

Subject to City and Agency Review

DRAFT Tewin Secondary Plan

April 23, 2025

TABLE OF CONTENTS

PREAMBLE	1
<i>How to Read this Secondary Plan</i>	3
1.0 VISION	4
1.1 OBJECTIVES	5
2.0 COMMUNITY STRUCTURE	7
3.0 OPEN SPACE SYSTEM	10
3.1 GENERAL POLICIES.....	10
3.2 THE ECOLOGICAL CORRIDOR (URBAN NATURAL AREA)	12
3.3 COMMUNITY OPEN SPACES	14
3.3.1 <i>Stormwater Management Facilities</i>	14
3.3.2 <i>Parks</i>	15
3.3.3 <i>Open Space Connections</i>	16
3.3.4 <i>Privately-Owned, Publicly-Accessible Open Spaces</i>	17
3.3.5 <i>Community Facilities</i>	18
3.4 DELIVERY	19
4.0 MOBILITY NETWORK	21
4.1 GENERAL POLICIES.....	21
4.2 STREET NETWORK AND DESIGN	22
4.3 ACTIVE MOBILITY	25
4.4 DELIVERY	27
5.0 LAND USE AND BUILT FORM	29
5.1 GENERAL POLICIES.....	29
5.1.1 <i>Commercial Uses</i>	30
5.1.2 <i>Existing Uses</i>	31
5.1.3 <i>Parking and Loading</i>	32
5.2 DENSITY AND BUILT FORM	33
5.2.1 <i>Built Form Compatibility</i>	35
5.3 DIVERSE HOUSING	35
6.0 ENERGY AND INFRASTRUCTURE	37
6.1 ENERGY	37
6.2 INFRASTRUCTURE	38
7.0 IMPLEMENTATION	41
7.1 COMMUNITY AREAS AND DEMONSTRATION PLANS.....	41
7.2 PLANS OF SUBDIVISION	42
7.2.1 <i>Phasing</i>	42
7.3 INTERPRETATION AND SUPPORTING STUDIES	43

PREAMBLE

The Tewin Secondary Plan provides detailed, area-based policy directions to guide the development of Tewin – a new community in south-east Ottawa – over the next 20 years. This Plan adds to existing policies in Volume 1 of the Official Plan to deliver on Tewin’s unique and ambitious vision of being a sustainable suburban community and model of 21st century urbanism. Its policies seek to ensure that development and investment within Tewin contribute to good land use planning, deliver on the Official Plan’s Five Big Moves, and respond to its six Cross Cutting Issues.

The Plan Area (**Schedule A**) is geographically located in southeast Ottawa, immediately south of the Greenbelt and west of Highway 417. It falls within two sub-watersheds: South Bear Brook and Ramsay Creek. It is contained within a larger area known as Edwards - Carlsbad Springs, which is home to several existing communities and villages.

Tewin and the broader National Capital Region are part of 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 land holds stories, responsibilities, and relationships that remain central to Algonquin life and identity. Despite centuries of colonial disruption, Algonquin connections to this land persist. The name “Tewin,” meaning “home” in the Algonquin language, reflects this deep and ongoing connection.

The Plan Area was identified in the 1970s as a potential growth area, to create Ottawa’s fourth suburban community outside of the Greenbelt, in addition to Kanata, Barrhaven/South Urban Community and Orleans. 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. Today, the Plan Area is primarily characterized by treed and vegetated areas, agricultural fields, areas of wetland cover, and a golf course, with some rural residential and commercial properties along Piperville Road and around its periphery. It remained within Ottawa’s Rural Countryside until November 2022, when it was brought into the Urban Boundary through the enactment of Ottawa’s new Official Plan.

Today 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. At 445 net developable hectares in size and with limited existing development, 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 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”.

Annex 10 of the Official Plan further articulates this vision and provides direction on the suite of integrated studies required to plan for Tewin’s future. Given the scale of Tewin, planning advanced through a coordinated *Planning Act* and Municipal Class Environmental Assessment (EA) process. This brought together various technical and community planning elements and aligned public engagement timelines to concurrently meet the applicable requirements of the *Planning Act* and *Environmental Assessment Act*. The approach allowed emerging community design strategies and technical infrastructure decisions to inform one another and included community engagement at each stage. Fundamental to the process was 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 considered for the future in this Plan.

