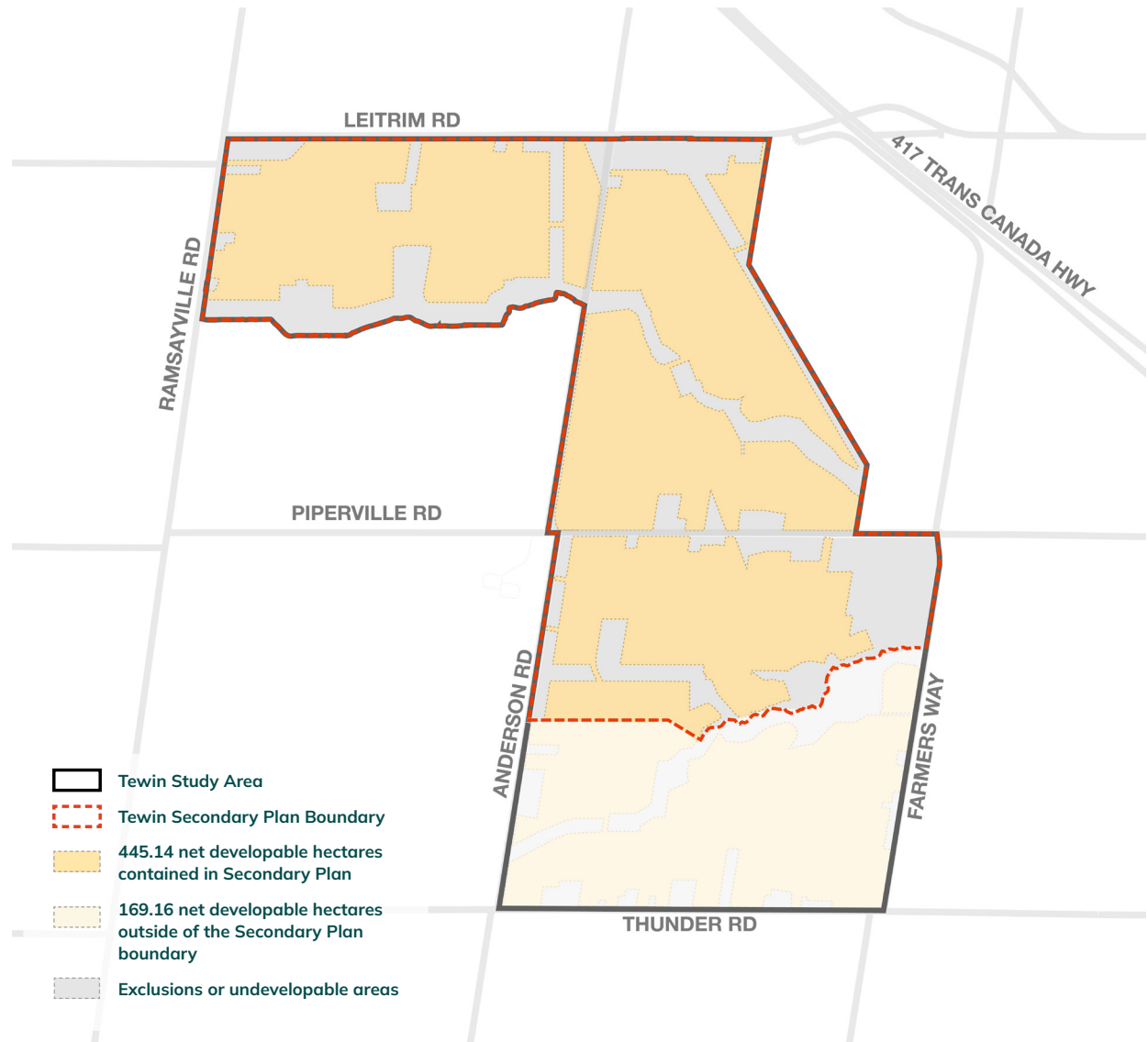


Figure 9. Determining the Tewin Secondary Plan based on the Net Developable Area within the Study Area

» 3.3 Tewin's Community Design Plan and Secondary Plan

Tewin's CDP and Secondary Plan provide a framework for the long-term evolution of Tewin.

These documents, in addition to the Financial Implementation Plan (FIP), are the result of over four-and-a-half years of technical work that is documented in the suite of integrated studies supporting this application. They have been prepared as separate, but highly interconnected, documents in accordance with the policies of the Official Plan and Tewin-specific terms of reference that were established through early collaboration between the City of Ottawa Project Team and Tewin Project Team.

Annex 10 (Tewin Community Design and Planning Process and Studies) provides direction for preparing these documents. It states,

*"To address the Plan's objectives of creating a new 21st century urban community in the Suburban Transect that reflects Algonquin design and placemaking principles, makes a national statement about the design of new communities and establishes a North American benchmark for community design based on the principles of the Five Big Moves and premised on the aspiration to make this a fundamentally different suburban community than those of the late 20th and early 21st centuries, **the planning of the new community will require a suite of integrated studies, culminating in a Community Design Plan, a Secondary Plan, and a Financial Implementation Plan.** In order to prepare a community design plan, various constraints and issues need to be addressed. Below is preliminary*

*list of studies and plans that provide the basis for this work. **This list is in addition to other requirements of the Official Plan including those of Subsection 5.6.2 Future Neighbourhood and Section 12 Local Plans.** A detailed Terms of Reference for these studies and plans will be produced in collaboration with the proponent."*

In accordance with Annex 10, the Tewin Community Design and Planning Terms of Reference (Tewin TOR) outline the requirements of the Final Community Planning and Design Report (CDP), which is to include the following:

- Preferred Community Design Plan (CDP);
- Mobility Strategy;
- Parks and Open Space Strategy;
- Servicing and Infrastructure Strategy (MSS);
- Implementation and Phasing Strategy;
- Community Energy Plan (CEP);
- Environmental Management Plan (EMP);
- Final Community Form and Function Plan;
- Draft Secondary Plan / Official Plan Amendment text and mapping, in collaboration with City staff;
- Summary Consultation Reports

The names of the studies submitted in satisfaction of Annex 10 do not directly match the titles in Annex 10, but they nonetheless have been completed per their respective terms of reference, as applicable.

The CDP has been organized and prepared to address these requirements. Where technical plans and studies have been prepared to support the CDP – namely, Tewin's EMP, Parks Design Manual, MSS, Mobility Strategy, and CEP – they have been summarized within the CDP, highlighting key aspects as they relate to planning and design through descriptive text and guidelines.

The Secondary Plan has been prepared as a separate yet complementary document to the CDP. Contents of the Secondary Plan have been determined based on the key elements of the CDP, in addition to those stipulated in OP Policy 12.2.1 and Annex 4 (Framework for Local Plans). Many of the requirements outlined in OP Policy 12.2.1 and Annex 4 align with requirements of Annex 10 and the Tewin TOR (e.g. CDP, Transportation Impact Assessment, MSS, EMP or Subwatershed Study, CEP, and FIP). Policy 12.1.8 specifies that Annex 4 only provides a framework of elements that may be included within a Local Plan where relevant and depending on context and further stipulates that specific terms of reference will be developed for each plan, which in this instance is the Tewin TOR.

Summary Consultation Reports for all parts of the Coordinated Process have been submitted with this Application.

The final document supporting the Coordinated Process is the FIP. This has been included as part of the Application and summarized in Section 3.4 of this Report.

The sections that follow summarize the CDP and Secondary Plan, both of which follow a similar structure, and indicate how these documents respond to requirements of Annex 10 and the Tewin TOR, conform to the Official Plan and advance its objectives. They also indicate where the CDP and Secondary Plan establish a Tewin-specific approach that differs from Volume 1 of the Official Plan, in accordance with Policy 12.1.7 of the Official Plan which states, “

“Secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan.”

This Section supplements a more extensive policy review, which is contained in Section 4 of this Report.

3.3.1 Vision, Objectives, and Community Structure

Chapter 1 of the CDP and Section 1 of the Secondary Plan set out Tewin's vision and guiding principles, as outlined in Section 1.3 of this Report. Both documents also establish a Community Structure for Tewin (Section 2 of the Secondary Plan and Section 1 of the CDP), defined by a series of elements which come together to create the physical foundation to achieve vision. These elements include the Open Space System, Mobility Network, Community Core, Neighbourhood Centres, Community Corridor Areas, and Neighbourhoods (Figure 10). This structure creates the foundation for the Secondary Plan's area comprehensive planning framework and results in a series of Special Places (see Annex B of the Secondary Plan and Section 1 of the CDP). It also ensures that development of Tewin will be sustainable by design.

The Secondary Plan contains policies for these elements which:

- translate Tewin's guiding principles into a series of integrated objectives for development;
- provide directions on the vision and objectives for each of Tewin's structuring elements and their relationship to one another; and,
- direct how development at Tewin will be implemented to deliver sustainability by design.

In doing so, the Secondary Plan, as supported by the CDP, advances Official Plan objectives for long-term conservation and enhancement of natural areas, integrated parks and open spaces, vibrant 15-minute communities, sustainable travel modes, efficient servicing and energy operations, and healthy and sustainable lifestyles. The Secondary Plan also responds to Annex 10 and the Tewin TOR requirements, including: Baseline Work – Establish community design principles in conformity with Algonquin placekeeping, the City's Five Big Moves and the One Planet Living (or similar) framework; and Design Objectives – Preliminary community vision and structure.

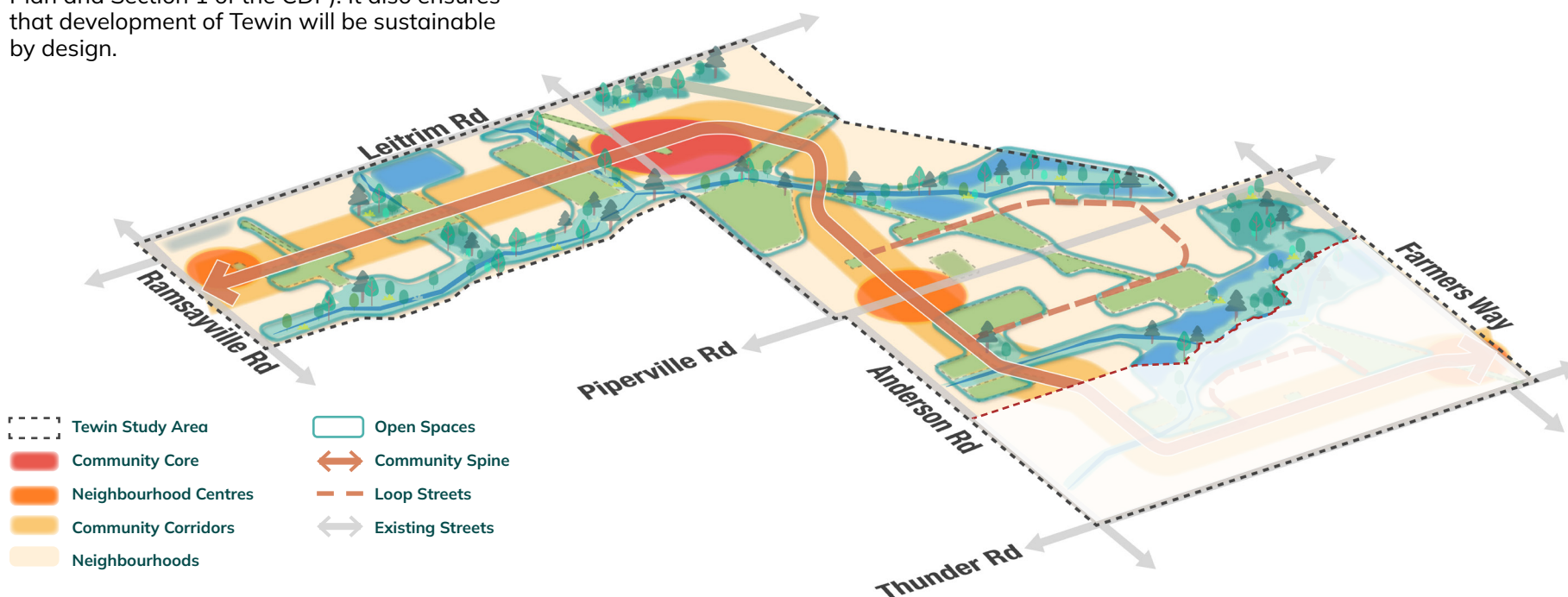


Figure 10. Community Structure

3.3.2 Open Space System

The Secondary Plan, as supported by the CDP, establishes an integrated approach to planning for open spaces at Tewin, rooted in Algonquin values and aligned with the Tewin Intent.

Natural heritage, environmental management, water management, Parks, and community facilities will all come together at Tewin through a systems-based approach to open space planning and design. This will be achieved through Tewin's Open Space System ('OSS' or 'the System'; Figure 11), which will be defined by a series of features and elements that layer together to form a continuous and connected system which uniquely define Tewin's public realm.

The System contains two core components:

- The **Ecological Corridor**, which is comprised of existing and planned natural features – watercourses, existing mature woodlands, existing and constructed wetlands, natural hazard lands, habitat areas, and natural linkage features, and includes all associated buffers. These elements come together to restore and protect natural areas, improve ecological function and vitality within the Secondary Plan Area, and create a wildlife corridor that supports small mammals, amphibians, birds, and fish.

- **Community Open Spaces**, which are comprised of stormwater management ponds, parks and other open spaces, schools and other community facilities. These elements come together to support the health and function of the Ecological Corridor and extend its experience into the community.

The features and elements within each of these components will serve a distinct role and function within the System and are planned to have appropriate relationships to one another, as further articulated in Tewin's EMP, Parks Design Manual, and MSS. Together, they will create the setting for a community defined by its relationships to nature.

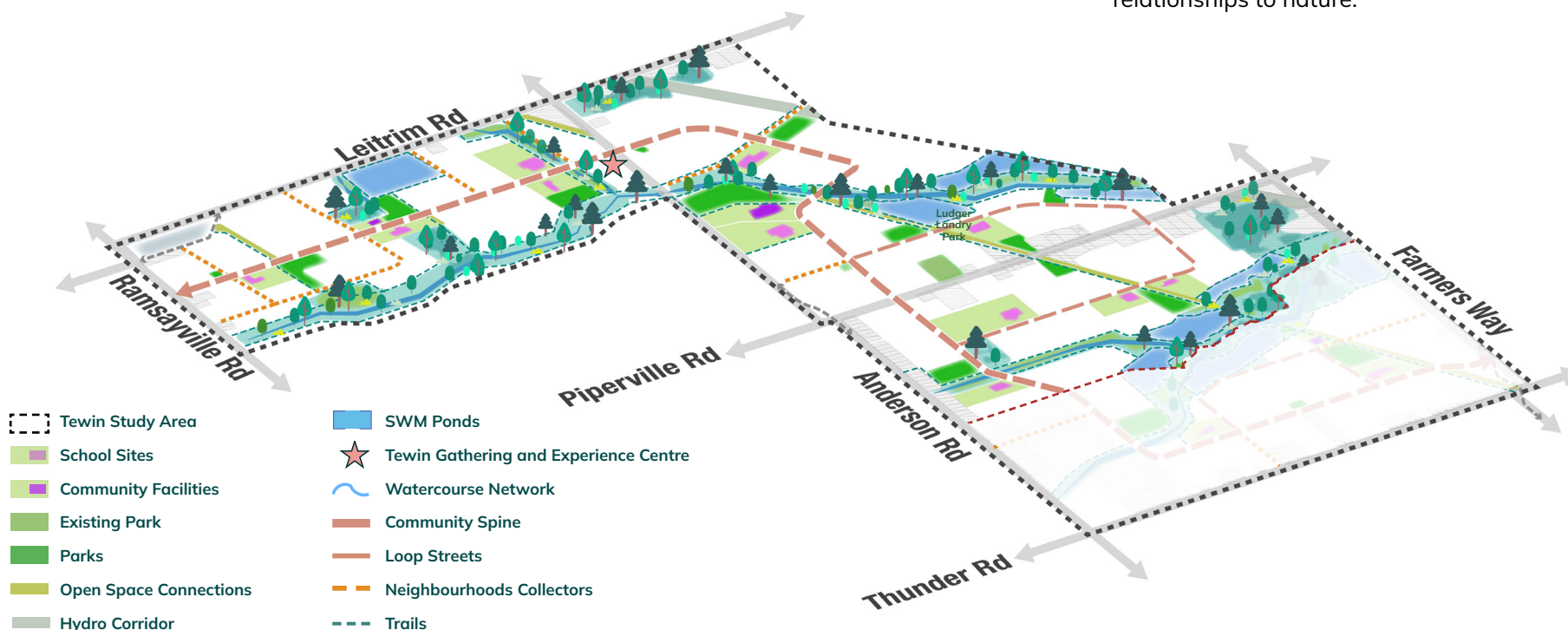


Figure 11. Open Space System

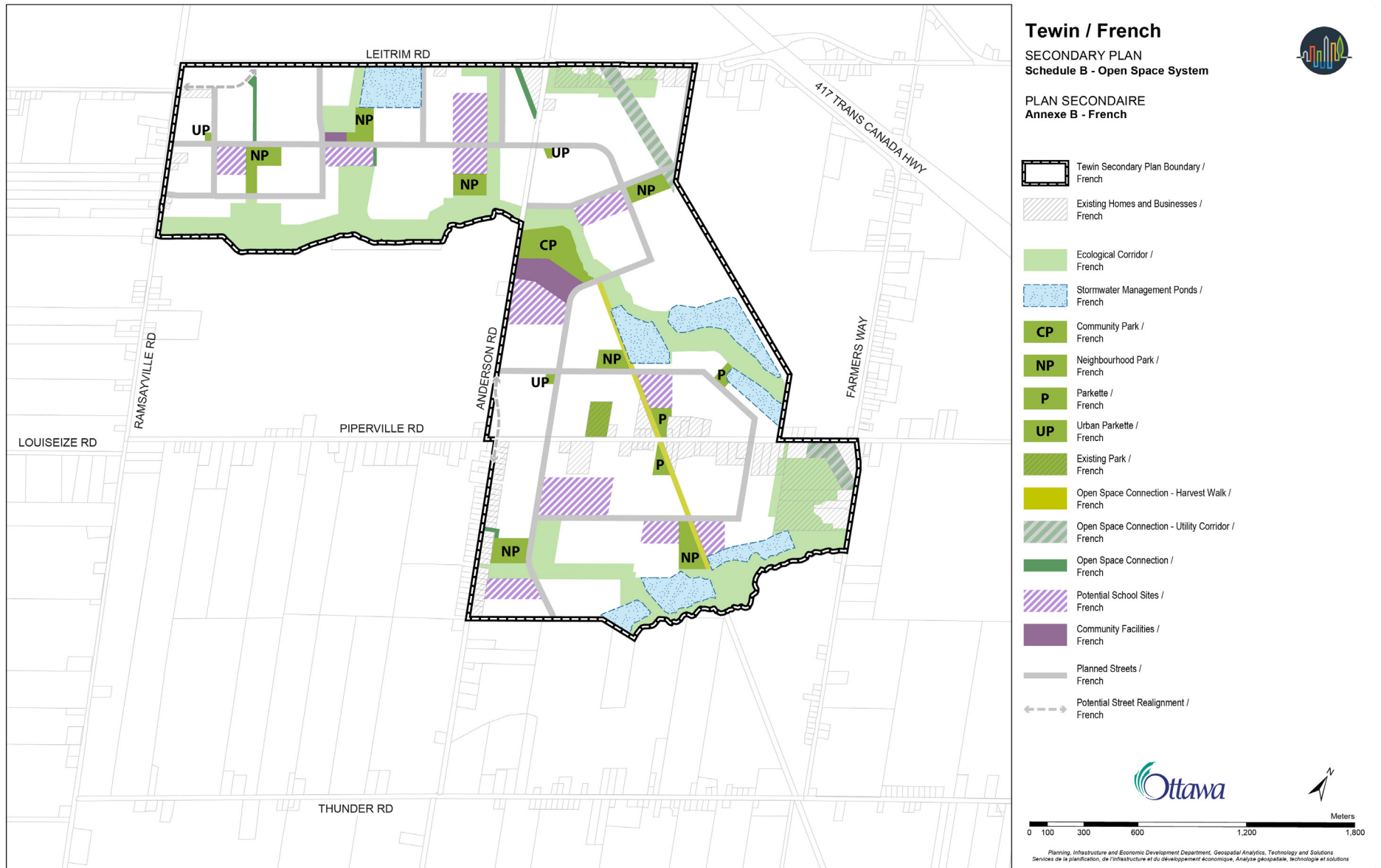


Figure 12. Tewin Secondary Plan Schedule B - Open Space System

Alignment with the Official Plan

Tewin's OSS aligns with and delivers on the Official Plan's objective of protecting ecosystem services, making it safe and easy to travel to schools, and providing convenient, inclusive access to a variety of greenspace in the following ways:

- Natural features are not only protected, but also expanded upon through identification of new areas and constructed features, which all come together to create an Ecological Corridor filled with productive and vital natural areas, supporting long-term ecological vitality.
- Parks have been planned to meet parkland dedication requirements set out by the Planning Act, and achieve the objectives of the City's Official Plan including a range of sizes, and design and programming approaches which contribute to quality of life and respond to climate change. Their proposed locations, along with the planned Open Space Connections, maximize the number of residents within a short walk and make efficient use of land through strategic co-location with community facilities.
- Stormwater management has been planned for in a sustainable and integrated manner that optimizes techniques to contribute to the character, performance, and amenity of the community.
- The number and location of Potential School Sites was determined through early and on-going engagement with Ottawa's four School Boards to accommodate design

requirements and directions of the Official Plan alongside School Board needs. All schools have been co-located with parks or community facilities, or connected to the Ecological Corridor; located along the Community Spine or Loop Street, which are both served by transit to reduce the need for personal vehicles for daily pick-up and drop-off; and connected to the All-Season Cycling Network to support year-round active mobility access.

Tewin's Ecological Corridor proposes a new concept for the conservation and enhancement of natural heritage which involves reestablishing, naturalizing and reconnecting existing and historic features and constructing new features, which all come together to create an interconnected system supporting the movement of water and wildlife throughout the community. New and/or restored watercourses, wetlands, and habitat areas will substantially enrich and expand on existing significant woodlands and watercourses natural features. Rather than separating natural features from each other, the design of the Ecological Corridor creates as much ecologically productive space as possible within the delineated area, in accordance with Provincial policies in a manner that ensures all features will thrive. Natural features and functions are further protected and enhanced by complementary adjacent land uses and site organization and design.

The Secondary Plan designates the Ecological Corridor as "Urban Natural Features", which the Official Plan defines as "an urban natural area with multiple features and functions that are managed for conservation and passive

leisure". In addition to this designation, the Plan introduces the following Tewin-specific policies for the UNF given Tewin's unique context:

- Given the engineered nature of portions of the Ecological Corridor and many of its features, along with the thoughtful approach to planning its configuration and abutting land uses, the Urban Natural Features designation sets the limit of development for abutting land uses, incorporating required hazard limits and setbacks as established by the EMP/MSS.
- While a 5-metre buffer from the dripline of Significant Woodlands has already been included in the Corridor boundary, the Secondary Plan includes a policy to ensure this buffer is maintained as the boundary of the Urban Natural Features is confirmed through the development application process. It also requires the natural topography of Significant Woodlands to be maintained where feasible, and design directions for development adjacent to these features.
- Prohibits small-scale commercial operations and limits multi-use pathways and associated amenities to strategic locations.
- Permits linear infrastructure crossings through the Ecological Corridor, subject to demonstration that they will not compromise the character, form, and ecological functions of the area and complete restoration being implemented.
- Requires riparian areas adjacent to watercourses.

3.3.3 Mobility Network

The Secondary Plan, as supported by the CDP, establishes the foundations for a comprehensive mobility network that supports transit and embeds active mobility in a meaningful way.

Tewin's streets and trails will be integrated through a "complete network approach", which provides a full range of mobility choices in all seasons, for both residents and visitors. This will ensure that people of all ages and abilities can access and travel through the Secondary Plan Area using a variety of transportation modes, in alignment with the principles set out in Tewin's Mobility Strategy.

Tewin's Mobility Network (Figure 13) establishes a fine-grain, well-connected pattern of streets and trails to support local and regional connectivity, and access to Tewin's OSS (Figure 11). The Network is structured around the Community Spine and Loop Street, which have been designed to support frequent transit. The Spine and Loop Street central location within the Study Area ensures equal distribution of transit access across the community, as selected through the Coordinated Process. The Mobility Network will be augmented through additional local connections, as identified in Tewin's CDP and/or further identified through future development applications, to establish compact, porous, pedestrian-scaled blocks throughout the Secondary Plan Area.

New streets and trails will be planned and designed according to their context and the role they play within Tewin's Mobility Network. Rather than attempting to serve all travel modes within every right-of-way and trail, which can result in trade-offs and less efficient use of land, development of Tewin will prioritize transit and active modes on a subset of streets and trails. This will improve efficiency and eliminate redundancy, while creating an intuitive, highly accessible network of pedestrian and cycling connections. Across all connections, Tewin will expand the role of streets beyond movement corridors to places where community life can thrive, through streetscape design and integration with adjacent uses.

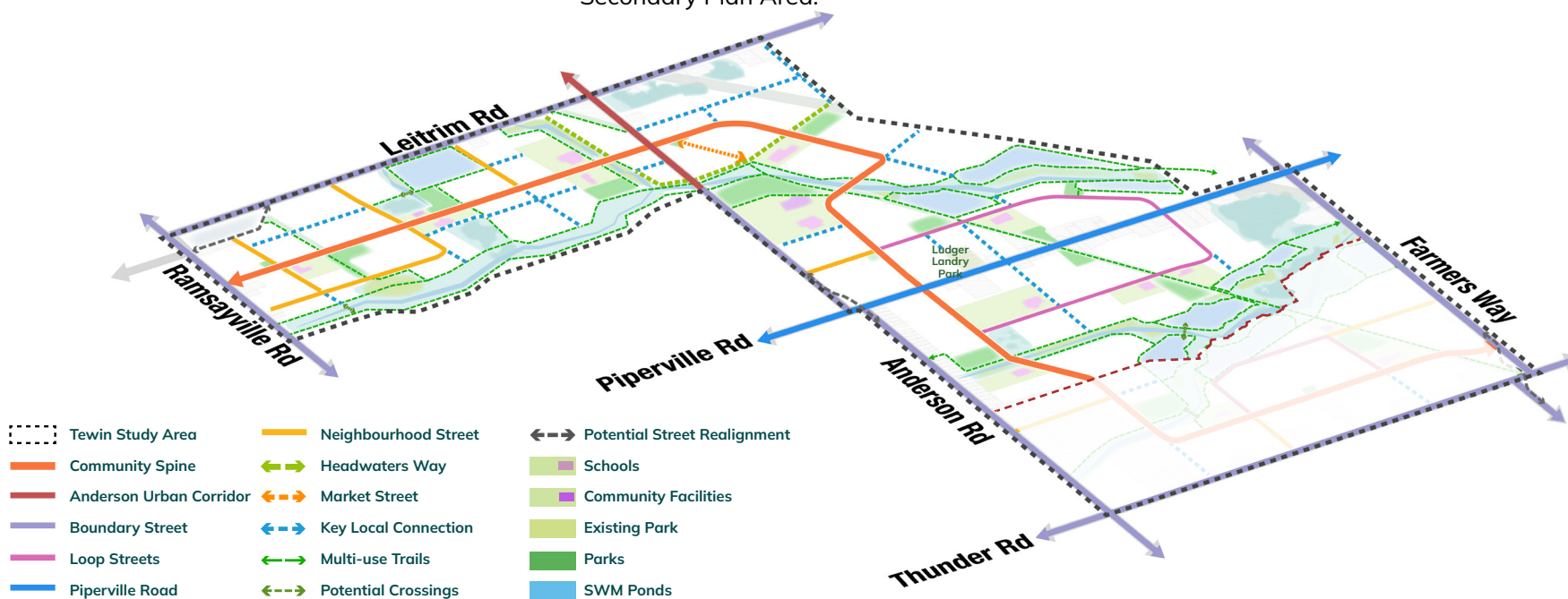


Figure 13. Tewin's Mobility Network as contained in the CDP

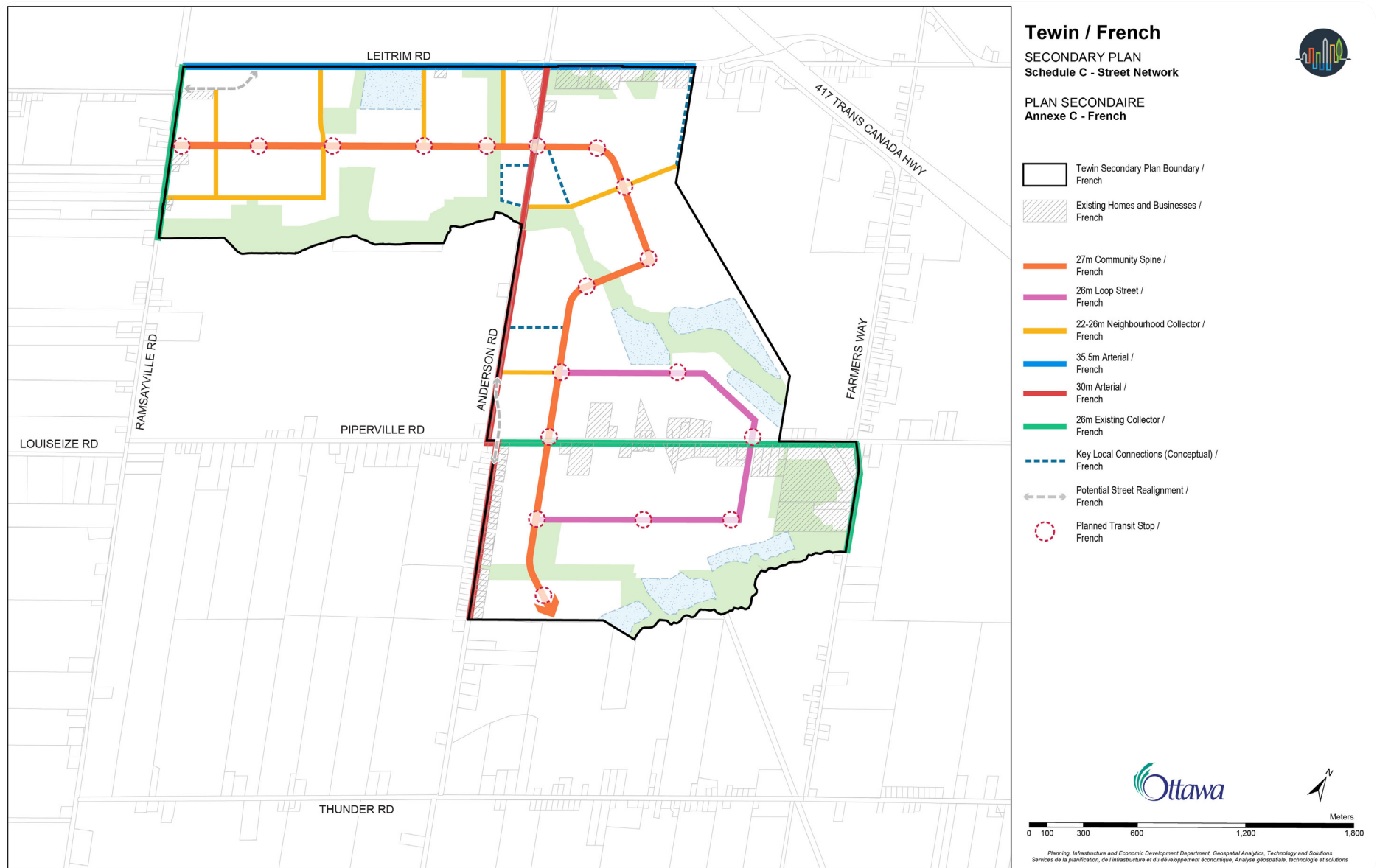


Figure 14. Tewin Secondary Plan Schedule C - Mobility Network

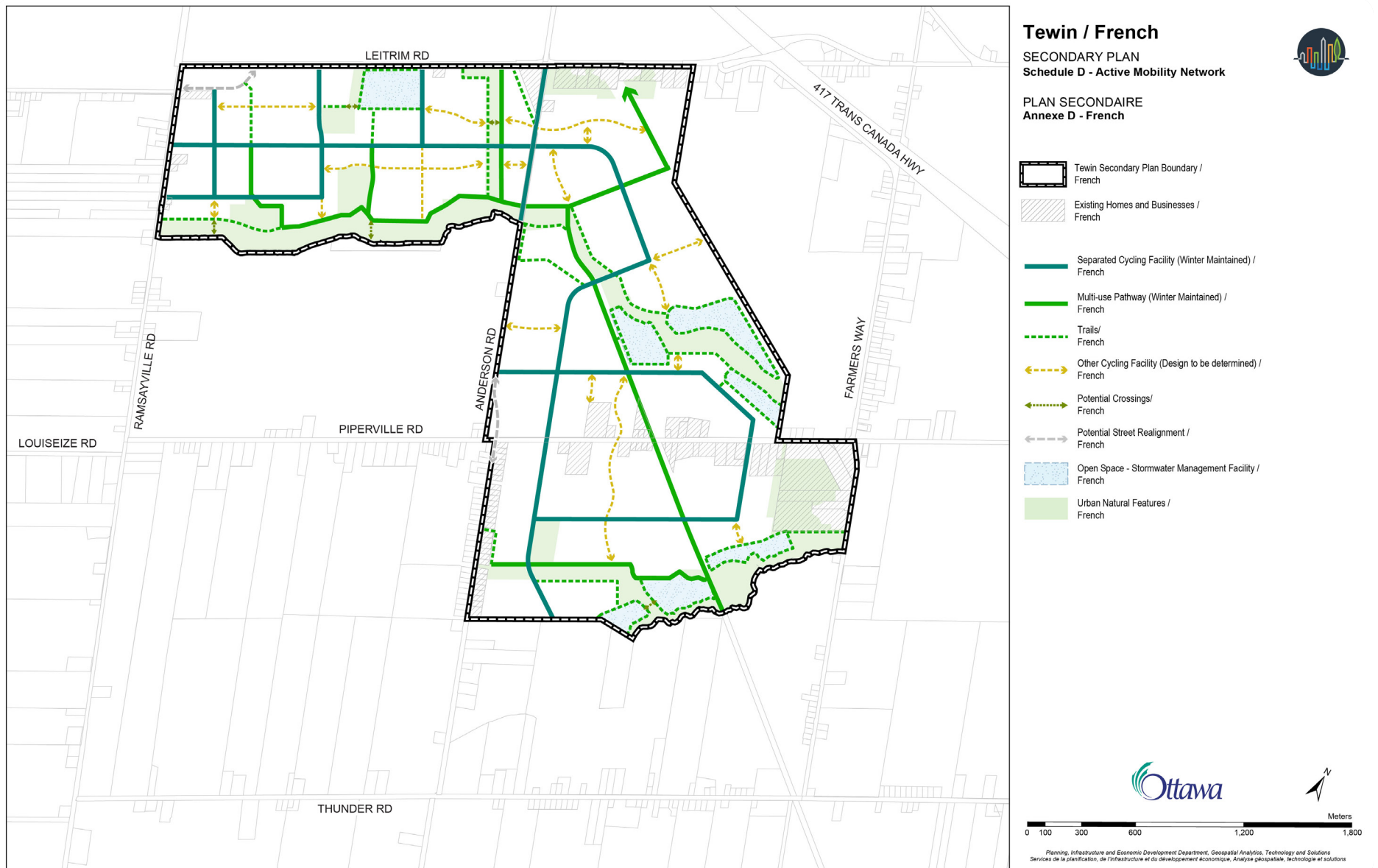


Figure 15. Tewin Secondary Plan Schedule D - Active Mobility Network

Alignment with the Official Plan

Tewin's Mobility Network aligns with and delivers on the Official Plan's objective of prioritizing sustainable transportation and provide safe and equitable mobility options in the following ways:

- The design of the Community Spine is supportive of frequent transit service and prioritizes pedestrians and cyclists through physically separated cycling facilities and dedicated priority bus lanes, parking and turning restrictions, landscaping, and a pedestrian-scaled right-of-way.
- Pedestrians, cyclists, and transit users are further prioritized through the remainder of the street network, through cross-section designs that take a 'complete network' approach and make efficient use of land, use lanes and local streets for access and servicing, design and locate of surface parking, strategically provide additional space for pedestrians through private setbacks in high-volume areas, and provide landscaping and street furniture, all of which are directed for by the Secondary Plan policies as supported by CDP guidelines.
- The Secondary Plan secures a series of new streets and trails — including dedicated cycling infrastructure, multi-use pathways, and planned transit stops — and a configuration of land use designations that ensure:
 - 90% of all homes are within a 5-minute walk of a park and point of access into the OSS;
 - 95% of homes are within a 5-minute walk of a transit stop;
 - All Potential Schools Sites and other community facilities are within a 200-metre walk of a transit stop; and
 - 95% of homes are within 200m of the all-season Active Mobility Network.
- The configuration and design of the Active Mobility Network delivers a robust set of active transportation facilities which provide 99% of homes within Tewin with direct access to the all-season, dedicated cycling network.

3.3.4 Community Building

The Secondary Plan, as supported by the CDP, provides land use and urban design directions to ensure Tewin will be developed as a complete community where residents can meet their daily needs locally and thrive across generations.

Achieving this involves supporting the development of dense, amenity-rich neighbourhoods where residents can live, work, connect, participate, and explore, all within a short walk, roll, bike ride, or transit trip. This requires not only the right mix of uses, but also the appropriate types of buildings to achieve the population levels needed for neighbourhoods to thrive. It also means embracing diversity through a variety of housing types, tenures, and affordability, as well as a range of retail services, amenities, employment opportunities and community facilities.

Development at Tewin will create a series of distinct neighbourhoods, centered around the Open Space System and Community Spine. Density and a mix of uses will be distributed throughout the Secondary Plan Area in a contextually appropriate manner, creating concentrations of activity along the transit corridor and fully embracing opportunities to connect with nature. While the highest densities will be directed to the land use designations along the Spine, gentle density will be spread throughout Neighbourhoods to support transit, promote inclusion, and enable development of amenities near homes. Full build-out of the Secondary Plan Area in accordance with this Secondary Plan's policies will result in a

minimum of 14,000 new homes and 49,000 square metres of commercial space, in addition to the planned schools and community facilities outlined in Section 4 of the CDP. Housing diversity and affordability will be actively pursued through a range of actions tailored to the timing and location of each phase of development. All housing—regardless of type or tenure—will be designed to enhance livability, foster social connection, and contribute to a strong sense of place and community.

Placekeeping and placemaking will play a key role in Tewin's design. Buildings will reinforce the public realm through a focus on the grade-related experience, focusing on pedestrian comfort and community vibrancy.



Figure 16. Land Use and Built Form Components as contained in the CDP

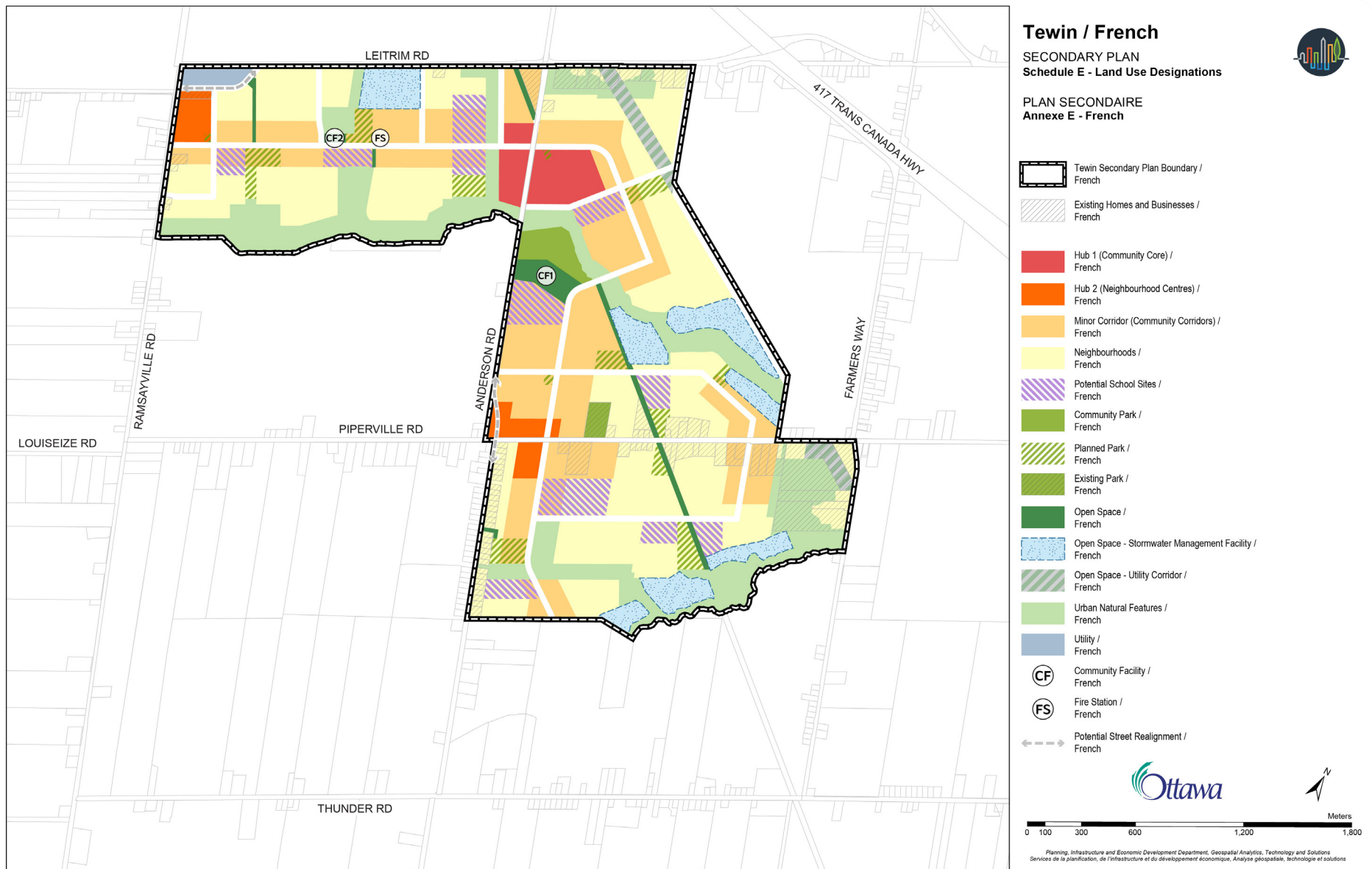


Figure 17. Tewin Secondary Plan Schedule E - Land Use Designations

Alignment with the Official Plan

Tewin's Land Use Plan and related policies and guidelines align with and deliver on the Official Plan's objective of designing new neighbourhoods to be 15-minute communities, supporting growth management through transit-oriented development, and diversifying housing options in the following ways:

- Tewin's primary areas for development include its Community Core, Neighbourhood Centres, Community Corridors, and Neighbourhoods. Each of these areas corresponds to a land use designation from the City's Official Plan. More than half of the land that is designated for development has been assigned a 'Hub' or 'Minor Corridor' designation. The Official Plan requires higher density development, a mix of ground-oriented and multi-unit housing, and mixed-use developments in both horizontal and vertical configurations within these designations. Secondary Plan policies and CDP guidelines further advance this objective through higher minimum density requirements (in line with new intensification targets introduced through OPA 46) and directions for a variety of building typologies and housing types and tenures distributed across the Study Area. Higher-density designations have been applied to lands connected to the Community Spine to maximize density along, and pedestrian access to, this proposed Priority Transit Corridor.
- Policies and guidelines pertaining to development require compact design and a fine-grain and seamless street grid

to support the creation of a connected community. They also require a mix of uses, housing typologies, and densities across the entirety of the Study Area to support the creation of a complete and livable community. Tewin's Housing Affordability Strategy further outlines how development will deliver homes, services, and amenities suitable for a full range of ages, incomes, and household sizes.