The Algonquins of Ontario Realty Corp. (“AOO”) is the owner of large portions of the land surrounding and within the Plan Area. Most of the remaining land is owned by the Taggart Group of Companies (“Taggart”) and Caivan Communities (“Caivan”), and related companies. As Tewin’s major landowners, the AOO, Taggart, and Caivan (collectively “Tewin’s Major Landowners”) came together to fulfill the requirements of Annex 10. This process was informed by a joint commitment with the City of Ottawa’s Tewin Project Team to work collaboratively toward implementing the vision for Tewin. The commitment was captured through nine mutually agreed upon strategic intentions, known as “The Tewin Intent”, which were used to guide decision-making throughout the process. The successful implementation of this Plan requires on-going collaboration with Tewin’s Major Landowners and the City of Ottawa’s Tewin Project Team, which will continue to be guided by The Tewin Intent (see **Annex A**).

The Tewin Secondary Plan will be further implemented through development applications such as Plan of Subdivision, Zoning By-law Amendment, and Site Plan Control, 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 this Plan.

How to Read this Secondary Plan

The following provides guidance and clarification regarding the implementation of the Tewin Secondary Plan (“Secondary Plan” or “the Plan”) and its policies.

1. The policies of this Secondary Plan apply to the Plan Area shown on **Schedule A**.
2. Paragraphs that are listed by number and/or letter contain the policies of this Plan. Other paragraphs provide the context and intent of the policies.
3. This Plan contains annexes that are not policy and are only intended for information and guidance purposes. These can be updated by the City without amendment or notice.
4. Schedules to this Plan may be refined without the need for an Official Plan Amendment where such refinements do not undermine the land use structure and objectives of this Plan and do not result in an increase in net developable area.
5. In the case of conflict between the Official Plan and the policies contained in this Plan, the policies of the Secondary Plan will prevail.

1.0 VISION

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, with at least 35,000 residents and 14,000 new homes, alongside a minimum of 5,000 new jobs.

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 will be implemented through the policies of this Plan, 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 the 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 – to deliver a holistic approach and specified outcomes across the full life cycle 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, which are 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 Community

Complete, connected communities allow 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 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, the development of Tewin will support healthy, active lifestyles for all ages and abilities.

1.1 Objectives

The following policies translate Tewin's guiding principles into a series of integrated objectives for development. Each objective aligns with one or more of the guiding principles.

1. To achieve Tewin's vision and guiding principles, development will:
 - a. Rehabilitate and enhance natural landscapes and provide access to them for residents and visitors to learn and connect with these areas as part of daily life;
 - b. Weave nature into the community and connect to the broader natural system to support the health and prosperity of humans and wildlife;
 - c. Restore and strengthen the presence of water within the community so it can be celebrated and cared for as a living system and the source of all life on earth;
 - d. Implement planting strategies that include native species, habitat restoration, and succession planting to support both human and ecological health;
 - e. Be anchored by a mobility network that prioritizes cycling, walking, rolling and transit as the most convenient way to meet daily needs while also facilitating broader city and regional connections;
 - f. Include places to live and work, as well as community service facilities and other amenities that support diverse local employment opportunities and allow residents to meet basic needs within approximately 15 minutes from home;
 - g. Achieve a compact neighbourhood form that encourages sustainable travel choices, socially connected lifestyles, and a culture of sharing and re-use, thereby reducing consumption and emissions and promoting health and wellbeing;

- h. Deliver densities that create a critical mass of residents and workers and support a diverse range of services and amenities where they are easily accessible by transit;
 - i. Pursue zero-carbon energy and sustainable construction materials and methods to reduce consumption and emissions;
 - j. Create opportunities for ceremony, healing, Indigenous placekeeping, and cultural representation for the Algonquin people;
 - k. Support the production of and access to local and sustainable food; and
 - l. Deliver integrated solutions for infrastructure, development, and natural areas using a systems-based approach to embrace and amplify the interconnections within and between these elements.
2. Development at Tewin shall be implemented to deliver sustainability by design. This means:
- a. Most homes will be within a 5-minute walk of Tewin's Open Space System and a transit stop;
 - b. Most homes will be within a 10-minute walk of visible water and commercial uses;
 - c. Most homes will be within 200 metres of the all-season cycling network; and
 - d. All community facilities will be no further than 200 metres from a transit stop.

2.0 COMMUNITY STRUCTURE

Tewin is defined by a series of elements which come together to create the physical foundation to achieve this Plan's vision. They include the Open Space System, Mobility Network, Community Core, Neighbourhood Centres, Community Corridor Areas, and Neighbourhoods. This structure, as depicted in Section 1 of Tewin's Community Design Plan and across **Schedule B – D** of this Plan, creates the foundation for the Plan Area's comprehensive planning framework and results in a series of Special Places (see **Annex B**). It also ensures that development of Tewin will be sustainable by design.

The following policies provide directions on the vision and objectives for each of Tewin's structuring elements and their relationship to one another.

Structuring Elements

1. Tewin's **Open Space System** will be an interconnected system of ecological areas and community open spaces that come together to:
 - a. Protect and build on ecologically valuable natural features to create a continuous corridor of woodlands, wetlands, watercourses, natural hazard land, habitat areas, and natural linkage areas, known as the Ecological Corridor;
 - b. Expand upon the Ecological Corridor to extend the experience of nature into the built environment using Parks and Privately Owned Publicly-Accessible Open Spaces (POPS), stormwater management facilities, and schools and other community facilities, collectively known as Community Open Spaces;
 - c. Locate and organize elements within the Ecological Corridor and Community Open Spaces in a manner that complement one another and support an interconnected trail network throughout the Open Space System;
 - d. Reflect Algonquin culture and knowledge through planting strategies, Indigenous stewardship practices, commemoration, and space for ceremony and healing; and
 - e. Support education and community stewardship through access, programming, and spaces for gathering.
2. Tewin's **Mobility Network** will be comprised of a comprehensive, integrated, and fine-grain network of streets and trails that connect to a central transit corridor. This network will:
 - a. Support frequent transit service through the alignment, design, and operation of the Community Spine and Loop Street;
 - b. Embed Active Mobility into the fabric of the community through a connected network of sidewalks, cycling facilities, and trails to foster healthy lifestyles and encourage sustainable local modes shares in all seasons;

- c. Support mobility choice for all ages and abilities through a range of cross-section designs that prioritize different modes to optimize land efficiency and support varied experiences within the overall network;
 - d. Extend the experience of nature into the built fabric through streets and trails that physically and visually connect to the Open Space System; and
 - e. Foster a sense of place by designing streets as places where community life and connection can thrive.
3. The **Community Core (Hub 1)** will be Tewin's central community hub. Development within this area will:
- a. Support vibrancy and activity through the greatest mix of commercial and residential uses, highest densities, and community uses and spaces;
 - b. Connect to transit and key destinations through streets, blocks and building designs that create fine-grain pedestrian connections;
 - c. Establish a unique identity through high-quality architecture, and the design of streets and the public realm;
 - d. Reflect Algonquin culture in the design of public spaces, and buildings where appropriate; and
 - e. Be initiated early and incrementally phased to support development of a compact and contiguous commercial area with higher residential densities over time.
4. Tewin's **Neighbourhood Centres (Hub 2)** will be mixed-use nodes that complement the Community Core through their location and diverse uses. Development within these two areas will:
- a. Support daily needs through a mix of commercial, residential, and community-serving uses;
 - b. Animate the Community Spine through active uses and built forms that appropriately frame the street;
 - c. Be transit-supportive through density, a mix of uses, building design, and a fine-grain network of streets and blocks that create direct pedestrian connections through the Centre to the Community Spine;
 - d. Prioritize pedestrians while accommodating the needs of automobiles; and
 - e. Phase commercial development within **Neighbourhood Centres** to be:
 - i. secondary to the Community Core, prioritizing early commercial development in this central community hub; and

- ii. delivered alongside residential development in the Neighbourhood Centre.
5. Tewin's **Community Corridors (Minor Corridor)** will be mixed-use areas surrounding the central transit corridor. Development within these areas will:
 - a. Deliver a diverse mix of housing types and tenures that are accessible to a wide range of residents;
 - b. Be transit-supportive through density, building design, and a fine-grain network of streets and blocks that create direct pedestrian connections to the Community Spine;
 - c. Integrate neighbourhood-serving commercial uses alongside Parks and community facilities in support of 15-minute communities;
 - d. Prioritize higher residential densities along the Community Spine and/or adjacent to the Open Space System to support equitable access to transit and greenspaces; and
 - e. Embrace shared streets and spaces to prioritize pedestrians, enhance the public realm, and make efficient use of land, while accommodating automobiles.
 6. Tewin's **Neighbourhood Areas** will be predominantly residential with easy connections into the Open Space System and toward the Community Spine. Development within these areas will:
 - a. Deliver a mix of ground-related housing forms through a variety of typologies and densities throughout these areas;
 - b. Provide a connected network of streets and trails that directly connect all mobility modes to the broader community;
 - c. Establish meaningful relationships to the Open Space System through building orientation and streets and blocks that create access points and/or support views into the System; and
 - d. Create appropriate built form relationships adjacent to existing residential properties.