- A minimum amount of non-residential development is required within Tewin's Core (Hub 1), Neighbourhood Centres (Hub 2), and Community Corridor (Minor Corridor). These mixed-use areas have been intentionally located so that residents can access jobs, and commercial and retail uses within a short walk from home, no matter where they live within the community.
- Development at Tewin will advance design excellence and foster a sense of place through: quality and durable building materials; Algonquin culture and placekeeping reflected in site landscaping and key building design; frequent connections to nature; and a public realm that is inviting to all. Design-related policies and guidelines support the objectives of each respective land use designation, as set out in the Official Plan, through effective site planning that appropriately responds to the existing and planned context. The policies and guidelines place a specific focus on design excellence within Tewin's Core, which has been designated as a 'Tier 3 Design Priority Area'.

Tewin's Secondary Plan sets out two area-specific policies for its Minor Corridor that

differ from general directions of the Official Plan. At Tewin, the depth of the Minor Corridor designation exceeds the maximum 120-metre depth set out by the Official Plan. In accordance with Policy 6.2.1.1(c), the Secondary Plan permits a depth of up to 400 metres to implement transit-supportive densities not just along the Community Spine but also deeper into Tewin's neighbourhoods. Additionally, the Secondary Plan permits heights up to 8 storeys within the Minor Corridor designation, whereas the Official Plan permits a maximum height between 5 to 7 storeys. This additional height permission responds to the right-of-way of the Community Spine in particular, supporting a 1:1 street-to-building relationship which is a comfortable and inviting pedestrian scale. It would also be appropriate adjacent to the OSS to support higher-densities and in turn more access to these important spaces.

The Secondary Plan, as supported by the CDP, also set directions for built form transition that differ from the general policies of the Official Plan. These area-specific directions seek to recognize the largely undeveloped context in which Tewin is being planned. Transitions in height or massing shall not be required between different building types or land use designations, unless adjacent to a residential property within the Existing Homes and Businesses Overlay, provided that adequate sunlight, privacy, and comfort are maintained. Within Tewin, new, low-rise developments will not restrict taller, higher-density buildings nearby — mixing different built form typologies is encouraged throughout the community to create diverse and interesting streetscapes and provide a variety of housing options to meet a broad spectrum of household needs.

3.3.5 Energy and Infrastructure

The Secondary Plan, as supported by the CDP, requires development and infrastructure projects at Tewin to deliver energy and infrastructure solutions that serve planned and projected needs, protect and enhance natural systems, reduce Tewin's carbon footprint, and embraces zero carbon energy sources.

The documents are based on ambitious energy and carbon objectives that advance a zero-carbon future, in support of the City's Climate Change Master Plan. Achieving zero-carbon includes eliminating emissions from building operations through the use of clean energy sources. The City of Ottawa, Hydro Ottawa, and Tewin's Major Landowners all have a role to play in advancing this objective. It will

require catalyzing partnerships, leveraging technologies, and advancing energy solutions which appropriately consider and respond to the varying nature of development across the Plan Area, as guided by Tewin's Community Energy Plan (CEP). In addition to this, Tewin will reduce its carbon footprint through transit-supportive development and building materiality encouraging residents to do the same by targeting other sources of emissions, including transportation, waste, and lifestyle choices. This aligns with, and delivers on, the Official Plan's objective of advancing innovative, sustainable, and resilient design practices and technologies which incorporate renewable energy, reduce peak demand, and mitigate urban heat island effects.

Tewin's infrastructure solutions, as determined through the Coordinated Process, have been strategically located and designed to support development of a transit-supportive community from early phases while minimizing impacts on existing residents. Infrastructure within the Secondary Plan Area will be complemented by planned regional off-site water and sanitary expansions that will bring municipal services to the Secondary Plan Area in a staged manner. The detailed design and implementation of services and infrastructure within the Secondary Plan Area will be informed by the City of Ottawa's Official Plan and Infrastructure Master Plan (IMP) and guided by Tewin's MSS and EMP. This aligns with and delivers on the Official Plan's objective of providing adequate, cost-effective, affordable, and sustainable infrastructure.



Figure 18. Tewin's Master Servicing Study and preferred infrastructure solutions will support transit-supportive development and activation of key areas within the community while minimizing impacts on existing residents.

3.3.6 Implementation

The Secondary Plan, as supported by the and CDP, establishes a framework to ensure development at Tewin is planned and carried out through a series of phases that build on one another, delivering the elements of Tewin's complete community vision in a balanced and holistic manner.

Tewin will be developed over the next 20+ years, beginning in and around the Community Core and moving west and south from there in a contiguous manner. Thoughtful phasing of development and key infrastructure is required throughout this trajectory to ensure Tewin will always be a place that is compact, connected, and livable, and will deliver on its vision with each stage of development. This means a range of housing options, open spaces, services, amenities, and streets supporting all modes of travel will be delivered at each stage, with variation in the type and extent of these elements based on the location and timeframe of each phase of development. This also means allowing for a level of flexibility so that development can adapt to changes and respond to new opportunities that are bound to arise over the planning horizon.

Phasing will be determined through the Plan of Subdivision process, at which time there will be further detail regarding the type of development being proposed within a given area and the infrastructure necessary to support it. Demonstration planning will be undertaken through the Rezoning and Plan of Subdivision process to guide future development within Tewin at a neighbourhood scale, ensuring detailed planning takes place in a coordinated manner. The goal is to create a compact, connected, and vibrant community that grows cohesively over time, and to avoid isolated or disconnected areas of growth.

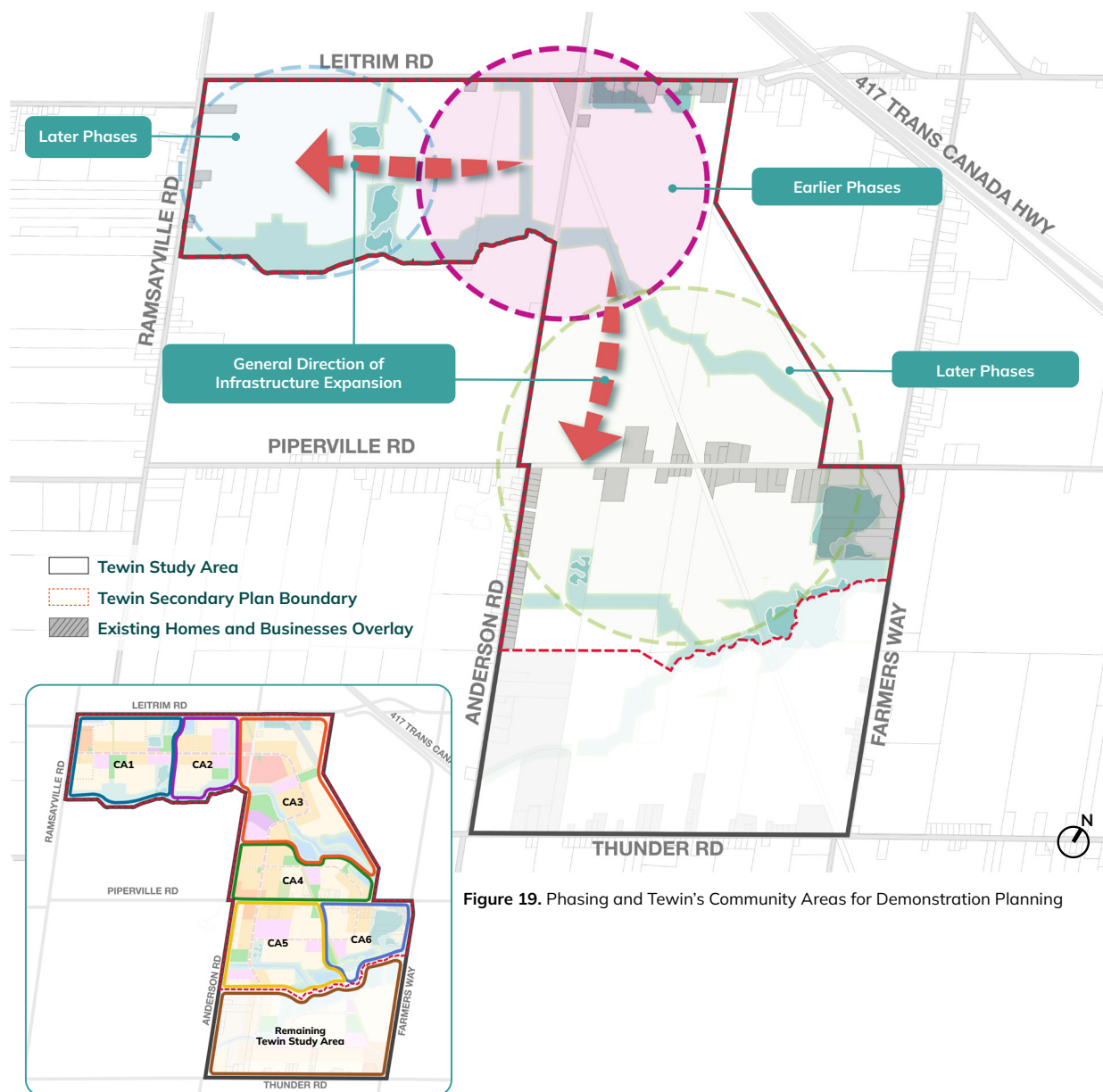


Figure 19. Phasing and Tewin's Community Areas for Demonstration Planning

Alignment with the Official Plan

The CDP outlines the net developable area within the Tewin Study Area and determines which 445.35 net developable hectares the Secondary Plan should include, in accordance with Policy 5.6.2.1.14 of the Official Plan. The Secondary Plan adopts this boundary, as indicated on Secondary Plan Schedule A: Plan Area.

Both the CDP and Secondary Plan establish a phasing strategy to ensure growth proceeds in a logical, orderly, and coordinated manner, as directed by Official Plan. They do so in a manner that recognizes the scale and long-term development horizon associated with both plans, with policies that provide certainty to ensure the vision for Tewin can be achieved while also providing an appropriate level of flexibility to allow future development to respond to the evolving context within and beyond Tewin over time.

This is achieved through:

- 1) Establishment of a series of Community Areas (Figure 19), which have been defined based on servicing catchment areas and land use boundaries. Within each Community Area, the Secondary Plan, as supported by the CDP, provides policies and guidance that will result in the creation of a series of complete communities that optimize the delivery of public infrastructure and will be developed incrementally over time;
- 2) Requirements for more detailed design and planning within Community Areas – known as Demonstration Planning – which is to be undertaken through the first development application within each Community Area and

refined through succeeding development applications, as needed;

- 3) Policies that guide the phasing and sub-phasing of Plans of Subdivision applications, which require:
 - Development to begin within and around Tewin's Core (Hub 1), and move west and southeast in a connected and contiguous manner;
 - Each Plan of Subdivision to include lands within two land use designations and generally on both sides of the Community Spine to advance a range of densities and housing typologies at once and appropriately animate the Spine in support of frequent transit service;
 - Early sub-phases within a Plan of Subdivision to prioritize the Community Spine to support its activation and transit ridership;
 - Each sub-phase within a Plan of Subdivision to include a mix of housing typologies to deliver a range of housing options;
 - Minimum density requirements to be met within each Community Area rather than across the entire Secondary Plan Area, so that each phase of development delivers appropriate densities;
 - Early non-residential uses to be developed within Tewin's Core (Hub 1) so that there is a concentrated area of activity in support of commercial viability and animation; and,

- Non-residential uses to be provided at a pace that appropriately support residential development within Neighbourhood Centres.

Implementation policies within the Secondary Plan also acknowledge the supporting studies that have been prepared to support planning and inform development at Tewin (see Section 3.4 below). They also seek to recognize the approach to watershed planning at Tewin, which is advanced by Tewin's EMP and MSS in addition to the on-going watershed and subwatershed studies being undertaken by the City and South Nation Conservation Authority. More specifically, the implementation policies:

- acknowledge that Tewin's EMP and the relevant components of the MSS have been coordinated with available outputs from the ongoing watershed/subwatershed studies and incorporate conservative assumptions and methodologies to allow for alignment with future watershed-level recommendations to satisfy the technical objectives of watershed and subwatershed planning at the Secondary Plan stage; and
- prohibit final approval of Plans of Subdivision and implementing Zoning By-laws until such time that the watershed and subwatershed studies are sufficiently advanced to inform and refine Tewin's EMP and MSS, as required, before any on-the-ground implementation proceeds.

» 3.4 Supporting Studies

The following studies were completed as part of the Coordinated Process and inform the content and structure of the Secondary Plan, as supported by the CDP. They are required through Annex 10, with terms of reference established in coordination with City staff. They have been submitted separately to the City for review, and comments have been substantially responded to where provided.

Environmental Management Plan

The Environmental Management Plan (EMP) provides information on the existing natural features, resources and infrastructure within and related to the Study Area to (among other matters) ensure the stormwater management system accommodates future scenarios, protect natural features from potential effects of development, and avoid or mitigate hazards. The EMP considers how the Study Area functions in the broader natural heritage context, and provides area-specific direction to support a sustainable natural heritage system and restore natural heritage elements on the site.

In response to City of Ottawa staff direction regarding the need for a comprehensive surface water management study of the Bear Brook watershed and South Bear Brook subwatershed prior to advancing the Secondary Plan, the Tewin Technical Team undertook additional studies to ensure the relevant technical investigations which would be undertaken as part of these watershed/subwatershed studies are addressed.

Specifically, hydrological and hydraulic components relating to flooding and erosion at a watershed scale and in consideration of long-term climate and development scenarios have been evaluated to ensure the design of Tewin will accommodate, and where necessary, mitigate potential cumulative impacts relating to future urban development and climate change.

Parks Design Manual

The Park Design Manual sets out planning and design objectives for Tewin's Parks as well as the Harvest Walk, providing illustrative guidance on how they may be uniquely designed and maintained in response to their location, surrounding adjacencies, and site attributes. It provides comprehensive design demonstrations, including recreational amenities and facilities and complementary open space programming opportunities, as well as palettes for planting and theming, and maintenance considerations.

Master Servicing Study

The Master Servicing Study (MSS) has developed a high-level servicing solution that demonstrates the feasibility of providing the necessary infrastructure for both the Study Area and external requirements. This includes assessing and detailing the proposed water supply, sanitary collection system, storm drainage system, stormwater management, grading, and utility network. The MSS recommended servicing scheme sets the stage for future development, serving as a guide for the subsequent stages of planning.

Mobility Strategy

The Mobility Strategy presents a transformative approach to integrated community building and recommends transportation infrastructure to serve the Tewin Study Area according to the Coordinated Process. The Mobility Strategy describes multi-modal transportation along the Community Spine, including dedicated bus lanes to accommodate frequent service, active mobility network throughout the community, and the intentional decisions made in community design to encourage the use of sustainable travel modes, with a projected 43% of trips being made by sustainable modes.

Housing Affordability Strategy

This Housing Affordability Strategy articulates the strategies that will be examined and reported on throughout the development process to demonstrate Tewin's commitment and achievements in becoming an inclusive community for everyone. The document was prepared to describe how Tewin will incorporate affordability and livability into its design and decisions, and achieve housing affordability through partnerships, funding, and a diverse mix of typologies.

Community Energy Plan

This Community Energy Plan (CEP) sets objectives for energy and greenhouse gas emissions and provides pathways and proven solutions that can be leveraged at the Site Plan and/or Plan of Subdivision scale. This ensures that the community is planned and future-proofed with the infrastructure and systems necessary to achieve the City's goal of net-zero emissions by 2050, as per the City's Energy Evolution Strategy. Mitigation and resilience strategies identified in the CEP are intended to serve as a guide for ongoing and future feasibility and implementation plans.

Financial Implementation Plan

The Financial Implementation Plan (FIP) collects Tewin's major capital projects and public services from the Secondary Plan and supporting studies, and proposes appropriate funding strategies to deliver these projects and services as the new community develops, such as developer funding, development charges, or other infrastructure funding agreements. In accordance with Annex 12 of Ottawa's Official Plan, the FIP provides a roadmap to ensure that Tewin pays for Tewin and that these new projects and services do not financially burden existing taxpayers. Specifically, the FIP outlines how Tewin is to pay its fair share for all growth related infrastructure and services, such as new sewers and watermains, new roads, new transit infrastructure and service, new parks, new police and fire protection service, among others.

The FIP identifies the infrastructure and services applicable to City-wide DC, Area-Specific DC, and landowner cost sharing. This will culminate into Development Charge By-law updates and Area-Specific Development Charge and associated background studies. This process will enable the cost-effective delivery of a balanced and dense new community, supporting the City of Ottawa's short- and long-term housing objectives.

» 3.5 Required Amendments

Amendments are required to both Volume 1 and 2 of the Official Plan to establish the planning framework for Tewin, as contained within the OPA associated with this application.

The amendments contained within the proposed OPA seek to achieve four key outcomes, as outlined below.

1) Remove the Future Neighbourhood Overlay from the Secondary Plan Area, and related policies.

Policy 12.2.1 of the Official Plan indicates the creation of a new Secondary Plan is required prior to development within any lands with a Future Neighbourhood Overlay, and an OPA is required to implement said Secondary Plan and remove the Future Neighbourhood Overlay. It sets out a list of requirements that must be met prior to consideration of such an OPA, which are satisfied by this application (see Section 4.4 below for further details). At Tewin, this list is supplemented by Annex 10 and 12, which includes technical and financial requirements that “are required before Council approves a Secondary Plan for the Category 2 – Future Neighbourhood Overlay – Tewin New Community” per Policy 5.6.2.1.15 of the Official Plan.

In addition to these requirements:

- Policy 5.6.2.1.14 of the Official Plan states, “*The Tewin new community will consist of a net developable area of 445.35ha. A preliminary location for Tewin is shown on Schedule C17.*

The exact boundary will be adjusted/ finalized through the approval of the community design plan and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary consistent with section 1.1.3.9 of the Provincial Policy Statement.”

- Policy 5.6.2.1.2 states, “[...]Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent Official Plan.”

This Application is supported by all the requirements needed to remove the Future Neighbourhood Overlay from the 445.35 net developable Secondary Plan Area. Accordingly, it proposes:

- an amendment to Schedule C17 to remove the Overlay from the 445.35 net developable Secondary Plan Area and extend the Existing Urban Boundary line around this land;
- an amendment to Schedule B7 to implement land use designations that are consistent with designations of the parent Official Plan, and to Schedules C2, C4, C7-A, C11-C, and C12 to secure key open space and mobility network elements; and
- to delete Policy 5.6.2.1.14 and 5.6.2.1.15 as the contents of the Application satisfy the requirements of these policies.

2) Allow for a proponent-initiated OPA to implement Tewin’s Secondary Plan.

Policy 12.1.2 and 12.2.1 both direct that an OPA to implement a Secondary Plan may only be initiated by the City, unless otherwise directed by Council. This Application seeks to amend these policies as they relate to Tewin to allow for a proponent-initiated OPA given the unique policy context and coordinated, collaborative planning process that Tewin has been planned within. This is in keeping with the comprehensive role that Tewin’s Major Landowners have played in advancing planning for the Tewin Study Area, preparing the CDP and all supporting studies, and drafting the Secondary Plan in ongoing collaboration with City Staff. It is also in recognition of the extensive planning framework set forth for Tewin, evidenced by the unique “Category 2 – Future Neighbourhood Overlay – New Tewin Community” applied to only the Tewin Study Area, and the Annexes that were established to guide planning efforts, neither of which were established for any other Future Neighbourhood Overlay area.

The timing of this Application is appropriate given the Coordinated Process is nearing completion, and requirements under both Annexes have been or can be appropriately addressed within the processing timelines for this Application. The effect of this amendment is technical in nature, as Council retains its authority to review and adopt the Secondary Plan as intended.

3) Establish a Secondary Plan for a portion of the Tewin Study Area.

The OPA includes an amendment to Annex 6 and Volume 2A of the Official Plan to add Tewin's Secondary Plan, as enabled by the amendment referenced in Item 2 in this list.

4) Introduce policies to guide planning for the remaining Tewin Study Area, in recognition of the work that has been completed in collaboration with City Staff to-date.

The entirety of the Tewin Study Area has been the subject of this Coordinated Process and has been studied and planned for comprehensively. Tewin's CDP and its supporting studies have been prepared for the entire Study Area in accordance with Annex 10 and their respective Terms of Reference, and the applicable Environmental Assessment work for all potential infrastructure and transportation elements has been nearly completed across this full Study Area.

The proposed amendment to Schedule C17 seeks to acknowledge the comprehensive planning that has already been completed for the entirety of the Study Area by retaining the Category 2 – Future Neighbourhood Overlay – New Tewin Community on the remaining portion of the Study Area that falls outside of the Secondary Plan Area. To supplement this, the OPA proposes a new policy be added to Section 5.6.2.1 of the Official Plan to provide direction for how the remaining Study Area may be considered for development should the need for additional developable land exist.

More specifically, the proposed policy states,

“Removal of the remaining Category 2 – Future Neighbourhood Overlay – New Tewin Community on a portion of the Category 2 – Future Neighbourhood Overlay – New Tewin Community may only occur upon:

- a) identification of a need to designate and plan for additional land to accommodate housing and an appropriate range and mix of land uses;
- b) confirmation of sufficient capacity in existing or planned infrastructure and public service facilities to accommodate development of the additional land;
- c) preparation of necessary updates to the technical and financial requirements outlined in Annexes 10 and 12; and
- d) approval of an amendment to the Tewin Secondary Plan to include the additional land, to plan for the phased progression of urban development within the expanded secondary plan area, and to implement related policy amendments as necessary.”

This approach recognizes the unique nature of the Category 2 – Future Neighbourhood Overlay – New Tewin Community and process through which Tewin has been planned while still requiring land need to be identified and further planning work to be undertaken. Until such time, no approvals for urban development could be advanced on these lands, in accordance with Policy 5.6.2.1.1 of the Official Plan. Such removal would be subject to municipal and/ or provincial policies in effect at the time and require a further amendment to the Official Plan.

Retaining the Category 2 – Future Neighbourhood Overlay – New Tewin Community on the balance of the Study Area provides an appropriate option to enable the City to efficiently accommodate future growth if need is established, without the significant time needed to prepare new studies. This approach aligns with provincial and municipal planning objectives to deliver housing supply faster through the provision of efficient, complete, sustainable communities and long-term infrastructure solutions.

These amendments are consistent with the Provincial Policy Statement, 2024, address and implement the City's Official Plan where required, are appropriate, and represent good planning. Further rationale is provided in this regard within Section 4 of this Report.





4.0

Planning Framework

» 4.1 Overview

Planning approvals made in the City of Ottawa are required to have regard to matters of Provincial interest as listed in Section 2 of the *Planning Act*, be consistent with the PPS, 2024, conform with the City of Ottawa's Official Plan (2022) (OP), and have regard for City guidelines. The proposed OPA and Secondary Plan have been reviewed against the applicable legislation, policies, and guidelines as contained in this Section. These documents have been read in their entirety for their applicability to Tewin.

The Proposed OPA and Secondary Plan, as supported by the CDP, conform to the *Planning Act*, are consistent with the PPS and generally conform to the City of Ottawa's Official Plan. The following provides a summary of how the planning framework for the Tewin community advances and is in alignment with applicable planning legislation and policy.

- Tewin will deliver compact development to optimize investments in infrastructure by delivering a new community designed around transit at transit-supportive densities. The form of the development to be implemented through the Secondary Plan, as supported by the CDP, will support the early establishment of 15-minute communities through the strategic distribution of housing forms and densities, integrated commercial and community uses, cultural spaces, and accessible and efficient active transportation networks (PPS Chapter 1; Official Plan Section 2.2.1).
- Tewin will make a significant contribution to the needed housing supply (Official Plan Section 3.1). Housing will be concentrated within the strategic growth areas within Tewin, supporting the use of frequent bus transit and building compact, mixed-use communities (PPS Section 2.4). Full build-out of the Secondary Plan Area will provide homes for approximately 36,000 to 44,500 new residents, exceeding the suggested target of 50 residents and jobs per gross hectare (PPS Section 2.3.1), and accommodating between 14,000 to 17,500 residential units in a predominantly compact, transit-oriented and sustainable built form (PPS Section 2.2).
- Tewin is planned for embedded employment opportunities through retail, commercial and community-service spaces within the mixed-use community areas and small scale neighbourhood retail uses throughout the community (PPS Section 2.8).
- The Secondary Plan utilizes the existing urban designations of Section 6 (Hubs, Corridors, Neighbourhoods) to structure the community area, with very minor refinements to the land use permissions proposed to implement the vision and community objectives. While multi-unit residential and non-residential uses are supported elsewhere in the Community Corridors and Neighbourhoods, the highest-density residential buildings and greatest mix and concentration of non-residential uses will be in the Hubs. The location of the Hubs and their access to frequent transit will connect them to one another. The strategic mix of uses in the Hubs will allow residents to live, work, and access daily needs by transit, on foot, or on wheel (Official Plan Section 6.1.1).
- Public transit and active transportation are fundamental and distinguishing elements of Tewin, with community design integrating land use and sustainable mobility networks. Tewin is planned around a centrally located Community Spine that will feature dedicated bus lanes supporting frequent bus transit, and a connected street network that will provide access for vehicles and goods throughout the community and beyond (PPS Section 3.2). Tewin's built form strategy will reduce conflicts for transportation operations, enabling transit that is fast and reliable. A network of cycling facilities and sidewalks will connect throughout the community and be maintained year-round, prioritizing mobility for people who walk and roll (Official Plan Section 4.1.1).
- Tewin's design is shaped by interconnected principles that reflect Algonquin teachings and best-practices in community-building, and will be actively incorporated in each step of the future development implementation process to identify opportunities for cultural representation, commemoration, and celebration (PPS Chapter 1).

- Tewin will be defined by the extensive Open Space System extending throughout the community and integrating with each neighbourhood. Tewin will conserve and restore the historical watercourses, maintain key natural features, and enhance watercourses and natural features with new habitat areas and constructed wetland features as part of a new continuous “Ecological Corridor”(PPS Section 4.1). Parks and open spaces will extend the experience of nature into the community as fundamental parts of this Open Space System. The identification of parks and their classification within Tewin was a component of the Coordinated Process, with design concepts presented to the community for feedback, and coordinated with the City to ensure their design and programming achieves City objectives (Official Plan Section 4.4.6).
- Tewin is part of the Ramsay Creek and Bear Brook watersheds, and generally maintains the watershed boundaries that exist today. The post-development outflow is controlled through traditional stormwater management techniques before it is discharged into the system (PPS Section 4.2).
- Municipal servicing infrastructure required to support Tewin will be developed in a manner that refines the solutions identified in the Infrastructure Master Plan (IMP); supports the efficient use of the existing water system to meet projected needs for increased housing supply within the Official Plan’s planning horizon; and is compatible with a connection to the long-term gravity-

fed sanitary collector tunnel advanced in the IMP and subsequent MCEA process (PPS Sections 3.1 and 3.6).

The OP contains a series of Tewin-specific content, including preamble, policies, and Annexes, which have been completed or substantially met through the Coordinated Process. These include:

- Section 5.4 Preamble: “This Plan also introduces the new community of Tewin, in the south-east area of the City. This is Ottawa’s opportunity to make a national statement about the design of new communities and establish a North American benchmark for community design based on the principles of the Five Big Moves and premised on the aspiration to make this a fundamentally different suburban community than those of the late 20th and early 21st centuries”.
- Policy 5.4.4(1)(b): “[...] The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles”.
- Policy 5.6.2.1.14: “The Tewin new community will consist of a net developable area of 445.35 ha. A preliminary location for Tewin is shown on Schedule C17. The exact boundary will be adjusted/finalized through the approval of the community design plan and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary consistent with section 1.1.3.9 of the Provincial Policy Statement”.

- Policy 5.6.2.1.15: “Technical and financial requirements outlined in Annexes 10 and 12 are required before Council approves a secondary plan for the Category 2 – Future Neighbourhood Overlay – New Tewin Community in addition to the policies of this section and Section 12”.

Tewin represents best practices in new suburban design and demonstrates best practices for Algonquin cultural integration. The structure of the community is fundamentally different than other suburban communities in the Ottawa context. The Street/Mobility Network connects through all neighbourhoods and establishes permeability through appropriate block lengths. It has been planned and designed to support frequent transit and allow for physical access and visual connections into the Open Space System to maintain a visual connection with the natural environment. All of these directions are secured by the Secondary Plan, which has been prepared for an area containing 445.35 net developable hectares. The specific requirements of Annexes 10 and 12 have either been completed or substantially advanced that an application to submit the Secondary Plan for Council adoption is appropriate.

The sections that follow are structured with a review of the subject legislation / policy / guideline, followed by responding commentary, to demonstrate this. Amendments to the OP, where required, are identified and a rationale is provided for their appropriateness. Secondary Plan policies that differ from the Volume 1 OP and amendments to the Volume 1 OP all seek to recognize and implement Tewin’s unique vision and community design objectives, and outcomes of the Coordinated Process.

4.2 Planning Act, R.S.O., 1990

The *Planning Act*, R.S.O., 1990, as amended, (the “*Planning Act*”) sets out Ontario’s regulatory framework for land use planning.

Section 2 of the *Planning Act* lists matters of provincial interest to which decision-makers shall have regard. Notable matters of provincial interest relevant to this Proposal include:

- a) The protection of ecological systems, including natural areas, features, and functions;
- b) The protection of the agricultural resources of the Province;
- c) The conservation and management of natural resources and the mineral resources base;
- d) The conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest;
- e) The supply, efficient use, and conservation of energy and water;
- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) The minimization of waste;
- h) The orderly development of safe and healthy communities;
- i) The adequate provision and distribution of educational, health, social, cultural, and recreational facilities;
- j) The adequate provision of a full range of housing, including affordable housing;
- k) The adequate provision of employment opportunities;
- l) The protection of the financial and economic well-being of the Province and its municipalities;
- m) The co-ordination of planning activities of public bodies;
- n) the resolution of planning conflicts involving public and private interests;
- o) The protection of public health and safety;
- p) The appropriate location of growth and development;
- q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;
- r) The promotion of a built form that,
 - i) is well designed,
 - ii) encourages a sense of place, and
 - iii) provides public spaces that are of high quality, safe, accessible, attractive, and vibrant
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Application has regard for matters of provincial interest established by Section 2 the Planning Act:

- *Tewin is designed to conserve and enhance the natural heritage system through a contemporary approach to environmental management as detailed in the EMP (a, c).*
- *There are no Agricultural designated lands within the Secondary Plan Area (b).*
- *New water, sanitation and stormwater infrastructure is being extended to service Tewin and will be optimized through dense and compact community design (e and f).*
- *Bus transit is planned through the centre of the community and supported by high densities in surrounding land uses, enabling frequent headways and reliable service and encouraging transit-based lifestyles for residents and visitors alike (f, q, s).*
- *Tewin’s Major Landowners are committed to waste and emissions reductions through existing established low-carbon practices(g).*
- *The design of the community mobility network is intentionally complete, porous and connected to allow for efficient movement through the community and enhanced safety through visibility (h, q, and r).*
- *New community facilities, parks, schools, and other community amenities will be provided in coordination with the respective City divisions and other Agencies (i).*
- *Tewin will deliver a significant amount of new housing in a wide range of densities, forms and types (j).*

- *Tewin will create new employment opportunities through the development, operation, and function of the community (k).*
- *Tewin will be a net financial benefit to the City of Ottawa and Province of Ontario through compact form, high level of density, and efficient infrastructure plan, as stipulated in the FIP (l).*
- *The Tewin Project Team has been actively planning the community in coordination with the City of Ottawa, conservation authorities, Hydro Ottawa, National Capital Commission, School Boards; and other Agencies to ensure the Secondary Plan balances intersecting public interests (m).*
- *Public safety is embedded into the plan through dedicated infrastructure for active mobility, visible and porous community design, and mixed-use design contributing to a vibrant public realm, and avoiding development in hazard lands (n, o, q).*
- *Tewin is an appropriate location for growth as it represents the fourth community outside the Greenbelt in Ottawa, similar to Barrhaven, Orléans, and Kanata (p).*
- *The overall design of Tewin embeds sustainability into the structure of the community and will contribute to a reduction in greenhouse gas emissions through sustainable travel modes and efficient living arrangements, such as medium- and high-density housing forms (r).*

The Subject OPA is submitted under Section 22 of the Planning Act. Future applications for plans of subdivision and zoning by-law amendments will be submitted under their respective sections of the Planning Act.

Bill 98 Overview

Bill 98, the Building Homes and Improving Transportation Infrastructure Act, 2026, received royal assent on June 2nd, 2026. This Act amended a series of Acts across Ontario, with changes to the *Planning Act* that may impact Tewin. A notable change relates to standardizing official plans across the province and/or revising the role of site and area specific policies and/or secondary plans. Details related to the implementation have not been released, and it is yet to be determined how these changes may impact Ottawa, and by extension, Tewin. Publications from the Province suggests a separation of policy by scale, with secondary plans being limited to defined areas or priority issues. At the time of this Application, the Province has indicated that the new standardized official plan framework will come into force following additional consultation on secondary plans, and has suggested that there may be refinements made to the framework prior to implementation.

In anticipation of future changes to the Official Plan framework, the City of Ottawa released a staff report to Planning and Housing Committee report that pre-empts the “elimination of secondary plans as a land use planning tool” and proposes that secondary planning for future neighbourhoods generally shift to the “concept plan process” which would focus on and address the core building blocks of a neighbourhood: a land use plan, servicing infrastructure (water, wastewater, and stormwater), transportation and

pedestrian networks, parks, and environmental protection. However, Staff recommended that Tewin be the exception to this change and that it continue with a full CDP process and secondary plan due to the size of the site, number of owners, complexity of issues to address, level of collaboration required, and level of detail needed to guide future development applications.

It is not clear at this time that Secondary Plans will become obsolete as the Province is undertaking additional consultation prior to implementation. The Ottawa Official Plan is clear that Tewin is to be implemented through a Community Design Plan and Secondary Plan (OP Policies 5.6.2.1.5; Annex 10), the process for which has been underway since the approval of the Official Plan. Tewin is a unique neighbourhood in the Ottawa context, being the largest future neighbourhood and led in partnership with the Algonquins of Ontario. The Secondary Plan for Tewin, as supported by the CDP, establishes a community design that embeds Algonquin teachings and values into the fabric of the community structure.

This Application affirms that implementing a secondary plan is the appropriate approach to development at Tewin, notwithstanding the fact that the future role of secondary plans in other situations has not yet been finalized. Should the Province choose to limit the scope of secondary plans to defined areas and priority issues as noted above, Tewin would represent a clear case where a secondary plan would remain appropriate.

» 4.3 Provincial Planning Statement, 2024

The Provincial Planning Statement (“PPS”) came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (“the Growth Plan”), and provides policy direction on matters of Provincial Interest related to land use planning and development. The *Planning Act* mandates that all decisions affecting land use “shall be consistent” with the policies of the PPS. [Note: all uses of “PPS” in this Planning Rationale refer to the 2024 PPS unless otherwise stated.]

The PPS establishes locations for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

Policies in the PPS provide guidance on matters related to land use planning and development, with the aim of securing the long-term prosperity, environmental health and social well-being of the Province. The PPS includes policies to encourage Ontario’s municipalities to build healthy, livable and safe communities through intensification, and directing development to already settled and well-served areas. This pattern of land use makes the most efficient use of existing infrastructure and resources.

The Application is consistent with the land use planning directions of the PPS. The relevant sections of the PPS are described as follows.

Chapter 1: Introduction

Chapter 1 of the PPS explains that Ontario will increase the supply and mix of housing options to address the full range of housing affordability needs. Communities will build homes that respond to market needs and local demand, providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce. Prioritizing compact and transit-supportive design and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation.

The PPS states that “Ontario will continue to recognize the unique role Indigenous communities have in land use planning and development, and the contribution of Indigenous communities’ perspectives and traditional knowledge to land use planning decisions. Meaningful early engagement and constructive, cooperative relationship-building between planning authorities and Indigenous communities will facilitate knowledge-sharing and inform decision-making in land use planning.”

The Application is consistent with Chapter 1 of the PPS.

- *Tewin will deliver compact development to optimize investments in infrastructure by delivering a new community designed around transit at transit-supportive densities.*
- *Municipal infrastructure and services extended to the site will be optimized through high levels of suburban density, and tied to a phasing strategy that implements infrastructure as it is needed.*
- *The inclusion of diverse housing options, retail, community, commercial uses, and public amenities will contribute to the delivery of a complete community. Tewin’s design is shaped by interconnected principles that reflect Algonquin teachings and best-practices in community-building, and the AOO will be actively engaged in detailed design stages to identify opportunities for cultural representation, commemoration, and celebration.*

Combined, these elements advance the PPS’s mandate to create diverse, transit-supportive, and well-designed communities that meet local needs and bolster broader regional goals.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the PPS provides policy direction for managing growth through the creation of compact, complete, and transit-supportive communities. Policies direct municipalities to focus intensification in strategic growth areas, deliver a diverse mix of housing and land uses, prioritize climate resilience, and ensure efficient use of infrastructure to support long-term population and employment needs.

SECTION 2.1 PLANNING FOR PEOPLE AND HOMES

Policy 2.1.4 directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected requirements of current and future residents of the regional market area by maintaining at “all times the ability to accommodate residential growth for a minimum of 15 years through lands that are designated and available for residential development; and maintaining at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.”

The Application plans for urban development as part of the 15-year land supply through its proposed land use designations and infrastructure planning. Zoning and Draft Plan of Subdivision approval will follow the implementation of this Secondary Plan.

Policy 2.1.6 notes that “Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.”

The Application is consistent with Policy 2.1.6 by facilitating the development of an inclusive, mixed-use, and transit-oriented community that will feature a wide range of housing types to serve approximately 36,000 to 44,500 new residents. The Secondary Plan Area will also accommodate diverse uses, including commercial and retail, community uses, and a range of parks and open spaces.

SECTION 2.2: HOUSING

Section 2.2.1 of the PPS states, “Planning authorities shall provide for an appropriate range and mix of housing options and densities

to meet projected needs of the current and future residents of the regional market area by:

- a) Establishing and implementing minimum targets for the provision of housing that is affordable to low- and moderate- income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) Permitting and facilitating:
 - i) All housing options required to meet the social, health, economic, and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities;
- c) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”

The Application is consistent with Section 2.2 of the PPS as it:

- *enables residential land supply within an area planned for full municipal service infrastructure, planned frequent transit, and public service facilities;*

- supports a broad range of housing options, providing choice for approximately 36,000 to 44,500 new residents;
- accommodates between 14,000 to 17,500 residential units in a predominantly compact, transit-oriented built form, providing significant housing supply in sustainable built forms; and
- establishes a strategy for supporting a full range of housing options including affordable housing need, to contribute to advancing the citywide affordable housing target.

SECTION 2.3: SETTLEMENT AREAS AND SETTLEMENT AREA BOUNDARY EXPANSIONS

Policy 2.3.1.1 states that “settlement areas shall be the focus of growth and development”, and further states that “growth should be focused in, where applicable, strategic growth areas”. Policy 2.3.1.2 specifies that land use patterns within settlement areas “should be based on densities and a mix of uses which efficiently use land and resources, optimize existing and planning infrastructure and public service facilities, support active transportation, are transit-supportive, as appropriate, and are freight-supportive.” Policy 2.3.1.5 notes that large and fast-growing municipalities (which includes the City of Ottawa) are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. Policy 2.3.1.6 directs planning authorities to “establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.”