Special Places

1. Special Places, as identified on **Annex B**, consist of areas where multiple Structuring Elements and public realm features come together to create a point of interest within the Plan Area.
2. Special Places provide focused opportunities for public art, community facilities, gathering spaces, and integration of Algonquin culture through design, programming, commemoration, stewardship and/or other approaches.
3. Additional policies and opportunities for the Harvest Walk are set out in Section 3 of this Plan.
4. Additional policies and opportunities for the Community Core are set out in Section 5 of this Plan.
5. Demonstration Plans, as set out in Section 7 of this Plan, will articulate how development and the public realm emphasize the unique nature of Tewin's Special Places.

3.0 OPEN SPACE SYSTEM

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'), which will be defined by a series of features and elements that layer together to form a continuous and connected system that uniquely defines 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 Plan Area, and create a wildlife corridor that supports small mammals, amphibians, birds, and fish.
- **Community Open Spaces**, which are comprised of stormwater management facilities, 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 Environmental Management Plan, Parks Design Manual, and Master Servicing Study. Together, they will create the setting for a community defined by its relationships to nature.

The public realm is known as the network of all public spaces and private areas to which the public has access, including streets, parks, community spaces, natural areas and more. By intentionally and creatively connecting typical public realm elements to other open space elements that are often intentionally separated, the Open Space System will create a uniquely robust public realm at Tewin: one that places nature at the forefront and supports Algonquin placekeeping by creating a community where public life and the natural world are once again intertwined. Upholding this relationship in a thoughtful manner, through management, programming, and stewardship, will further strengthen the System's connection to the built fabric of the Plan Area and daily life at Tewin.

3.1 General Policies

1. A comprehensive, connected, and continuous **Open Space System** (see **Schedule B**) shall define the public realm within the Plan Area to weave the experience of nature throughout Tewin and support ecological health, biodiversity, habitat connectivity, active mobility, stormwater management, community life, and gathering. The precise size, location and configuration of all elements of the Open Space System will be refined and secured through the development application process, in keeping with the objectives set out in this Plan.

2. The Open Space System will support the long-term resilience and sustainability of the Plan Area. To do so, it shall:
 - a. be designed and built with high-quality and durable materials that support the intensity of planned use and can be effectively maintained;
 - b. enhance the tree canopy and long-term, sustainable and mature tree-growth by providing sufficient growing space, soil volumes, and access to sunlight for trees and vegetation to thrive;
 - c. manage surface water in a manner that complements and contributes to the character of the community while achieving City and other public agency requirements;
 - d. include planting strategies that prioritize native species and adapted species, with a focus on those pollinator-friendly;
 - e. incorporate culturally significant species, and areas for planting and harvesting Indigenous plants; and
 - f. encourage opportunities for food production, sales, education, and programming as a means of supporting local urban agriculture and improving food security.
3. The Open Space System will be protected and managed in a manner that is inclusive, coordinated and encourages local stewardship.
4. Opportunities for Indigenous cultural expression and traditional ecological knowledge will be woven throughout the System and expressed through public art, information signage and wayfinding.
5. Public access to the Open Space System shall be prioritized by:
 - a. supporting views of the System from the public realm 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 that protects the Ecological Corridor (in accordance with Section 4.3 of this Plan).
6. Development shall respect and enhance the function and character of the Open Space System by:
 - a. orienting streets and blocks, and siting and articulating buildings to provide views into the System, as further articulated in Policy 5.2.8 and 5.2.9 below;
 - b. providing for casual overlook into the System to support comfort and safety;
 - c. avoiding locating non-complementary uses adjacent to the System, including loading and servicing areas, mechanical equipment and venting;

- d. adequately minimizing adverse microclimate impacts on these areas; and
 - e. providing appropriate space and vertical clearances to allow buildings and any of their exterior features and amenities to be provided and maintained outside of the Open Space System.
7. The organization and design of the Open Space System will support connections between the Plan Area and external natural areas.