The Study Area is identified as “Suburban” and within the urban boundary on Schedule A and B7, making it an urban area per Official Plan Policy 3.1.3, and, consistent with the PPS, a settlement area for the purpose of growth and development per the preamble of OP Section 3. The Hub and Minor Corridor designations outlined in the Secondary Plan are strategic growth areas and growth is focused in these areas (2.3.1.1.). The Secondary Plan plans for 32 to 39 units per gross hectare within the 445.35 developable area, with an estimated 81 to 100 people per gross hectare in addition to thousands of jobs (2.3.1.5). This density will efficiently use land and resources, and optimize the use of infrastructure and service facilities. The community is designed to make active mobility and transit as viable and attractive mode choices for daily travel. (2.3.1.2). Phased development will occur in a manner that supports early activation in the Community Core (Hub 1), frames the Spine, and aligns with the extension of infrastructure to ensure services are utilized as soon as they are available.

SECTION 2.4 STRATEGIC GROWTH AREAS

Section 2.4 of the PPS encourages growth and development in strategic growth areas (SGAs), which are defined as

“Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. SGAs include major transit station areas, existing and emerging downtowns, lands in close proximity to publicly-assisted post-secondary institutions and other

areas where growth or development will be focused, that may include infill, redevelopment (e.g., underutilized shopping malls and plazas), brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as SGAs.”

Policy 2.4.1.1 states that “planning authorities are encouraged to identify and focus growth and development in strategic growth areas”.

In support of achieving complete communities, a range and mix of housing options, and more mixed-use development, Policy 2.4.1.2 states SGAs “should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing”.

The PPS continues with Policy 2.4.1.3 stating “Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in SGAs;
- b) identify the appropriate type and scale of development in SGAs and the transition of built form to adjacent areas;

- c) permit development in SGAs to support the achievement of complete communities and a compact built form;”

The Application is consistent with PPS Sections 2.4.1.2 and 2.4.1.3:

- *The Hub and Minor Corridor designations of the Official Plan, which have been applied to lands within the Secondary Plan Area, meet the definition of strategic growth areas and have been planned accordingly. These areas intended to be the focus of higher density mixed uses in a more compact built form. The level of planned density and type of built form corresponds to their position in the urban hierarchy.*
- *The Secondary Plan Area is planning for a population ranging from 36,000 to 44,500 people in 14,000 to 17,500 new units, with thousands of jobs integrated into the community (2.4.1.2.a).*
- *A range of community, recreation, and cultural uses are planned, with schools forming a key part of the community’s transit-oriented structure (2.4.1.2.b).*
- *The Community Spine is designed to support frequent bus transit in dedicated lanes and connect to secondary transit loops/ loop streets to distribute transit service into neighbourhoods. Transit service beyond Tewin will be provided, with buses connecting the Community Spine to higher-order transit stations in the Ottawa system (2.4.1.2.d). Hubs will feature transit supportive infrastructure such as shelters and benches to support these areas as connection points for transit. (2.4.1.2.c).*

- *A wide range of housing types and tenures are permitted and encouraged within all residential and mixed-use land use designations within Tewin (2.4.1.2.d);*
- *Infrastructure for Tewin is coordinated through the MSS, Mobility Strategy, and the City’s IMP and TMP. The Secondary Plan, as informed by the CDP, focuses on infrastructure to support the early activation of the Community Core, followed by the Neighbourhood Centres, (2.4.1.3.a).*
- *The scale of development along the Community Spine is designed to locate the highest densities in closest proximity to transit serviced areas, with heights and densities gently declining further from the Spine (2.4.1.3.b).*
- *A range of uses and building forms are permitted and encouraged to diversify the character and services provided within the mixed-use areas at Tewin (2.4.1.3.c).*

2.4.3 Frequent Transit Corridors

The PPS states that (2.4.3.1) “planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate”.

Growth at Tewin is within the greenfield area, and not considered intensification. Nevertheless, the highest densities and heights are planned along the Community Spine, which is a planned frequent bus transit corridor. The Secondary Plan and CDP require that site organization and design in areas along this corridor consider long-term redevelopment and intensification potential.

SECTION 2.8: EMPLOYMENT

Section 2.8 of the PPS provides policy direction that planning authorities “shall promote economic development and competitiveness across the region by:

- Providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- Providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- Identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- Encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and
- Addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses”.

The Application is consistent with Section 2.8. Tewin is planned for embedded employment opportunities through retail, schools, commercial and community-service spaces within the mixed-use community areas, and will support small scale neighbourhood retail uses

throughout the community. Tewin does not include any designated employment areas but can support the many workers in the growing employment area south-east of the community near the intersection of Highway 417 and Boundary Road.

2.9 ENERGY CONSERVATION, AIR QUALITY, AND CLIMATE CHANGE

Policy 2.9.1 states, “Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impact of a changing climate through approaches that:

- a) Support the achievement of compact, transit-supportive, and complete communities;
- b) Incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- c) Support energy conservation and efficiency;
- d) Promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- e) Take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.”

The Application is consistent with and supports Policy 2.9.1 of the PPS:

- *Tewin is planned as a compact, transit-supportive community, with the densities and a mix of uses required to achieve complete communities (2.9.1.a).*
- *Tewin is committed to reducing greenhouse gas emissions and preparing the community for the impact of climate change. The planned infrastructure accounts for changing standards resulting from climate change, as detailed in the MSS (2.9.1.b). Tewin is planned as a zero-carbon energy community, which is an essential part of the OPL framework. Achieving this will require partnerships, the adoption of appropriate technologies, resident education, and energy strategies tailored to the varied contexts across Tewin (2.9.1.c).*
- *Active transportation is embedded into the community design, with a complete and efficient network of dedicated cycling infrastructure, maintained year-round (2.9.1.d).*
- *Strategies for reducing greenhouse gas emissions and building community resilience will be identified and implemented through the development approvals process, during construction and beyond, as stipulated in the Community Energy Plan (CEP) in addition to the complementary One Planet Living Action Plan prepared for the Tewin community (2.9.1.e).*

Chapter 3: Infrastructure and Facilities

Chapter 3 outlines policy directions for the development of infrastructure and public service facilities, including transportation systems, airports, rail and marine facilities, land use compatibility, sewage, water and stormwater, energy supply, and public spaces, recreation, parks, trails and open space.

3.1 GENERAL POLICIES FOR INFRASTRUCTURE AND PUBLIC SERVICES FACILITIES

Section 3.1 of the PPS requires infrastructure and public facilities to be delivered in an efficient manner while accommodating projected needs. Policy 3.1.1 specifies that “planning for infrastructure and public services facilities shall be coordinated and integrated with land use planning and growth management so that they:

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;
- b) leverage capacity of development proponents, where appropriate; and
- c) are available to meet current and projected needs.

The PPS continues by stating (3.1.2.a) “before consideration is given to developing new infrastructure and public service facilities, the use of existing and public service services should be optimized.”

The Application is consistent with Policies 3.1.1 and 3.1.2.a of the PPS. While new infrastructure is needed to service Tewin, the recent City IMP indicates that the existing Robert O. Pickard Environmental Centre (ROPEC) wastewater treatment facility has sufficient capacity to accommodate the Tewin community. Water will be supplied by the existing City system (pressure zone 2C) to the Tewin boundary and will not require a new pressure zone.

The plan for infrastructure to serve Tewin is contained in the MSS and outlined in PPS Section 3.6 of this Report. At Tewin, pipes and sewers will be installed based on the phased development of the community to ensure services are available by the time they are needed, but not for years or decades prior, which would otherwise contribute to premature replacement and costs. The planned capacity for Tewin is based on a high-density scenario that ensures there is capacity in place to meet potential future demand.

The PPS states that (3.1.3) “infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety”, and that (3.1.4) “public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.”

The Application is consistent with Policy 3.1.3. Public service facilities at Tewin are planned in locations with efficient access to the Community

Spine for easy and fast access to the whole community. Furthermore, they are permitted in all residential and mixed-use designations, so they may be located in optimal locations identified through future detailed development applications (PPS 3.1.1). Schools, parks, and community facilities are planned in proximity to one another to optimize co-location benefits (PPS 3.1.5).

Policy 3.1.5 states “Planning authorities, in collaboration with School Boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form”.

This Application is consistent with Policy 3.1.5. Schools at Tewin will be planned and designed to support the Open Space System and be co-located with parks, open space connections, transit, and other community facilities that maximize accessibility. They will be strategically placed to provide connections to water and nature.

3.2 TRANSPORTATION SYSTEMS

Policy 3.2.1 directs that transportation systems “should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low-emission vehicles”. Policy 3.2.2 states that “efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management

strategies, where feasible”. Policy 3.2.3 goes on to highlight that as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved.

The Application is consistent with the policy direction set out in Section 3.2 of the PPS. Public transit and active transportation are fundamental and distinguishing elements of Tewin, with community design integrating land use and sustainable mobility networks. More specifically, Tewin is planned to support frequent bus transit along its central Community Spine, and with a direct and connected street network which will provide access for other modes. The design of Tewin’s street network will prioritize active transportation through complete and connected cycling and pedestrian networks that are maintained year-round. These networks have been planned and coordinated in a manner that efficiently connects residents with the broader Southeast Ottawa community and the existing and planned higher-order public transit system. Transportation demand monitoring will occur through development to respond to changing travel patterns.

SECTION 3.4 AIRPORTS, RAIL AND MARINE FACILITIES

Section 3.4 provides policy direction for planning in the vicinity of airports to protect their long-term operational and economic role. Policy 3.4.2 states airports shall be protected from incompatible land uses and development by: c) prohibiting land uses which may cause a potential aviation safety hazard.

The northern portion of Tewin lies within the Secondary Bird Hazard Zone associated with the Ottawa Macdonald-Cartier International Airport. Mitigation strategies will be implemented, as needed, for the stormwater management facilities contained within this Zone, as set out in the Secondary Plan subsection 3.3.1.

3.6 SEWAGE, WATER, AND STORMWATER

Policy 3.6.1 of the PPS mandates planning for sewage and water services shall:

- a) “accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- b) ensure that these services are provided in a manner that:
 - i) can be sustained by the water resources upon which such services rely;
 - ii) is feasible and financially viable over their life cycle;
 - iii) protects human health and safety, and the natural environment, including the quality and quantity of water; and
 - iv) aligns with comprehensive municipal planning for these services, where applicable.
- c) promote water and energy conservation and efficiency;

- d) integrate servicing and land use considerations at all stages of the planning process;
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply;”

The PPS also states (3.6.2) that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

The Application is consistent with Section 3.6.1 of the PPS. The infrastructure solutions identified for Tewin are appropriate to meet the needs of growth planned for Tewin and do not preclude future solutions should they be required. As described in the MSS and consistent with the City’s IMP, extensions of municipal water and wastewater services are expected to have the capacity to serve the proposed community. The FIP, as informed by the Mobility Strategy and MSS, considers the lifecycle cost and financial viability of new infrastructure.

3.9 PUBLIC SPACES, RECREATION, PARKS, TRAILS, AND OPEN SPACE

Policy 3.9.1 of the PPS promotes the creation of “healthy, active, and inclusive communities [...] by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.”

The Application is consistent with the policy direction set out in Section 3.9 of the PPS by delivering a range of Parks and open spaces integrated within the community and accessible to pedestrians and cyclists as part of the planned mobility network. A comprehensive and robust network of trails and other open space connections will enhance the experience of green space spaces as part of daily living at Tewin. The Secondary Plan identifies optimum locations for community facilities that have excellent transit access and promote opportunities for co-location. The ultimate form and location of community facilities will be determined through specific development applications, in coordination with City staff and other Agencies as needed.

Chapter 4: Wise Use and Management of Resources

Chapter 4 of the PPS is concerned with the wise use and management of resources surrounding the project site.

4.1 NATURAL HERITAGE

Policy 4.1.1 states that “natural features and areas shall be protected over the long term”. Policy 4.1.2 continues, stating “diversity and connectivity of natural features in an area, and the long-term ecological function of natural heritage systems, should be maintained, restored or where possible, improved”.

Policy 4.1.4 states that “development and site alteration shall not be permitted:

- a) significant wetlands in Ecoregions 5E, 6E, and 7E

Policy 4.1.5 also states that “development and site alteration shall not be permitted in:

- b) significant woodlands in the Ecoregions 6E and 7E;
- c) significant valleylands in Ecoregions 6E and 7E;
- d) significant wildlife habitat; [...] and [...],

unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.”

The PPS continues with Policy 4.1.6 stating “development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.”

Policy 4.1.7 adds “development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.”

The Study Area is contained in Ecoregion 6E and 7E per Figure 1 of the PPS, 2024.

The Study Area does not contain any significant wetlands (4.1.4).

The significant wildlife habitat and fish habitat will be re-established within the Ecological Corridor (Urban Natural Features). Habitat inclusions within the Ecological Corridor for SAR and aquatic wildlife will be developed under and in accordance with permits from the Ministry of Environment, Conservation and Parks (MECP) for species subject to the Species Conservation Act, 2025; Environment and Climate Change Canada (ECCC) for species protected by the Species at Risk Act, 2022; and/or the Department of Fisheries and Oceans for fish habitat. All habitat impacts will be offset under such permits (4.1.5.b; 4.1.6; 4.1.7).

Policy 4.1.8 also adds “development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions”.

The Secondary Plan (Policy 3.2.13) requires an Environmental Impact Statement demonstrating no negative impacts on the natural features within the area or their ecosystem services for any development within 30 metres of the boundary of any Urban Natural Features (4.1.8).

The Application is consistent with the policy directives set out in Section 4.1 of the PPS. Tewin will conserve and restore the historical watercourses in the Plan Area and enhance the natural environment with new habitat areas and constructed wetland features. The approach and details of natural heritage at Tewin are detailed in the EMP.

4.2 WATER

Policy 4.2.1 of the PPS directs that Planning authorities “shall protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
- b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;
- c) identifying water resource systems;
- d) maintaining linkages and functions of water resource systems;
- e) implementing necessary restrictions on development and site alteration to:
 - i) protect all municipal drinking water supplies and designated vulnerable areas; and
 - ii) protect, improve or restore vulnerable surface and ground water, and their hydrologic functions;

- f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;

Section 4.2.3 additionally requires large and fast-growing municipalities to “undertake watershed planning to inform planning for sewage and water services and stormwater management, including low impact development, and the protection, improvement or restoration of the quality and quantity of water.”

The PPS identifies watershed planning as the appropriate scale to inform long-term planning decisions related to water resources, ecology, infrastructure, and risk management. While the PPS requires large and fast-growing municipalities to undertake watershed planning, it does not prescribe a sequence of studies as a prerequisite to planning approvals. The PPS does require that broadly planning decisions be made in a manner that protects, improves, and/or restores the quality and quantity of water, manages risk, considers climate change impacts, and ensures development is managed by appropriate safeguards.

At Tewin, watershed and subwatershed planning is being advanced through the Bear Brook Watershed Study (BBWS) and the South Bear Brook Subwatershed Study (SBBSS), both of which are being undertaken by the appropriate authorities and are currently underway. Tewin’s EMP and the relevant components of Tewin’s MSS have been prepared using conservative assumptions, climate-adjusted scenarios, and extended technical analyses to address the water resource objectives applicable at the Secondary Plan stage. These studies have been coordinated with

available outputs from the BBWS and SBBSS and are expressly designed to be refined as those studies progress.

Consistent with Policies 4.2.1 and 4.2.3 of the PPS, the Secondary Plan includes clear implementation policies that prohibit any subdivision or rezoning approval that would permit urban development until the BBWS and SBBSS are sufficiently advanced to further inform and, where necessary, refine the EMP and MSS. This staged and gated approach ensures conformity with PPS policy intent while accounting for the scope and progress of watershed-level planning, and appropriately aligning the level of technical analysis with the scale and purpose of the Secondary Plan.

4.3 AGRICULTURE

Policy 4.3.1.1 states “Planning authorities are required to use an agricultural system approach, based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the *agri-food network*”. Policy 4.3.6.1 continues, stating “planning authorities are encouraged to support local food, facilitate near-urban and urban agriculture, and foster a robust *agri-food network*”.

City Council identified the Tewin Study Area as an area for urban growth in November 2021 through adoption of the current Official Plan. Lands within the Tewin Study Area are not part of the agricultural land base. The CDP and Secondary Plan encourage development to support local food production and identify opportunity areas in Tewin to do so, consistent with Policy 4.3.6.1.

4.6 CULTURAL HERITAGE AND ARCHAEOLOGY

PPS Policy 4.6.2 prohibits development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

A Stage 1 Archaeological Report was completed through the Existing Conditions studies, which identified archaeological potential on the site for Indigenous and historical Euro-Canadian archaeological resources due to several factors including the presence of numerous water sources, distinctive landforms (dunes), areas of early historical Euro-Canadian settlement, and historical transportation routes. Future development at Tewin will comply with archaeological conservation practices and requirements as identified through subsequent studies completed prior to site works and development, and be consistent with Section 4.6.

Policy 4.6.5 states “Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes”.

An Indigenous Engagement Plan was established before the Coordinated Process began and City Staff led Indigenous engagement at various milestones. This includes sending letters of intent to the below-noted communities with the goal of opening the dialogue on interest and next steps, and following up with targeted outreach at key milestones (aligned with public open houses):

- Kitigan Zibi Anishinabeg;
- Anishinabeg Algonquin National Tribal Council;
- Ottawa Aboriginal Coalition;
- Algonquin Nation Secrétariat;
- Ottawa Regional Metis Council; and
- Metis Nation of Ontario.

In addition, Tewin's Major Landowners engaged with AOO communities throughout the Coordinated Process. Through future Plan of Subdivision applications, future phases of the Archaeological Assessments will be advanced with greater detail.

Chapter 5: Protecting Public Health and Safety

PPS Policy 5.1.1 directs development away from areas of natural or human-made hazards, and Policy 5.2.4 prepares for the impacts of a changing climate.

Studies completed in the Existing Conditions stage and supplementary studies conducted for the EMP identified the natural hazards lands within the Study Area. Through the construction of Headwater Drainage Features, portions of existing natural hazard lands will be reconfigured. Once these watercourses have been established, development within their associated natural hazard limits will be restricted, as applicable. Such Natural Hazard Lands will form part of the Ecological Corridor in their ultimate condition to protect public health and safety while supporting the function of surrounding natural features. Road, trail, and any utility crossings over hazard lands will

account for the impacts of climate change that may increase the risk associated with flooding. Refer to the EMP for further details.

Chapter 6: Implementation and Interpretation

6.2 COORDINATION

Policy 6.2.2 states "Planning authorities shall undertake early engagement with Indigenous communities and coordinate on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interests in land use decision-making and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights".

Policy 6.2.3 states "Planning authorities are encouraged to engage the public and stakeholders early in local efforts to implement the PPS, and to provide the necessary information to ensure the informed involvement of local citizens, including equity-deserving groups".

Policy 6.2.4 states: Planning authorities and School Boards shall collaborate to facilitate early and integrated planning for schools and associated child care facilities to meet current and future needs.

Algonquin of Ontario community members directly informed the guiding principles and vision captured by this Application. They have been engaged on numerous occasions through the planning process to inform the Application, and will continue to inform the implementation at subsequent stages. Other Indigenous communities have been engaged by

City staff as directed by Council. More broadly, extensive engagement has taken place over the course of the Coordinated Process, which has shaped the content of this Application.

The Tewin Project Team and City Staff have met with representatives from the four School Boards on numerous occasions, including at the outset of the project to discuss preliminary opportunities, and as the community design evolved to confirm their requirements are sufficiently met.

PPS Summary Opinion

The Application is consistent with all of the relevant individual policies of the PPS, and with the PPS when read in its entirety. The proposed Application recognizes and addresses complex inter-relationships among environmental, economic, health and social factors in land use planning, to provide a comprehensive planning framework for development of a compact, complete, and competitive new community that conserves natural heritage, promotes efficient infrastructure solutions, and elevates the unique role of Indigenous communities in land use planning and development by embedding their traditional knowledge into decision-making.

» 4.4 City of Ottawa Official Plan, 2022

The City of Ottawa's Official Plan ("OP") came into effect on November 4, 2022, adopted through By-law 2021-386, and applies to all lands within the City of Ottawa. It repeals and replaces the previous OP adopted by the City in 2003. On April 14th, 2026, the Official Plan was updated by OPA 46 as part of the PPS 2024 consistency exercise.

Official Plans are policy documents under the authority of the *Planning Act*, and required to contain goals, objectives, and policies to guide growth and manage physical, social, economic, and natural impacts of development to a planning horizon of at least 20 years. They set out a comprehensive land use policy framework including policies and schedules that address housing and growth management, employment and infrastructure, protection of natural and agricultural resources, climate change, and public health and safety.

Ottawa's OP is split into two Volumes. Volume 1 provides citywide land use direction to support the development of healthy and complete communities. It establishes strategic directions, a growth management framework, the purposes of land designations, and implementation measures. Secondary Plans are statutory policy documents captured in Volume 2, providing area-specific policy directions for different communities across Ottawa. If approved, Tewin's Secondary Plan would be added to Volume 2 of the OP to secure fundamental elements from the broader vision and framework captured in the CDP and supporting studies.

This Application addresses, and, where required, implements the applicable policies of the Official Plan, as described in the following sections.

Section 2: Strategic Directions

Section 2 of the Volume 1 OP establishes five broad policy directions as the foundation for development and community evolution in Ottawa, and identifies a series of cross-cutting issues that are addressed across the Plan's policies.

2.1 THE BIG POLICY MOVES

BIG MOVE 1: Achieve, by the end of the planning period, more growth by intensification than by Greenfield development.

The OP prioritizes growth through intensification, while also identifying the need for 1,281 developable hectares of new urban land within the 2046 planning horizon. Tewin is part of the 1,281 new developable hectares identified by the OP, and will make efficient use of the new greenfield area as demonstrated by Tewin's ambitious minimum density requirements secured by the Secondary Plan. Tewin's planning framework also proactively supports future intensification as the community evolves, as demonstrated by guidelines for the Community Core and Neighbourhood Centres which require that "development will be sited and organized to enable intensification over time, where parking lots may be infilled and single-purpose and/or lower scale uses can be redeveloped."

BIG MOVE 2: By 2046, the majority of trips in the city will be made by sustainable transportation.

Tewin is designed around a central Community Spine planned to support frequent bus transit in dedicated lanes. Close to 95% of homes will be within 400 metres of a bus stop, which is approximately a 5-minute walk, making transit a very convenient choice for residents. As a

designated urban expansion area, Tewin will be fully integrated into Ottawa's broader mobility system and enhancing network connectivity by establishing strong connections to existing urban centres, reducing reliance on private vehicles, and supporting multi-modal travel. For southeast Ottawa, it was determined through the City's Transportation Master Plan (TMP) that continuous bus lanes along the Conroy Road Transit Corridor between Hunt Club Road and Walkley Road would benefit Tewin, Findlay Creek, and the surrounding areas, placing strategic importance on improving north-south transit connectivity for growing communities in Ottawa. A complete, robust, and connected network of cycling infrastructure, maintained year-round, will also extend through the entire community and provide an efficient alternative to driving. Sidewalks and a comprehensive network of trails will further round out the options for active transportation as viable travel modes within Tewin.

BIG MOVE 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

The Application is designed to create a vibrant, walkable, transit-oriented community where parks and retail spaces are within a 5 to 10-minute walk from the vast majority of residents. Tewin will be the densest suburban community outside the Greenbelt and will feature mixed-use areas that provide urban style living with diverse housing options and services. The structure of the community demonstrates leadership in good urbanism and will evolve into a model of best practice in contemporary urban design in the Ottawa context and far beyond.

BIG MOVE 4: Embed environmental, climate and health resilience and energy into the framework of our planning policies.

Tewin is built around a robust Ecological Corridor and Open Space System that protect significant features while adding new natural features, and enhances the overall function of the natural environment in support of its resilience. The land use framework secured by the Secondary Plan will further support health and resilience by creating mixed-use, walkable, transit-oriented neighbourhoods, providing access to open spaces, and encouraging sustainable living habits among residents. Street trees and the Open Space System will be planted to maintain 32% tree canopy cover within the Plan Area, contributing to the citywide target of 40% urban forest canopy cover.

Tewin embeds holistic sustainability into its design, as demonstrated by its use of the One Planet Living framework. It embraces and advances zero-carbon energy as part of this framework.

BIG MOVE 5: Embed economic development into the framework of our planning policies.

Tewin is planned as a mixed-use community with embedded economic opportunity. The Community Core, Neighbourhood Centres, convenience retail, and home-based business will allow people to work close to where they live, and support Tewin as a complete, 15-minute community. The Secondary Plan supports thousands of jobs at Tewin between retail and hospitality, personal services, and locally serving employment uses.

2.2 CROSS-CUTTING ISSUES

2.2.1 Intensification and Diversifying Housing Options

The OP contains a series of policy intentions related to efficiently and sustainably accommodating forecasted residential growth to 2046, with reference to promoting healthy, vibrant, and walkable 15-minute neighbourhoods, and becoming the most livable mid-sized city in North America. These policy intentions include:

- 1) Direct residential growth within the built-up Urban Area to support an evolution towards 15-minute neighbourhoods.
- 2) Provide housing options for larger households.
- 3) Improve public amenities and services (through intensification).

While the Study Area is not within the built-up Urban Area as identified in the OP, it is within the Urban Area and is targeted for residential growth. The form of the development to be implemented through the Secondary Plan will support the early establishment of 15-minute communities through the strategic distribution of housing forms and densities, integrated commercial and community uses, cultural spaces, and accessible and efficient active transportation networks.

Tewin is planned with a full range of housing options, including single- and semi-detached, townhomes, back-to-back and stacked

townhomes; and low-, mid-, and high-rise housing forms. Policies of the Secondary Plan direct that development intentionally locate a diversity of housing forms cross the Plan Area and in all land use designations to ensure there are spaces for diverse family types and sizes. Higher-density housing forms will typically be located in closer proximity to transit service, but there are medium- and high-density housing forms envisioned throughout the community to ensure neighbourhoods are inclusive and can be enjoyed by a range of residents and families.

While Tewin is not considered to be an area planned for intensification of existing development, it is envisioned as a place that should be able to continually evolve organically through future intensification, infill, and redevelopment in the long-term. The proposed Application provides direction that requires development to proactively consider and plan for opportunities to achieve this.

2.2.2 Economic Development

The OP contains a series of policy intentions related to supporting the economic vitality and competitiveness of the City. The Application advances the following intentions:

- 1) Enhance Ottawa's high quality of life to attract a skilled workforce and businesses.
- 2) Integrate economic activities with residential and other land uses.
- 3) Create conditions for small-business growth.

Tewin will provide diverse housing to attract a skilled workforce through vibrant, mixed-use community design, with multiple housing forms and options at varying affordability levels. Housing options will support singles, couples, new and small families, and large families, accommodating workers at all stages of life. The community is designed to allow residents to safely and efficiently walk or roll to places throughout the neighbourhood including schools, parks, retail and commercial spaces, providing safe and healthy lifestyles for residents and families to thrive, or local businesses to flourish.

The OP recognizes that office and knowledge-based employment uses should not be segregated from other uses and should be planned to evolve into mixed-use areas. Tewin is planned as a 15-minute community with minimum non-residential gross floor area requirements that will create opportunities to support an embedded economy and small businesses. Additionally, the Secondary Plan permits home-based businesses and small-scale neighbourhood commercial uses throughout the community, including in neighbourhoods, to contribute to its economic health and provide local jobs and services to residents.

2.2.3 ENERGY AND CLIMATE CHANGE

The OP recognizes the responsibility of the municipality in mitigating greenhouse gas emissions and adopting measures to adapt to a changing climate. A series of policy intentions are described that guide the City toward achieving a long-term target of 100 per cent community emissions by 2050. The Application aligns with and advances these intentions as described below:

1) Plan a compact and connected city

Tewin is planned and designed to be a compact and transit-supportive new community, centred around a multi-modal Community Spine. Almost half of Tewin's total planned residential growth area is designated for medium- and high-density housing forms. Its land use and mobility strategy ensure most residents are within a 5- to 10-minute walk of parks and open spaces, community facilities, and commercial uses. Its street and transit network have been planned and coordinated to efficiently connect residents with the broader Ottawa community and the citywide transit system.

2) Apply sustainable and resilient site and building design as part of development

This policy intention relates to the City's efforts to mitigate greenhouse gas emissions and deliver sustainable and healthy living environments for residents through the design of communities. Tewin has been planned using the OPL framework to demonstrate ambition, resiliency, and global leadership within the local context, and embeds holistic sustainability into its community design. Secondary Plan policies and CDP guidelines advance the framework by securing metrics and directions associated with its 10 principles related to Health and Happiness, Equity and Local Economy, Culture and Community, Land Use and Nature, Sustainable Water, Local and Sustainable Food, Travel and Transport, Materials and Products, Zero Waste, and Zero Carbon.

3) Prioritize a shift to energy efficient transportation modes

The OP prioritizes a shift to low-carbon transportation options, land use patterns, and mobility considerations predicated on frequent and efficient public transit service, and active transportation infrastructure and investments. Tewin delivers on this through a community design that supports frequent transit and its commitment to Day-1 transit, as well as its robust, all-season Active Mobility Network. As noted above, residents will live in close proximity to these transit connections, as 95% of homes will be within a 5-minute walk of a transit stop with frequent bus service, and 95% of homes will be within 200 metres of the All-Season Cycling Network.

4) Enable the use of local renewable energy sources

The City recognizes the need to transition away from fossil fuels to green, renewable, and local energy sources to support housing and employment, protect Ottawa's long-term energy security, and stimulate investments. A key part of the OPL framework, through which Tewin has been planned, is creating zero-carbon communities. Development at Tewin will be required to advance this objective, which will require partnerships, the adoption of appropriate technologies, resident education, and energy strategies tailored to the varied contexts across Tewin. The CEP and CDP, Section 7 plan for the use of community-based and building-level energy systems, such as solar and geothermal in high-density areas to advance this objective.

- 5) Reduce urban heat island effect and help protect the vulnerable from extreme heat

Tewin will contribute to the livability of communities in Ottawa by integrating climate change adaptation through urban heat island effect mitigation in the design of the built environment. Street trees and the Open Space System will be planted to maintain 32% tree canopy cover within the Plan Area, contributing to the citywide target of 40% urban forest canopy cover. Community design will prioritize soft landscaping to further advance this policy intent.

- 6) Build resilience to future flood risks and increased stormwater runoff

At Tewin, the Ecological Corridor and stormwater management ponds are designed to capture and slowly release water and preserve existing watersheds to mitigate storm risks. All stormwater management facilities will be appropriately sized based on the 1:100-year event threshold, with a 20% buffer assessed for climate resilience, and will slowly discharge toward watercourses designed to receive them, ensuring controlled discharge paths and minimizing risks to private property in extreme climate events. More details about how Tewin will be designed to meet this policy intent are available in the MSS.

- 7) Protect and enhance tree canopy and protect wetlands and other natural areas and use nature-based solutions

The OP emphasizes the importance of nature in building climate change resilience. The design of Tewin's Open Space System will strategically plan for ambitious tree canopy targets in all

areas, including parks and community facilities, to enhance coverage. Tewin's Ecological Corridor will conserve and enhance wetland areas, woodlands, and watercourses through nature-based solutions to boost ecological productivity. More details about Tewin's plan to incorporate nature-based resilience is included in the EMP and Tewin Parks Design Manual.

- 8) Enable sustainable local food production

The City recognizes that climate change impacts food production and that opportunities for local agriculture such as community gardens build resilience and enhance food security. At Tewin, community gardens are encouraged to support daily access to open spaces, local stewardship, and sustainable food production. They are particularly planned for along the Harvest Walk, but encouraged throughout the community in its open spaces and streetscapes.

2.2.4 Healthy and Inclusive Communities

The OP recognizes the influence the built and natural environment can have on health outcomes and conditions, with significant effects on quality of life and well-being. By establishing a built environment that encourages physical activity, access to good food, recreation, social connection, and safe mobility, community design can contribute to population health. The OP identifies a series of policy intentions to advance population health:

- 1) Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.

- 2) Build accessible, inclusive communities, and design for all ages, including children and older adults.
- 3) Promote health through sustainability.
- 4) Advance human health through decision-making on the built environment.

Tewin will promote health through sustainability and community design. It's integrated land use and mobility strategy deliver on the following metrics to support health and walkability:

- 50% of homes within a 5-minute walk and 90% of homes within a 10-minute walk of commercial uses
- 90% of homes within a 5-minute walk of a park
- 95% of homes within a 5-minute walk from a transit stop with frequent bus service
- 95% of homes within 200 metres of the All-Season Cycling Network.

Trails active transportation facilities, and sidewalks on all streets will provide increased community connectivity, accessibility, and safety. A range of options will be strategically integrated in Tewin and connected to the broader trail and mobility network to serve all residents with local amenities. Tewin's approach to building healthy communities advances that set out by the OP, as flexible block designs will provide for diverse mix of housing types and forms for a wide range of residents. More broadly, planning at Tewin has advanced under the OPL framework, which targets various dimensions of sustainability across design, construction, operations, programming, and lifestyle.

2.2.5 Gender and Racial Equality

The OP acknowledges that the way a city is experienced by women, gender diverse persons, members of Black, Indigenous, racialized and religious communities can be very different, and that land use planning should work to eliminate existing inequalities. The OP identifies a series of policy intentions to advance equity among deserving groups:

- 1) Application of a gender and racial equity lens to meet the housing needs of women, Black and racialized communities and new immigrants.
- 2) Understand and address the specific housing needs of Indigenous peoples.
- 3) Improve mobility options for women and in neighbourhoods where there are large numbers of residents who may face transportation-related barriers to social and economic participation.
- 4) Improve access to amenities.

Tewin will support the needs of equity-deserving groups through the development of a variety of housing types, tenures, and affordability levels for different ages, income-levels, and household sizes. Guided by the principle of 'Wellbeing for All', Tewin is planned to deliver housing across the continuum. All housing will be designed to enhance livability, foster social connection, and contribute to a strong sense of place by encouraging development to include shared amenity areas and gathering spaces.

Policy intention #2 emphasizes that the City needs to better understand Indigenous peoples and their housing needs in order to pursue appropriate opportunities. Through the Coordinated Process, City Staff and the Tewin Project Team have sought to advance this intent through outreach and meetings with Indigenous groups, including AOO community members and the Ottawa Aboriginal Coalition. The housing affordability reporting required with each Demonstration Plan at Tewin can respond once this city-wide understanding of the needs of Indigenous peoples has been developed and there is a better understanding of the role Tewin can play in providing opportunities to address these needs.

Connectivity is embedded within Tewin through a strategic and context-sensitive approach to transit and active mobility, as previously described. Active transportation linkages, interconnected trails, and cycling routes are woven throughout the community and supportive amenities and infrastructure (pedestrian-scale lighting, secure parking) are encouraged along key routes to support safety and use. This network, as well as Tewin's commercial strategy, support equitable access to daily amenities such as parks, retail, services, schools, and community facilities, so that all residents can fully participate in the community. Tewin's Hubs are planned for a minimum amount of non-residential floor area to ensure residents have nearby access to retail and services. This will be further supplemented by the smaller-scale convenience clusters strategically located within the Minor Corridor to support 15-minute neighbourhoods.

2.2.6 Culture

The City emphasizes that cultural spaces are essential to a liveable city, fostering social connection, creativity, and well-being for all residents. Access to culture strengthens identity, inclusiveness, and personal growth, while driving economic vitality and global competitiveness. Embedding culture in community will enhance quality of life and support equitable, inclusive development, especially for marginalized communities. Section 2.2.6 includes four policy intent statements to advance this:

- 1) Create spaces and places for culture to live, grow and innovate.
- 2) Reinforce neighbourhood and place identity through architecture and urban design.
- 3) Promote the arts as an important element of placemaking. Art has the power to define a community and create a unique sense of place.
- 4) Strengthen the economic impact of the creative and cultural industries.

Cultural considerations are embedded throughout Tewin's Secondary Plan and CDP to guide land use decisions and support a vibrant, cohesive urban environment. Algonquin teachings have been integrated to advance placekeeping and cultural representation within the community.

Tewin's Open Space System will showcase and preserve Algonquin culture and foster a sense of place, with its features contributing to a unique and attractive natural and cultural identity; strategies to achieve this are further detailed

in the EMP and PDM, but include planting lists, programming opportunities, symbology, and more. Algonquin presence will be recognized and celebrated through the use of place names, traditional wayfinding, signage, public art, commemorative features, and interpretive trails. The Tewin Gathering and Experience Centre will showcase Tewin's cultural identity and serve as a place to gather and celebrate Algonquin culture and values for ceremonies, events, and learning opportunities. Additional opportunities for cultural and creative activities within Tewin will be supported.

More broadly, the Application secures spaces for gathering and celebration throughout the year, and mixed-use areas that connect to and complement spaces, to support spaces and places for culture to live and grow. Stewardship is a key component of implementing Tewin's vision and supporting culture; the CDP sets out a strategy to achieve this, supported by policies of the Secondary Plan.

Reflecting Algonquin cultural values, Tewin's built form and public spaces will work together to deliver human-scaled neighbourhoods that reinforce connections to nature and community through architecture and urban design. Wood frame construction is strongly encouraged, in addition to integration of Algonquin culture in the design of public buildings. Opportunities for public art will also be identified, particularly in key gathering spaces.

Section 3: Growth Management Framework

Section 3 of the Official Plan establishes Ottawa's Growth Management Framework, which is managed through two distinct areas: the urban area and rural area. **The Tewin Study Area is identified as being within the Suburban Transect of the Urban Area (Schedule A & B7).**

Introductory preamble in this Section states,

"The urban area is comprised of a built-up area where existing development is located, and a greenfield area of vacant lands at the periphery of the urban area. The urban area is a settlement area for the purposes of the PPS, where growth is to be concentrated and where roads, transit networks and municipal piped services are the appropriate form of infrastructure. Within the urban area there are distinct contexts, which this Plan defines as transect policy areas, based on location, and except for the Greenbelt, maturity of development and the degree to which each area functions as a network of 15-minute neighbourhoods. The urban area is defined by the urban boundary".

It goes on to recognize that much of the demand for new housing within the urban area is expected to be for ground-oriented units. It further recognizes that outside the Greenbelt, many of the new dwelling units will be ground-oriented, with a minimum of 10% being apartments. And it notes the preference for sustainable transportation modes over the use of private vehicles in accommodating this growth.

The section concludes with a list of policy intents for managing growth, which guide policies in the subsections that follow, being:

- Provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046.
- Provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context.
- Prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services.
- Reduce greenhouse gas emissions in the development and building sectors and in the transportation network.
- Establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The Application advances these intentions by:

- *Requiring a range of housing types and forms, from ground-oriented detached, all forms of townhomes; and low-, mid-, and high-rise apartments distributed throughout the Plan Area in a manner that supports frequent transit on the Community Spine;*
- *Securing a Mobility Network that prioritizes active mobility and transit, connects to*

citywide transit and active transportation networks, and encourages mode shifts through design and its strategic organization of land uses;

- details how new services needed to support growth within Tewin will be paid for by the development, as outlined in the FIP;
- contributes to reduced carbon emissions through sustainable community design integrating higher-density development, mixed-use building forms, integrated public transit and efficient, safe, and complete active transportation networks.

Note, the introductory preamble in Section 3 was updated through OPA 46 to align Ottawa's growth management framework with the 2024 PPS. This amendment added the following, "This plan currently plans to the year 2046, however it is the City's intention to respond to changing market needs and local demand by undertaking an amendment to extend the planning horizon to 2051 (or beyond as permitted by the PPS, 2024) and reflect current Ministry of Finance growth projections that, in 2025, forecast an additional 273,000 residents in Ottawa by 2051".

The updated forecast indicates there is need for additional units beyond what is currently planned for by the Official Plan. The Coordinated Process identified 614 net developable hectares within the Tewin Study Area, 169 of which are outside the Secondary Plan Area. This land has been planned comprehensively through the Coordinated Process and could contribute to addressing this need. The proposed OPA stipulates what would be required to remove the Overlay from the remaining area to enable this.

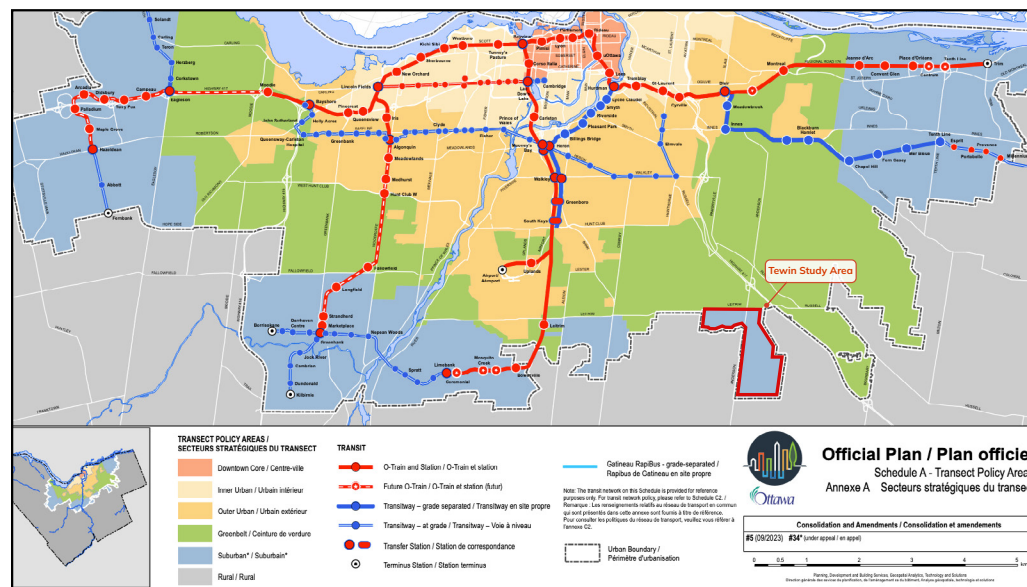


Figure 20. Schedule A – Transect Policy Areas, capturing Tewin within the Suburban Transect and the Urban Boundary.