3.2 The Ecological Corridor (Urban Natural Area)

1. Tewin's **Ecological Corridor** is depicted on **Schedule B** and designated **Urban Natural Feature** on **Schedule E**. It represents an urban natural area with multiple features and functions that are managed for conservation and passive leisure use. It contains both existing and constructed natural features, as established by Tewin's Environmental Management Plan.
2. The designation of the Ecological Corridor (Urban Natural Feature) represents the limit of development for abutting land uses, incorporating required hazard limits and setbacks as established by Tewin's Environmental Management Plan and Master Servicing Study. No additional buffers or setbacks shall be required.
3. The intent of the Ecological Corridor is to ensure natural features are protected, enhanced, and woven into the fabric and character of the Plan Area. To do so, it will:
 - a. Restore the original density and function of historic, naturally occurring watercourses, and design these channels to enhance and improve the overall ecological value of the Corridor;
 - b. Connect features within and adjacent to the Study Area to support healthy and robust ecosystem function;
 - c. Support a diversity of wildlife through species habitats and natural succession landscapes within the Corridor;
 - d. Maintain and enhance habitat connectivity, securing movement and connections for small mammals and a range of other species; and
 - e. Enhance ecological health and function through high-quality wetland habitat, contiguous tree cover, diverse vegetation, continuous vegetated riparian buffers along watercourses.
4. The exact boundaries of the Ecological Corridor (Urban Natural Feature) will be confirmed through the development application process, in keeping with the objectives of this Plan and Tewin's Environmental Management Plan. Only limited refinements will be considered to the boundaries of existing natural features.
5. In accordance with Policy 3.2.1 above, the boundary of the Ecological Corridor (Urban Natural Feature) designation contains a 5-metre buffer from the dripline of Significant Woodlands. In confirming the exact boundaries of the Ecological Corridor (Urban Natural Feature) through the

development application process, the City will ensure this 5-metre buffer is maintained and secured.

6. Notwithstanding Policy 7.3.1(d) of the Official Plan, the City shall not permit small-scale commercial operations as ancillary or temporary uses within the Ecological Corridor (Urban Natural Feature).
7. Multi-use pathways and associated amenities that support equitable public access and education are permitted in the Ecological Corridor (Urban Natural Feature) in strategic locations, preliminarily identified on Schedule D, provided they are limited to the shortest distances and/or areas of least impact to minimize disturbances to natural features and their functions.
8. Where provided, pathways within the Ecological Corridor (Urban Natural Feature) shall be supported by an environmental analysis by a qualified professional to their ensure location, materials, timing and construction method will limit interference with the ecological functions, species and integrity of the Corridor.
9. Linear infrastructure crossings are permitted within the Ecological Corridor (Urban Natural Feature) subject to demonstration that the use will not compromise the character, form, and ecological functions of the area and complete restoration will be implemented through construction of such infrastructure.
10. Street crossings of the Ecological Corridor (Urban Natural Feature) shall be limited to the Community Spine and Existing Streets, and situated to minimize impacts.
11. The design of the Ecological Corridor (Urban Natural Feature) shall:
 - a. retain the natural topography within Mature Woodlands, where feasible; and
 - b. support the ecological function of watercourses through associated riparian areas, comprised of existing vegetated areas and additional planting where opportunities remain to support continuity.
12. Development adjacent to Mature Woodlands should:
 - a. integrate permeable surfaces to the extent feasible; and
 - b. incorporate compatible planting and landscaping using successional species and traditional native planting.
13. In accordance with Official Plan Policy 7.3.1(e), development and site alteration within 30 metres of the boundary of an Urban Natural Feature must demonstrate no negative impacts on the natural features within the area or their ecosystem services through an Environmental Impact Statement that is consistent with the scope identified in Section 7.1.1.1 of Tewin's Environmental Management Plan.
14. Redevelopment and intensification is permitted on existing properties that are partially contained within the boundary of the Ecological Corridor (Urban Natural Area) provided any

new construction and on-site servicing are located outside of the boundary of the Urban Natural Area and disturbance of the natural area will be minimized. Such development shall be subject to an Environmental Impact Assessment, per Policy 3.2.8 above.

3.3 Community Open Spaces

1. Tewin's Community Open Spaces are comprised of a mix of people-focused greenspaces, and include stormwater management ponds, Parks and other open spaces, schools and other community facilities, and trails. The specific location of each of these elements are intentionally identified to create a connected Open Space System, as depicted on **Schedule B** and **Schedule E**, and they shall be designed to:
 - a. Extend and connect the greenspaces, including the Ecological Corridor, to create a continuous Open Space System across the full Plan Area;
 - b. Complement the Ecological Corridor through site organization and programming;
 - c. Co-locate Community Open Spaces with one another to strengthen their presence in the Plan Area and to support efficient use of land; and
 - d. Connect the Open Space System to transit, and provide pedestrians and cyclists access through the System.
2. The exact boundary of Community Open Space elements will be confirmed through the development application process, in keeping with the objectives of this Plan and Tewin's Parks Design Manual, Environmental Management Plan, and Master Servicing Study.

3.3.1 Stormwater Management Facilities

1. Stormwater within the Plan Area shall be managed by a series of facilities distributed throughout the Open Space System, as depicted on **Schedule B** and designated as 'Open Space – Stormwater Management Facility' on **Schedule E**. The exact size and configuration of these stormwater management facilities will be confirmed through the Plan of Subdivision process based on the development proposal and in accordance with applicable requirements.
2. Stormwater management ponds shall be designed to address their infrastructure role and consider their contribution to community amenity and support for the Ecological Corridor (Urban Natural Feature).
3. Stormwater management ponds within the Ottawa Airport Authority's (OAA) Secondary Bird Hazard Zone will be designed to appropriately address known risks through mitigation strategies, as identified in Tewin's Master Servicing Study.
4. Where feasible, stormwater management facilities will be designed to support passive irrigation.

3.3.2 Parks

1. Parks shall be distributed throughout the Plan Area and developed with a range of typologies which reflect their size, context, and intended character, as identified on **Schedule B** and within Tewin's Parks Design Manual. The size of each Park typology should generally be as outlined in the City of Ottawa's Parks Development Manual.
2. **Schedule B** depicts the preferred location and configuration of Parks within the Plan Area. The location and size of Parks may change without an amendment to this Plan, 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**.
3. Notwithstanding Policy 3.3.2.2 above, the Community Park must be maintained in its identified location and be 6 – 7 hectares in size to achieve its intended programming objectives, per Tewin's Park Design Manual.
4. The City may permit amenities and small-scale commercial operations as ancillary or temporary uses within Parks in support of public use and programming, subject to zoning and/or site plan.
5. The design and programming of Parks shall:
 - a. have a functional size, shape, configuration, and topography appropriate for their program;
 - b. facilitate critical connections between other Open Space System elements as well as to the Community Spine, as outlined in Tewin's Park Design Manual;
 - c. support a connected trail network throughout the Plan Area;
 - d. contribute, wherever possible, to reforestation through naturalized spaces, habitat creation, species diversity, and tree planting consistent with the targets provided in Tewin's Parks Design Manual;
 - e. support and encourage year-round use and activity;
 - f. appropriately design and program areas adjacent to the Ecological Corridor to support the vitality of its features and functions;
 - g. incorporate Algonquin placekeeping, and spaces for ceremony and celebration, where appropriate;
 - h. provide opportunities for local food production;
 - i. be clearly identifiable and safe through appropriate frontage on public street(s), accessible design, signage, and wayfinding; and

- j. respond to both local and broader needs, interests and priorities, in consultation with the Algonquins of Ontario and the local community, including Indigenous communities.
6. Parks will be inclusive and welcoming to people of all ages, abilities, ethnicities, and socio-economic backgrounds by:
 - a. supporting a range of passive and active recreational programming and activity year-round as informed by the Tewin Parks Design Manual;
 - b. supporting universal accessibility, including playgrounds, splash pads, and other spaces that encourage adaptable play; and
 - c. encouraging public life and community gathering through amenities that foster social interaction, such as a range of seating options, performance spaces, or gardening/farming opportunities.
 7. The City, School Board(s), and Tewin's Major Landowners will collaborate to secure shared use of Parks, outdoor play space, schoolyards, and school facilities, to pursue greatest utilization for community access and recreational programming.
 8. Where a park abuts a community facility, direct pedestrian connections between both uses will improve access between facilities, including sports fields and vehicular parking areas.

3.3.3 Open Space Connections

1. Open Space Connections are linear greenspaces that facilitate the movement of pedestrians and cyclists in addition to supporting access to open space, as depicted on **Schedule B** of this Plan. These include:
 - a. The utility corridor, which diagonally bisects the Plan Area and is designated as 'Open Space' on **Schedule E**, will be repurposed into The Harvest Walk, a linear open space and recreation corridor that also accommodates below-grade infrastructure.
 - b. Two existing Hydro Corridors, designated as 'Open Space – Utility Corridor' on **Schedule E**, within the eastern portion of the Plan Area; and
 - c. Two additional, shorter connections in the northern portion of the Plan Area, designated 'Open Space' on **Schedule E**.
2. Additional Open Space Connections may be identified through the development application process.
3. If the utility corridor referenced in 3.3.3.1(a) above cannot be repurposed into The Harvest Walk, an equivalent linear pathway will be identified for an Open Space Connection in an adjacent area and in the same alignment.
4. The Harvest Walk shall provide pedestrian and cyclist connectivity by linking the Community Core (Hub 1), Ecological Corridor, schools, parks, community amenities and facilities and neighbourhoods through a continuous multi-use trail that is accessible on a year-round basis.