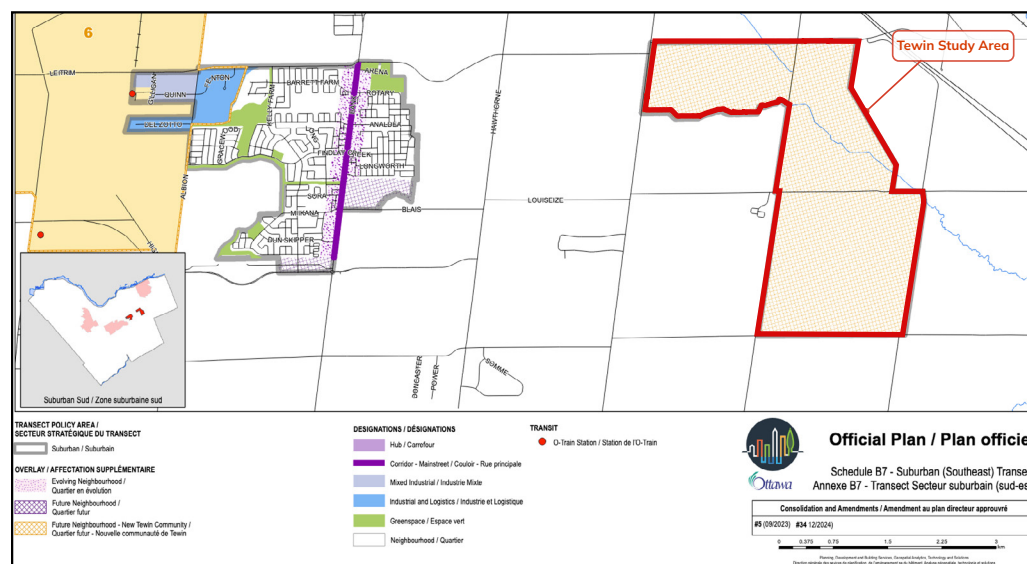


Figure 21. Schedule B7 – Suburban (Southeast), depicting Tewin as being within the Suburban Transect Policy Area with a Future Neighbourhood Overlay.

3.1 DESIGNATE SUFFICIENT LAND FOR GROWTH

Policy 3.1.2 states “sufficient land shall be designated for growth to meet the projected requirement for population, housing, employment and other purposes for the time horizon of this Plan”.

Policy 3.1.3 specifies that “The urban area and villages shall be the focus of growth and development and correspond to the settlement area concept in the Provincial Planning Statement. The boundaries of the urban area and villages are shown on Schedule A and Schedules B1 through B9. The urban area and villages shall provide for a minimum of 15 years of residential development opportunities through land use permissions or the commencement of a secondary planning process”.

Tewin is identified within the Urban Area on Schedule A, and Schedule B7 and is a focus for growth and development. The Application will establish land designations that enable residential development that is required for the City to achieve the housing supply targets identified in the OP. The Balanced Growth Scenario adopted by Council requires 89,700 new units to be constructed in the greenfield portion of the Urban Area between 2018 and 2046. Tewin is planning for between 14,000 to 17,500 units in the approved developable area, making a significant contribution to the needed housing supply.

Note, Policy 3.1.2 requires sufficient land to be designated for the time horizon of the Plan. However, as previously mentioned, OPA 46 amendments to the Section 3 preamble indicate

it is the City's intention to update the Plan's time horizon to 2051. Read in conjunction with Policy 3.1.2, this means the City will also be required to ensure that sufficient land is designated to meet the projected population and housing needs for this extended time horizon. The Coordinated Process identified 614 net developable hectares within the Tewin Study Area, 169 of which are outside the Secondary Plan Area. This land has been planned comprehensively through the Coordinated Process and could contribute to addressing this need. The proposed OPA stipulates what would be required to remove the Overlay from the remaining area to enable this.

3.2 GROWTH WITHIN THE URBAN BUILT-UP AREA

3.2.1. Strategic Growth Areas

The OP states “The majority of high-rise and mid-rise intensification will focus in strategic growth areas comprised of the Hub and Corridor designations due to their existing and planned functions as areas of mixed uses, services, and amenities, including access to varying degrees of transit. The greatest building heights are generally located in Hubs, and gradually decrease towards Mainstreets and Minor Corridors.

- 1) The Hub and Corridor designations are SGAs to accommodate residential and non-residential growth through intensification by providing access to existing services and transit and supports an evolution towards 15-minute neighbourhoods.
- 2) Locating mid- and high-rise buildings to these strategic growth areas provides opportunities for increasing the range and

mix of housing options and supports the provision of housing that is more affordable relative to other locations while also providing access to public transit.

- 3) Master plans for infrastructure, transportation, parks, facilities, and other capital works that support existing and future population and jobs, should prioritize those projects within these strategic growth areas. [...]

The Application seeks to designate the Community Core and Neighbourhood Centres as Hub, and the Community Corridor and Minor Corridor, making these areas strategic growth areas. While growth at Tewin is not considered intensification, the policies and guidelines of the Secondary Plan and CDP align with the intent of the OP policies for strategic growth areas by directing taller buildings and greater densities to these areas corresponding to their position in the urban hierarchy.

3.2.3 Support Intensification

The preamble for subsection 3.2.3 states “this Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area and 46 per cent of city-wide dwelling growth to the greenfield portion of the urban area. Growth within the built-up portion of the urban area represents 51 per cent of urban area growth from 2018 to 2046. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors”.

Policy 3.2.3.3 states “the vast majority of residential intensification shall focus within strategic growth areas and 15-minute neighbourhoods, which are comprised of Hubs, Corridors, [and] lands within the Evolving Neighbourhood Overlay as shown on as shown on Schedules B1 through B8”.

Policy 3.2.2.10 states “Density targets within Major Transit Station Areas (MTSA) are established in Table 3a, and density targets outside of MTSA are established in Table 3b. Within Neighbourhoods, the higher densities within the target range to increase the diversity of housing opportunities should generally occur within the Evolving Neighbourhood Overlay, being the areas closest to services and amenities within the adjacent strategic growth areas, or on larger lots.”

Growth at Tewin is part of the targeted 46 per cent of city-wide dwelling unit growth directed to the greenfield portion of the urban area. While growth at Tewin is not considered intensification, the Application seeks to designate almost half of the developable area as Hub or Minor Corridor, which are considered SGAs, and directs the tallest buildings and highest densities to these areas to create 15-minute neighbourhoods.

Table 3a does not apply to Tewin as there are no planned MTSA. While Table 3b pertains to intensification, which is not what Tewin is planned for, this Application carries forward the minimum residential density targets in the Suburban Transect set out in Table 3b to demonstrate Tewin’s commitment to creating a compact, transit-supportive new community that makes efficient use of land. It provides

Table 3b

Minimum Residential Density Targets Outside of an MTSA, Dwellings per Net Hectare ¹				
Transect	Hub	Mainstreet	Minor Corridor	Neighbourhood
Downtown Core	350	160	120	80 to 120
Inner Urban	250	120	100	60 to 80
Outer Urban	200	120	100	40 to 60
Suburban	150	120	80	40 to 60

¹ Net hectares refers to privately-owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.

an alternative way to express densities that accounts for the fact that development at Tewin is not intensification; rather than measuring on a ‘per-parcel basis’, the Secondary Plan requires each land use designation to achieve the minimum average residential density, measured across a Community Area. This is appropriate given the nature of development at Tewin, which is not being planned or implemented on a per-parcel basis.

3.3 DESIGN NEW NEIGHBOURHOODS TO BE 15-MINUTE NEIGHBOURHOODS

The OP makes creating 15-minute neighbourhoods a cross-cutting objective throughout all sections. Policy 3.3.1 states “residential growth within the greenfield portions of the urban area will be planned as complete 15-minute neighbourhoods through the creation of a framework for a compact design, mix of uses and densities, a fully-connected street grid, and viable options for sustainable transportation modes. Growth will also proceed in a logical, orderly, and coordinated progression through phasing and in accordance with secondary plans”.

OP Policy 3.3.2 clarifies that “Urban Greenfield growth areas include previous urban expansion areas that were undeveloped as of July 1, 2018 and areas subject to the Future Neighbourhood Overlay on the B-series of schedules”. Policy 3.3.3 further states that “a secondary planning process, prepared in accordance with Section 5.6.2 and Section 12, shall be required for development within the Future Neighbourhood Overlay.”

OP policy 3.3.4 requires new greenfield neighbourhoods to be designed to include and, if necessary, reserve land for a mix of uses that ensures their development into 15-minute neighbourhoods. A mix of residential dwelling types and sizes shall also be provided and if necessary, reserved to provide housing over time.

Policy 3.3.5 requires new neighbourhoods to be designed to provide access to a frequent street bus route leading to a station on the high-frequency transit network so that its first residents have access to 15-minute neighbourhoods before a critical mass is achieved in their respective neighbourhoods, and so they have access to broader city amenities.

Tewin is identified with a Future Neighbourhood overlay on Schedule B7, making it an Urban Greenfield growth area in the Official Plan as per Policy 3.3.2. In accordance with Policy 3.3.3, this Application seeks to bring forward a Secondary Plan for 445.35 net developable hectares of the Tewin Study Area as directed by the OP Policy 5.6.2.1.14, to enable development.

The Secondary Plan, as supported by the CDP, is designed to direct the growth of Tewin into a series of 15-minute neighbourhoods through compact design, mix of uses and densities associated with each of its land use designations, a fully-connected mobility network, and viable active and public transportation options. It requires a range of housing, including different tenures, unit types, and levels of affordability, within each designation to ensure communities are diverse. Minimum density and non-residential floor area requirements will ensure Tewin develops into a series of interconnected 15-minute neighbourhoods. Its land uses and street network have been established to support frequent transit along the Community Spine and Loop Streets, with dedicated bus lanes on the Spine to further prioritize transit. As discussed in the Mobility Strategy, this service is anticipated to connect to Line 2 Greenboro/South Keys Stations, and/or Line 1 Hurdman Station accessed via Conroy Road. Transportation details are provided in the Mobility Strategy submitted with this Application.

3.5 MEET EMPLOYMENT NEEDS

The OP recognizes public administration, health, education, and knowledge-based technology sectors as the major employers in Ottawa. It establishes policies for supporting

and expanding these sectors and employment more broadly. Policy 3.5.1 generally permits employment uses that can mix with residential uses within Hubs and Corridors, and Policy 3.5.2 recognizes service-oriented employment uses of limited size or area as being permitted within Neighbourhoods.

The Secondary Plan requires non-residential uses within its Hub and Minor Corridor designations to ensure space is reserved for commercial and employment uses in close walking distance of all residents.

Section 4 – City-Wide Policies

Section 4 outlines the urban design and development policies intended to create and guide the growth of sustainable, 15-minute neighbourhoods. The section identifies a series of objectives achieved by the policies:

- 1) Provide mobility options to safely equitably navigate the city;
- 2) Promote healthy 15-minute neighbourhoods;
- 3) Support growth management and greener and more resilient city;
- 4) Support the shift towards sustainable modes of transportation;
- 5) Ensure new mobility solutions to facilitate seamless, multi-modal travel;
- 6) Guide the inter-urban flow people and goods; and
- 7) Protect and invest in rights of way.

4.1 MOBILITY

Section 4 begins with Mobility, recognizing the fundamental connection between land use and transportation, and the contribution transit can make toward city-building objectives. The OP notes that space- and cost-effective modes of transportation will be the preferred modes for accommodating projected population growth and will allocate space in the mobility network accordingly.

4.1.1 Provide mobility options to safely and equitably navigate the city

Within the Urban Area, the OP (4.1.1.1), by default, gives priority to people who walk, cycle, and use transit, and states overlapping priorities will be informed by Multi-Modal Level of Service (MMLOS) targets outlined in the Transportation Master Plan. The OP goes on further to suggest (4.1.1.2) that equity considerations shall be included in planning and evaluating all transportation investments.

Tewin's Mobility Network prioritize transit and active transportation through design. The centrally-located Community Spine featuring dedicated bus lanes and a built form strategy that reduces conflicts with transportation operations, enabling transit that is fast and reliable. A network of cycling facilities and sidewalks, multi-use pathways, and trails connect throughout the Plan Area, prioritizing year-round mobility for people who walk and roll. As described in the Mobility Strategy, the City's MMLOS targets will provide a critical tool for the next step of the Tewin planning process, being implemented through the Transportation Impact Assessment level of analysis.

Policy 4.1.1.3 describes the City's street hierarchy, stated function of each transect and designation, and classification as either Flow or Access as listed in **Table 4** below. Flow streets play a structural role in the overall street grid and where the movement of people is an important part of its function. Access streets have a close relationship with the surrounding land uses, feature vehicular friction and slow speeds, and prioritize sustainable modes of transportation. Within the Suburban Transect Overlays, Arterials are intended to function as a combination of Access and Flow streets; and Collectors, Local Street, and Lanes are intended to function as Access streets.

Tewin's Street Network includes Existing and Planned Streets, as demonstrated on Secondary Plan Schedule C. Existing Streets include Arterial and Collector Streets and primarily facilitate automobile movement today, supporting a mix of Flow and Access. They will evolve with development to incorporate pedestrian and

cycling facilities and amenities, and street trees within the Secondary Plan Area. This will support the gradual evolution of existing automobile-oriented streets within Tewin into an walkable place reflective of the vision and community objectives of the community.

All new streets, including the Community Spine, are categorized Collector or Local Streets, and are accordingly planned as Access Streets. Active and public transportation facilities are included to provide a complete and connected network. Secondary Plan Policy 4.2.7 also notes that "In addition to the Street Network shown on Schedule C, Local Streets, Lanes and Mid-Block Connections shall be identified through the development application process to deliver the fine-grain permeability that improves connectivity and circulation for all users and creates a safe and comfortable public realm", further contributing to a porous and connected street network within Tewin.

Policy 4.1.1.5 requires new subdivision development to connect to existing mobility networks and provide for the potential future extension of these networks up to abutting property boundaries, including lands beyond the existing Urban Area boundary.

Tewin is designed in relation to the existing concession road network, and these roads continue uninterrupted through the community. Potential future realignments are considered where this will improve traffic flow or connectivity to the existing road network outside of Tewin. New streets and active transportation routes within Tewin extend to the boundary of the Plan Area to allow for potential future development to extend the street grid.

4.1.2 Promote healthy 15-minute neighbourhoods

The OP refers to walking times throughout the document and specifies (4.1.2.1) that a 5-minute walk is equivalent to a radius of 300 metres, or 400 metres on the pedestrian network, with a 10- and 15-minute walk following the same increments.

Tewin's Secondary Plan and CDP reference and secure performance metrics based on walking distances to important elements throughout the community. Implementation of these policies will be based on Policy 4.1.2.1 of the OP.

Th OP (4.1.2.2) requires safe and convenient pedestrian routes and facilities in Hubs and Corridors, and within a 300-metre radius or 400-metre walking distance to existing or planned frequent transit stops. The OP continues, with Policy 4.1.2.3 stating that pedestrian and

Transect	Downtown Core & Inner Urban	Outer Urban & Suburban			Greenbelt & Rural	
Planning Framework	Town Centre (TC), Hub, Corridors Overlays + Other	TC, Hub + Corridors	Overlays	All Other	Villages	All Other
Provincial + City Highway	Flow	Flow	Flow	Flow	Flow	Flow
Federally Owned Roads	Access / Flow	Flow	Flow	Flow	Flow	Flow
Arterial	Access / Flow	Access / Flow	Access / Flow	Flow	Flow / Access	Flow
Major Collector	Access / Flow	Access / Flow	Access / Flow	Access	Flow / Access	Flow
Collector	Access	Access	Access	Access	Access	Flow
Local	Access	Access	Access	Access	Access	Access
Lane	Access	Access	Access	Access	Access	Access

Figure 22. OP Table 4 -- Road Classification and Function

cycling networks shall be based on the TMP and associated plans, MMLOS guidelines, the Safe Systems Approach, and the following:

- a) All new streets in the Urban Area shall include pedestrian and cycling facilities appropriate for their context as specified in the TMP and associated plans;
- b) Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate;
- c) Pedestrian and cycling networks and shortcut public access through private properties where appropriate and identified in planning documents;
- d) New local residential streets shall be designed to low operating speed; and
- e) Winter maintenance standards shall support the priority of active transportation networks and the achievement of mode share targets.

Policies 4.1.2.4 - 4.1.2.10 of the OP prioritizes the safe and efficient operation of the active transportation network by:

- requiring development along planned cycling facilities to minimize vehicle access across the cycling facility to reduce potential conflict points;
- favouring vehicular access to parking and service areas from side streets or rear lanes;
- requiring traffic control devices where active transportation routes and facilities intersect with roads;

- requiring development provide direct access to the active transportation network;
- requiring safe and convenient cycling routes and facilities within Hubs and Corridors, and within a 1.9-kilometre radius or 2.5-kilometre cycling distance to planned frequent transit stops;
- requiring an adequate number of long-term and short-term bicycle parking facilities with development;
- directing that sufficient space should be provided to separate the movement of cycling facilities and motor vehicles and at signalized intersections.

Tewin's Active Mobility Network — as depicted on Schedule D of the Secondary Plan, planned for via Secondary Plan policies and CDP guidelines, and set out in the Tewin Mobility Strategy — is strategically designed to support active transportation as the most attractive travel mode within the community. It is structured around the central Community Spine and Loop Street featuring dedicated and separated sidewalks and cycling facilities, with a preference for cycling facilities on both sides of the street (OP 4.1.2.10). The Community Spine and Loop Street extend continuously through the middle of the developable areas, providing an efficient and safe cycling route within 400m of 95% of homes. The Network is then enhanced by dedicated cycling facilities on all Collector Streets, and other cycling connections on multi-use pathways and local streets that extend into and through neighbourhoods to bring cycling facilities to people's doorsteps, ensuring that 95% of homes are within 200 metres of the

All-Season Cycling Network (OP 4.1.2.3.a and b; 4.1.2.6; 4.1.2.7; 4.1.2.10).

The Active Mobility Network will feature traffic signals and pedestrian crossovers at required and strategic locations to maintain safe movement, as identified in the Mobility Strategy (OP 4.1.2.3.b and 4.1.2.5). Secondary Plan policies, as supported by the CDP guidelines, further support the efficient and safe operation of the Active Mobility Network by requiring curb cuts be consolidated and minimized along the Community Spine and Collector Streets, and discouraging vehicular access from the Community Spine (OP 4.1.2.4). Bicycle parking is required with guidelines in the Secondary Plan and supported by the CDP for implementation (OP 4.1.2.9).

The OP specifies the requirement for pedestrian and cycling facilities in Policy 4.1.2.11. As relevant to Tewin, it states:

- a) Arterials and Collectors in the Urban Area shall include:
 - i) Sidewalks on both sides;
 - ii) Unidirectional cycling facilities on each side, or in limited circumstances, bidirectional cycle tracks on one side; and
 - iii) Consideration for on-street parking to support small business along Minor Collectors with narrow ROWs, while balancing the need for pedestrian and cycling supportive infrastructure

b) New Local streets:

- ii) In the Suburban Transect, shall include sidewalk on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street, such as public transit stops or stations, schools, parks, pathways, recreation centres, public buildings and institutions, and commercial areas.

- d) Intersections: Where pedestrian and cycling facilities are required approaching an intersection, these facilities shall be continued through the intersection in all directions using crosswalks and crossriders. The City may consider limiting crossriders where connectivity is not required or where safe cycling crossings can be provided in another way; and

Tewin will deliver sidewalks and dedicated cycling facilities on both sides of Arterials (Anderson Road) and all Collector Streets; in some locations these facilities may be provided within a Multi-Use Pathway in the right-of-way. While not the preferred option for the entire length of the Spine, the CDP contains consideration for bidirectional cycling facilities certain portions, as appropriate based on surrounding context (OP 4.1.2.11.a).

New Local streets will include sidewalks as informed by OP Policy 4.1.2.11.b. However, notwithstanding this policy, where a sidewalk and/or cycling facility on a Local Street runs parallel to a Multi-Use Pathway, the Secondary Plan (4.2.11) allows for the sidewalk and/or

cycling facility to be eliminated, subject to certain criteria. This supports compact community design and maintains the OP intent for building a complete and connected active transportation network.

Intersection design and the use of pedestrian cross-overs will promote safety for pedestrians and cyclists through a variety of design techniques as contained in the Secondary Plan and CDP and outlined in the Mobility Strategy, and per OP Policy 4.1.2.11.d.

Policy 4.1.2.14 supports the attractiveness of transit service through the introduction of priority measures, improvements to frequency and capacity of service in a way that achieves or surpasses the mode share targets.

Policy 4.1.2.16 states “the timing of new subdivisions should be coordinated with the timing and provision of transit service where feasible and where such transit is planned”.

Policy 4.1.2.17 requires the demonstration that direct transit can be accommodated through neighbourhoods, with stops spaced so that 95 per cent of all households are within a 400-m walking distance of a transit stop.

Tewin's frequent transit route, comprised of the Community Spine and Loop Streets, ensure 95 per cent of all households are within a 400-m walking distance of a transit stop, as demonstrated in the Transit Section of the CDP (page 86). The transit route with the Loop Street represents a design that balances operational efficiency with area coverage. Planned transit stop locations are secured by Schedule C of the Secondary Plan. At this scale, the distance is

based on the radius, but the ultimate walking distance will depend on the ultimate street network; this policy will be met through the Plan of Subdivision processes.

The Community Spine prioritizes transit through dedicated bus lane, limitations on curb cuts and access, and parking and turning restrictions, as required by the Secondary Plan and CDP (4.12.14). The Secondary Plan requires development at Tewin be supported by transit from the earliest phases (4.2.1.16). Tewin's Major Landowners shall be required to enter into a Tewin-specific Transit Service Agreement, consistent with Annex 12 of the Official Plan, as a condition of draft approval. This Agreement will detail how early transit infrastructure will be delivered within the Plan Area and evolve over time

4.1.3 Support growth management and a greener and more resilient city

Policy 4.1.3.1 requires the street and road network to support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees, and contribute to the overall quality of the urban environment. Policy 4.1.3.6 requires street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

Policy 4.1.3.4 requires the street network to be developed as identified on Schedule C4.

Tewin's streets will be more than just routes for movement; they will be inclusive public spaces that support social interaction and reflect the character of their surroundings. This Application

seeks to amend Schedule C4 to secure planned elements Tewin's Street Network, as reflected in the Secondary Plan and resulting as an outcome of the Coordinated Process. These streets will be designed to prioritize planting of medium-sized trees, contributing to the urban forest, in addition to other streetscaping elements based on the surrounding context. Certain built form typologies allow for deeper foundations, which better support the feasibility and success of large trees in clay soils. Development applications for such circumstances will explore design strategies that promote tree health and growth, and longevity. Local Streets will also support tree planting, in accordance with City policies, guidelines, and standards.

4.1.4 Support the shift towards sustainable modes of transportation

Section 4.1.4 provides policies supporting the use of active transportation and public transit.

OP Policy 4.1.4.1 requires the use of Transportation Demand Management (TDM) strategies to provide positive incentives to sustainable transportation, and that these be contained in the Transportation Impact Assessment Guidelines and TDM measures in the TMP.

Minimum parking reductions are contemplated by OP Policy 4.1.4.2, which enables reduction within Hubs and within a 300-metre radius or 400 metres walking distance from a transit stop on a Frequent Street Transit Route.

OP Policy 4.1.4.5 states that on-street parking, particularly along Corridors and in

Neighbourhoods, shall not compromise the provision of safe and convenient infrastructure for public and active transportation.

The OP outlines design policies for parking garages in Policy 4.1.4.10, requiring them to maintain continuity of the street edge, pedestrian environment, and function of the street. Surface parking lots are directed by Policy 4.1.4.11, stating they “should be designed to minimize the number and width of entrances; provide pedestrian and cycling connections between the public street and all buildings; provide landscaping; include tree islands; anticipate infill redevelopment over time; and encourage the provision of electric vehicle charging spaces and dedicated car share spaces.”

Sustainable travel modes are planned as the preferred mobility choice for trips within Tewin; the Street Network has been design to encourage this. The Secondary Plan requires TDM strategies be implemented with each phase of development to enable and encourage sustainable travel behaviours. At this time, the Mobility Strategy considers measures like displaying local walking/cycling area maps, transit schedules and route maps at entrances; providing a multi-modal information package to new residents; providing a 1-year Presto card for certain unit purchases; and unbundling parking cost from purchase or rental costs. Parking reductions shall be considered through rezoning within Hubs and in proximity to transit stops to further incentivize use of sustainable travel modes (CDP 5.1.5.b).

The Secondary Plan anticipates surface parking and parking garages via policies in Section

5.1.3 which seek to mitigate their visual and functional impact on the public realm, include landscaping, and be organized to protect for future intensification. It also contains policies related to on-street parking which align with directions of the OP (Secondary Plan Section 4.2.14).

4.1.6 Guide the inter-urban flow of people and goods

OP Policy 4.1.6.5 establishes good movement objectives to be elaborated in the TMP and other associated plans, policies and strategies, including ensuring site planning addresses trip-end logistics and impacts on-site and minimizes those impacts on the street; managing curbside space according to context; and considering farm vehicles where travel is needed.

Guideline 3.2.6 of Tewin's CDP addresses goods movement and delivery within the community by encouraging the use of laneways throughout the community, particularly within the Community Spine, Neighbourhood Centres, and Community Corridors. Secondary Plan Policy 5.1.2.d states development within Hub 1, Hub 2, and Minor Corridor designations will minimize the impacts of parking and loading areas by providing laneways, where possible, as the preferred access point for parking and loading. The CDP further guides the location and design of loading areas to minimize their impact on the public realm and function of the Community Spine as a transit corridor (3.2.1.1.e; 3.5.1.f). The existing concession road network will be retained, and widened as planned for by the OP and citywide TMP, maintaining their function as access routes for farm equipment.

4.2 HOUSING

The OP reinforces that an adequate supply of housing in a variety of types, forms, and sizes is a fundamental element to a vibrant, healthy, and functional city. It strives to facilitate a diversity of housing options for both private ownership and rental.

4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

OP Policy 4.2.1.1 states that “a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by primarily regulating the density, built form, height, massing, and design of residential development, rather than regulating through restrictions on building typology; promoting diversity in unit sizes, densities and tenures within neighbourhoods; and permitting range of housing options across all neighbourhoods”. The OP further states (4.2.1.2) that “the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing in support of 15-minute neighbourhoods by allowing multi-unit development where appropriate”.

This Application requires development at Tewin to deliver a diverse range of housing types, tenures, and sizes within each of the land use designations where residential uses are permitted to create inclusive and vibrant neighbourhoods that can meet the housing needs of residents across age, household composition, and income level. In the Secondary Plan, as supported by the CDP, housing is

regulated by built form, height, and density as opposed to typology. Approximately half of the developable area will be designated Hub or Minor Corridor to deliver a diverse range of housing types. In addition, low-rise apartments and multiplex housing forms are permitted in all Neighbourhoods, and Accessory Dwelling Units are contemplated in planning for infrastructure capacity to ensure they can be integrated where desired.

4.2.2 Maximize the ability to provide affordable housing throughout the city

The OP has identified a target that 10-15 per cent of all new residential units be affordable throughout the City.

Tewin's Housing Affordability Strategy outlines a number of actions that will be taken to contribute to meeting this citywide target. Understanding it is too early in the planning stage to detail exactly how affordability will be delivered, Policy 5.3.9 of the Secondary Plan requires reporting with development applications to indicate how the proposed development responds to the actions contained in Tewin's Housing Affordability Strategy and how development at Tewin is implementing and tracking towards the city-wide affordable housing target contained in the Volume 1 Official Plan. Policy 5.3.10 of the Secondary Plan also directs Tewin's Major Landowners to seek to secure funding, partnerships, and/or beneficial financing arrangements in support of the provision of affordable housing through Federal, Provincial, and/or municipal programs to maximize the delivery of affordable housing in the Plan Area.

4.2.4 Direct attention to the needs of those households with the lowest 40 per cent of income levels, as well as other vulnerable groups

The OP (4.2.4.1; 4.2.4.2) recognizes that many individuals may have housing needs other than traditional dwelling units and directs the inclusion of alternative housing forms through the implementing Zoning By-law.

Tewin is planned as an inclusive community with housing forms for all. The Secondary Plan does not contain any restrictions on alternative housing forms, focusing on built form and density as the regulating framework for the land use designations. Furthermore, Guideline 4.9.3 of the CDP stipulates “All forms of affordable housing will be encouraged in all areas throughout the community, subject to applicable built form guidance. Building and site designs not otherwise described by this Plan that enable the development of affordable housing may be considered”. Implementing Zoning By-laws will be advanced following approval of the Secondary Plan.

4.2.5 Implement Inclusionary Zoning

Tewin will not contain a PMTSA, therefore none of the Inclusionary Zoning policies apply.

4.4 PARKS AND RECREATION FACILITIES

Parks are vital to the quality of life, active recreation, and health of the city and its residents. The City has a classification system for park typologies related to size, location,

configuration, management and amenities. The Parks and Recreation Master Plan provides the framework to identify the City's needs for parks to meet the needs of residents.

Policy 4.4.1.1 enables the City to acquire parkland as a condition of development as directed by the Planning Act. OP Policy 4.4.1.4 directs the City to use the 'alternative requirement' for developments with a density greater than 18 units per net hectare. Section 42 of The *Planning Act*, as amended, allows for parkland to be acquired at an 'alternative requirement' rate of 1 hectare for every 600 units, not to exceed 15% of the land area. The OP requires (4.4.1.2) development to consider land acquisition for Parks as directed by the Parkland Dedication By-law; and prioritize land for parks over cash-in-lieu for Parkland.

Land dedicated for Parks shall, wherever feasible, (4.4.2.1.2.i through v) be a minimum 400 square metres or as directed by other City policies or plans; be free of encumbrances above and below ground; be of a usable shape, topography and size that reflects its intended uses; meet applicable provincial soil regulations; and meet minimum standards for drainage, grading, and general condition. Natural Heritage Features will not be considered (4.4.2.6) as part of part of the parkland dedication. Policy 4.4.1.5 recognizes the Parks Development Manual as containing the Park typologies to define and standardize the Park development process.

The Secondary Plan is planning for 14,000 to 17,500 units, which translates to a parkland dedication of between 23.4 to 29.2 hectares. Accordingly, the Parks Design Manual plans for 27.6 hectares of parkland across the Plan Area, at the higher end of this range. Schedule B of

the Secondary Plan secures park locations and approximate sizes, but includes a policy that indicates the exact location and size of parks may change through the Plan of Subdivision process in accordance with the actual amount of units being proposed, provided that objectives of this Plan and the Tewin Park's Design Manual are maintained (including intended park typology function), and critical connections to elements of the Open Space System and the Community Spine are delivered. Where land identified as Park in this Plan is not used for this purpose, it is permitted to be developed in accordance with its underlying designation as shown on Schedule E.

Given the exact size and locations of parks will be determined through future development application processes, this Application does not propose to include all of Tewin's planned parks on the Volume 1 OP Schedules. It does designate the Community Park as Greenspace on Schedule B7 – Suburban (Southeast) Transect, and the Ecological Corridor as Urban Natural Features and Park on Schedule C12 – Urban Greenspace given the critical role they serve in the community structure and Open Space System.

Ultimately, land to be conveyed to the City will meet the requirements under Policy 4.4.2.1.2.b and 4.4.2.6. Details related to the design of the proposed Parks at Tewin are provided (4.4.1.5) in the Parks Design Manual, which was informed by the direction established by the City's Park Development Manual.

4.4.2 Guide decision-making for future parks

OP Policy 4.4.2 requires a range of park typologies to be identified in secondary plans. Policy 4.4.2.2 may also require an area

parks plan among all landowners for large development areas.

This Application identifies a hierarchy of parks planned across Tewin, with guidelines contained in the CDP and design guidance presented in Tewin's Parks Design Manual. The Secondary Plan requires a Private Master Parkland Agreement be established by Tewin's Major Landowners to create a mechanism that addresses potential unequal distribution of Parks and their associated budget allocations across the Plan Area by tracking of parkland dedication and construction costs. All landowners proposing development within the Plan Area will be required to enter into the Private Master Parkland Agreement to share the costs of the development of the Parks identified on Schedule B of the Secondary Plan, so that the costs shall be distributed fairly among the benefiting landowners. The agreement shall contain a financial schedule describing the estimated costs of the land development and construction of the parks and associated studies and plans, as well as the proportionate share of the costs for each landowner, where applicable.

4.4.4 Emphasize larger parks in the Outer Urban and Suburban transects

Recognizing the supply of land in the greenfield areas of the Urban Area, the OP prioritizes larger parks in the Future Neighbourhood Overlay, while recognizing the importance of urban-scale parks and co-location benefits. Policy 4.4.4.1 lists the preferences for parks in these areas, including (summarized):

- a) Larger Park properties with the widest range of activity spaces;

- b) In Hubs and Corridors in the Suburban transect, urban parkette and plazas will provide central gathering space and recreational components, intended to complement larger parks;
- c) Consideration for co-location of parks with housing components, schools and other institutions, or stormwater management facilities; and
- d) Consideration for co-location opportunities between recreation centres and libraries, and housing, especially affordable housing, above the facility, or co-location retrofits in the future.

A foundational principle in planning for the size of parks within Tewin was equitable distribution, ensuring almost all homes were within a 5-minute walk of a park space. The size, quantum, and typology of parks was determined from here in a manner which supports both access and a variety of recreational experiences across the Plan Area.

Tewin's central Community Park was planned in response to early consultation with City Staff, who identified the preference for a large park with a range of recreation amenities to support the broader community. The Community Park is strategically located in close proximity to the Community Core (Hub 1), a planned recreation centre, and a potential secondary school site, providing opportunities for co-location and year-round activation. The Community Park is also bordered by the Ecological Corridor along its north and east boundary, extending the experience of open space beyond the limits of the Ecological Corridor and supporting the

movement of wildlife. The Secondary Plan secures a size of 6-7 hectares for this park to ensure it remains sizable but does not grow to a size that limits the distribution and access to parks throughout the Plan Area.

Aside from this large park, a series of Neighbourhood Parks and smaller, urban parkettes and plazas are planned throughout the community based on their locational context. Smaller, more urban typologies are generally planned within Hubs and the Minor Corridor, while larger Neighbourhood Parks are planned within the Neighbourhoods.

4.4.6 Design parks that contribute to quality of life and respond to climate change

Policy 4.4.6.1 outlines the criteria that the design of parks should generally meet, including (summarized):

- a) The emphasis on space for recreational activities;
- b) Potential cultural development opportunities such as performance or gathering spaces, or reflecting cultural groups through commemoration or park design;
- c) Opportunities for new public art;
- d) [related to the Inner transects, not relevant];
- e) A preferred minimum 50% continuous frontage on perimeter streets with sidewalks along all street frontages;
- f) Opportunities to preserve mature trees and incorporate additional tree cover to achieve the target of 40 per cent for Parks;

- g) Co-location with another open space element, where possible; and
- h) Cooling amenities to adapt to a changing climate.

The OP further identifies (4.4.6.2) the need to consider co-location between Parks with recreation centres, libraries and/or other buildings with complementary non-Park uses above the facility structure where the facility is built on land dedicated as parkland.

At Tewin, Parks are a fundamental part of the Open Space System, planned to connect to other open space elements and functionally extending the experience of nature into the community. The identification of Parks and their classification within with design concepts, was presented to the community for feedback, and coordinated with the City to ensure their design and programming achieves City objectives (4.4.6.1). Conceptual design concepts, amenities, and canopy targets by typology, are presented in the Tewin Parks Manual included with this Application, which will be used to inform park design through the Plan of Subdivision process.

The Application supports co-location and shared use of parks and other community facilities as a principle for achieving greater efficiency and maximizing use (4.4.6.2). Parks have generally been located adjacent to all planned community facilities and potential school sites to facilitate this.

4.5 CULTURAL HERITAGE AND ARCHAEOLOGY

The City of Ottawa protects cultural heritage

resources through using the power and tools established by the provincial government to help deepen the collective understanding of local history, including Indigenous and pre-settlement history leading to the formation of the Ottawa.

4.5.3 Promote partnerships through leadership, community engagement and incentives

The OP directs (4.5.3.1) the City to support its objective to conserve cultural heritage resources and to promote their stewardship and appreciation by exploring opportunities to honour Indigenous culture and history through strategies such as placemaking, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

Members and representatives of the Algonquin communities that comprise the AOO have been involved in the design of Tewin and will continue to participate in each step of the development implementation process to identify opportunities for cultural representation, commemoration, and celebration. In addition, the Secondary Plan directs that Indigenous stewardship practices be incorporated in maintenance of the Open Space System and the CDP sets out a path for implementing this.

4.5.4 Conserve sites of archaeological value

The City requires (4.5.4) the conservation of sites of archaeological value where archaeological potential is identified.

A Stage 1 Archaeological Assessment for the Tewin Study Area completed by WSP is included with this Application. The Assessment

determined that the Study Area contains archaeological potential for Indigenous and historical Euro-Canadian archaeological resources due to several factors, including the presence of numerous water sources, distinctive landforms (dunes), areas of early historical Euro-Canadian settlement, and historical transportation routes. The report from WSP recommends that a Stage 2 archaeological assessment be conducted in the future and prior to development for all areas that have been identified as having archaeological potential.

4.6 URBAN DESIGN

The OP establishes urban design policies to achieve healthy 15-minute neighbourhoods, enhancing the urban tree canopy, and developing climate resilience.

4.6.1 Promote design excellence in Design Priority Areas

The OP identifies (4.6.1.1) three tiers of Design Priority Areas (DPAs), with Tier 3 – Local (Major) including Hubs outside of the Downtown Core. The OP promotes design excellence in the DPAs, recognizing their contribution to the image of Ottawa and role as the centres of pedestrian and economic activity.

Policy 4.6.1.3 states “design excellence within the DPA’s public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier”.

Policy 4.6.1.5 states that development within DPAs shall consider four season comfort,

enjoyment, pedestrian amenities, beauty and interest through the appropriate use building façades and frontages, and public realm design elements.

The Community Core (Hub 1) is proposed to be designated as a Tier 3 DPA, and will be subject to high-quality urban design in adherence with City policy and as guided by the Tewin CDP at the time of detailed design and construction. Applications for solely grade-related housing are proposed to be exempt from this requirement to focus design excellence in mixed-use areas that support community gathering and the most active public realm.

4.6.3 Ensure capital investments enhance the City’s streets, sidewalks, and other public spaces supporting a healthy lifestyle

This section is related to the design of public realm and streetscape improvements through development and urban design.

Policy 4.6.3.1 states that “development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements make streets safer, more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic”.

The streetscape and public realm are addressed in sections 3 and 4 of the CDP, where sidewalk widenings, street furniture, shade, trees, weather protection, and traffic buffering are all considered and appropriately addressed.

The OP outlines policies for Privately Owned Publicly Accessible Spaces (POPS) in Policy 4.6.3.2. POPS can contribute positively to the public realm where they are well designed. The OP requires POPS to (paraphrased):

- a) Fit into their context and meaningfully contribute to existing and planned connections;
- b) Be sited strategically to best animate the streetscape, enhance views and vistas, and provide a comfortable microclimate;
- c) Respond to community needs with consideration for local demographics;
- d) Read as publicly-accessible to passers-by and feel comfortable and welcome to the user;
- e) Be designed in a coordinated manner with the associated building; and
- f) Bring nature into the built environment, where appropriate.

POPS are addressed through Section 3.3.4 of the Secondary Plan and Section 2.3.3 of the CDP. The location and size of POPS will be first identified conceptually through Demonstration Plans for each Community Area as part of the Plan of Subdivision process; their design will conform to the applicable policy framework at the time of detailed design.

Policy 4.6.3.5 encourages comprehensive wayfinding to be included within Hubs to provide informative signage and maps at strategic locations. More broadly, Policy 4.6.3.9 specifically calls for “opportunities to be explored

to commemorate the culture, history, and current interests of the Algonquin Anishinabe Host Nation and other Indigenous communities in the public realm”.

Opportunities for Algonquin cultural representation, commemoration, and celebration within the public realm across Tewin will be explored and integrated through detailed design, as directed by the OP in addition to the proposed Secondary Plan and CDP. Specifically related to Hubs, Guideline 4.1.10 of the CDP also directs development in these areas to support visually-interesting streetscapes through wayfinding.

4.6.4 Encourage innovative design practices and technologies in site planning and building design

Policy 4.6.4.1 notes the “High-performance Development Standard (HPDS) will apply to site plans, draft plans of subdivision and secondary plans in accordance with Subsection 11.1, Policy 3.

The HPDS is not in effect at the time of this Application. Draft Plans of Subdivision and Site Plans will conform to the planning and design framework in effect at the time of those applications.

The City encourages (4.6.4.2) “the conservation of energy and supports local integrated energy solutions that incorporate renewable energy. Policy 4.6.4.3 also encourages rooftop photovoltaic panels”.