5. The design of Harvest Walk shall:
 - a. Provide a continuous, clear, and safe connection for pedestrians and cyclists;
 - b. Integrate naturalized planting, community gardens, and edible landscapes that reflect and celebrate the Plan Area's support for local food production;
 - c. Incorporate a series of varied parkettes, where appropriate, with seating and gathering opportunities to create additional green space within the community;
 - d. Create a positive relationship with adjacent development that varies based on building typology and context; and
 - e. Be designed to establish a cohesive identity while allowing for localized responses that reflect the surrounding context and community needs.
6. The design and implementation of the Open Space Connection within the Hydro Corridor in the northeast of the Study Area will be determined in consultation with the City of Ottawa and Hydro One, balancing recreation and connectivity with operational requirements.
7. Open Space Connections shall be conveyed to the City, with exceptions for those connections within Hydro Corridors, which shall be secured through easements for public access.
8. Open Space Connections shall be fully implemented in a single phase, alongside development.
9. Notwithstanding Policy 3.3.3.8 above, the Harvest Walk will be developed sequentially with the extension of infrastructure and the phasing of development. However, a conceptual design shall be developed for the portions of the Harvest Walk in two segments, north and south of Piperville. This shall be submitted with the first Draft Plan of Subdivision application within each of those areas to develop a comprehensive and cohesive approach.
10. Open Space Connections including the Harvest Walk may be considered Parks for the purposes of parkland dedication, provided that all Planned Parks on **Schedule E** are delivered.

3.3.4 Privately-Owned, Publicly-Accessible Open Spaces

1. Privately-Owned Public Spaces (POPS) or their publicly-owned equivalents will be provided throughout the Plan Area, as identified through Demonstration Plans and/or Site Plans, to supplement Parks and support community life. They will be particularly encouraged within the Community (Hub 1), Neighbourhood Centres (Hub 2), and Community Corridors (Minor Corridor):
 - a. At key transit stops;
 - b. At active intersections; and
 - c. To break up long blocks in support of greater porosity and pedestrian movement.
2. POPS or their publicly-owned equivalents may be delivered in the form of expanded setbacks, landscaped open spaces, plazas, at-grade amenity areas, and mid-block connections.

3. The design of POPS or their publicly-owned equivalents will:
 - a. Coordinate with active ground-level uses in adjacent buildings so that the uses and POPS design are mutually supportive;
 - b. Be universally accessible and connected to a public street or component of the Open Space System;
 - c. Include walkways, tree planting, seating, and landscaping, where possible; and
 - d. Incorporate signage at visible locations to clearly indicate the space is publicly accessible.
4. POPS will be subject to a surface easement registered on title and will remain as such in perpetuity to allow for public access. They will be maintained by the property owners to meet the designed functions specified in the Plan of Subdivision and/or Site Plan Agreement with the City, as applicable.

3.3.5 Community Facilities

1. New community facilities are required to support and meet the needs of residents and workers in the Plan Area. Such facilities will be provided in a timely manner commensurate with growth and are permitted across all land use designations within the Plan Area.
2. **Schedule B** identifies two locations for community facilities that deliver critical connections within the Open Space System and create unique destinations within the Plan Area. The central location adjacent to the Community Park, identified as CF1 on **Schedule E**, shall be developed as a recreation centre and library. The intended use for the northern location, identified as CF2 on **Schedule E**, shall be determined through the development application process based on community needs as they arise through Tewin's evolution.
3. Additional locations for community facilities may be further identified by the City, including but not limited to childcare facilities, emergency services, and/or community spaces, amongst other uses.
4. New community facilities will:
 - a. Be located in highly visible and accessible locations for pedestrians, cyclists, and transit users, primarily along the Community Spine;
 - b. Consider opportunities for Algonquin cultural celebration and interpretation; and
 - c. Provide for flexible, accessible, multi-purpose spaces that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs.
5. To address their respective requirements, and promote partnership, cost-effectiveness and coordination, property owners, the City and public agencies/organizations are encouraged to:
 - a. Explore alternative delivery models;