Development at Tewin will advance this encouragement. An objective of the Secondary Plan is to pursue zero-carbon energy and sustainable construction materials and methods

to reduce consumption and emissions. Section 6.1 of the Secondary Plan provides further policy direction related to for Tewin related to energy, requiring Tewin’s Major Landowners, Hydro Ottawa, the City, and other potential partners collaborate to explore and advance community-based and building-level energy systems, such as solar photovoltaics, battery storage systems, and geothermal, in support of delivering zero carbon energy throughout the Plan Area. This may include collaboration and partnerships with other providers and relevant interest holders as necessary.

The Community Energy section of the CDP identifies opportunities and strategies for conserving energy and encourages local energy generation or reuse strategies which will be explored through the development application process. As planning and detailed design progresses, more information will become available and reported through future CEP Reports/Briefs provided with Draft Plan of Subdivision and Site Plan applications.

The OP “recognizes the health risks associated with air pollution caused by traffic, and states that children’s play areas (excluding sportsfields) should avoid locations adjacent to an Arterial road or highway. Where no alternative exists, buffering (4.6.4.4) in the form of contiguous shrubs, trees, or a hedge” will be required between the play area and the street.

The Tewin CDP generally locates schools and parks away from the existing Arterial Roads, with only the Community Park, Potential School Site planned for a secondary school, and central Community Facility having frontage along Anderson Road. In this instance, there

is sufficient space to incorporate buffering between Anderson Road and any play areas, as demonstrated by the PDM and directed for through the CDP.

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

The OP (4.6.5.1) requires development to demonstrate that the intent of applicable Council-approved plans and design guidelines are met. The OP directs development in Hubs and along Corridors to (4.6.5.2) “respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be minimized.” It continues, stating that (4.6.5.3) “development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm”.

The Secondary Plan and CDP direct built form within Hubs to frame streets and parks with continuous frontages and appropriate setbacks. This will build an active at-grade

public realm with landscaping and street trees, spill-out space, and cultural design elements, producing a strong sense of spatial enclosure. Utility providers will be encouraged to direct any necessary overhead utilities away from the Community Spine. Sensitive integration and transition between Existing Homes and Businesses and new development will be ensured through guidelines on setbacks, stepbacks, and landscape buffers, creating a visually stimulating streetscape (4.6.5.2). Loading and parking areas will be consolidated, well-screened, and integrated into design, wherever possible, to minimize visual clutter and interruptions to public realm continuity (4.6.5.3).

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering livability for all

The OP outlines built form and transition policies that are intended to balance the evolution of the city with impacts on existing communities. Policy 4.6.6.1 states that “to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for mid-rise and High-rise buildings, as follows:

- A) Between existing buildings of different heights;
- B) Where the planned context anticipates the adjacent of different heights;
- C) Within a designation that is the target for

intensification, specifically:

- a. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
- b. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

The OP further clarifies that (4.6.6.2) “transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”

Applicable design guidelines are discussed in a later section in this Planning Rationale. A Zoning By-Law Amendment is not included with this Application. However, the Secondary Plan, as supported by CDP, does establish Tewin-specific directions for transition, height, and density that are reflective of the community design objectives and context. The approach to transition and land-use compatibility varies by whether or not new development is adjacent to a property within the Existing Homes and Businesses Overlay. The policies of Secondary Plan section 5.2.1 Built Form Compatibility provide direction for implementation, requiring new development to implement transition through a variety of methods where it is adjacent to a residential property within the Overlay; require ground-related housing within the Minor Corridor along

Piperville Road, particularly adjacent to the Overlay; and specify that transitions in height or massing shall not be required between development of different building types or designations unless adjacent to a residential property within the Overlay, provided that adequate sunlight, privacy, and comfort are maintained.

This approach enables a diverse and varied built form while ensuring the negative impacts from taller buildings are considered and appropriately mitigated. It provides more flexible consideration of how to achieve the policy intent of appropriate transitions within Tewin, as opposed to the approach set out in OP Policy 4.6.6.2, which identifies the application of an angular plane as a singular method to guide transition, typically applied within an intensification scenario.

Tewin is planned as a dense, suburban community, and its policies and guidelines are structured to support higher-density housing forms where the context permits. Nonetheless, the Land Use Plan is generally structured to use the Minor Corridor designation as a transition between the higher density Hubs and lower density Neighbourhoods.

OP Policies 4.6.6.6 to 4.6.6.9 provide built form policies for building typologies including low-, mid-, and high-rise buildings.

While the detailed design of buildings is confirmed at later stages of the development process, the Secondary Plan and CDP do incorporate a number of policies and guidelines that advance these OP policies, such as:

- CDP 4.1.2.c : Development at Tewin will define streets, parks, and public spaces, contributing to a strong sense of spatial enclosure.
- Secondary Plan 5.2.11.a: Buildings will be oriented toward the Open Space System along at least half of its frontages within each Community Area
- CDP 4.1.11.b: Avoiding long rows of identical building types within a block, and (CDP 4.1.3.a) establishing short, walkable blocks through streets and mid-block connections which support permeability and accessibility
- CDP 3.5.4.c: Maximizing soft landscaping for low-rise development with garages within the remainder of front yards
- Secondary Plan 5.2.6: Require buildings that front important pedestrian streets and connections to provide active frontages that animate the street, contribute to safety through natural surveillance, and support uses that create street-level activity with large windows and materials or treatments that support visual interest;
- Secondary Plan 5.2.2.a Buildings along the Community Spine will provide variation in height and typology within a block to support diverse housing; and Secondary Plan 5.2.1.1: requiring appropriate height, setbacks, stepbacks, landscaping, and/or building orientation, amongst other strategies to provide transition and/or built form compatibility, where appropriate.

- CDP 4.1.4: Building heights and massing should seek to enhance microclimate conditions in the public realm, including protection from wind and access to sunlight.

4.7 DRINKING WATER, WASTEWATER, AND STORMWATER INFRASTRUCTURE

The City has established policies in the OP that ensure infrastructure in the city is safe, affordable, environmentally sound, and meets the needs of the future.

4.7.1 Provide adequate, cost-effective drinking water, wastewater, and stormwater infrastructure, and assist in meeting growth targets in the urban area

Section 4.7.1 establishes the requirements and planning considerations for infrastructure to provide municipal services development.

The OP states (4.7.1.1) “To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and not exceed the capacity of the existing infrastructure system”.

The OP states (4.7.1.5) stormwater management infrastructure to support development “is required to be appropriate to the urban or rural context and each of the following:

- a) The requirements of approved subwatershed studies, environmental management plans and master servicing study;
- b) Other relevant Council-approved studies, such as stormwater retrofit studies;
- c) The Ottawa Sewer Design Guidelines and associated climate change considerations; and
- d) The Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal Aeronautics Act”.

Policy 4.7.1.7 states “As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development.”

Policy 4.7.1.10 states “Where supporting infrastructure identified in an environmental management plan, master drainage plan and/or master servicing study are not yet in place, interim measures shall include monitoring and mitigation requirements to the satisfaction of the City and conservation authority to ensure that new development achieves the water quality and quantity objectives, specified in these documents.”

The OP establishes policies for infrastructure within the Future Neighbourhood Overlay, stating (4.7.1.11) “New local plans will be supported by an approved master servicing study, environmental management plan and subwatershed study, and shall be prepared

consistent with the approved terms of reference for each. General terms of reference will be approved by Council and will be refined and approved by staff for each local plan”.

Policy 4.7.1.12 states “As part of a complete application, new development in a future neighbourhood shall be supported by an approved master servicing study, an approved environmental management plan, and subwatershed study. The scope of these studies shall include all contiguous future development lands unless otherwise approved by the City.”

Policy 4.7.1.13 adds “New local plans in support of development in the Future Neighbourhood Overlay will be supported by a Council approved master servicing study, consistent with the requirements as outlined in the Infrastructure Master Plan. [...]”

This Application is supported by Tewin's EMP and MSS, both of which have been prepared in coordination with the City through a coordinated Planning Act and Municipal Class Environmental Assessment process. The EMP is further supported by additional, site-specific hydrologic, hydraulic, groundwater, and stormwater analyses that extend beyond the typical scope of an EMP, reflecting the scale and goals of the new Tewin community.

While the BBWS and SBBSS are not yet complete, Tewin's EMP and MSS address the baseline drainage, water balance, natural heritage protection, and infrastructure planning considerations necessary to support Secondary Plan approval, without pre-empting or constraining the conclusions of the BBWS and SBBSS.

The proposed Secondary Plan establishes an implementation framework whereby the EMP and MSS will be updated and refined, as may be necessary, at subsequent stages of Planning Act approval to reflect the outcomes of the BBWS and SBBSS, prior to any development proceeding. In this way, the Secondary Plan advances planning in a manner that is orderly, precautionary, and conforms with the Official Plan's watershed planning policies. More specifically, the proposed Secondary Plan policies:

- *prohibit final approvals of Plans of Subdivision or Zoning By-laws until such time as the BBWS and/or SBBSS are sufficiently advanced to further inform and refine, as necessary, the stormwater management strategy for the Tewin Plan Area (Secondary Plan 7.3.6);*
- *require that, where a watershed or subwatershed study has been approved and updates to the EMP or MSS are needed to accord with study findings, the EMP and MSS be updated at the time of a development application (Secondary Plan 7.3.7.a);*
- *establish that stormwater management and related designs are refined at the subdivision/design stage to reflect the most current watershed/subwatershed information available at that time (Secondary Plan 3.3.1.1 and 7.2.2); and*
- *require the exact boundaries of the Ecological Corridor to be confirmed through the development application process, in keeping with the objectives of the Secondary Plan and EMP (Secondary Plan 3.2.4).*

Regarding Policy 4.7.1.7, the City has initiated a review under Section 65(3) of the Drainage Act, where an independent Drainage Engineer will assess the proposed connections to the existing Bear Brook and Smith- Gooding Municipal Drains, and ensure no adverse impacts to downstream flooding and erosion. Following this review, a Section 65(5) application may be submitted to City Council to formally authorize the drainage connections, including any site-specific conditions.

Tewin's drainage studies have been and will continue to be coordinated with South Nation Conservation (SNC) Authority and the City of Ottawa, who are working jointly to advance subwatershed and watershed planning for the overall Bear Brook catchment. Their collaborative work includes a SNC- and City-led Bear Brook Flood Mitigation Class Environmental Assessment, which is investigating existing flooding conditions and potential mitigation opportunities within the Bear Brook watershed downstream of Tewin. There is also an existing City of Ottawa project being undertaken via the Drainage Act for Bear River Municipal Drain that is located downstream of Tewin. Policy 4.7.1.7 contemplates Drainage Act Approvals being obtained to support Plans of Subdivision. This provides an example of how the OP is structured to consider and incorporate the appropriate level of information at the appropriate stage in the planning process.

In addition to the above, this section of the OP requires that (4.7.1.2) "infrastructure is required to be durable, adaptable, and resilient to current and future climate conditions, including extreme weather events".

The OP considers the impacts of development and climate change on drainage systems and requires local plans to (4.7.1.3) "demonstrate the integration of receiving watercourse assessments and required mitigating works with the development of local plans, master drainage plans, environmental management plans, and master servicing plans; and identify requirements for Low Impact Development (LID) and implementation plans in environmental management plans and/or master servicing studies based on water budget calculations".

The Tewin MSS and the Tewin EMP were developed in coordination through the Tewin MCEA process and include the requisite content from their respective terms of reference. As contained in the EMP and MSS, geotechnical analysis conducted through the Existing Conditions stage of the process concluded that LID strategies for stormwater management will not be viable at the community scale due to the overall presence of marine clay deposits that severely limit soil infiltration. As such, the EMP and MSS put forth a stormwater strategy that is appropriate within this context. Infrastructure within Tewin will be constructed to industry standards with safety factors for climate-related extreme weather events (4.7.1.2).

OP Policy 4.7.1.15 states "Oversizing of planned infrastructure, beyond what is required for servicing development within the current urban boundary will only be permitted subject to an approved master servicing study and where the oversizing would not facilitate future development in the agricultural resource area or in natural environment areas".

The City's IMP identifies planned water and wastewater projects to support the forecast growth at Tewin and lands outside of Tewin beyond the planning horizon. Specifically, the IMP identifies:

Water: *A long-term multi-phased extension of trunk watermain within established rights-of-way within the inner urban and Greenbelt transects, including a new water reservoir and pumping station to be built at Tewin. This infrastructure is planned to also support the forecast demands for the growing South Urban Community, including Leitrim/Findlay Creek and Riverside South, as well as 75-plus years of potential growth implied in the areas surrounding Leitrim/Findlay Creek and Tewin; and*

Wastewater: *A new long-term gravity-fed sanitary collector tunnel extending within established rights-of-way within the inner urban and Greenbelt transects, that would serve Tewin and 75-plus years of potential growth implied in the areas surrounding Leitrim/Findlay Creek and Tewin.*

Council then directed staff to "identify the day one water and wastewater projects to service the Tewin lands identified within the current urban boundary, while ensuring that IMP solutions that service beyond the 2046 planning horizon are not precluded in the future."

Accordingly, Tewin has prepared a MSS in support of the CDP and Secondary Plan, which details on-site servicing and demonstrates how this aligns with comprehensive municipal planning for off-site services. Specifically, the MSS shows that:

Water - The on-site services could be appropriately supported by the planned new water reservoir and pumping station to be built at Tewin, plus refined phased off-site watermain extensions within established rights-of-way within the inner urban and Greenbelt transects. Together, the on-site and off-site services support the efficient use of the existing water system to meet projected needs for increased housing supply within the OP's planning horizon.

Wastewater - The on-site services could be appropriately supported by a pumpstation and supporting downstream forcemain/ sewer extension within established rights-of-way within the inner urban and Greenbelt transects, to support the efficient use of the existing wastewater system to meet projected needs for increased housing supply within the OP's planning horizon. The on-site services are also compatible with a connection to the long-term gravity-fed sanitary collector tunnel advanced in the IMP and subsequent MCEA process.

The MSS infrastructure solutions identified for Tewin are appropriate to meet the needs of growth planned for Tewin and do not preclude future solutions should they be required.

OP Policy 4.7.1.17 allows a proponent to front end the cost of new infrastructure to be funded by development charges that are not yet addressed in the Development Charges By-law as identified by an MSS.

Tewin will pay for the infrastructure upgrades required to serve Tewin, through financial tools including area-specific development charges (ASDC). Where applicable, up-front costs will be

covered by the proponent, with details provided in the FIP submitted to the City and included with this Application.

The OP (4.7.1.19) requires an assessment of life cycle costs as part of the evaluation of infrastructure alternatives in an MSS, and (4.7.1.20) "requires master servicing studies to address phasing of new infrastructure to support new development proceeding contiguous to urban development".

Life cycle cost have been evaluated as part of the Tewin MSS, with the following criteria used in the evaluation of land use alternatives and servicing to capture various aspects of infrastructure life-cycle costs:

- Supports the efficient delivery of servicing;
- Reduces capital costs;
- Reduces operating costs; and
- Optimizes the phased delivery of infrastructure and amenities, including in the early phases.

The MSS provides additional details on various construction techniques considered, including those that could be used for the repair and replacement of infrastructure, and those have factored into infrastructure recommendations. The MSS makes recommendations that appropriate match the need and demand with the operating life of the infrastructure. Additional details about the life cycle cost considerations are available in the MSS (4.7.1.19).

The MSS anticipates phasing beginning in the north of the site and shifting south. Tewin is a new community without an existing urban context to extend (4.7.1.20).

4.7.2 Pursue an affordable and sustainable pattern of infrastructure

The City provides water and wastewater servicing in defined Public Service Areas, which are illustrated in the IMP. These areas include (among others) (4.7.2.1) the central water distribution and sanitary sewage collection systems in the urban area; and public water service in Carlsbad Springs [see IMP Appendix A Schedule 3]. Development in the Public Service Areas shall (4.7.2.2) be on the basis of full services (water and wastewater). OP Policy 4.7.2.3 notes that the City has no obligation to provide a service connection to a lot in the Public Service Area.

Development at Tewin will be on full municipal services connected to the central water distribution and sanitary sewage collection systems in the urban area (4.7.2.1). The existing public water service for Carlsbad Springs (the Carlsbad Trickle Feed system) is under the jurisdiction of the City and Tewin is not proposing to remove this system. Over time, there will likely be opportunities for the existing residents within and directly adjacent to Tewin to connect to the Tewin services systems. The MSS identifies the trunk services, with local services details available through future development applications. Properties fronting new Tewin infrastructure will have the option to connect, subject to applicable connection charges. In some cases, connections may require a local system extension funded by the benefiting property owner through the City's Local Improvement process and could be coordinated with the Tewin construction program to take advantage of cost savings from design, permitting, and construction efficiencies.

4.8 NATURAL HERITAGE, GREENSPACE AND THE URBAN FOREST

Section 4.8 preamble states “the City recognizes, conserves, and protects its natural landscape and environment by identifying natural heritage features and designating the most important natural features in a natural heritage system”. It continues, “[...] within the urban area, the natural heritage system overlaps with a connected greenspace network of natural and semi-natural area, open spaces and pathways within the public realm [...]. The greenspace network provides all Ottawa’s residents with access to all the benefits of nature, including promotion of individual wellness and community health, while improving resilience to the effects of climate change, especially anticipated increases in extreme heat events”. The OP also notes that “the City has also brought in strong policies, regulations and processes to maintain and grow the urban forest canopy”.

The Tewin Study Area is outside of and adjacent to the Natural Heritage System Core Area (Figure 23, Schedule C11-C of the Official Plan). The Natural Heritage Features Overlay is currently applied to sections of the Site where Natural Heritage Features may be present. This Application proposes to refine the Natural Heritage Features Overlay based on the site-specific investigations and planning that has been undertaken to understand the extent and function of existing features; the refined Natural Heritage Features Overlay would apply to the Ecological Corridor, which contains both existing and constructed natural features. Refer to the EMP for further details.

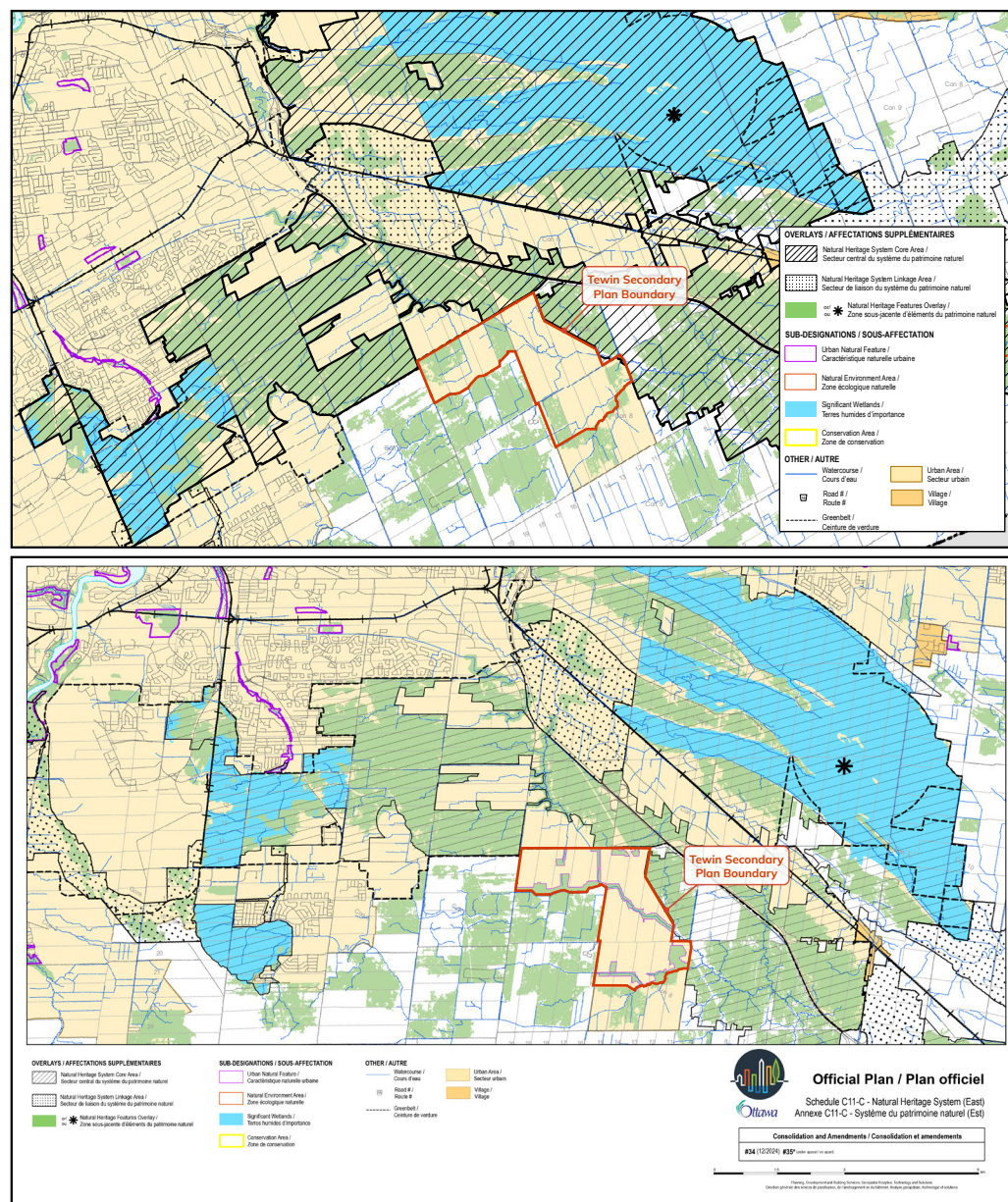


Figure 23. Existing (Top) and Proposed (Bottom) Schedule C11-C Natural Heritage System (East)

4.8.1 Protect the City's natural environment through identification of a Natural Heritage System, Natural Heritage Features and related policies

The OP states that (4.8.1.1) “the Natural Heritage System consists of core natural areas and natural linkage areas. Natural Heritage Features occur both inside and outside the Natural Heritage System. The Natural Heritage System and the features within it are subject to a higher standard of protection than features outside the Natural Heritage System. Schedule C11 identifies Ottawa’s Natural System and, to the extent possible, Ottawa’s Natural Heritage Features as overlays.”

Policy 4.8.1.2 states “the City shall seek to improve the long-term integrity and connectivity of the Natural Heritage System through land use planning, development processes, acquisition and conservation of land and support for voluntary, private land conservation and stewardship”. The OP (4.8.1.3) “recognizes the following natural heritage features, as defined in Ottawa’s Environmental Impact Study Guidelines:

- a) Significant wetlands;
- b) Habitat for endangered and threatened species;
- c) Significant woodlands;
- d) Significant valleylands
- e) Significant wildlife habitat;
- f) Areas of Natural and Scientific Interest;
- g) Urban Natural Features;
- h) Natural Environment Areas;
- i) Natural linkage features and corridors;
- j) Groundwater features;
- k) Surface water features, including fish habitat; and
- l) Landform features.”

Policy 4.8.1.5 states “outside the urban area and designated villages [...] City shall take a no net loss approach with respect to wetlands deemed not provincially significant and forest cover. [...] Development and site alteration is prohibited in provincially significant wetlands”.

Through the Existing Conditions Studies, the Tewin Project Team conducted on-site investigations of the entire Study Area that they were able to access, which included all of the lands owned by Tewin’s Major Landowners, and identified and mapped the natural heritage features present.

The following were not identified at Tewin:

- *significant wetlands*
- *significant valleylands*
- *Areas of Natural and Scientific Interest*
- *Urban Natural Features;*
- *Natural Environment Areas;*
- *Natural linkage features and corridors*
- *Groundwater features*
- *Landform features*

Identified features include significant woodland areas, habitat for endangered and threatened species, significant wildlife habitat, and surface water features, including fish habitat. All significant features will be designated Urban Natural Features and no development will be permitted in these areas (4.8.1.3).

These existing features became the starting point for the Ecological Corridor, protecting them and their functions from development. From there, the Ecological Corridor was designed to enhance the function of these features through restoration of preexisting watercourse and

construction of wetlands and natural linkage areas, helping to improve the health, connectivity and integrity of the natural environment over the long-term (4.8.1.2; 4.8.1.5).

Given Tewin is inside the urban area, the no net loss approach set out in Policy 4.8.1.5 does not apply. City Staff and the Tewin Project Team have confirmed there are no provincially significant wetlands within Tewin (4.8.1.5).

4.8.2 Provide residents with equitable access to an urban forest canopy

The City’s urban forest includes (4.8.2.1) “all of the trees, and their growing environments, whether the grow singly, in groups or in woodlands, on both public and private property”. The City (4.8.2.2) “shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resilience, and environmental factors.” Growth (4.8.2.3.a) “shall maintain the urban forest canopy and its ecosystem services, subject to the policies of the OP, and the and by preserving and providing space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect.”

The City considers (4.8.2.4) “trees to be an important element in:

- a) Infrastructure design, especially in conjunction with Low Impact Development;
- b) Good urban design;
- c) Good park design;
- d) The design of the City’s active mobility

- network; and
- e) The design of local connections to the City's transit network"

Tewin will contribute to the citywide target of 40% urban forest canopy cover by maintaining the 32% canopy cover that exists today within the Study Area through redevelopment. This has been planned for in a strategic manner which accounts for the clay soil conditions present within the Study Area. Minimum targets have been set based on land use designations and the soil volumes that required and possible, as detailed in the Tree Canopy Memo prepared by NAK and submitted as part of the EMP and MSS in support of this Application. Targets for the Open Space System exceed the average canopy coverage in other comparable areas; targets for the built-up areas are comparative to other communities. Tewin's Mobility Network has particularly paid attention to design strategies that support canopy coverage, particularly along active transportation routes, and in important pedestrian areas and gathering spaces. The effect of the above will be a continuous presence of trees within the community, aligning with the vision of Tewin as a community integrated with nature.

4.8.3 Provide residents with equitable access to an inclusive urban greenspace network

The City supports access to parks and other greenspaces for residents. The OP states (4.8.3.1) "the City shall protect all of its various types for their ecosystem services and their contributions to healthy, active communities." The OP continues, stating (4.8.3.2) "in general, and to support health, climate resiliency, accessibility and gender and social equity, the

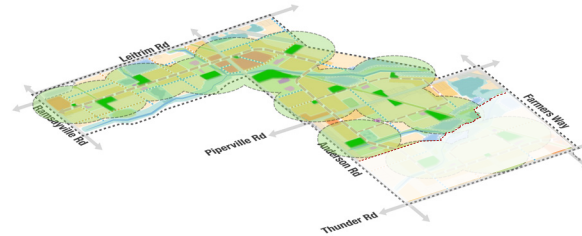


Figure 24. Diagram showing planned 5-minute walking radius from Existing and Planned Parks, achieving 90% coverage of the Study Area

City shall seek to provide all urban residents with the following minimum access to high-quality greenspace:

- a) Within a 5-minute safe walking distance (400 metres), a public greenspace providing space for passive or active recreation;
- b) Within a 10-minute safe walking distance (800 metres), two green public spaces; and
- c) Within a 15-minute trip by transit, a publicly-owned natural area."

Tewin's Mobility Network and Land Use Plan have been structured around the OSS. Elements of the OSS, and parks in particular, have been planned to ensure equitable coverage throughout the Study Area. Together, this has ensured almost all homes are within a 5-minute walk of the Open Space System (which will contain a publicly-owned natural area, being the Ecological Corridor) and 10-minute walk of water, both of which are required by Tewin's Secondary Plan. The CDP also confirms most residents will be in a 10-minute walk from

two public open spaces. Future development applications which refine the boundary of Land Use Plan elements will continue to demonstrate this commitment.

4.9 WATER RESOURCES

The OP identifies water as an essential resource that shall be protected. The OP contains policies intended to protect, improve and restore water features.

4.9.1 Protect, improve or restore the quality and quantity of surface water features and groundwater features

The OP states (4.9.1.1) "watershed and subwatershed plans will be prepared and updated by the conservation authority or the City, as applicable, to guide growth, intensification and development, where the City deems necessary for the long-term protection of the environment".

4.9.1.3) In general, conservation authorities will lead the development of watershed plans using terms of reference developed in accordance with Council-approved guidance documents.

4.9.1.4) The City shall lead the development of subwatershed plans using terms of reference developed in accordance with Council-approved guidance documents. These terms of reference shall include consideration of future climate conditions.

The OP also states that (4.9.1.5) "where no watershed or subwatershed plans exist, the City shall otherwise ensure that the quality and quantity of surface water and groundwater features are protected or improved in

accordance with site-specific studies and the City's groundwater management programs."

At Tewn, watershed planning is being undertaken by the municipality and Conservation authorities at the watershed and subwatershed scales through the BBWS and the SBBSS, both of which are underway. Tewn's EMP and the relevant components of the Tewn MSS have been coordinated with available outputs from these studies and prepared to satisfy the technical objectives of watershed and subwatershed planning at the Secondary Plan stage.

In this context, Tewn's EMP, MSS, and supporting technical studies provide an appropriate and policy-consistent basis to advance Secondary Plan approval, while deferring final technical resolution to later planning approval stages once the BBWS and SBBSS are completed. This approach enables orderly and appropriate advancement of the Secondary Plan while maintaining alignment with the City's long term watershed planning objectives.

4.9.2 Keep watercourses in a natural state while managing erosion, slope stability and flooding concerns

Policy 4.9.2.1 requires natural watercourses to be kept in a natural condition. The same continues, stating "Where an alteration is assessed as being environmentally appropriate and consistent with a Council-approved study, watercourse alterations shall follow natural channel design".

The watercourses at Tewn will reflect the historical drainage density and length, using natural channel design with native species to create new, ecologically valuable riparian habitats. Erosion and slope stability will be accommodated in the design and management of the watercourse network within Tewn. Details of the proposed restored watercourse network are provided in the EMP.

4.9.3 Restrict or limit development or site alteration near surface water features and

The OP establishes policies for development and site alteration in proximity to surface water features. The EMP, as implemented through the Secondary Plan, proposes a Tewn-specific, contemporary approach to managing surface water features.

Policy 4.9.3.1 states, "the minimum setback from surface water features shall be the development limits as established by a Council-approved watershed, subwatershed or environmental management plan".

Policy 4.9.3.2 continues, stating "where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- d) Development limits as established by the conservation authority's hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;
- e) Development limits as established by the geotechnical hazard limit in keeping with

Council approved Slope Stability Guidelines for Development Applications;

- f) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and
- g) 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine".

OP Policy 4.9.3.3 states "lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological functions of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed".

Policy 4.9.3.4 adds "the setback provided for in Policies 1) and 2) shall be implemented through the Zoning By-law, and any change in the setback shall require a Zoning By-law amendment or variance that conforms with the policies in this section of this Plan".

Policy 4.9.3.5 states "where development or site alteration is proposed within or adjacent to headwater drainage features, and the proponent is requesting an exception to the minimum setback identified in Policy 2), the proposal and supporting studies must address the following to the satisfaction of the City:

- a) Evaluation and description of the project site, sensitivity of the headwater drainage features and sampling methods;
- b) Assessment and classification of hydrological function, riparian conditions, fish and fish habitat and terrestrial habitat; and
- c) Management recommendations regarding the need to protect, conserve, mitigate, maintain recharge or maintain/replicate terrestrial linkages of the headwater drainage features and a corresponding recommendation for an appropriate minimum setback”.

Policy 4.9.3.6 states “no site alteration or development is permitted within the minimum setback, except as otherwise provided for in this section. Exceptions to this Policy are:

- a) Development or site alteration approved through secondary plan in the Downtown Core or Inner Urban Transects;
- b) Activities that create or maintain infrastructure within the requirements of the environmental assessment process, a master servicing study or works subject to the Drainage Act;
- c) Alterations necessary for passive open spaces (including pathways and river access points), environmental restoration or slope stability works that are approved by the City and the conservation authority in accordance with an assessment of site-specific conditions;
- d) Activities and uses along permanent

waterbodies (rivers and lakes) that support active transportation (including canoe/kayak rental facilities, docks for non-motorized watercraft, pathways) and are approved by the City and the conservation authority;

- e) Water-oriented facilities along the Ottawa and Rideau Rivers and the Rideau Canal that are compatible with the designations shown in B-series of schedules, are developed in an environmentally sensitive manner, preserve a waterfront shoreline aesthetic and are approved by the City, the conservation authority and Parks Canada, as applicable, to support the following:

- i) Water-based recreation (including yacht clubs, marinas and beaches);
- ii) Active transportation (including canoe/kayak rental facilities and pathways);
- iii) Water-based transportation services (including ferry and water taxi services, boat launch facilities or tourist-related activities such as scenic cruises); and
- iv) Small-scale commercial services that contribute to or are ancillary to a use permitted in i), ii) or iii) above (including concession stands and restaurants); and

- f) Non-significant wetlands, where:

- i) Management and minimum setback recommendations for hydrologically connected wetlands less than 0.5 hectares in size shall be established through Policy 5) for headwater drainage features, in consultation with the conservation authority; and

- ii) Management and minimum setback recommendations for other non-significant wetlands shall be determined through an approved Environmental Impact Study, in consultation with the conservation authority and consistent with Policy 5) in Subsection 4.8.1”.

Policy 4.9.3.7 adds “exceptions to the setbacks in Policy 2) shall be considered by the City in consultation with the conservation authority in situations where development is proposed on existing lots where, due to the historical development in the area, it is impossible to achieve the minimum setback because of the size or location of the lot, approved or existing use on the lot or other physical constraint, providing the following conditions are met to the City’s satisfaction:

- a) The ecological function of the site is restored and enhanced, to the greatest extent possible, through naturalization with native, non-invasive vegetation and bioengineering techniques to mitigate erosion and stabilize soils; and
- b) Buildings and structures are located, or relocated, to an area within the existing lot that improves the existing setback, to the greatest extent possible, and does not encroach closer to the surface water feature”.

Policy 4.9.3.8 states “notwithstanding Policies 1) and 2), a lot created by severance may include land within the minimum setback if the following criteria are satisfied:

- a) Within the urban boundary, the City and the conservation authority deem that the

severance will not negatively affect aquatic or shoreline habitats and will not restrict existing or planned public access to the Ottawa River, Rideau River or Rideau Canal;

- b) Where slope stability is an issue, the lot area outside the geotechnical hazard limit is sufficient to meet the required minimum lot size, and the Council-approved Slope Stability Guidelines for Development Applications are satisfied; and
- c) The lot area outside the minimum setback is sufficient to accommodate all structures and water and wastewater services.

Policy 4.9.3.9 notes “Where development is proposed on private services, no septic tank or distribution piping may be located within the minimum setback from surface water features unless an alternative setback has been permitted by the City in consultation with the conservation authority”.

Policy 4.9.3.10 states “in addition to the provisions for setbacks described in this section, development proposals next to municipal drains or other works under the Drainage Act shall also maintain clear access to the legal working space adjacent to the drain. This working space is defined in the engineer’s report adopted through a By-law approved by Council under the Drainage Act for the construction and future maintenance of drainage works”.

Tewin’s Secondary Plan designates the entirety of the Ecological Corridor as ‘Urban Natural Features’, which includes both existing and constructed natural features and all surface water features. The boundaries of the Ecological

Corridor have been defined by Tewin’s EMP and represent the limit of development for abutting land uses, incorporating required hazard limits and setbacks. The difference between this proposed approach and the traditional approach is that setbacks are protected through their designation as Urban Natural Features, which is typically not the case. As such, implementing zoning by-laws will also not require setbacks from the limit of the Urban Natural Features as the associated zone will include appropriate setbacks as set out by the EMP. These areas will be naturally vegetated with complementary planting that supports the creation of habitat areas while protecting the health and integrity of surface water features and other natural features (4.9.3.3; 4.9.3.4).

The exact boundaries of the Ecological Corridor will be refined and solidified through Rezoning and the Plan of Subdivision process; per Secondary Plan Policy 3.2.4, only limited refinements will be considered to boundaries of existing features. Tewin’s EMP sets out a list of criteria that must be met in refining these boundaries to ensure conformity with the applicable policy framework and that the objectives for the Corridor are met. Additionally and as noted previously, As noted previously, Tewin’s Secondary Plan includes clear implementation policies that prohibit any subdivision or rezoning approval that would permit urban development until the BBWS and SBBSS are sufficiently advanced to further inform and, where necessary, refine the EMP and MSS. While not anticipated given the level of site-specific planning and study conducted in support of this Application, this policy allows for consideration of boundary adjustments to the UNF that may be recommended by the BBWS / SBBSS processes in accordance with Policy 4.9.3.1.

The Secondary Plan provides further direction on the permitted uses within the Ecological Corridor, in addition to those outlined in Policy 4.9.3.6. New development at Tewin will occur on full urban municipal services, and private services will not be permitted. Any extensions to existing private systems will be subject to municipal approvals and associated technical studies, where necessary, to ensure no negative impact on the Urban Natural Features. Additionally, development and site alteration within 30 metres of Urban Natural Features will have to demonstrate no negative impacts on the natural features or their ecosystem services through an EIS that is consistent with the scope identified in Section 7.1.1.1 of Tewin’s EMP. This protects the long-term health and vitality of the natural system and ensures immediate land use relationships are appropriately managed (4.9.3.5; 4.9.3.6; 4.9.3.7; 4.9.3.8).

The Smith-Gooding and Johnson Municipal Drains form part of the boundary and traverses through the Secondary Plan Area. As described in the EMP, Municipal Drain status on the Smith-Gooding and Johnson are expected to be maintained, however opportunities to establish improved watercourse habitat and stewardship through implementation of natural channel design and maintenance access treatment/ configuration will be explored through a concurrent but separate Municipal Drainage Act coordination process. This will involve a review of historic practices for access and maintenance as they are not always complementary to this naturalized approach (4.9.3.10).

4.9.4 Restrict or limit development and site alteration near groundwater features

Section 4.9.4 directs the City to (4.9.4.1) “protect groundwater resources features that have the potential to be used as drinking water or where groundwater contributes to a surface water feature.” Policy 4.9.4.2 goes on to state that “the protection of groundwater features and their hydrologic functions will occur in the following ways:

- a) Preparing and implementing the recommendations of watershed plans, subwatershed plans and site-specific groundwater assessments consistent with Council-approved direction;
- b) Development or site alteration shall only be permitted in or near groundwater features where it has been demonstrated, to the satisfaction of the City, that these features and their related hydrologic functions shall be protected and, where possible, improved or restored; and
- c) Development and site alteration shall be consistent with the conclusions and recommendations of an approved hydrogeological and terrain analysis report”

Groundwater features and their hydrologic functions will be protected by implementing the relevant recommendations of Tewn’s EMP and MSS, as well as the BBWS and SBBSS once complete. Tewn’s site-specific studies include a hydrogeological study, geotechnical study, and a cumulative hydrologic impact assessment, which were completed for the Study Area as part of the Existing Conditions reports. Tewn’s expanded

EMP includes additional robust hydrologic, hydraulic, groundwater, and water budget analyses that extend upstream and downstream within the Bear Brook system. This work ensures that groundwater features and their hydrological functions are protected.

As noted previously, Tewn’s Secondary Plan includes clear implementation policies that prohibit any subdivision or rezoning approval that would permit urban development until the BBWS and SBBSS are sufficiently advanced to further inform and, where necessary, refine the EMP and MSS. This will ensure that stormwater management to support development at Tewn will be defined by the requirements of the on-going SBBSS, once available, in addition to the requirements of Tewn’s EMP and MSS.

4.10 SCHOOL FACILITIES

The OP recognizes schools as a building block for healthy, complete communities, providing a focus for of community life. They can provide community infrastructure and resources to a neighbourhood and provide important opportunities to support climate resiliency.

4.10.1 Make it safe and easy to walk, bike or take a bus to school through supportive site and neighbourhood design

The OP states that (4.10.1.2) “School buildings shall be sited in a compact and land-efficient manner. School sites shall prioritize safe, sustainable, active transportation mobility choices including walking and cycling as the primary means of travel to and from school.

This includes:

- a) Provision of safe walking and cycling routes to schools through transportation, land-use and design decisions, with a focus on pedestrian priority designs within the School walk zone;
- b) Implementation of traffic calming measures along walking routes to school to reduce traffic speeds without the need for enforcement, increasing the visibility of children and youth at intersections and providing safe intersection crossings that prioritize pedestrians;
- c) Ensuring where possible that local roads are designed and posted for low operating speeds. Opportunities to further reduce vehicle speed may be explored for all roads within 400m walking distance of school sites;
- d) Locating schools centrally and integrated within neighbourhoods, as part of their street grid, in locations that facilitate active transportation for pupils and parents;
- e) Providing sufficient, visible, shaded, secure and where possible, covered bicycle parking facilities;
- f) Designing parking facilities, where provided, in accordance with transect area policies, and generally, internalized and located away from street frontages;
- g) Locating the school on a site with at least two functional street frontages in order to reduce conflicts with buses and active transportation users;

- h) Giving functional priority to school bus drop-off over private vehicle drop-off in designing access and egress drop-off points; and
- i) Locating school bus lay-bys and passenger pick-up and drop-off areas (PUDOs) in the right-of-way, as opposed to on school property, wherever possible in order to minimize curb cuts and front yard setbacks and improve pedestrian safety. School bus lay-bys and PUDOs should be located on separate frontages, with visually contrasting materials or colours.”

Potential School Sites within the Study Area have been strategically located so they can connect to the Open Space System (OP 4.10.1.2.d) and form part of the Active Mobility Network, connecting to and extending the routes through the community. The All-Seasons Active Mobility Network has been designed and secured in particular to reach all of these Sites, ensuring there is a safe and maintained route for cyclists and pedestrians year-round. Additionally, they have all been located along the Community Spine or Loop Streets to provide direct access to frequent transit and dedicated cycling facilities (OP 4.10.1.2.a).

All Potential School Sites are oriented with dual frontages along public streets (OP 4.10.1.2.g). Traffic is intended to be calmed by design on Local Streets and Collectors through narrow lanes, curb extensions, and visual friction (see CDP section 3.2) (OP 4.10.1.2.b). Accordingly, Local Streets are designed for low operating speeds (OP 4.10.1.2.c). Further traffic calming measures are contemplated, as required.

In addition to the above, the CDP directs that:

- *Bike parking be provided in the public realm (OP 4.14.1.e);*
- *Surface parking areas be visually screened from the public realm with buildings and landscaping (OP 4.10.1.2.d);*
- *School bus drop-off areas be considered through detailed design with the intent of prioritizing school bus movements over private vehicles (OP 4.10.1.2.h and i).*

4.10.2 Locate schools and other neighbourhood uses close together to provide convenient access to residents

The OP supports higher density site design for schools, stating that (4.10.2.1) “School design shall make efficient use of land by giving first preference to multi-storey school buildings where possible, and minimizing setbacks.” It continues, stating (4.10.2.2) “Schools should generally co-locate compatible land uses on-site for a more efficient use of land and promotion of healthy, walkable 15-minute neighbourhoods. The following shall apply within a site identified for a school:

- a) Allow a variety of complementary land-uses if a school site is new or part of a Secondary Plan. The Zoning By-law shall allow permitted uses on school sites to include: residential; licensed child-care centres; small scale commercial and other community-serving uses;
- b) Where a School Board has confirmed that it does not have an interest in a site that has been identified for it, a variety of alternate uses may be developed, including residential;

c) [...]

- d) Nothing in this section will exempt development from parkland dedication requirements.”

Policy 4.10.2.4 states “the design of outdoor children’s play areas should align with Subsection 4.6.4, Policy 4”, which generally directs children’s play areas away from Arterial Roads and requires buffering where this cannot be avoided.

The policies and guidelines set out by this Application encourage the design schools in Tewin to be compact, adaptable, and environmentally responsive (OP 4.10.2.1), and to support complementary and community-serving (OP 4.10.2.2.a). The Application identifies the preferred location for Potential School Sites in Tewin, which have been selected to build on the City’s co-location policies. More specifically, schools have been co-located with compatible and complementary uses such as parks and other open space connections, and community facilities, and trails (OP 4.10.2.2). They have also been planned to ensure all primary schools are located away from the existing and planned Arterial Roads (OP 4.10.2.4).

School Boards will be engaged through the Plan of Subdivision process to better understand their needs in relation to the timing of development. Applications will adhere to the standard process for planning for school sites. If it is determined through this process that a Potential School Site is not required by a School Board, the underlying designation identified on Schedule E of the Secondary Plan and its associated land use permissions, will take effect (OP 4.10.2.2.b). Tewin’s parks have been planned to adhere to the

Planning Act requirements, in accordance with OP 4.10.2.2.d.

4.10.3 Make trees an important component of a school's outdoor space

The OP (4.10.3.1) requires school site design to incorporate new tree planting, as well as the conservation of existing trees where possible, and continues, stating (4.10.3.2) “woodlots, stands of trees or clusters of newly planted trees, should be incorporated into functional spaces (e.g. natural play areas or outdoor classrooms) either on site or through a pathway connection to adjacent sites, where appropriate and feasible”.

Schools at Tewin have been planned as part of the Open Space System, recognizing their potential to extend greenspace into communities, and provide opportunities for wildlife habitat and movement when appropriately designed. The CDP directs that their design maximize tree planting to achieve a canopy target of 20% (OP 4.10.3.1) and consider opportunities for outdoor classrooms and natural interpretation (OP 4.10.3.2).

4.13 AGRICULTURAL SYSTEM

This section of the OP provides direction to support the long-term prosperity of the agricultural system, defined by the agricultural land base and agri-food network.

Subsection 4.13.3 outlines when an agricultural impact assessment is required. Policy 4.13.3.1 states “An agricultural impact assessment shall be required as part of a complete application in the following circumstances:

- a) Where a new or expanded non-agricultural use is proposed within the Agricultural Resource Area designation;
- b) Where adjustments or expansions are proposed to the settlement area in accordance with the policies in Section 3.1 of this Plan;
- c) Where an infrastructure project occurs within or crosses any land within the Agricultural Resource Area designation;
- d) Where a mineral aggregate extraction operation is proposed in the Agricultural Resource Area designation; and
- e) Any other circumstance as required by provincial guidance.

Policy 4.13.3.2 states “in addition to the circumstances described in 4.13.3.1, an agricultural impact assessment may be required as part of a complete application in the following circumstances:

- a) Where a new or expanded non-agricultural use is proposed within the Rural Countryside designation where the site is currently used for agricultural production;
- b) Where a new or expanded non-agricultural uses abuts, interfaces with, or is in close proximity to lands used for agricultural production;
- c) Where a new or expanded non-agricultural use is proposed on or adjacent to a site that forms part of the agri-food network;
- d) [not relevant]
- e) Any other circumstances where, at the sole discretion of the City, the size, scale, nature, location, or type of use is such that an agricultural impact assessment is required to demonstrate how impacts on the agricultural system are avoided and, where avoidance is not possible, minimized and mitigated.

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street

Figure 25. OP Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design

Policy 4.13.3.4 states “agricultural impact assessments shall be completed in accordance with the policies of this Plan, provincial guidance, and the approved terms of reference or other applicable documents”.

Colville Consultants Inc. have concluded that the Application does not trigger the requirement of an Agricultural Impact Assessment as it does not meet the criteria outlined in Policy 4.13.3.1 and 4.13.3.2. This conclusion and further discussion is provided in their Minimum Distance Separation (MDS) Conformity Letter provided in support of this Application.

Section 5: Transects

The OP divides the city into six concentric policy areas called transects, ranging from the most urban (the Downtown Core) to least urban (Rural). The OP identifies general characteristics of urban and suburban built form and site design in OP Table 6 (Figure 25). The transect policies provide direction on minimum and maximum height based on context through the type of transect and designation, as summarized in OP Table 7 (Figure 26).

As with all communities within the Urban Boundary outside the Greenbelt, Tewin is located in the Suburban Transect. However, the form of development required by the Secondary Plan and guided by the CDP will more closely align with the Urban column of Table 6, in keeping with Tewin’s intent of being a progressive new community.

The planned built form for Tewin’s residential/ mixed-use land use designations is outlined in Table 1 of the proposed Secondary Plan (Figure

Transect	Official Plan Policy Reference	Designation	Height Category and Details
Suburban Transect	5.4.1(2)	Hubs	Low-rise, Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys
	5.4.1(2)	Mainstreet Corridors	Low-rise, Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition [Amendment 34, By-law 2024-506, Omnibus 2 item 15, November 13, 2024]
	5.4.1(2)	Minor Corridors	Low-rise and Mid-rise: minimum 2 storeys and maximum 5 to 7 storeys [Amendment 5, By-law 2023-403, Omnibus 1 item 13, September 13, 2023] [Amendment 34, By-law 2024-506, Omnibus 2 item 15, November 13, 2024]
	5.4.5(1)	Neighbourhoods	Low-rise, no minimum: generally, zoning will permit at least 3 storeys but no more than 4 storeys

Figure 26. OP Table 7 – Minimum and Maximum Height Overview Based on Official Plan Policy

Land Use Designation	Minimum Density*	Height
Hub 1 (Community Core)	150 units per net hectare	Generally 3 – 8 storeys, up to a maximum of 40 storeys
Hub 2 (Neighbourhood Centres)	120 units per net hectare	2 – 8 storeys
Minor Corridor (Community Corridor)	80 units per net hectare	2 – 8 storeys
Neighbourhoods	40 units per net hectare	Up to 4 storeys

Figure 27. Tewin Secondary Plan Table 1: Density and Height Requirements by Land Use Designation

27) and generally align with the permitted built form for the designations in OP Table 7 (Figure 26). Tewin-specific directions include:

- a taller minimum height in the Community Core (Hub 1), being generally 3 storeys as opposed to 2, in recognition of the required density and character of this central area;
- a lower maximum height in the Neighbourhood Centres (Hub 2), being 8 storeys rather than 40, as tall buildings, where provided, will be located within the Core (Hub 1); and
- a taller maximum height in the Minor Corridor designation, being 8 storeys rather than 5-7, responding to the right-of-way of the Community Spine in particular along which an 8-storey building supports a comfortable 1:1 street-to-building relationship.

5.4. SUBURBAN TRANSECT

The OP recognizes the existing Neighbourhoods in the Suburban Transect as generally reflecting the conventional suburban model with detached houses as the majority typology; isolated commercial centres, civic, and institutional uses; and an auto-oriented land-use pattern. Conversely, the OP calls for future neighbourhoods in the suburban transect to be built on sustainable design attributes for dense and connected networks, learning from the many years of the work through the Building Better Suburbs program.

This Section introduces Tewin, stating it is “Ottawa’s opportunity to make a national statement about the design of new communities and establish a North American benchmark for community design based on the principles of the Five Big Moves and premised on the aspiration to make this a fundamentally different suburban community than those of the late 20th and early 21st centuries”.

5.4.1 Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

Policy 5.4.1.2 lists the built form characteristics of the Suburban Transect, stating it is “generally characterized by Low- to Mid-density development. Development shall be:

- Low-rise within Neighbourhoods;
- Low-rise along Minor Corridors, however the following policy direction applies:
 - Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;

- Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and
 - High-rise buildings may be permitted through a secondary plan.
- [Mainstreet Corridors not relevant]
 - In Hubs, the following heights will apply:
 - High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;
 - Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and
 - Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area.

Note, the OP defines:

- “Rapid Transit” as O-Train and Transitway network, including stations and any bus rapid transit line that is not fully grade separated;
- Frequent Street Transit as routes identified by OC Transpo that are provided at the next highest frequent after rapid transit, operate seven days a week and play a structural function in the overall transit system.

Land Use	Key Permitted Uses	Predominant Built Forms	Height (storeys)	Anticipated Density Range (net units per hectare)	Minimum Density Targets
Hub 1 (Community Core)	Medium- and high-density residential All forms of retail, services, and commercial	High-rise Apartments / Mixed Use Buildings	8 and above	200 to 350	150 units per net hectare Potential for 3,300-4,100 people and 3,600 jobs in the Secondary Plan Area
		Low- to Mid-rise Apartments / Mixed Use Buildings	3 to 8	140 to 180	
		Stacked and Back-to-Back Townhomes	3 and above	85 to 140	
Hub 2 (Neighbourhood Centres)	Medium and high-density residential All forms of retail, services, and commercial	Low- to Mid-rise Apartments / Mixed Use Buildings	3 to 8	140 to 180	120 units per net hectare Potential for 2,000-2,500 people and 2,800 jobs in the Secondary Plan Area
		Stacked and Back-to-Back Towns	2 to 3	85 to 140	
Minor Corridor (Community Corridors)	Predominantly medium-density residential with some high-density development Small-scale, local retail and services	Low- to Mid-rise Apartments / Mixed Use Buildings, Multiplex Housing	3 to 8	140 to 180	80 units per net hectare Potential for 16,800-22,300 people and 1,600 jobs in the Secondary Plan Area
		Stacked and Back-to-Back Townhomes	2-3	85-140	
		Townhomes	2-3	50-100	
Neighbourhoods	Predominantly low- and medium density residential	Low- Rise Apartments and Multiplex Housing	3-4	50-100	40 units per net hectare Potential for 13,800-15,600 people in the Secondary Plan Area
		Townhomes	2-3	30-40	
	Home-based businesses and small-scale retail permitted	Semi/Single Detached	1-2	26-35	

Figure 28. CDP Table 1, Building Height and Density by Land Use Designation. In this document, density references should be interpreted as follows: low-density development consists of single- and semi-detached housing; medium-density development consists of all townhouse typologies, and low-rise apartments and multiplex housing; and high density development consists of mid-rise (5 or more storeys) and high-rise buildings.

Table 1 of Tewin's CDP outlined the key permitted uses, predominant built forms, heights, and anticipated and required densities for each of Tewin's residential / mixed-use land use designations (Figure 28).

- *Development in Neighbourhoods will be predominantly low-rise, with a maximum height of 4-storeys (OP Policy 5.4.1.2.a).*
- *Development in the Minor Corridor designation will be medium-density, with a mix of low-rise and mid-rise development. As previously mentioned, the Secondary Plan permits a maximum height of 8-storeys, which generally corresponds to a height to width ratio of 1:1 along the Community Spine being the generally accepted built form of high-pedestrian traffic urban environments, as demonstrated in Figure 16 of the OP.*
- *Hub 1 and Hub 2 are Tewin-specific variations of the Hub designation, intended to establish the Community Core as the principal centre within the community while also supporting mixed-use development and higher densities in the Neighbourhood Centres. While Tewin does not have rapid transit stations, the heights and densities related to the Hub designation are appropriate for its Core and Neighbourhood Centres given objectives for this new community, as set out by the OP. High-rise is limited to Hub 1 while mid-rise is permitted within both designations. Low-rise is also permitted within both designations to serve as a transition to low-rise and lower-density areas.*

5.4.2. Enhance mobility options and street connectivity in the Suburban Transect

The OP states, (5.4.2.1) "in the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:

- Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and
- Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification."

This Application proposes higher-densities and mixed-use areas in proximity to planned frequent bus transit which will connect to the City's broader rapid transit system. Its policies and guidelines support active mobility by directing for the creation of a porous, fine-grain and connected urban fabric along the Community Spine, with specific directions for mid-block connections in each land use designation to minimize block lengths.

5.4.3. Provide direction to the Hubs and Corridors located within the Suburban Transect

Policy 5.4.3.2 states "parking in Suburban Hubs shall be managed as follows:

- Minimum parking requirements may be reduced or eliminated; and

- Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station shall be located in the interior of the block, behind or beside the building, and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site".

Within Hubs, the Secondary Plan requires development to minimize the impacts of parking (Secondary Plan Policy 5.1.3.2) and provides consideration for reduced parking requirements at the time of rezoning (Secondary Plan Policy 5.1.3.3).

5.4.4 Provide direction for new development in the Suburban Transect

The OP establishes policies for greenfield development in the Suburban Transect in this subsection, stating it (5.4.4.1) "will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged

where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles;

- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;

- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

This Application responds to the requirements of OP Policy 5.4.4.1 as follows:

- *Tewin is designed to integrate the natural environment into the community and link neighbourhoods with the central Community Spine that connects to all key destinations. The arrangement of streets and blocks has been defined in relation to the Open Space System and Community Spine, creating a strong sense of place and high-quality public realm (5.4.4.1.a).*
- *The street grid will be fine-grained and well-connected, including additional mid-block connections where needed. All streets are planned as access streets. Rear lanes*

are encouraged throughout the community, particularly in Hubs and the Minor Corridor designations. Curb cuts will be minimized along the Community Spine and Collector Street frontages wherever possible. The Street Network will connect through all Neighbourhoods and establish permeability through appropriate block lengths. It will allow for physical access and visual connections into the Open Space System to maintain a visual connection with the natural environment (5.4.4.1.b).

- *Traffic flow will be appropriately managed through the existing grid of concession roads, supported by a network of new Collector Streets. The Community Spine is planned for frequent bus transit as the priority with dedicated bus lanes and community design guidelines that support service reliability (5.4.4.1.c).*
- *A robust and year-round Active Mobility Network is planned for the community (see this Report section 4.1.2, Secondary Plan Section 4.3 and CDP Section 3.4)) (OP 5.4.4.1.d).*
- *Tewin's Hubs are planned as the focal points for neighbourhoods through requirements for high-density development non-residential uses. The Minor Corridor area is also required to provide non-residential uses to support neighbourhood-scale retail, services, and commercial uses within walking distances to neighbourhood areas (5.4.4.1.e).*
- *The Hubs and Corridors follow the Community Spine, providing direct transit*

and active mobility access to adjacent neighbourhoods. Local Streets are intended to extend continuously from Neighbourhoods into the Hubs and the Minor Corridor designation, maintaining porosity and access (5.4.4.1.f).

- All streets are planned with trees, in accordance with City standards and guidelines (OP 5.4.4.1.g).
- Policies and guidelines direct that window streets be integrated contextually within the community and encourage the use of rear lanes within the Hub and Minor Corridor designations to support active and animated frontages along the Spine (OP 5.4.4.1.h).
- Secondary Plan Policy 5.1.3.1.a requires surface parking areas are to be visually screened from the public realm (OP 5.4.4.1.i).
- Tewin will embrace renewable energy sources and sustainable building designs to efficiently use and conserve energy, as further outlined in Section 6.1 of the Secondary Plan and Section 5 of the CDP (5.4.4.1.j).

OP Policy 5.4.4.2 states “net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield, shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units”.

The Secondary Plan is planning for an average density higher than the minimum average density for each OP designation, as listed on Table 1 of the CDP. Specifically, the anticipated

density of the Neighbourhoods is 45 units per net hectare, exceeding the OP minimum of 40 units per net hectare for intensification in Neighbourhoods in the Suburban transect (Table 3b), and significantly exceeding the minimum density of 36 units per net hectare in the Urban Greenfield area in general (5.4.4.2).

5.6 OVERLAYS

Tewin is identified with the Future Neighbourhood Overlay – New Tewin Community on Schedule C-17 – Urban Expansion Areas.

5.6.2 Future Neighbourhood Overlay

The preamble of this section states “The Future Neighbourhood Overlay is applied to lands that have been added to the urban or village areas to accommodate projected growth. The Future Neighbourhood Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods that are well served by rapid transit.”

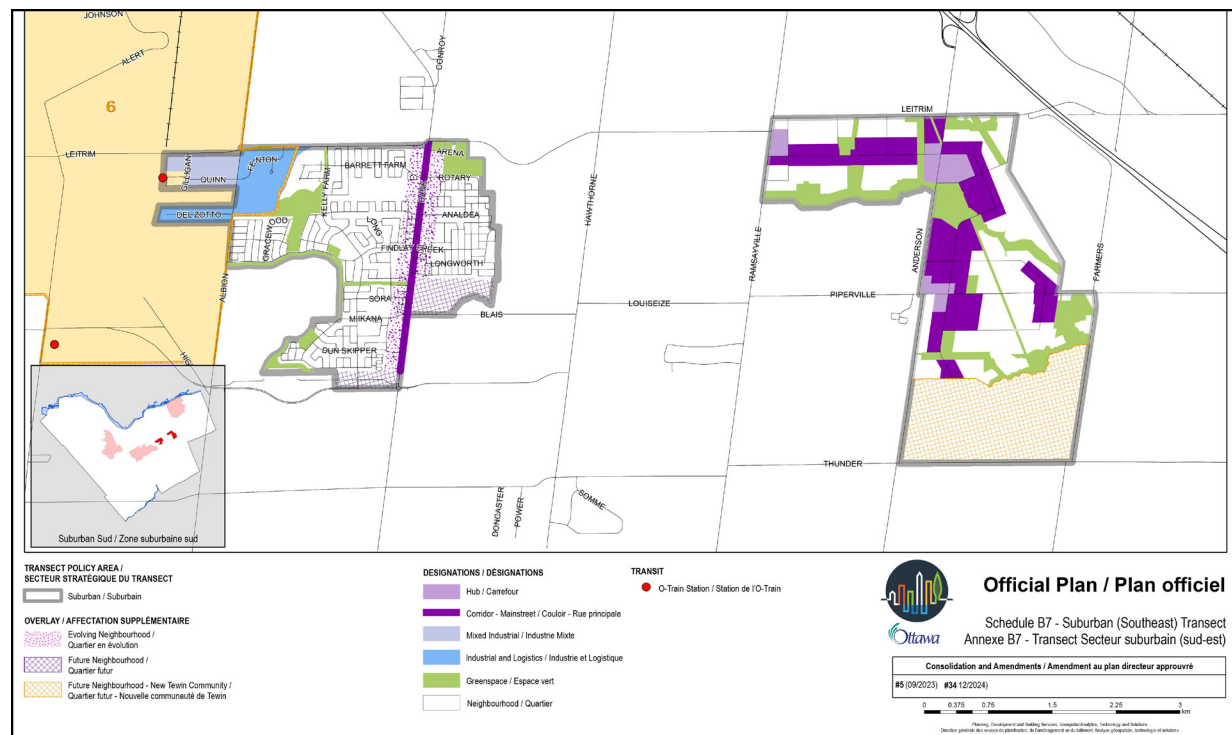


Figure 29. Proposed (bottom) land use designation amendments to Schedule B7 - Suburban (Southeast) Transect

5.6.2.1 Create 15-minute neighbourhoods supported by funded transit and infrastructure

Policy 5.6.2.1.1 states “The Future Neighbourhood Overlay shall be applied to any lands added to the urban or village areas. Development may only receive draft approval or final approval on land within the Future Neighbourhoods Overlay once the overlay has been removed through an Official Plan amendment. Removal of the overlay can only occur once the policies of this section have been satisfied.”

This Application comprises an OPA to introduce land uses within the area delineated on Secondary Plan Schedule A representing 445.35 net developable hectares and introduce designations as contained in Secondary Plan Schedules B through F. This will enable development applications to come forward within the Secondary Plan Area.

Policy 5.6.2.1.2 states “For lands within [the] Suburban Transect, the underlying designation within the Future Neighbourhoods Overlay is Neighbourhood. Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent OP”]

The proposed Secondary Plan establishes land use designations on Secondary Plan Schedule E. This Application also proposes to amend Schedule B7 of the Volume 1 OP to establish these land use designations, which are consistent with the designations (Figure 29) contained in the OP, with some Tewin-specific

policies as described in Appendix C of the CDP.

Policy 5.6.2.1.3 states “lands within Category 1 and 2 include individual parcels or clusters of land requiring an extension or upgrade of services including transit and infrastructure (being water, wastewater and stormwater). In addition to the other requirements listed in this section, all of the following must be satisfied prior to the Future Neighbourhoods Overlay being removed for lands that are not within the catchment area of an existing rapid transit station (including those under construction) or a funded rapid transit station and/or have infrastructure servicing issues that would require major upgrades to an existing system and/or unplanned extension of infrastructure:

- a) A Council-approved funding source and/or legal funding mechanisms is required where infrastructure servicing issues need major upgrades to an existing system and/or an unplanned extension of water, wastewater and stormwater services, to service the lands within the overlay;
- b) Provision of rapid or equivalent quality transit service within a 1.9 km radius of the centroid of the proposed subdivision, as well as sufficient road connections and system capacity to accommodate the forecast level of demand. Road and transit facilities must either be operational at the time of development approval or have sufficient funding secured for their implementation through a Council-approved mechanism. In establishing equivalent transit service, consideration should be given to both the frequency and quality (reliability/speed) of transit operations; and

- c) Completion of a transportation study to the satisfaction of the City which:
 - i) Identifies a mode share that is consistent with, or better than, the objectives of the Big Policy Move 2 of this Official Plan;
 - ii) Identifies any downstream transit or road capacity deficiencies triggered or made worse by the new development;
 - iii) Identifies measures to address these deficiencies (including improvements to the road, transit and active transportation networks); and
 - iv) Sets out an implementation timeframe for each measure corresponding to the anticipated phasing of development”.

Tewin responds to OP Policy 5.6.2.1.3 as follows:

- *An FIP is submitted with this Application outlining the method for funding the necessary infrastructure upgrades to service Tewin. The FIP concludes that the proposed funding methods and financial schedules demonstrate that the Secondary Plan Area can be developed in a fiscally responsible manner consistent with the cost of new development across the City of Ottawa. (OP 5.6.2.1.3.a);*
- *Public transportation upgrades are planned to bring frequent bus service between Tewin and a rapid transit station. Demand forecasting informing system capacity needs is contained in the Mobility Strategy submitted with this Application. The FIP contains details on the funding strategy for providing transit service by the first stage of*

occupancy. Design considerations for service frequency, reliability and speed are forefront in the CDP, with dedicated bus lanes along the Community Spine and design guidelines that limit conflicts with bus operations (OP 5.6.2.1.3.b).

- *The Mobility Strategy contains a transportation study based on the approved Terms of Reference. The projected mode share of sustainable travel modes is 43% across all modes, which is approaching the TMP objective of 48% city-wide for sustainable travel, reflecting Tewin's commitment to progressive community design (OP 5.6.2.1.3.c.i).*
- *Related to road capacity, the Mobility Strategy concludes that "based on this analysis and the application of the City's established road network evaluation methodology, no modifications to the City's Priority Road Network are warranted to accommodate full build-out of the Tewin community at either the TMP population projection or the anticipated Tewin CDP population projection" (OP 5.6.2.1.3.c.ii).*
- *The Mobility Strategy also identified and evaluated potential realignments in the concession road network, but notes that "these interventions are intended to enhance corridor continuity and support long-term multimodal mobility across southeast Ottawa, and not a result of demands associated with Tewin" (OP 5.6.2.1.3.c.iii).*
- *The Mobility Strategy contains an implementation section with a high-level timeline of Tewin's progression through to*

full implementation, with corresponding mobility services (OP 5.6.2.1.3.c.iv).

Policy 5.6.2.1.5 states "A community design plan including applicable studies per section 12 shall be approved by Council and that approval may be concurrent with the adoption of an Official Plan Amendment which would remove the Future Neighbourhood Overlay and establish a Secondary Plan for the lands.

A CDP and applicable studies required per OP Section 12 are included with this Application; they were prepared and first submitted for City Staff review in Fall 2025, and recently resubmitted in May 2026 with revisions based on City Staff comments. This Application proposes that the CDP and applicable studies be approved concurrently with the adoption of an OPA to remove the Future Neighbourhood Overlay and establish a Secondary Plan, as permitted by Policy 5.6.2.1.5.

Policy 5.6.2.1.8 specifies that "development within the Future Neighbourhood Overlay shall be consistent with the policies of this Plan, in particular Subsection 5.4.4".

The Secondary Plan, as supported by the CDP, is consistent with the OP, and OP Section 5.4.4 is reviewed in full as part of this Report.

Policy 5.6.2.1.9 states "all parcels that form part of a larger contiguous expansion area must proceed through the same community design plan process and cannot proceed independently of the larger area. The City will only consider the removal of the overlay from the land designated Future Neighbourhood upon the completion of a studies and a secondary plan for the whole area".

In conformity with Policy 5.6.2.1.9, the CDP and its supporting studies have been prepared for entire Study Area in accordance with 5.6.2.19. Furthermore, the Secondary Plan Area has also been selected to ensure it is contiguous.

Policy 5.6.2.1.11 states "Proponents of development shall convey natural heritage features and the natural heritage system at no cost to the City".

Lands within the Ecological Corridor are proposed to be conveyed to the City through the Plan of Subdivision process.

Policy 5.6.2.1.13 states "Proponents of development shall commit to providing recreational pathways identified in the secondary plan or concept plan through development charges or at the expense of the developer".

An extensive network of trails and multi-use pathways are proposed within Tewin, as secured by the Secondary Plan, and will be delivered in accordance with Policy 5.6.2.1.13.

Policy 5.6.2.1.14 applies specifically to Tewin, stating "the new Tewin community will consist of a net developable area of 445.35ha. A preliminary location for Tewin is shown on Schedule C17. The exact boundary will be adjusted/finalized through the approval of the CDP and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary...".

Policy 5.6.2.1.15 also applies specifically to Tewin, stating "technical and financial requirements outlined in Annexes 10 and 12 are required before Council approves a secondary

plan for the Category 2 – Future Neighbourhood Overlay – New Tewin Community in addition to the policies of this section and Section 12.”

Tewin has satisfied the requirement under OP Policy 5.6.2.1.14 and 15 through the Coordinated Process. This Application appropriately addresses the technical and financial requirements required by Policy 5.6.2.1.15, which have been prepared in collaboration with City Staff. It also seeks to adjust the boundary of the new Tewin community on Schedule C17 to be for a net developable area of 445.35ha; methodology for selecting this boundary is contained within the CDP submitted in support of this application.

The OPA that is the subject of this Application therefore proposes to:

- *amend Schedule C17 to lift the Category 2 – Future Neighbourhood Overlay – New Tewin Community and extend the “Existing Urban Boundary” around the 445.35 net developable Secondary Plan Area; and*
- *delete Policies 5.6.2.1.14 and 5.6.2.1.15 as the requirements contemplated by those policies are fulfilled through this Application.*

Amendments to Schedule C17 retain the Future Neighbourhood Overlay on the remaining portion of the Tewin Study Area that falls outside of the 445.35 net developable area permitted by Policy 5.6.2.1.14. The proposed OPA introduces a new policy that stipulates what would be required to remove the Overlay from the remaining area to enable this; in accordance with Policy 5.6.2.1.1, the area could not be approved for urban development without removal of the Overlay.

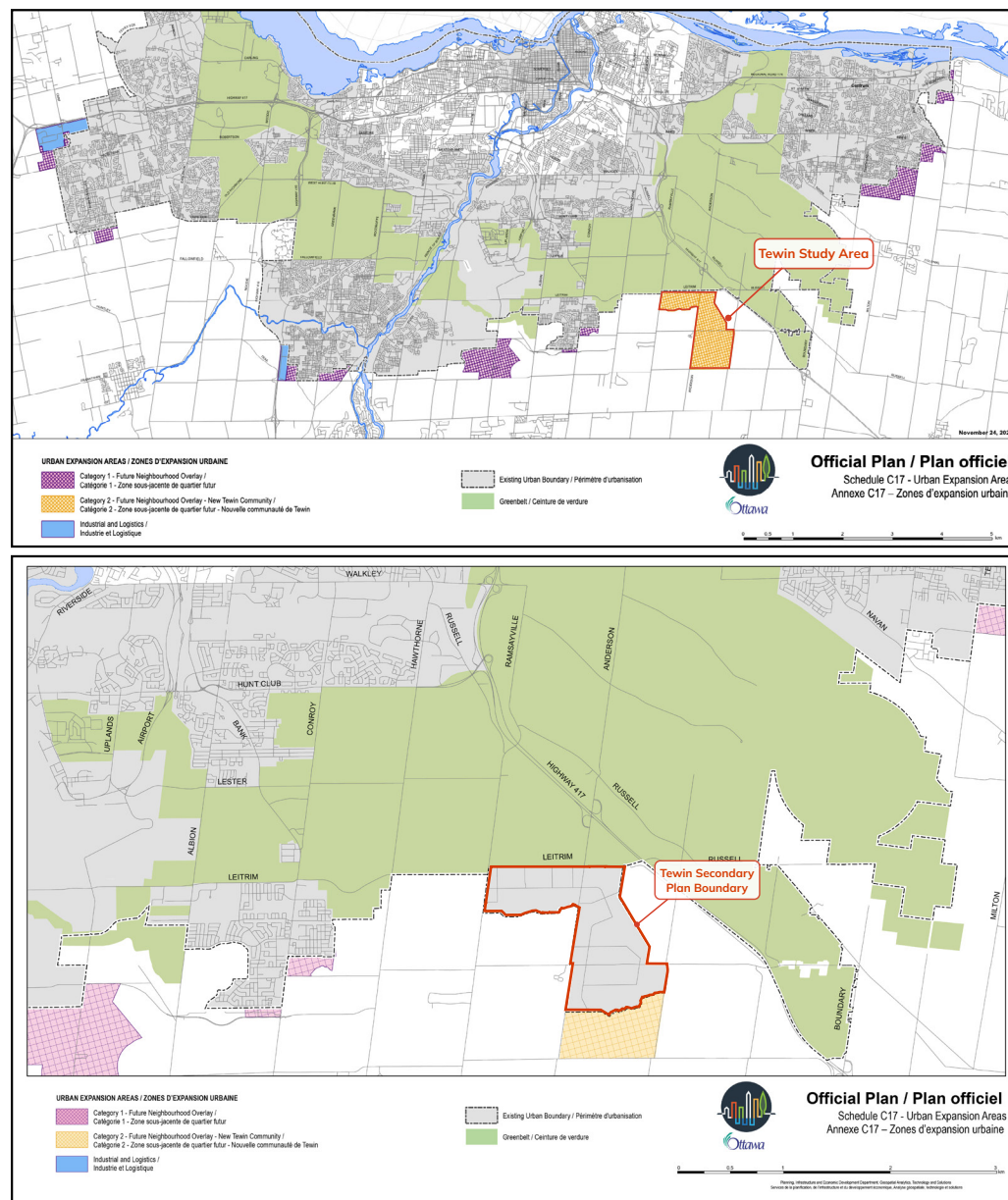


Figure 30. Existing (top) and Proposed (bottom) Schedule C17 Urban Expansion Areas

Proposed Policy 5.6.2.1.14 reads as follows:

Lands within the Category 2 – Future Neighbourhood Overlay – New Tewin Community shown on Schedule C17 are subject to the Category 2 – Future Neighbourhood Overlay – New Tewin Community and the balance of the policies under Section 5.6.2. Removal of the remaining Category 2 – Future Neighbourhood Overlay – New Tewin Community, in whole or in part, may only occur upon:

- a) identification of a need to designate and plan for additional land to accommodate housing and an appropriate range and mix of land uses;*
- b) confirmation of sufficient capacity in existing or planned infrastructure and public service facilities to accommodate development of the additional land;*
- c) preparation of necessary updates to the technical and financial requirements outlined in Annexes 10 and 12; and*
- d) approval of an amendment to the Tewin Secondary Plan to include the additional urban land, to plan for the phased progression of urban development within the expanded secondary plan area, and to implement related policy amendments as necessary.*

Over the past four-and-a-half years, the full Study Area has been the subject of an extensive planning, technical, infrastructure, environmental assessment, and public consultation process led by the Tewin Team in collaboration with the City

of Ottawa. This Coordinated Process resulted in a CDP and set of technical studies for the entire Study Area. The Municipal Class Environmental Assessment process has been undertaken in relation to investment in new and upgraded transportation and servicing infrastructure for the full Study Area.

At the same time, the City has extended its infrastructure planning into the long-term for Southeast Ottawa more broadly, designing for infrastructure capacity intended to support growth over a 75-year horizon through the City's Infrastructure Master Plan (IMP). Most recently through Official Plan Amendment 46, the City stated their intention to extend the planning horizon of the Official Plan to 2051 or beyond and reflect the current Ministry of Finance growth projections, that in 2025, forecast an additional 273,000 residents in Ottawa by 2051.

Retaining the Category 2 – Future Neighbourhood Overlay – New Tewin Community on the remainder of the Study Area acknowledges the comprehensive planning of the lands that has already been completed, and establishes a logical process to guide the approval of additional developable lands in a very time-efficient way through a future OPA should a need be identified. Recognizing the potential need for new developable area, retaining the Overlay over the balance of the Study Area is appropriate as an option to enable the City to accommodate future growth by efficiently bringing in new developable area into Tewin's Secondary Plan. This aligns with provincial and municipal planning objectives to deliver housing supply faster through the provision of complete, sustainable communities and long-term infrastructure solutions.

The OP already establishes policy provisions and requirements that are unique to Tewin, which is the only growth area categorized as "Category 2 – Future Neighbourhood Overlay – New Tewin Community" that is supported by its own annexes (Annexes 10 and 12) and has a distinct policy framework. This proposed policy in the OPA recognizes the comprehensive planning and environmental assessment work that has been undertaken for the entirety of the Tewin study Area as an urban community while also establishing a deliberate screening and gating process to ensure development proceeds only if there is a need for additional urban developable area and appropriate planning, technical, financial, and infrastructure requirements have been satisfied.

5.6.4.1 Protect the Natural Heritage System and Natural Heritage Features

OP Policy 5.6.4.1.2 describes the Natural Heritage Features Overlay, stating it "consists of those natural heritage features identified in Subsection 4.8.1, Policy 3 [that] can reasonably be mapped and displayed at the resolution of the Official Plan schedules". The OP continues, stating (5.6.4.1.3) "the City shall protect natural heritage features for their natural character and ecosystem services" and also states (5.6.4.1.4) "development or site alteration proposed adjacent to natural heritage features shall be supported by an environmental impact study prepared in accordance with the City's guidelines". The OP also adds (5.6.4.1.5) "development and site alteration shall have no negative impact on the Natural Heritage System and Natural Heritage Features. Development and site alteration shall be consistent with the conclusions and recommendations of an approved environmental impact study".

Through the Existing Conditions Studies, the Tewin Project Team conducted on-site investigations of the entire Study Area that they were able to access, which included all of the lands owned by Tewin's Major Landowners, and identified and mapped the natural heritage features present. These studies provided a clearer picture of the on-site natural heritage features than shown on OP Schedule C-11-C (5.6.4.1.2). These existing features became the starting point for the Ecological Corridor, protecting them and their functions from development. From there, the Ecological Corridor was designed to enhance the function of these features through restoration of preexisting watercourse and construction of wetlands and natural linkage areas, helping to improve the health, connectivity and integrity of the natural environment over the long-term. The Secondary Plan proposes to designate the entirety of the Ecological Corridor as Urban Natural Features. This represents a net improvement to the natural heritage features that exist on-site today (OP 5.6.4.1.3).

As contained in the Secondary Plan (3.2.13), development and site alteration within 30 metres of the boundary of Urban Natural Features must demonstrate no negative impacts on the natural features within the area or their ecosystem services through an Environmental Impact Statement (OP 5.6.4.1.4; 5.6.4.1.5). This is in keeping with policies of this section of the OP in conjunction with policies related to the Urban Natural Features in Section 7.3 of the OP.

Section 6 - Urban Designations

The OP recognizes designations as being based on their urban function, rather than land use. Lands have a hierarchy of importance based on their function and intensity of their use, with many land uses existing as part of the function of each designation.

6.1 HUBS

Hubs are areas "intended for high density development centred on planned or existing rapid transit stations and/or frequent transit stops". The planned function of Hubs is "to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub."

6.1.1 Define the Hubs and set the stage for their function and change over the life of this Plan

The OP states that (6.1.1.1) "Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop.

The Official Plan does not require existing or funded rapid transit infrastructure for Hub identification, particularly in greenfield contexts, and explicitly contemplates planned frequent transit service as a basis for Hub planning in new communities. Tewin's Community Spine is planned for frequent street transit. This Application proposes to designate three areas along this transit line as Hubs, being the Community Core (Hub 1) and the two

Neighbourhood Centres (Hub 2) within the Secondary Plan Area. The size and density of the Hubs vary by their location and intended purpose, as previously described.

The OP notes that (6.1.1.2) "the strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b)."

While multi-unit residential and non-residential uses are supported elsewhere in the Secondary Plan Area, the highest-density residential

buildings and greatest mix and concentration of non-residential uses will be in the Hubs (OP 6.1.1.2.a and c). The location of the Hubs and their access to frequent transit will connect them with other Hubs in the network. The strategic mix of uses in the Hubs will allow residents to live, work, and access daily needs by transit, on foot, or on wheel (OP 6.1.1.2. b and d).

While no development is yet proposed with this Application, the Secondary Plan and CDP contain policies and guidelines that proactively shape the direction of future development to respond to OP policy 6.1.1.3, which states that “development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
- c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:
 - i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;
 - ii) Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and

- iii) May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- f) Shall establish buildings that:
 - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
 - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
 - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub’s prioritizing of transit, walking and cycling, including as appropriate:
 - i) Elimination of on-site minimum parking requirements;
 - ii) Maximum limits on parking supply;

- iii) Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
- iv) Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
- v) Establishment of residential on-street parking permit zones; and
- vi) Despite the above, visitor parking shall continue to be required for high-density residential uses where parking facilities are provided, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and
- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic

This Application responds to OP Policy 6.1.1.3 as follows:

- *The highest density uses are generally directed toward the Community Spine and its transit stops (OP 6.1.1.3.a).*
- *Secondary Plan Policy 5.11.5 specifies large-format retail uses are directed to the Hubs, which are close to transit by design (OP 6.1.1.3.b).*
- *CDP Section 4.2 requires non-residential ground floor frontages in proximity to transit stops within Hub 1, and the Secondary Plan requires a minimum height of 3 storeys and/or 10 metres along the entirety of the*

Spine. Zoning regulations will be established through subsequent applications to advance these directions (OP 6.1.1.3.c).

- *Secondary Plan Policy 4.2.7 states “In addition to the Street Network shown on Schedule C, Local Streets, Lanes and Mid-Block Connections shall be identified through the development application process to deliver the fine-grain permeability that improves connectivity and circulation for all users and creates a safe and comfortable public realm. The intent of this policy is to encourage and facilitate pedestrian movement through the community, including the Hubs (OP 6.1.1.3.d).*
- *The Secondary Plan contains policies in Sections 4 and 5, and the CDP contains guidelines in Sections 3 and 4, intended to support a high-quality, comfortable public realm for pedestrians, cyclists, and transit users (OP 6.1.1.3.e).*
- *Within all land use designations that permit residential / mixed-use development, CDP Section 4.1 directs development and buildings to define streets, parks, and public spaces, contributing to a strong sense of spatial enclosure, and support visually interesting streetscapes (OP 6.1.1.3.f.i). Additionally, Secondary Plan Policy 5.2.6 directs buildings to provide active frontages, which include building entrances, along the Community Spine which is planned for frequent transit service (OP 6.1.1.3.f.ii).*
- *Secondary Plan Policy 5.1.3.2 requires development to minimize impacts of parking and loading (OP 6.1.1.3.f.iii). Parking rates*

and supply will be established through the future rezoning applications (OP 6.1.1.3.g).