- b. Co-locate community facilities; and/or
 - c. Integrate and coordinate programming.
6. In addition to the facilities identified in Policy 3.3.5.2 and 3.3.5.3 above, eight (8) elementary schools and three (3) secondary schools may be required across the four school boards that will serve the Tewin community: English Public, English Catholic, French Public, and French Catholic. Eleven (11) Potential School Sites have been identified on **Schedule B** and assigned to school boards in Tewin's Community Design Plan to meet their needs while ensuring schools are within 200-metres of a transit stop and a Park, and connected to another element of the System.
 7. Minor deviations in the location and configuration of a school parcel may occur through future development application processes without the need for an amendment to this Plan provided the intent and objectives of this Plan and Tewin's Community Design Plan are maintained.
 8. Although each school site has been carefully located to support the Open Space System, if none of the school boards choose to build a school on a particular site, it is permitted to be developed in accordance with its underlying designation as shown on **Schedule E**. Such development shall still be required to support connectivity between Open Space System elements through an Open Space Connection.
 9. In addition to the design criteria for schools in Section 4.10.1 of the Official Plan, school sites shall be designed to:
 - a. Be compact and land-efficient, prioritize multi-storey buildings, and situate buildings and main entrances to face a public street or multi-use pathway;
 - b. Connect to multi-directional and winter-maintained pedestrian access, including any adjacent park and/or passive open space;
 - c. Consider opportunities to celebrate and interpret Algonquin culture;
 - d. Achieve tree canopy targets, as identified in Tewin's Community Design Plan and Environmental Management Plan; and
 - e. Minimize curb cuts and other potential conflicts between vehicles and active travel modes.
 10. Tewin's Major Landowners shall consult with School Boards and the City through the Demonstration Planning and development application process to confirm school requirements, consider school needs, and determine how the design of school sites should be planned for and integrated with the broader Open Space System.

3.4 Delivery

1. The implementation of Tewin's Open Space System shall be guided and informed by Tewin's Environmental Management Plan, Parks Design Manual, and Master Servicing Study.

2. All land within the Ecological Corridor (Urban Natural Area) will be dedicated and conveyed to the City through the Plan of Subdivision process at no cost to the City. The timing and implementation of restoration works and/or construction of new features will be required as a condition of draft plan approval by phase of subdivision. The extent of conveyance in each phase will consider connectivity from an ecological and active mobility perspective, and be coordinated with implementation of the trail network.
3. Stormwater Management Facilities, Parks, and Open Space Connections will be identified and required as a condition of draft approval through the Plan of Subdivision process for the lands that these open spaces are intended to serve. Phasing of these elements will:
 - a. Promote orderly growth and development;
 - b. Support infrastructure delivery and needs;
 - c. Consider stormwater, biodiversity, and sustainability objectives of this Plan;
 - d. Prioritize connectivity of the System in each stage of the Plan Area's evolution; and
 - e. For Parks, prioritize early conveyance and delivery within the sub-phases of their respective Draft Plan of Subdivision.
4. Detailed design for the Community Park shall be coordinated with the adjacent Community Facility with the City in order to support a cohesive and efficient approach, and phased delivery of this central area if required.
5. A Private Master Parkland Agreement will 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**, 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.
6. The City shall include a condition of draft approval for all Plans of Subdivision, Plans of Condominium, and a condition of approval for Consent (to sever) applications and Site Plan Control, which requires the Landowner to demonstrate that they are party to the Private Master Parkland Agreement and are in good standing in terms of cost obligations pursuant to the Agreement.

4.0 MOBILITY NETWORK

Tewin's streets and trails will be integrated through a complete network approach which supports 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 Plan Area using a variety of transportation modes, in alignment with the principles set out in Tewin's Mobility Strategy.

Tewin's **Street Network** establishes a fine-grain, well-connected pattern of streets to support local and regional connectivity, and access to Tewin's Open Space System, within which significant trails are located. The Network is structured around the Community Spine and Loop Collector, as depicted on **Schedule C**, which have been designed to support frequent transit. The Spine and Loop Connector's central location within the Plan Area ensures equal distribution of transit access across the community, as selected through the coordinated Planning Act and Municipal Class Environmental Assessment (MCEA) process. The Network shown on **Schedule C** will be augmented through additional local connections, as identified in Tewin's Community Design Plan and/or further identified through future development applications, to establish compact, porous, pedestrian-scaled blocks throughout the 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, known as the **Active Mobility