The OP states (6.1.1.4) “Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1.3.h and:

- a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle-prioritizing uses including but not limited to:
 - i) Drive-through facilities;
 - ii) Automobile dealerships, other than showrooms contained entirely within a building;
 - iii) Automobile service stations and body shops;
 - iv) Mini-storage warehouses;
 - v) Surface parking lots as a main use of land; and
 - vi) Other uses that prioritize or depend on motor vehicle access for their primary function.
- b) Despite a), recognizing that automobile rental establishments allow occasional access to motor vehicles to meet the needs of residents who otherwise forgo automobile ownership, the following uses may be permitted, subject to Subsection 6.1.1, Policy

3 f) and subject to appropriate integration with surroundings:

- i) Car-share stations;
- ii) [...]”

Secondary Plan Policy 5.1.1.7 prohibits drive-through facilities within the Community Core (Hub 1) and generally prohibited within Neighbourhood Centres (Hub 2), with design specifications to minimize their impacts where they are considered (6.1.1.4.a.i). CDP Section 3.1 encourages car-share facilities as a strategy to reduce reliance on private automobiles (OP 6.1.1.3.b)

The OP establishes policies relating to the intersection between Corridors and Hubs, stating (6.1.1.6) “Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail; however:

- a) Vehicular traffic along the Corridor shall be managed with street design and measures including traffic calming so as not to undermine the pedestrian-, cyclist- and transit user-focused environment of the Hub; and
- b) Subject to a), transit shall be prioritized along Corridors.”

Secondary Plan Policy 4.2.10.c requires cross section design to support slower vehicle speeds and enhanced pedestrian crossings through design features that calm and slow traffic, such as curb extensions, narrow lanes, and

chicanes (OP 6.1.1.6.a). Nevertheless, the design of the Community Spine will prioritize transit movement as contained in Secondary Plan Policy 4.3.8 (OP 6.1.1.5.6.b).

6.2 CORRIDORS

The OP states “the Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.”

6.2.1. Define the Corridors and set the stage for their function and change over the life of this Plan

OP Policies 6.2.1.1(a) and (b) specify the general application and maximum depth of the Corridor designation, but Policy 6.2.1.1(c) notes that “despite 6.2.1.1(a) and (b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.”

The OP recognizes two sub-designations within the Corridor designation: “Mainstreet Corridors”, and “Minor Corridors”.

All of the Corridors at Tewin are Minor Corridors.

This Application seeks to designate Tewin’s Community Corridor area as a Minor Corridor. This area flanks the Community Spine and Loop Street as these are both streets supporting frequent transit service, a higher density of development, and a greater mix of uses. Its depth varies in response to the surrounding context, ranging between 200-400 metres from the centreline of the Spine and 130-160 metres from the centreline of the Loop Street.

The OP provides built form direction for Corridors, stating (6.2.1.2) “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and

The Secondary Plan directs that the highest densities within the Minor Corridor designation be developed near the Community Spine and/or the Open Space System. This approach facilitates access to and use of transit and community infrastructure by locating a greater population of local residents within walking distance to transit stops and all aspects of the OSS, and ensuring open spaces are not exclusively flanked

by low-density housing forms in support the OP’s equity objectives. To address compatibility with existing low-rise areas, Secondary Plan Policy 5.2.1.2 requires development in the Minor Corridor designation along Piperville Road to be comprised of predominantly ground-related housing, particularly adjacent to residential properties within the Existing Homes and Businesses Overlay (OP 6.2.1.2.a).

Within the Minor Corridor, Secondary Plan Policy 2.5.b requires development to be incorporate a fine-grain network of streets and blocks that create direct pedestrian connections to the Community Spine, and CDP Guideline 4.4.1.f requires a publicly accessible mid-block connection where the block length exceeds 150 meters (OP 6.2.1.2.b and c.i).

As contained in Secondary Plan Section 7.2.1, the sequence of development phasing shall prioritize proximity to the Community Spine in early sub-phases, and should generally include development on both sides of the Community Spine (OP 6.2.1.2.c.ii).

OP Policy 6.2.1.3 states “Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.”

Secondary Plan Policy 5.1.1.4 requires non-residential uses be developed within the Minor Corridor designation, generally within the Community Cluster areas identified on Secondary Plan Schedule F. A minimum non-residential gross floor area must be provided across all Convenience Clusters, along with a minimum provided within each. Their strategic

distribution will support the creation of a 15-minute community, ensuring most residents are within a 10-minute walk from non-residential uses.

The OP addresses parallel street conditions, stating (6.4.1.4) “Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street”.

Secondary Plan Policy 5.2.6 requires buildings along the Community Spine to provide active frontages with building entrances. CDP Guideline 4.4.1.g requires development within the Minor Corridor to use shared parking strategies, where feasible, to minimize the impact of parking on the character of the street (OP 6.4.1.4.a).

Secondary Plan Policy 5.1.3.2.c states development within the Community Corridors will minimize the impacts of parking and loading by focusing vehicular access to Arterials or Existing Collectors, or side streets to reduce impacts on the public realm along the Community Spine (OP 6.4.1.4.b).

6.3 NEIGHBOURHOODS

The OP recognizes Neighbourhoods as the heart of communities and intends for them to permit a mix of building forms and densities, with them all becoming 15-minute neighbourhoods if they are not already.

The OP states that (6.3.1.2.a.) “permitted heights in Neighbourhoods shall be low-rise, except where existing zoning or secondary plans allow for greater building heights”. It goes on to direct a range of built forms to Neighbourhoods, stating (6.3.1.4) “the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- c) [...]
- d) [...] may permit compatible and complementary small-scale non-residential uses and services that primarily serve residents within walking distance and are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses; [...];
- e) limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions;

- f) Greenspace [...] meant to serve as public space.”

Tewin responds to OP Policy 6.3.1.4 as follows:

- *This Application seeks to permit heights up to 4-storeys in the areas it designates as Neighbourhoods, in conformity with the OP.*
- *Table 3b of the OP requires a minimum residential density of 40 to 60 units per net hectare for intensification within the Suburban Transect. While the Application supports dwelling types with individual densities as low as 26 units per net hectare (CDP 4.1.13.a), the minimum average density for the Neighbourhood designation in each Community Area will be 40 units per net hectare (OP 6.3.1.4.a). Conformity is therefore achieved at the designation and Community Area scale,*
- *The OP defines “missing middle housing” as “generally referring to low-rise, multiple unit infill residential development between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground-oriented”. The Secondary Plan permits a range of housing options in Neighbourhoods, including single- and semi-detached; townhomes; low-rise apartments, and multiplex housing (OP 6.3.1.4.b). The unit projections that form the basis of this Application are detailed in Table 1 of Tewin’s Housing Affordability Strategy and include assumptions and capacity for accessory dwelling units.*

- *In conformity with the OP, this Application supports permissions for home-based businesses and small-scale retail uses within Neighbourhoods (OP 6.3.1.4.d). However, it directs large-scale non-residential uses as described in OP Policy 6.3.1.4.e to Hubs.*
- *Greenspaces are distributed throughout the community providing equitable access to all Neighbourhood areas (OP 6.3.1.4.f).*

Policy 6.3.1.5 states “the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b)”

Future rezoning of Tewin will distribute densities in accordance with these directions of the Official Plan, with higher densities in proximity to transit, mixed-use areas, and the Open Space System to support equitable access (6.3.1.5.a, b). The Secondary Plan, as supported by the CDP, lays the foundation for future rezoning within Tewin.

The vast majority of existing development is located within the Neighbourhoods designation; these will be the lowest density, low-rise uses at Tewin. Policies in Section 5.2.1 of the Secondary Plan and guidelines in Section 4.7 of the CDP establish Tewin-specific height and massing transition requirements based on whether or not the new development is adjacent to the Existing Homes and Businesses Overlay. Where new development is adjacent to the Overlay, it should provide transition elements such as setbacks, stepbacks, landscaping, and/or aligning new streets, pathways, and building entrances to respect existing sightlines and minimize overlook into private yards. Where new development is not adjacent to the Overlay, development will provide variation in building height and form to support diverse housing options and a visually interesting streetscape. Transitions in height or through massing (e.g. angular planes) between development of different building types will not be required provided that adequate privacy and pedestrian comfort are maintained, including minimizing adverse wind impacts, maintaining access to daylight, and avoiding excessive shadowing on the public realm. The approach to built form aligns with the vision of Tewin as a community that supports wellbeing for all by providing a mix of housing forms and creating a nature-first community with equitable access to open to the Open Space System (OP 6.3.1.5.c).

6.3.2 Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minutes neighbourhoods

While this section of the OP is intended to guide the evolution of existing neighbourhoods and is therefore not directly applicable to Tewin as a

new growth area, the policies are reviewed here to demonstrate how the Application has been crafted to create 15-minute neighbourhoods from the outset. The Secondary Plan proactively implements these policies, thereby making the intent of OP Section 6.3.2 a part of the foundation of Tewin’s new neighbourhoods.”

OP Policy 6.3.2.1 requires approvals under the Planning Act to allow innovative building forms including missing middle housing.

Secondary Plan Section 5.3 and CDP Section 4.9 specifically address housing diversity as a key part of the ‘Wellbeing for All’ guiding principle for Tewin.

The OP states (6.3.2.2) “the City will establish form-based regulation through the Zoning By-law, Site Plan Control, and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for

- Local context and character of existing development;
- Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
- Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;
- Proximity to Hubs, Corridors and rapid-transit stations;

- e) Transition in building form to and from abutting designations;
- f) The intended density to be accommodated within the permitted building envelope; and
- g) The provisions of Subsection 4.2 Policy 1(d)".

OP Policy 6.3.2.3 adds "Further to Policy 2), form-based regulation will provide for built form and site development characteristics that are: (c) [In the case of Tewin], may provide for a mix of urban and suburban characteristics as described in Table 6, provided that such development does not unreasonably preclude evolution to more urban character over the life of this Plan".

Tewin will be rezoned to establish form-based regulations as permitted by the Planning Act to implement the Secondary Plan, and CDP (OP 6.3.2.2). This will permit a combination of urban and suburban characteristics as contained in OP Table 6, with urban characteristics focused to the Hub and Minor Corridor designations (OP 6.3.2.3).

The OP states (6.3.2.7) "sites that are underutilized or convert from non-residential uses, for example golf courses, school sites or churches, may convert to residential, provided all of the following are met:

- a) The proposed development includes the majority of its site as low-rise missing middle housing typologies;
- b) The intent of the growth management requirements of Section 3 are met;
- c) The proposed development includes an affordable housing component meeting

Subsection 4.2 and provides a non-residential component in order to contribute to 15-minute neighbourhoods, preferably an underserved non-residential component such as community infrastructure or local retail and commercial services and

d) [...]

The Anderson Links Golf and Country Club is an existing use within the Tewin Study Area and planned to support redevelopment. The above OP Policy does not apply as this is not a conversion taking place within an existing neighbourhood, but rather is one portion of a larger development area that is being planned comprehensively for urban uses.

6.3.3 Ensure that neighbourhoods form the cornerstone of liveability in Ottawa

The OP directs the City to (6.3.3.2) "allow, through the Zoning By-law, small-scale non-residential uses such as retail, service, cultural, leisure and/or entertainment functions: on all Collector streets; [...], and by identifying new streets that could foster small scale non-residential growth".

The Secondary Plan permits non-residential uses within Neighbourhoods in keeping with the OP. Future rezoning of Tewin will establish regulations for their implementation.

Section 7 - Greenspace Designation

The Greenspace designation identifies a network of public parks, other spaces within the public realm and natural lands that collectively provide essential ecosystem services to Ottawa's residents, support biodiversity, climate resilience, recreation and healthy living.

The OP policies in this section outline the City's intent to protect its Greenspaces and their various functions.

7.1 PROVIDE CONVENIENT, INCLUSIVE ACCESS TO A VARIETY OF GREENSPACES ACROSS THE CITY

The Greenspace designation in OP Policy 7.1.1 consists of sub-designations, which are shown on Schedule C12 for the Urban Area. They include:

- Park
- Open Space
- Urban Natural Features
- Significant Wetlands
- Natural Environment Areas; and
- Conservation Areas

The OP prohibits lot creation within the Greenspace designation and associated sub-designations, to protect and maintain their overall integrity and character.

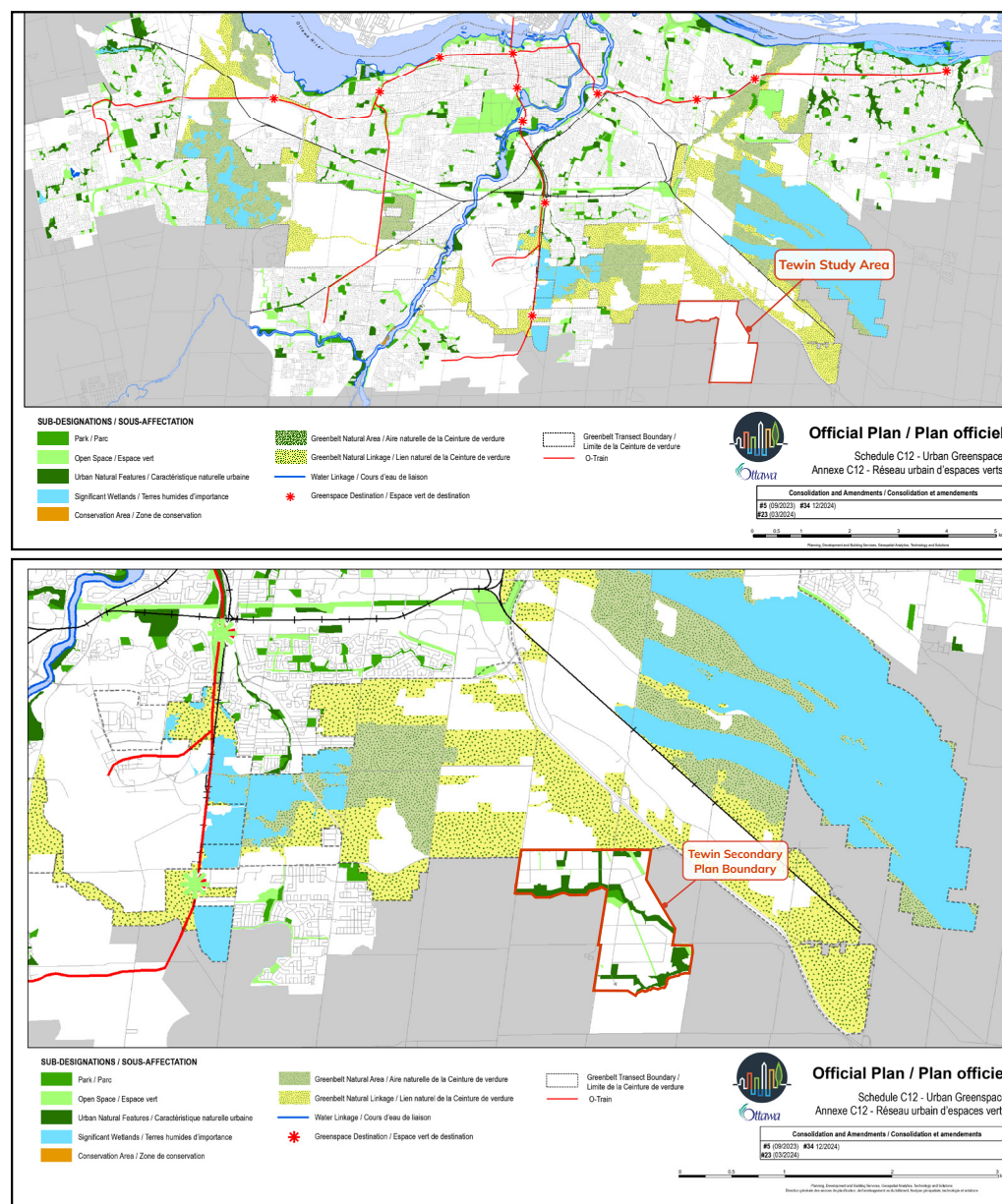


Figure 31. Existing (top) and Proposed (bottom) Schedule C12 Urban Greenspace

Related to public access, the OP states (7.1.4) “public access and connections to Greenspaces shall be facilitated and enhanced wherever possible, though the following mechanisms:

- a) Secondary, community design, master plans, and area specific policies shall refine priorities for the securement of land for specific greenspace purposes;
- b) Acquisition, conveyance or dedication of new Greenspaces through the development review process;
- c) Pursuing opportunities for public access and enhancing urban forest canopy cover, where appropriate, in the design of transportation corridors, infrastructure and other municipal facilities as directed in other sections of the Official Plan and capital budget processes; and [...]”

Tewin’s Open Space System is the fundamental structuring element of the community. The Ecological Corridor and Community Open Spaces are two interrelated networks within this System. As it relates to Urban Greenspaces, this Application proposes to designate the Ecological Corridor as Urban Natural Features, and will deliver Parks and Open Spaces which will be designated at appropriate stages in the development process.

The proposed Secondary Plan establishes Greenspace designations on Secondary Plan Schedule E. This Application also proposes to amend Schedule C12 of the Volume 1 OP to do

this; amendments to this Schedule are limited to key open space elements — being the central Community Park, Ecological Corridor, community facilities, and open space connections — given not all elements are secured at the Secondary Plan stage. These specific elements will be secured because they are critical to Tewin’s structure and social infrastructure. The Ecological Corridor will be conveyed to the City through future Plan of Subdivision applications. The size and location of additional parks and open spaces (including stormwater management facilities) identified on Secondary Plan Schedule E will also be confirmed and conveyed through Plan of Subdivision applications. The Secondary Plan contains policies related to conveyance and dedication of these Greenspaces (Secondary Plan Section 3.4), and how the areas identified as Parks will be treated if not used for their intended purpose (Secondary Plan Policy 3.3.2.2) (OP 7.1.4.a and b).

The Secondary Plan addresses public access to the Open Space System in Policy 3.1.5, which states “Public access to the Open Space System shall be prioritized by:

- a) *Supporting views of the System form the public realm and throughout the Plan Area;*
- b) *creating frequent opportunities for entry into the System; and*
- c) *providing multi-use pathways with compatible recreational, educational, and stewardship opportunities throughout the System in a manner which protects the Ecological Corridor”.*

The trails at Tewin are intentionally designed to provide public access to Greenspaces, as articulated in Section 4.3 of the Secondary Plan and Section 3.4.3 of the CDP. Parks are intentionally located to connect to the Ecological Corridor and provide public visual connection to the natural environment (OP 7.1.4.c).

Regarding Open Spaces, the OP states they (7.1.7) “provide many of the benefits associated with other Greenspaces but are not intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks. The City shall:

- a) Seek to secure public access to, and enjoyment of, Open Space lands in a manner that supports this Plan’s goals for 15-minute neighbourhoods, through partnerships with other public landowners or through development;
- b) Identify the intended primary function(s) of Open Spaces as green transportation and utility corridors, stormwater management facilities, capital greenspaces, or passive open spaces, through the Urban Forest and Greenspace Master Plan, secondary plans or community design plans and the Zoning By-law as appropriate; and [...].

There are a series of Open Spaces identified on Secondary Plan Schedule E – Land Use Designations, a subset of which have been carried forward in the proposed amendments to OP Schedule C12. These Open Spaces will augment the traditional Park system and Urban

Natural Features to create a fully connected System and provide additional access to open spaces for residents. The Secondary Plan and CDP provides direction for these spaces in Secondary Plan Section 3.3.3 and 3.3.5, and CDP Section 2.3.4, respectively.

7.2 DESIGN AND ANIMATE CERTAIN TYPES OF PUBLICLY-OWNED GREENSPACE TO ENHANCE THEIR CONTRIBUTIONS TO HEALTHY, ACTIVE COMMUNITIES

The OP states (7.2.2) “the City shall collaborate with the Algonquin Anishinabe Host Nation, the urban Indigenous community and the National Capital Commission on respectful inclusion and representation of Algonquin Anishinabe Host Nation, First Nations, Inuit and Métis people’s culture and heritage in urban greenspace. This will include the identification and development of a safe and secure outdoor space(s) for Indigenous ceremony in Ottawa”.

The Parks Design Manual and EMP submitted with this Application identifies opportunities for Indigenous placekeeping and commemoration and celebration of Algonquin culture within the Parks and Open Spaces at Tewin. The Secondary Plan (Policies 1.1.1.j and 3.3.2.5.g) and CDP (Guideline 2.3.2.4) direct that development at Tewin deliver on this objective. Specifics will be confirmed through detailed design stages.

7.3 PROTECT THE ECOSYSTEM SERVICES OF NATURAL FEATURES AND RECOGNIZE THEIR ROLE IN BUILDING RESILIENCE TO FUTURE CLIMATE CONDITIONS

OP Section 7.3 establishes policies for the Urban Natural Features designation, stating (7.3.1) “Urban Natural Features are primarily publicly-owned urban natural areas that are managed for conservation or passive leisure uses. The following shall apply:

- a) Development and site alteration are prohibited in Urban Natural Features;
- b) Permitted uses in Urban Natural Features are: passive open spaces; scientific, educational, or conservation uses associated with the natural features; and forestry as defined in the Forestry Act;
- c) Notwithstanding the prohibition on development and site alteration, the City, at its discretion, may allow pathways and stormwater infrastructure within Urban Natural Features, where such pathways and infrastructure will not adversely affect the natural characteristics of the areas or their ecosystem services;
- d) The City may allow amenities and small-scale commercial operations as ancillary or temporary uses in Urban Natural Features for the purpose of supporting more intensive public use and equitable public access, subject to zoning and/or site plan;
- e) Development and site alteration within 30 metres of the boundary of Urban Natural Features must demonstrate no negative impacts on the natural features within the area or their ecosystem services;

f) Where Urban Natural Features are privately owned, public use and access to these lands for any purpose requires the consent of the owner; and

g) Urban Natural Features do not form part of parkland dedication.

This Application proposes to designate Tewin’s Ecological Corridor as an Urban Natural Features.

- *The proposed Ecological Corridor contains existing natural features and watercourses, in addition to restoration of previous watercourse and new headwater features, constructed wetlands and natural linkage areas. Landscaping and site works will be required to establish the proposed Ecological Corridor and necessary infrastructure. These areas will be subject to servicing infrastructure where required, and minimally invasive works to plant for succession and resilience, create habitat areas, and connect into the Ecological Corridor as appropriate. Following the construction and establishment of the Ecological Corridor (by phase), the area will be designated Urban Natural Features, and no development will be permitted except as permitted by the Secondary Plan (7.3.1.a).*
- *The Secondary Plan builds on OP Policy 7.3.1.b to provide additional direction for what uses are permitted within Tewin’s Ecological Corridor (Urban Natural Features) designation. More specifically, Secondary Plan Policies 3.2.6 - 3.2.10 prohibit small-scale commercial operations, limits how multi-use pathways may be integrated, and permits street crossings and linear*

infrastructure crossings subject to demonstration that they will not compromise the vitality of the Corridor, amongst other tests (OP 7.3.1.c and 7.3.1.d).

- *In conformity with OP Policy 7.3.1.e., the Secondary Plan Policy 3.2.13 states “development or site alteration within 30 metres of the boundary of Urban Natural Features must demonstrate no negative impacts on the natural features within the area or their ecosystem services through an Environmental Impact Statement [...]”. Tewin’s EMP defines the scope of the Environmental Impact Statement that will be required in a manner which appropriately addresses the character of the Ecological Corridor as Urban Natural Features with both existing and constructed features and an area that includes all required setbacks and hazard limits.*
- *Tewin’s Urban Natural Features will be conveyed to the City through the Plan of Subdivision process following initial construction, planting and/or establishment of the natural heritage features within the Urban Natural Areas, as may be required (OP 7.3.1.f).*
- *The Ecological Corridor (Urban Natural Features) will not form part of any required parkland dedication (7.3.1.g).*

OP Subsection 7.3.2 establishes policies for the Significant Wetlands designation.

There are no Significant Wetlands identified within the Tewin Study Area.

OP Subsection 7.3.3 establishes policies for the Natural Environment Areas designation, stating that it “protects larger natural areas with multiple, overlapping natural heritage features and functions”.

There are no existing Natural Environment Areas within Tewin and the Ecological Corridor will be designated Urban Natural Features.

Section 10 Protection of Health and Safety

The OP recognizes natural and human-made hazards such as flood plains or unstable soils; and contaminated sites or noise; and includes measures to protect people and property from the impacts of these hazards. In general, development shall be directed away from areas of natural or human-made hazards, where there is an unacceptable risk to health or safety or of property damage, and shall not create new, or aggravate existing, hazards.

10.1 PREVENT INJURY, LOSS OF LIFE AND PROPERTY DAMAGE

10.1.1 Natural Hazards: Flooding Hazards and Erosion Hazards

The OP states (10.1.1) “Lands in the flood plain are subject to regulations under Section 28 of the *Conservation Authorities Act*, Official Plan policies and zoning provisions in the Zoning By-law. Official Plan policies for flood plains also apply to areas where flood plains exist but are not mapped by the conservation authorities or identified as flood plain in the Zoning By-

law. Flood plain boundaries are determined in consultation with the Mississippi Valley, Rideau Valley, and South Nation Conservation Authorities, with adherence to relevant policies and guidelines. [...]. For areas where no flood plain mapping is available, development proponents may be required to undertake studies as part of the development review and approvals process to delineate the extent of the flood plain”.

OP Policy 10.1.1.1 and 10.1.1.2 direct that development and site alteration shall not be permitted:

- in the 1 in 100-year flood plain or in an erosion hazard area; and
- within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards, erosion hazards and/or dynamic beach hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the use.

Existing Conditions studies and supplementary studies conducted for the EMP identified the natural hazards lands within the Tewin Study Area. Through the construction of Headwater Drainage Features, portions of existing natural hazard lands will be reconfigured. Once these watercourses have been established, development within their associated floodplain and natural hazard limits will be restricted, as applicable. Such Natural Hazard Lands will form part of the Ecological Corridor in their ultimate condition to protect public health and safety while supporting the function of surrounding natural features.

Tewin's Land Use Plan has been designed to provide access to all areas during times of flooding hazards in compliance with OP Policy 10.1.1.12 and as described in the MSS and EMP. No development will be permitted within Natural Hazard lands, subject to Secondary Plan Section 3.2. Road, trail, and any utility crossings over hazard lands will account for the impacts of climate change that may increase the risk associated with flooding. Refer to the EMP for further details.

The OP anticipates changes to the flood plain, stating (10.1.1.4) “revisions to the Flood Plain Overlay in the Zoning By-law, or regulation limits in secondary plans or area-specific policies, may be implemented without the need for an Official Plan amendment, when site-specific geodetic elevation information prepared by an Ontario Land Surveyor has been accepted by the appropriate conservation authority, or when the City is undertaking updates to the Flood Plain Overlay in the Zoning By-law and concurrence from the appropriate conservation authority has been received”

OP Policy 10.1.1.5 specifies a requirement for flood plain studies, in support of a development application will be identified in consultation with the City and the appropriate conservation authority. Flood plain studies, submitted to the City, as part of the development review process, shall be supported by appropriate engineering and environmental studies.

Tewin's EMP identifies existing floodplain areas and associated hazard limits within the Plan Area, all of which are contained within the Ecological Corridor and intended to be excluded from development. The Secondary

Plan designates this corridor as 'Urban Natural Features' and prohibits development within it, consistent with Official Plan flood risk management objectives.

Notwithstanding the foregoing, Official Plan Policy 10.1.1.4 explicitly contemplates refinements to floodplain and regulation limits based on site specific geodetic and engineering information accepted by the appropriate conservation authority, without requiring an Official Plan amendment. This ensures up-to-date flood hazard information can inform development approvals, while recognizing that detailed refinement of hazard limits is appropriately addressed at later stages of planning and design.

10.1.3 Areas Vulnerable to Flooding Under Climate Change

The OP identifies (10.1.3) the climate change scenario flood limit as the 1 in 350-year flood plain, and states that (10.1.3.2) “new secondary plan and area-specific policy areas will evaluate flood risks in climate change flood vulnerable areas and apply mitigation measures to the land use policies and design of the community in order to minimize flood risk for sensitive land uses”.

While the Tewin Study Area is not identified as a climate change flood vulnerable area, the 1 in 350-year event has been mapped for the Study Area, and no significant differences from the 1 in 100-year event were identified. EMP Subsection 4.2.4 clarifies that no development is proposed within the 100 or 350-year floodplain boundaries (10.1.3.2).

10.1.4 Natural Hazards: Unstable Soils or bedrock

The OP identifies sensitive marine clays as unstable soils, and potentially hazardous sites, noting where there are deep valleys or embankments, there is a risk of large-scale retrogressive landslides. The OP states “development proponents may be required to undertake necessary studies as part of the development review and approvals process to delineate the extent of these natural hazards”.

The OP states 10.1.4.1 “development shall generally be directed to areas outside of unstable soils as defined as a hazardous site in the PPS”.

A Geotechnical Assessment was completed as part of the Existing Conditions reports, the areas of unstable slope were mapped, and a limit of hazard land setback was established (see EMP Figure 34: Natural Hazard Delineations: Erosion, Slope Stability, Meanderbelt and Floodplain). Development is not proposed within the identified hazard lands nor the setback areas (10.1.4.1).

10.3 BUILD RESILIENCY TO THE IMPACTS OF EXTREME HEAT

The OP recognizes the projected increase in the number of very hot days (>30°C), and identifies the importance of a built environment to mitigate extreme heat. OP Policy 10.3.1 states, “The built environment should be developed to provide protection against extreme heat, reduce the urban heat island effect, build climate resiliency and safe outdoor recreation and active transportation.

- 1) Trees will be retained and planted to provide shade and cooling by:
 - a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;
 - b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and
 - c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.”

This Application prioritizes the planting of trees in the public and private realms, establishing canopy targets by land use designation to maintain 32% canopy coverage as exists in the Study Area today, with consideration for soil conditions. Space for trees is planned within all public streets and throughout the Open Space System. The Active Mobility Network is generally located in areas where trees can grow and provide shade.

Section 11: Implementation

Policy 11.4.6 states “The City shall collaborate with School Boards to facilitate early and integrated planning for schools and associated childcare facilities.”

The four School Boards have been engaged throughout the Coordinated Process to identify school site locations and sizes, and collaborate on optimum land use relationships in the Land Use Plan.

Section 12 – Local Plans

Section 12 provides policies related to the establishment and function of secondary plans within Ottawa. Secondary plans establish local development policies to guide growth and development in defined areas of a city where major physical changes are expected and desired. As introduced in Subsection 5.6.2.1, development may only be approved in areas within the Future Neighbourhood Overlay once the overlay has been lifted by an OPA to establish a secondary plan containing designations consistent with the parent OP.

12.1 ESTABLISH DIRECTION FOR THE CREATION OF SECONDARY PLANS AND AREA SPECIFIC POLICIES

The OP notes that (12.1.1) “a secondary plan and area-specific policies, when adopted by Council, becomes Council’s policy for public and private development, in the planning area, and also amends Volume 2 of this Plan”.

The proposed Secondary Plan is the subject of this Application, for Council’s consideration and adoption.

The OP specifies that (12.1.2) “an Official Plan amendment to implement a secondary plan may only be initiated by the City unless otherwise directed by Council. An area-specific policy or community design plan may be initiated by the City or by a proponent”.

The Proposed OPA includes a Tewin-specific amendment to Section 12.1 in relation to Policy 12.1.2. It reads:

New Policy 12.1.12

“Notwithstanding Policy 12.1.2, an Official Plan Amendment to implement a secondary plan for the Category 2 – Future Neighbourhood Overlay – New Tewin Community may be initiated by the City or a proponent. The technical and financial requirements outlined in Annex 10 and Annex 12 are required before approval of this secondary plan.”

This proposed amendment is in keeping with the fact that the OP establishes a different policy framework for Tewin, as demonstrated through Tewin-specific preamble and policies in Section 5 of the Volume 1 OP and Annexes 10 and 12. It is appropriate as it allows the proponent to bring forward an OPA establishing the Secondary Plan for Council’s consideration. This OPA is the result of the prescribed public process which has been undertaken in collaboration with City Staff. It will enable Tewin’s Major Landowners to advance the development approvals process and deliver on the housing needs identified through the 2021 Growth Management Study.

The studies that support this Application are identical to those provided to the City in May 2026 through the on-going Coordinated Process. Hence, the effect of this amendment is technical in nature, allowing Council to consider a proponent-initiated OPA to introduce a secondary

plan following a 4.5-year collaborative process with City Staff. This Coordinated Process has advanced in accordance with the framework set out by the OP and is now nearing completion. This Application satisfies the requirements of the Tewin-specific Annexes and related Planning Terms of Reference.

The OP states (12.1.3) “the development of secondary plans will include engagement with local residents, property owners, School Boards, businesses and other interested parties in a collaborative and public process. The City will work with the property owners to resolve issues affecting the development of individual sites or larger parcels and will provide opportunities for local community members and other interested parties to participate in the planning process.

The Coordinated Process has involved extensive engagement with local residents, property owners, business owners, interested parties, and the broader public as detailed in Appendix A of the CDP.

The OP states (12.1.4) “where a secondary plan impacts multiple landowners, the City shall require a landowner’s agreement” [...] as a requirement in the Official Plan/Secondary Plan and shall be provided to the City to allow the City to require cost sharing as a condition of development.

The Secondary Plan contains policies that set out the requirements for a cost sharing agreement (Secondary Plan Policy 6.2.6 and 6.2.7).

OP Policy 12.1.5 allows secondary plans to implement density and building heights different from those in Volume 1 of the OP. It continues in Policy 12.1.7 stating “secondary plans and area-specific policies shall take into consideration, and generally be consistent with, the policies of this Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan”.

The proposed Secondary Plan utilizes a similar policy structure as the OP, with a greater emphasis on the Open Space System as a structuring element within the community design. Proposed land use designations are based on existing OP designations, with a few Tewin-specific that are appropriate for achieving the vision of Tewin as determined through the Coordinated Process.

Policy 12.1.8 states that “secondary plans will be prepared in accordance with the structure outlined in Annex 4. This is a framework only and specific terms of reference will be developed for each plan”.

The Tewin Community Design and Planning Terms of Reference was established at the start of the planning process to describe the context in which the need for, and general scope of, the Secondary Plan would be undertaken. It was prepared in accordance with Annex 4. This Application’s adherence to the Tewin Planning Terms of Reference and Annex 4 is described in Section 4.4 of this Report.

Policy 12.1.10 states “up-to-date flood hazard limits and regulation limits, as identified in consultation with the appropriate conservation authority in land designation mapping for the subject area, shall be used in the development of the secondary plan”.

Tewin’s EMP and supporting technical studies identify flood hazard limits and regulation limits within Tewin based on robust hydrologic, hydraulic, groundwater, and water budget analyses that extend upstream and downstream within the Bear Brook system and in consultation with the South Nation Conservation Authority. These areas are protected from development through their integration within the Ecological Corridor. Additional details are provided in the review of OP policies 4.7.1.5 and 4.7.1.11 in this Report.

12.2 ESTABLISH DIRECTION FOR THE CREATION OF SECONDARY PLANS IN FUTURE NEIGHBOURHOODS

OP Subsection 12.2 provides further direction for secondary plans within the Future Neighbourhoods Overlay areas.

Policy 12.2.1 reads as follows: “The creation of a new secondary plan or revision to an existing secondary plan is required prior to development of any lands with a Future Neighbourhood Overlay and all of the following are required in advance of the City initiating an Official Plan Amendment to implement said secondary plan and remove the Future Neighbourhood Overlay:

- a) A Community Design Plan, in accordance with Annex 4;
- b) A designation schedule and associated secondary plan policies;
- c) A transportation impact assessment submission that follows the Transportation Impact Assessment Guidelines and other related reference documents, that include an appropriate street network, connectivity for active transportation modes and any necessary h; and traffic calming measures;
- d) Master servicing study;
- e) An environmental management plan or subwatershed study, including the identification of natural heritage features and the natural heritage system independent of the developable area;
- f) Minimum distance separation assessment, in accordance with provincial regulations;
- g) A community energy plan, unless it can be demonstrated that the design of the proposed development complies or is consistent with the High-performance Development Standard;
- h) A phasing plan; and
- i) A financial implementation plan.

The requirements of Policy 12.2.1 are provided with this Application, which includes a CDP and Secondary Plan with designation schedules which address phasing through policies and requirements for Demonstration Planning (12.2.1a, b, and h), Mobility Strategy (12.2.1.c), MSS (12.2.1.d), EMP(12.2.1.e), Minimum Distance Separation (MDS) Conformity Letter(12.2.1.f), CEP (12.2.1.g), and a FIP (12.2.1.i).

For this reason, and those provided in response to Policy 12.1.2 above, this Application proposes a Tewin-specific Amendment to Section 12.2 in relation to Policy 12.2.1 as follows:

New Policy 12.2.6

“Notwithstanding Policy 12.2.1, a proponent may initiate an Official Plan Amendment to implement a secondary plan for the Category 2 – Future Neighbourhood Overlay – New Tewin Community. The technical and financial requirements outlined in Annex 10 and Annex 12 are required before approval of this secondary plan, in addition to the requirements in 12.2.1.

See rationale provided in response for 12.1.2 for further detail in support of the appropriateness of this amendment.

OP Policy 12.2.2 adds “natural heritage features and the natural heritage system shall be conveyed at no cost to the City”. Policy 12.2.3 continues, stating “costs associated with required studies or plans as per Policy [12.2.1], shall be borne by the landowners”.

The Ecological Corridor (Urban Natural Features) will be conveyed to the City through the Plan of Subdivision process as noted in Section 3.4 of the Secondary Plan (OP 12.2.2). The cost for the studies conducted and plans prepared for Tewin have been borne by the Tewin Landowners Group (OP 12.2.3).

Related to the plan requirements, the OP states (12.2.4) “the master servicing study and environmental management plan or subwatershed study, shall be prepared consistent with the Infrastructure Master Plan and the approved terms of reference for each study, as applicable”.

This Proposal for a new Secondary Plan for a Future Neighbourhood Overlay area is supported by Tewin’s EMP and relevant portions of the MSS. Consistent with the IMP, Tewin’s Secondary Plan will also ultimately be supported by a watershed and subwatershed study, being the BBWS and the SBBSS, which are currently underway; Tewin’s EMP and MSS have been coordinated with available outputs from these studies.

As contained in the EMP technical studies and letter prepared by JFSA and submitted with this Application, the proposed approach for subwatershed planning for the Tewin lands—grounded in an expanded EMP, supported by the MSS and implemented through the Secondary Plan—advances the objective set out in OP Policy 4.7.1.11. It addresses the baseline drainage requirements, protects hydrologic and natural heritage functions, and incorporates mechanisms to align with and respond to the outcomes of the BBWS and SBBSS once available. This approach enables orderly and policy compliant advancement of the Secondary Plan while maintaining alignment with the City's long term watershed planning objectives.

As previously noted, the proposed Secondary Plan includes explicit implementation safeguards that ensure control over the timing and form of development, thereby making sure that no adverse impacts occur prior to the completion of watershed level planning.

In particular, the Secondary Plan provides that:

- no Plans of Subdivision or implementing Zoning By laws may be approved until the BBWS and/or SBBSS are sufficiently advanced to inform and, where necessary, refine the stormwater management approach for the Tewin Plan Area;
- the EMP and/or MSS must be updated, as needed, at the time of a development application to reflect any approved watershed or subwatershed study;
- stormwater management designs will be refined at the subdivision and detailed design stage to incorporate the most current watershed and subwatershed information available; and
- the precise boundaries of the Ecological Corridor will be confirmed through the development application process, consistent with the objectives of the Secondary Plan and the EMP.

As discussed, these policies ensure that the approval of the Secondary Plan does not permit urban development in the absence of key watershed planning information, and that implementation approvals remain fully informed by the watershed planning framework.

Annex 4: Local Plan Framework

OP Policy 12.1.8 states that secondary plans will be prepared in accordance with the structure outlined in Annex 4, but notes that “this is a framework only and a specific terms of reference will be developed for each plan”. Official Plan Policy 1.4.d states that “annexes do not form part of this Plan and are to provide information only for the reader”.

Tewin-specific Terms of Reference were developed in collaboration between Tewin's Major Landowners and the City for the EMP, MSS, Mobility Strategy, and Community Design and Planning documents, being the CDP and Secondary Plan. These Terms of Reference are included with this Application and take precedence over Annex 4. Accordingly, the content of the Secondary Plan (as supported by the CDP) is not expected to adhere strictly to the listed elements in Annex 4. Nevertheless, the general requirements of Annex 4 have been reviewed and the proposed Secondary Plan generally adheres to the framework set out by Annex 4 as follows:

- **Plan Context and Existing Conditions:** these elements have been captured in both the Secondary Plan and its supporting studies. Note: the Study Area is largely undeveloped, so many of the demographic or urban design elements listed in this section were either not present or necessary to identify. The Existing Conditions studies focused primarily on the ecological, hydrological, geotechnical, archaeological, physical or transportation conditions of the site and area. Accordingly,

the existing conditions elements contained in the Secondary Plan reflect the relevant information for a community of this scale and form.

- **Vision, Objectives, and Targets:** *Section 2 of the Secondary Plan establishes a vision, objectives, and targets for Tewin. Additional targets can be found in Tewin's CDP and supporting studies.*
- **Key Plan Components:** *These elements are substantially contained in the Secondary Plan, as appropriate for the context and scale of the community. Notable distinctions include:*
 - *Population, units, and employment yields are provided across the entire Plan Area within the Secondary Plan; however the CDP and Housing Affordability Strategy include more granular states by land use designation area.*
 - *A landscape concept plan that incorporates the retention of existing trees is not appropriate at this scale. A Tree Canopy Memo has been prepared instead, detailing how Tewin will support the citywide canopy target by maintaining a canopy coverage of 32% through its redevelopment.*
 - *11 Potential School Sites are identified in the Secondary Plan, but must be confirmed based on need through the Plan of Subdivision process; designs are not available at this stage.*

- *A plan for public art is not available at this stage but is appropriate as part of future development applications; the Secondary Plan and CDP include direction in relation to this;*
- **Implementation Strategy:** *The requirements of the implementation strategy section are incorporated into the Secondary Plan, as appropriate for the scale of Tewin. The FIP provides direction on the funding for the capital costs for Tewin, as required. Where the Secondary Plan, CDP and other plans and studies are silent, the parent OP applies.*

Annex 10: Tewin Community Design Planning Process and Studies

As directed by Council, Annex 10 (the “Tewin Annex”) was developed by City Staff in collaboration with the Tewin Project Team. It outlines the required baseline work, design context, supporting studies, final plans, and financial elements. It also identifies the intent to proceed with the [coordinated] Planning Act and MCEA process to streamline the review and approval process and reduce duplication in consultation efforts, technical reports and analyses, and land use and environmental protection decisions.

Annex 10 notes that many of its identified elements will progress in an iterative manner so that the CDP responds appropriately to the baseline work while also ensuring the community design process provides appropriate inputs to the broader transportation, infrastructure and environmental studies that the City will undertake for lands including and beyond Tewin. It further notes that “the list below is not intended to provide a strict sequential order of process and studies. Some steps and studies can occur concurrently while others will require the completion of certain studies in order to proceed”.

The following Table outlines how the requirements of the Annex have been appropriately addressed through the Coordinated Process and in support of this Application. Note, the Tewin Annex directs that a detailed Terms of Reference be produced for the studies and plans it requires, in collaboration with the proponent. The detailed Terms of Reference for Tewin are described in Section 4.4 of this Report.

Study/Task	Responsibility / Author	Status in the Coordinated Process
Baseline Work		
Community Design Principles	USI	Complete
Natural Heritage Inventory	Kilgour	Complete
Geotechnical Studies	Paterson	Complete
Hydrotechnical	JFSA/Dillon	Complete
Natural Hazard	JFSA/Paterson/GeoMorphix	Complete
Natural Heritage	JFSA/Kilgour	Complete
Bear Brook Surface Water Drainage	JFSA	Addressed through the EMP's technical studies, submitted May 7th, 2026
NCC and MTO consultation	Various	Complete for the Coordinated Process
South-East Ottawa Transportation Network Study	CGH	Complete
Infrastructure Master Plan	City of Ottawa	Complete
Bear Brook Watershed Study supporting technical studies	JFSA	Addressed through the EMP's technical studies, submitted May 7th, 2026
Design Context		
Preliminary community vision and structure	USI	Complete
Confirm the final Tewin CDP areas and identify constraints to future growth	USI + various	Complete
Bear Brook Watershed Study	South Nation Conservation Authority	Relevant components addressed through the EMP's technical studies, submitted May 7th, 2026
Identify infrastructure and transportation connections	DSEL / CGH / City of Ottawa	Complete

Study/Task	Responsibility / Author	Status in the Coordinated Process
Supporting Studies		
South Bear Brook / Ramsay Creek Subwatershed Study and Plan	City	Relevant components addressed through the EMP's technical studies, submitted May 7th, 2026
Local <i>Drainage Act</i> Studies	DSEL/JFSA	Section 65 application initiated.
Bear Brook Municipal Drain improvements	SNC	Relevant components addressed through the EMP's technical studies, submitted May 7th, 2026
Off-site water and wastewater projects	DSEL	Class EA for off-site Infrastructure initiated; MOU executed in June 2026
Off-site roads and transit projects	CGH	Contained in the Mobility Strategy (see below under Final Plans)
Final Plans		
Community Design Plan	USI	First Submission: October 2025; Second Submission: May 7th, 2026; included as part of this Application
Environmental Management Plan	JFSA	First Submission: August 2025; Second Submission: May 7th, 2026; included as part of this Application
Community Energy Plan	Urban Equation	First Submission: December 2025; Resubmitted May 7th, 2026; included as part of this Application
Master Servicing Plan	DSEL	First Submission: June 2025; Resubmitted May 7th, 2026; included as part of this Application
Mobility Strategy	CGH	First Submission: November 2025; Resubmitted May 7th, 2026; included as part of this Application
Financial Implementation Plan	Tewin's Major Landowners	First Submission: February 20th, 2026; included as part of this Application
Secondary Plan	USI	First Submission: December 2025; Resubmitted May 7th, 2026; included as part of this Application
Financial Requirements		
A funding methodology or strategy to address the capital costs and the source of funding for development.	Tewin's Major Landowners	Contained within the FIP submitted February 20th, 2026 and included as part of this Application

Annex 12: Principles for the Tewin Financial Memorandum of Understanding

Annex 12 outlines the Tewin Financial Memorandum of Understanding (MOU) principles for financial commitments and funding mechanism through which Tewin landowners will pay for the development of Tewin. Annex 12 also requires a separate MOU for the dedicated City staff required to manage Tewin internally, the cost of which would be covered by the Tewin landowners.

Annex 12 requires Tewin to fully cover the City portion of any new transit infrastructure and phased-in operating cost of transit service. A Transit Service Agreement with the City is required, which will include defined service levels at “Day One”, triggers for service level increases, associated funding commitments over time, updating clauses, construction requirements, and payment mechanisms.

The funding mechanisms, including their purpose, scope, and implementation are listed in Annex 12. These include the Area Specific Development Charge (ASDC), Developer Cost Sharing Agreement and Front-Ending Agreement, City-wide Development Charges, and Community Benefits Charge.

Annex 12 also notes the City’s IMP as concurrent and interrelated plan for determining appropriate sizing of off-site infrastructure, with cost estimates phased through the planning and design process.

It is noted that the South-East Ottawa Transportation Network Study (SEOTNS) and the Tewin Community Transportation Plan are relevant transportation studies for Tewin, will be undertaken by the Tewin team, will provide inputs into the City’s Transportation Master Plan (TMP), and will occur as part of the development of the CDP.

Annex 12 reiterates the requirements of Annex 10, the intent of advancing through the Coordinated Process, and the requirement for the ASDC background study, funding structure and By-law. It is noted that the funding strategy necessitates several stages of Council approval though implementation.

A MOU for City resources was executed in 2022 and updated in 2026, in accordance with the requirements of Annex 12. A Financial Implementation Plan (FIP) was submitted in February 2026 to City Staff for consideration, consolidating the major projects required for Tewin and outlining the associated proposed funding mechanisms, including development charges, developer costs, front-ending agreements, etc. The FIP puts forth proposed methodologies for calculating post-period benefit where applicable, demonstrates how phased infrastructure is financially appropriate to meet the needs of the Tewin community, and elaborates on the principles for financial commitments. The FIP was prepared to address the requirements of Annex 12, including providing a financial roadmap for implementation and advancing the preparation of a Tewin Financial MOU. The FIP is included with this Application.

Tewin Community Design and Planning Terms of Reference

The Tewin Community Design and Planning Terms of Reference (the “Planning TOR”) describe the context in which the need for, and general scope of, the Secondary Plan was to be undertaken. The Planning TOR was developed and approved by the City following the provincial approval of the Ottawa OP in November 2022.

Section 1.3.1 The Planning TOR notes the City will update the Infrastructure Master Plan (IMP), in consultation with the Tewin Project Team, for the offsite sanitary sewer and water infrastructure required to support growth at Tewin. *As noted in the table outlining Annex 10 requirements, City Staff and Tewin’s Major Landowners are currently collaborating on initiating this process.*

The Planning TOR identifies the [Coordinated] Process as the approach to coordinate the infrastructure and approval requirements, specifically identifying MEA Class EA Manual’s Approach #4 – Integration with the Planning Act, as the selected approach. It anticipates a multi-year three-phase planning process, but notes that the timing may be fluid.

The Planning TOR identifies specific Environmental Assessment Studies that will be included in the preparation of the development plan, including Transportation Studies; Master Servicing Plan; and EMP. *As noted in the table outlining Annex 10 requirements, these studies have been completed.*

COMMUNITY DESIGN PLAN AND SECONDARY PLAN

The Planning TOR states that “the purpose of the Community Design Plan and implementing Secondary Plan, is to develop the community vision and physical structure for the Tewin community in accordance with the Community Objectives and to implement that vision through a detailed Secondary Plan, to be prepared in collaboration with City Planning staff, and adopted by City Council. This will comprise the following components:

- Preferred Community Design Plan (Land Use Plan)
- Mobility Strategy
- Parks and Open Space Strategy
- Servicing and Infrastructure Strategy
- Implementation and Phasing Strategy
- Community Energy Plan
- Community Design Plan
- Final Community Form and Function Plan
- Draft Secondary Plan / Official Plan Amendment text and mapping”

The Application is supported by the above components, all prepared in collaboration with City Planning staff as required. The CDP contains a series of guidelines and illustrations that collectively achieve the requirements of the Community Form and Function Plan and put forward a preferred Land Use Plan.

The Community Area and Demonstration Plan approach is proposed in satisfaction of the Implementation and Phasing Strategy component. The following outlines how each of the subsections of the Terms of Reference have been sufficiently followed and completed in support of this Application.

Community Objectives

The Planning TOR notes “an initial round of discussions between the Tewin Project Team and City Planning Staff will lead to a set of draft community objectives from which work will be able to commence on a Community Design Plan”.

The Tewin Project Team led a series of three workshops with City Staff in the Winter 2023 to identify the Community Objectives for Tewin. These workshops focused on Algonquin placekeeping and design principles, City planning objectives, mobility trends and objectives, and early opportunities revealed by site research. The Community Objectives emerging from these workshops guided the direction of the project throughout the process, with the refined set being listed on page 10 and 11 of this Report.

Engagement

The Tewin TOR provides a general outline of the engagement that was expected to take place through the planning process.

The Coordinated Process generally adhered to the direction established by the Tewin TOR. The exception is the formation of the Agency Consultation Group (ACG) that was to include representatives from the Conservation Authorities, NCC, and MTO, which was not deemed necessary as the iterative nature of the process revealed the need for targeted and

timely consultation with Agencies throughout the process, and so direct meetings as needed were held instead. The MTO reviewed the Mobility Draft and confirmed they have no comments on March 31st, 2026.

City Requirements

The requirements for the preparation of the Secondary Plan are set out in Section 12 and various annexes of the OP were considered in the preparation of the Tewin TOR.

Algonquin Design Principles

Algonquin themes and design principles were reviewed and verified with Algonquin people from the AOO's communities throughout the study process and summarized in the Site Visit and Talking Circle What We Heard Report. These themes and principles are captured in Section 1 of the CDP.

Phase 1: Understanding the Tewin Context

The purpose of this phase was to study the existing site conditions, identify gaps and opportunities, and identify issues affecting the future community. Community visioning with the public was part of Phase 1, including preliminary consultation and engagement with stakeholders, residents, business owners, and community groups.

The Phase 1 tasks identified in 3.1 and deliverables listed in 3.2 were completed at this time. The Phase 1 consultation initiatives listed in 3.3 were also completed through targeted Agency consultations as needed, with the summary consultation provided in a What We Heard Report.

4.0 Phase 2: Developing a Vision for Tewin

The purpose of Phase 2 was to prepare and evaluate Alternative Community Plans and related infrastructure options, supported by corresponding technical analyses.

The Phase 2 tasks identified in 4.1 were completed through the preparation and evaluation of the Alternative Community Design Strategies and Alternative Infrastructure Solutions. This approach presented potential approaches to the Community Spine, Development and Land Use, and Parks and community facilities, and evaluated each against the Evaluation Criteria to identify a preliminary preferred strategy.

The Phase 2 deliverables listed in 4.2 were completed. The Phase 2 consultation initiatives listed in 4.3 were completed. Tasks related to the Community Energy Plan were completed in subsequent phases due to the limited level of detail available in Phase 2.

5.0 Phase 3: The Tewin Secondary Plan: Delivering the Tewin Vision

The purpose of Phase 3 was to identify a Preferred CDP and submit it for City review in the form of a CDP and companion reports.

The document states the City Planning staff will prepare a Secondary Plan to implement the CDP. As has been discussed in this Planning Rationale, due to the highly integrated nature of the Tewin CDP and Secondary Plan, it was agreed at a very early point in the process that the Tewin Project Team would develop the Secondary Plan.

The Phase 3 tasks and deliverables identified in 5.1 and 5.2 have largely been completed to enable advancement of the Secondary Plan. CDP sections were actively workshopped with City and Agency staff through the spring and summer of 2025, and the version submitted in October 2025 incorporated all the input provided, and a revised version responding to City and Agency comments was resubmitted on May 7th, 2026. To successfully implement the CDP, the Tewin Project Team developed the Secondary Plan in parallel to the CDP to ensure important design nuances were captured in policy and could be implemented by the City where necessary. Preliminary policy directions were shared and discussed with City and Agency staff through the CDP workshop series, and with input shaping the resultant Secondary Plan. The Secondary Plan and CDP are submitted for concurrent approval recognizing their tandem relationship.

The Phase 3 tasks and deliverables identified in 5.1 and 5.2, except for the Final Consultation Summary Report, have been completed. The Final Consultation Summary Report will be completed following the comment period from EA Meeting #4 and submitted during the Application review period, in time for a Council decision.

Technical Terms of Reference

A terms of reference was written for the Mobility Strategy. Along with the tasks and processes (e.g. EA process), the TOR prescribed three major components for the transportation work to support the Secondary Plan and CDP.

- Southeast Ottawa Transportation Network Study – This exercise used the City's TRANS regional transportation model to understand how Tewin would integrate with the rest of the City's transit and roadway network. This task coincided with the completion of the City's TMP.
- Conceptual Corridor Study – The regional corridors and key intersections identified in the SEOTNS were conceptually designed to understand any potential impacts as well as to develop cost estimates.
- Tewin Local Transportation Plan – The TLTP was generated in parallel with the Land Use Plan to ensure the new community's internal transportation network would fulfill the sustainability goals established by the City's OP and project intent. Through this work, the active mode network, the transit strategy and key roadways, such as the Mobility Spine, evolved.

These components were successfully completed and are contained in the Mobility Strategy. Tewin's other technical studies have been prepared in accordance with the City of Ottawa's general terms of reference for these reports.

Official Plan Summary Opinion

Tewin is a unique urban expansion area in the Ottawa planning framework. It was brought into the Urban Boundary at the time of OP adoption by Council with a Tewin-specific designation, being Category 2 – Future Neighbourhood Overlay – New Tewin Community, with associated policies (5.4.4.1.b; 5.6.2.1.14; 5.6.2.1.15) and Annexes (Annexes 10 and 12). Together, this Tewin-specific policy framework provided specific direction for the contents of this Application.

After four-and-a-half years of technical study, public engagement, and collaboration between Tewin's Major Landowners, the Project Technical Team and City and Agency staff, the Coordinated Process is substantially complete. Requirements of Annex 10 and 12 have been appropriately addressed and policies related to removing the Future Neighbourhood Overlay in Section 5.6, 12.1 and 12.2 have been addressed.

This Application includes amendments to the Volume 1 OP and Schedules to allow for a proponent-initiated OPA to lift the Overlay and introduce a Secondary Plan for 445.35 net developable hectares, for Council's consideration. The Secondary Plan provides detailed, area-based policy directions to guide the development of Tewin over the next 20 years. It brings forward new land

use designations that align with the land use structure established by the OP, with modifications that implement the unique vision and community objectives for Tewin. It establishes an implementation framework, including gating policies and future Tewin-specific planning requirements, which respond to the scale and context in which Tewin was planned and outcomes of the Coordinated Process.

The Application also includes amendments to the Volume 1 OP and Schedules to retain the Category 2 – Future Neighbourhood Overlay – New Tewin Community on the remainder of the Study Area, acknowledging the comprehensive planning of the lands that has already been completed and the anticipated additional housing need identified through OPA 46. The relevant amendment establishes an appropriate process for considering the addition of this remaining area to the Secondary Plan in a time-efficient way should a need be identified. This aligns with provincial and municipal planning objectives to deliver housing supply faster through the provision of complete, sustainable communities and long-term infrastructure solutions.

Overall, the Application is appropriate as it will allow the Proponent to complete the Coordinated Process in a timely manner, acknowledging that until this point, the prescribed public process has been followed.

» 4.5 Guidelines and Master Plans

The City has developed a series of guidelines and master plans to further guide Ottawa's evolution and physical development. While these are not statutory policy documents, development is expected to have regard for them and the vision they present. This section provides an overview of how the Application has had regard for these documents.

4.5.5 Building Better Suburbs: Strategic Directions and Action Plan

The premise of the Building Better Suburbs initiative is that the principles of good urbanism should apply to the suburbs as they do to any other part of the city. The City conducted the study to prepare new municipal guidelines and strategies with the overarching goals and objectives of:

- Ensuring that the increase in suburban density is accompanied by good subdivision design;
- Promoting complete, walkable and transit-supportive communities;
- Creating residential communities that are attractive, efficient and able to accommodate competing priorities including the reality of multiple-car ownership;
- Accommodating a variety of safe and reliable transportation options;
- Encouraging communities that are land and infrastructure efficient; and
- Balancing good urban design with long-term maintenance and operational cost.

The resultant strategic directions and action plan intend that the City can better accommodate increasing densities in the suburbs, and ultimately lead to more liveable communities. This Application generally implements the objectives and strategies of this Action Plan as they apply to Tewin, with appropriate variations to implement the Tewin vision. The

objectives relate to elements of healthy, vibrant, sustainable, and efficient suburban design, which are all embedded into the structure of Tewin by design, as further described below.

PRINCIPLES

The City identifies four principles for suburban design.

- 7) **Land Efficient and Integrated:** The Application advances this principle by establishing a compact and dense community oriented around transit and mixed-use areas. Land uses are located to optimize co-location benefits.
- 8) **Easy to Walk, Bike, Bus or Drive:** The Application supports a complete network approach, where certain modes of travel are prioritized within different ROWs to create a safe, connected, and efficient mobility network for all travel modes. Walking is supported through a connected street network and non-residential uses within and in close proximity to neighbourhoods. Streets are considered as public spaces equally as corridors for movement.
- 9) **Well Designed Neighbourhoods:** The Application supports the creation of an attractive public realm with trees, sidewalks, and buildings that face the street. Laneways and rear parking areas in non-residential areas will minimize the impact of parking and loading on the public realm.
- 10) **Financially Sustainable:** Long-term maintenance costs have been considered as part of the community design. Efficient

and dense community areas will support the long-term financial viability of infrastructure. Tewin will be built with necessary infrastructure including active mobility networks and public spaces in place to avoid costly retrofits.

STRATEGIES

The document also identifies a series of strategies for designing elements of suburban community design to achieve the four principles identified above.

Street Network and Land Use

Tewin aligns with the objectives contained in this section by strategically implementing a complete network of streets that are designed around and complement the future and existing community land uses and open spaces. The street and block pattern is designed to be highly porous and a well-connected grid, with short travel distance as a primary consideration in block lengths, trails, and mid-block connections. Small-scale commercial uses and retail are embedded in neighbourhoods to support walking for daily needs. Streets will be calmed by design, using tight ROW designs combined with trees and other public realm features that introduce visual friction for drivers, encouraging slower speeds. New streets will connect with the existing municipal grid to ensure that Tewin is open to the external community and aligned with potential future evolution. Transit is incorporated as a structuring element, with land uses strategically arranged around the Community Spine, designed to support dedicated frequent bus service. The Active Mobility Network with dedicated infrastructure are embedded within

the community to support walking and cycling as viable, safe, and desirable travel modes.

Parks and Open Space

Parks and open spaces at Tewin are designed as a continuous system extending into neighbourhoods, and bringing natural spaces within a close walking distance to homes and commercial centres. A range of park typologies, from community-serving to urban parkette, will provide spaces for recreation, leisure, gathering, and cultural celebration. Parks will feature a healthy mature tree canopy, and integrate with existing natural features wherever possible to enhance wildlife movement. Streets, buildings and trails will frame and face parks to enhance their presence within the community.

Stormwater Management

While the soils at Tewin do not support infiltration LIDs, stormwater ponds have been integrated within the community to provide additional open spaces for residents, being surrounded by publicly accessible trails, and featuring a naturalized appearance to contribute to vision of Tewin as a community integrated with nature. Tewin's tree canopy targets will ensure the existing canopy coverage of 32% is maintained, if not improved. Soft landscaping is encouraged more broadly, particularly in higher-density areas. Together, this will contribute to stormwater management by slowing water and absorbing a portion of rainfall before it enters the stormwater infrastructure system.

School Sites

School sites are part of Tewin's Open Space System. Their potential locations have generally been co-located with Parks, and where they have access to transit, trails and other community facilities. Schools are encouraged to be compact, adaptable, and explore designs that allow for outdoor education opportunities. Schools will benefit from access to trails, which will provide safe active mobility travel routes generally away from vehicle traffic.

Parking

The visual and physical impact of parking is managed through policies and guidelines within all Land Use Designations, ensuring parking is sufficiently provided while minimizing its negative impacts on the appearance and function of the community. The community design prioritizes the movement of transit and active mobility users.

Road Right-of-Way (ROW)

Street Right-of-Ways at Tewin reflect their context and purpose. Space will be provided for pedestrians, landscaping, and street furniture within all cross-sections, and space for vehicles will not be over-provided. Tewin employs a "complete network" approach to travel modes, where certain modes will be prioritized within specific locations to optimize their performance. Dedicated bus lanes will be provided along the Community Spine and street parking will not be permitted to optimize transit and active mobility along the corridor. ROW widths are to be kept as narrow as possible to maximize compact community design and spatial efficiency.

Rear lanes

The Secondary Plan and CDP encourage and prioritize the use of rear lanes, particularly within Hubs and the Minor Corridor designation, to provide access and servicing at the rear of buildings and away from primary public realm areas. Opportunities to locate utilities along rear lanes will be explored through detailed design, particularly to avoid overhead utilities along the Community Spine.

Trees

Street trees have been planned for in the cross-sections of all streets at Tewin. Trees will be planted per mature tree standards to ensure they can reach maturity. Native species and trees of significance to the Algonquin people will be planted. Mature Woodlands will be retained and appropriately buffered to maintain their vitality. A tree canopy target has been established for each Land Use Designation to maximize the canopy in a manner which responds to soil conditions.

Utility Placement

Space for utilities is considered within the cross-sections of ROWS. Above-grade utilities are encouraged to be located away from the Community Spine to improve the appearance of the public realm and allow trees to reach maturity and height. Tewin's Major Landowners will work with utility providers through the Plan of Subdivision phase to reduce the negative impact on community design from utilities.

4.5.1 Designing Neighbourhood Collector Streets

The Designing Neighbourhood Collector Streets document was approved by City Council in 2019, in support of the Building Better and Smarter Suburbs initiative. The document contains technical guidelines that demonstrate how cross-section design can balance the needs of all users, with a focus on providing enhanced space for pedestrians, cyclists, transit, and landscaping, and lowering vehicular speeds. Its guidance applies a Complete Streets approach and emphasizes how Collector Streets can accommodate users of all ages and abilities, contribute to environmental sustainability, and support livable communities, all while being affordable. This document informed the preparation of Tewin's Mobility Strategy, CDP, and Secondary Plan.

Tewin's Collector Streets include:

- A Community Spine with a right-of-way of approximately 27 metres, which accommodates dedicated bus transit lanes, dedicated cycling facilities, sidewalks, street trees, and one vehicle lane in each direction;
- Five new Neighbourhood Collectors with a right-of-way width of 22-26 metres, which accommodate dedicated cycling facilities, pedestrians, and vehicles; and
- a Loop Street with a right-of-way width of 26 metres to accommodate transit in addition to the other users listed above.

Policy 4.1.2 of Tewin's Secondary Plan states, "...The exact alignment and design of elements within the Mobility Network will be determined through the development application process." Section 5.2.2 of Tewin's CDP provides direction for what elements should be included within the right-of-way of Collector Streets, and what the design of such cross-sections should prioritize.

The Designing Neighbourhood Collector Streets Document will also inform the design of new Collector Streets built through the development applications process, in addition to the guidance in Tewin's CDP.

4.5.4 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were adopted by City of Ottawa on September 26, 2007, to guide the design of new or extensively redeveloped “greenfield” neighbourhoods within Ottawa’s urban area. These Guidelines are intended to assist the preparation of future community design plans or secondary plans.

The main objectives are to:

- protect and integrate the site’s natural inherent environmental, topographic, and cultural features;
- create a comfortable pedestrian and cycling environment and attractive streetscapes;
- ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods;
- encourage transit-oriented development; and
- establish a system of parks and greenspaces that are plentiful, accessible and connected to each other.

Planning for Tewin aligns closely with these objectives, as well as the six overarching guidelines highlighted in the Urban Design Guidelines for Greenfield Neighbourhoods.

1) Structuring the Layout of the Neighbourhood.

Tewin’s community design places natural systems and transit at the core of its structure, where streets and neighbourhoods are organized around the Open Space System and the Community Spine. The block structure in Tewin will be fine-grained and connected, with streets, key connections, and trails and other mobility layers connected to community destinations and to transit allowing for more than 95% of homes be within 400m of the Open Space System and a transit stop with frequent bus service.

2) Designing Streets And Streetscapes

Tewin adopts a “complete-network” mobility strategy, where streets are designed to prioritize specific modes based on context. The network will accommodate active transportation and transit priority, and is designed in response to adjacent land uses and landscape conditions, fulfilling the City’s context-sensitive design principle. This Application will require development to deliver a fully connected network of sidewalks, trails, and cycle tracks, fulfilling the guideline for continuous, multimodal mobility.

Design strategies that calm traffic will be embedded across all street types as per their context, including measures such as chicanes, narrow lanes, curb extensions, and textured paving. Frequent and well-marked pedestrian crossings, and crossovers will enhance safety and accessibility. Additional measures such as raised intersections are contemplated within Hubs other nodes of high pedestrian activity.

The Street Network aligns with the Open Space System, and will use multi-use trails and vegetation to reinforce natural connections and to create enhanced walking and cycling environments. Trees are planned on all streets to create a canopy along the street and improved pedestrian comfort.

3) Designing Residential Sites and Buildings

The Application requires a range of inclusive and diverse housing form distributed across the community with strong emphasis on pedestrian-scale design and framing streets and open spaces. Pedestrian movement by requiring publicly accessible mid-block connections where the block length exceeds 120-250m, depending on the land use designation.

4) Designing Non-Residential Sites and Buildings

The Application requires a minimum amount of non-residential floor area distributed throughout the community. Non-residential buildings are directed to have strong street presence, active edges, and deliver a mix of uses. Shared parking and rear-side access emphasize reduced the impact of parking on the public realm and transit service along the Community Spine. Service areas, parking and utilities are expected to be screened from view or integrated with landscape elements.

5) Designing Greenspaces

Tewin’s Open Space System is the structural and conceptual backbone of the plan, and every neighbourhood is designed around parks, trails, and open spaces with high accessibility. Buildings will be oriented and designed to create

visual, physical, and equitable connections to the Open Space System so residents have a direct relationship with these spaces in their daily lives. Appropriate land use relationships with the Urban Natural Features will be established through policies regulating development and site alteration abutting the Urban Natural Features.

This Application proposes parks of all sizes (Community Park, Neighbourhood Parks, Parkettes, Urban Parkettes), which are strategically distributed responding to their adjacent and proximal land uses. Stormwater ponds are intentionally integrated, support ecological functions, and are visually accessible. The CDP proposes a naturalized appearance for stormwater ponds to visually and ecologically blend into adjacent natural systems, subject to the Ottawa Airport Authority's Secondary Bird Hazard Zone design requirements.

6) Locating & Designing Utilities and Amenities

Major infrastructures such as the bus transit service at Tewin is designed to be integrated with surrounding land uses such as parks, walkways, community facilities and supported with stops that provide shelters, benches, landscaping, and appropriate lighting, with consideration for weather-protected elements across all seasons

4.5.3 Transit Oriented Development Guidelines

Ottawa's Transit-Oriented Development Guidelines were approved by City Council on September 26, 2007, to provide guidance on how to achieve and assess Transit-Oriented Development in the city. The Guidelines are to be applied city-wide within roughly 600 m walking distance of rapid transit (and considered within a 1,500 m cycling distance), and they guide the review of development applications as well as the preparation of community/secondary plans. They define TOD as moderate- to high-density, transit-supportive land uses within easy walking distance of a rapid transit stop or station, oriented and designed to facilitate transit use.

The document is organized into six sections that, together, aim to make walking, cycling, and transit the most convenient travel options.

- Land Use – these guidelines encourage transit-supportive uses and multi-purpose destinations while avoiding auto-oriented ones,
- Layout- these guidelines seek to establish connected street networks with short blocks, pedestrian connections and the highest densities closest to stations,
- Built Form- these guidelines support defined, human-scale streetwalls with diverse buildings that animate the public realm,

- Pedestrians & Cyclists – These guidelines encourage development that provide direct, accessible connections with amenities and that are activated by a mix of uses,
- Vehicles & Parking - these guidelines seek to minimize/locate parking to reduce visual impact and conflicts, encourage shared parking, and pedestrian infrastructure, and
- Streetscape & Environment - these guidelines support the convenience and comfort of users by integrating street furnishings, lighting and landscape elements.

Planning for Tewin positions transit as a central organizing element supported by built form, access, and design standards that align with the core elements of Ottawa's TOD Guideline. Tewin concentrates its highest densities and the greatest mix of uses along the central Community Spine, a mixed-use corridor with frequent transit service. The Spine is punctuated with high-density mixed-use nodes to ensure multi-purpose destinations are easily accessible by transit and within walking distance for most residents. Auto-oriented uses are minimized and organized to reduce their impact on pedestrians, cyclists, and transit users.

Tewin proposes a connected street grid and block structure, including mid-block connections whenever a block exceeds 120 to 250 metres in length depending on land use designation. The Mobility Network is built around the Spine with Secondary Transit Loops that extend service while keeping the primary route direct and efficient. The plan aims to ensure that approximately 95% of homes are within 400 metres of frequent bus service, and

that all schools and community facilities are located along the Spine and Loop Street with connections to a comprehensive trail network.

New buildings are planned to support a defined and pedestrian-scaled public realm. Blocks will contain a variety of building types that actively address adjacent streets and open spaces. Blocks closest to transit along the Community Spine will feature strong pedestrian connections, streets with design measures that calm traffic, and a mix of animating uses. Streetscape guidelines recommend shelters, seating, lighting, and landscaping at stops, along transit corridors, and in areas with higher pedestrian activity. Planning will favour expanding the public realm over wider vehicle lanes.

The Secondary Plan prohibits parking between building fronts and the street on key corridors, encourages rear lanes and shared driveways, and promotes shared parking within blocks. It also supports reduced parking minimums in certain areas, car- and bike-sharing, and TDM measures to shift community focus towards transit.

4.5.2 Park Development Manual

The City of Ottawa's Park Development Manual, initiated in 2012 and updated in 2017, is meant to serve as a reference tool for the development of new parks by defining, standardizing, and improving the park development process. This document is organized into five (5) sections to streamline the park development process.

- Section 1 – Introduction
- Section 2 – Park and Pathway Classification
- Section 3 – Park Development Process
- Section 4 – Park Document Submission Procedures
- Section 5 – Park Design Standards

Section 2 – Park and Pathway Classification explores a Park Classification system that defines park typologies and outlines standards related to parkland size, location, service area radius, configuration, and amenities for each typology. The six (6) typologies include District Parks, Community Parks, Neighbourhood Parks, Parkettes, Urban Parkettes/Plazas, and Woodland Parks. Important to the City, this system informs the selection and subsequent design of park blocks to best meet the social, recreational, and environmental needs of their communities.

The Park Development Manual is currently being updated by the City and will, among other matters, reflect the Bill-23 changes to parkland requirements of the *Planning Act*.

The Tewin Parks Design Manual follows and expands upon the City's park design criteria that are outlined in the Parks Development Manual. These two documents should be read in conjunction with the Parks and Recreation Facilities Master Plan and the CDP to get a holistic understanding of the design of parks. While the implementation of the Park Classification system ensures that a consistent level of quality for all parks is developed and maintained, the Design Manual plays a key role in implementing the vision of the Tewin Open Space System.

4.5.6 Multi Modal Level of Service Guidelines

As contained in the Mobility Strategy subsection 10.5.3, the Multimodal Level of Service (MMLOS) Guidelines establish a standardized framework for evaluating the quality of service provided to all modes of transportation within Ottawa's street network. They outline how level of service should be assessed for walking, cycling, transit, and driving, and define the target performance thresholds appropriate to each context. The Guidelines ensure that transportation planning and design decisions support safe, efficient, and equitable movement for all users

The updated Guidelines will provide a critical tool for the next step of the Tewin planning process, being implemented through the Transportation Impact Assessment level of analysis. They will ensure that transportation projects related to Tewin are planned, evaluated, and delivered in a way that supports complete streets, promotes multimodal travel, and advances the City's long-term goals for sustainable mobility and livable communities.

The Secondary Plan, as supported by the Mobility Strategy, require implementation of the MMLOS Guidelines through subsequent stages of development.

4.5.7 Transportation Master Plan

The City of Ottawa Transportation Master Plan (TMP), completed as a Master Plan under the MCEA, was approved in 2025 in support of the Official Plan and identifies recommended transit and road infrastructure to support growth areas, including Tewin.

The TMP outlines a bold vision for growing transit ridership and achieving sustainable mode share targets by 2046. The plan targets a 48% mode share for sustainable transportation, including walking, cycling, and transit, with growth concentrated in both inner urban areas and suburban communities. Guided by the City's Transit First approach and TMP objectives, the Tewin Mobility Strategy focuses on linking residents to high-frequency, service-rich destinations while aligning with long-range infrastructure plans.

The Tewin Mobility Strategy has been coordinated with the Citywide TMP to ensure strong alignment and appropriate regard for its directions. The comprehensive analyses within it are supported by data provided through the TMP, and new infrastructure recommended to service Tewin align with projects identified through the TMP.

4.5.8 Infrastructure Master Plan

The City of Ottawa Infrastructure Master Plan (IMP), completed as a Master Plan under the MCEA, was approved by Council in June 2024. The IMP puts forth recommended water, wastewater, and stormwater solutions and next steps for the Tewin Study Area.

Tewin Master Servicing Study (MSS) is informed by the IMP. In conjunction with the MCEA process, and the area-specific Terms of Reference (TOR), the MSS follows standard steps outlined in the Guideline for Preparing Terms of Reference for a Master Servicing Study provided in Appendix C of the IMP.

As directed by the IMP, the City of Ottawa is leading a subsequent Class EA Study to support the functional design and implementation of major off-site, water and sanitary servicing infrastructure required to accommodate growth in Tewin and the broader South Urban Community.

The MSS contains recommendations and evaluation that incorporate and build upon the direction proposed by the IMP. Tewin's Major Landowners are collaborating with City Staff to advance the Class EA Study for off-site infrastructure.





5.0

Summary Planning Opinion

Tewin presents a unique city-building opportunity to demonstrate leadership in community planning and design, and honour and renew Algonquin presence and relationship to these ancestral lands. The scale, location, and context of Tewin enables the creation of a complete community that is meaningfully and enduringly sustainable, by design.

Tewin is also unique in the City of Ottawa's planning framework. It was brought into the Urban Boundary at the time of OP adoption by Council with a Tewin-specific designation (Category 2 - Future Neighbourhood Overlay – New Tewin Community) and related Tewin-specific policies and annexes guiding its planning and implementation.

After four-and-a-half years of technical study, public engagement, and collaboration between Tewin's Major Landowners, the Project Technical Team and City and Agency staff, **the Coordinated Process is substantially complete.** The requirements of Tewin-specific Annexes 10 and 12, and OP Section 5.6 and 12.1 and 12.2 have been appropriately addressed. The Tewin Project Team first submitted the CDP, Secondary Plan, and suite of supporting studies to City Staff between Q2 2025 to Q1 2026. All submission materials, except for the FIP and Secondary Plan, received comments from Staff, which were reviewed and incorporated. Updated versions of the CDP, Mobility Strategy, EMP, MSS, Parks Design Manual, CEP, and Secondary Plan were resubmitted to the City on May 7th, 2026 and made available for public and agency review, demonstrating the advanced stage of the project through the secondary planning process. The latest version of each of these documents form the basis of this Application.

The amendments contained within the proposed OPA that is the subject of this Application seek to achieve **four key outcomes**:

- 1) Remove the Category 2 – Future Neighbourhood Overlay – New Tewin Community from the Secondary Plan Area, and related policies;
- 2) Allow for a proponent-initiated OPA to introduce Tewin's Secondary Plan for Council's consideration;
- 3) Implement the Secondary Plan as part of the Volume 2 Official Plan; and
- 4) Introduce policies to guide planning for the remaining Tewin Study Area, in recognition of the work that has been completed to-date in collaboration with City Staff.

The amendments are appropriate as they support completion of the Coordinated Process in a timely manner, acknowledging that until this point, the prescribed public process has been followed. **The effect of the proposed amendments are largely technical**, allowing Council to consider a proponent-initiated OPA to introduce a secondary plan following a 4.5-year collaborative process with City Staff. They also **give recognition to the comprehensive planning and environmental assessment that has been undertaken for the full Study Area** in light of anticipated updates to the planning horizon of the Official Plan which will require the City to accommodate additional housing need to 2051.

PROPONENT-INITIATED OPA TO LIFT THE FUTURE NEIGHBOURHOOD OVERLAY

This Application is supported by all the requirements needed to lift the Future Neighbourhood Overlay from the 445.35 net developable Secondary Plan Area, satisfying Policy 12.2.1, 5.6.2.1.14, and 5.6.2.1.15. It seeks to allow for a proponent-initiated OPA given the unique policy context and coordinated, collaborative planning process that Tewin has been planned within. This is in keeping with the comprehensive role that Tewin's Major Landowners have played in advancing planning for the Tewin Study Area, preparing the CDP and all supporting studies, and drafting the Secondary Plan in ongoing collaboration with City Staff. It is also in recognition of the extensive planning framework set forth for Tewin, evidenced by the unique "Category 2 – Future Neighbourhood Overlay – New Tewin Community" applied to only the Tewin Study Area, and the Annexes that were established to guide planning efforts, neither of which were established for any other Future Neighbourhood Overlay area.

The timing of this Application is appropriate given the Coordinated Process is nearing completion, and requirements under both Annexes have been or can be appropriately addressed within the processing timelines for this Application.

THE TEWIN SECONDARY PLAN

The Secondary Plan provides detailed, area-based policy directions to guide the development of Tewin over the next 20 years. It brings forward new land use designations that align with the

land use structure established by the OP, with modifications that implement the unique vision and community objectives for Tewin. More specifically, the Secondary Plan:

- supports the creation of an inclusive and progressive new community rooted in Algonquin values and teachings, where people and nature will thrive together;
- will deliver a compact, mixed-use community designed around transit at transit-supportive densities, supporting the early establishment of 15-minute communities;
- establishes a strategy for supporting a full range of housing options to address affordability and contribute to advancing the citywide affordable housing target;
- establishes a new mixed-use Community Core (Hub 1) that will be the main centre of commercial and community activity at Tewin;
- embeds sustainability by design, ensuring the vast majority of all homes are within a 5-minute walk of the Open Space System and a transit stop and 200m of the All-Season Mobility Network, and all Potential Schools Sites and other community facilities are within 200m of a transit stop;
- conserves and restores the historical watercourses and natural features, and enhances them with new habitat areas and constructed wetland features as part of a new continuous “Ecological Corridor”;
- plans for and secures a robust and extensive Open Space System — including parks, schools, community facilities, and stormwater

management facilities — extending throughout the community and integrating with each neighbourhood;

- makes a significant contribution to the needed housing supply through a diverse mix of housing forms and densities, providing homes for approximately 36,000 to 44,500 new residents in 14,000 to 17,500 new units;
- establishes a community defined by short, walkable blocks through streets and mid-block connections that support permeability and accessibility;
- supports frequent bus transit in dedicated lanes along the centrally located Community Spine and Loop Street to distribute transit service into neighbourhoods;
- integrates a complete network for active mobility including separated cycle tracks, multi-use paths, sidewalks, and trails that support use across seasons;
- optimizes new investments in water, sanitation, and stormwater infrastructure by laying the foundation for the highest density suburban community outside the Greenbelt;
- is supported by an EMP and MSS that have satisfied the technical objectives of watershed and subwatershed planning at the Secondary Plan stage and is based on conservative assumptions/methodologies which couple with gating policies in the Secondary Plan to ensure development at Tewin is informed by outcomes of the ongoing Bear Brook Watershed Study and South Bear Brook Subwatershed Study.

The Secondary Plan policies seek to ensure that development and investment within Tewin contribute to exemplary land use planning, deliver on the Official Plan’s Five Big Moves, and respond to its six Cross Cutting Issues. It will be further implemented through development applications for Plan of Subdivision, Zoning By-law Amendment, and Site Plan Control, and supported by infrastructure projects and other City initiatives.

RETAINING THE FUTURE NEIGHBOURHOOD OVERLAY

Retaining the Category 2 – Future Neighbourhood Overlay – New Tewin Community on the remainder of the Study Area acknowledges the comprehensive planning and environmental assessment work that has been completed, and establishes a logical process to guide the approval of new developable urban land in a time-efficient way, should a need be identified. It is appropriate as an option to enable the City to accommodate future growth by efficiently bringing in new developable area into Tewin’s Secondary Plan. This aligns with provincial and municipal planning objectives to deliver housing supply faster through the provision of complete, sustainable communities and long-term infrastructure solutions.

In conclusion, the Application is consistent with the Provincial Planning Statement, addresses and, where required, implements the applicable policies of the Official Plan, represents good planning, and is in the public interest.



Algonquins of Ontario

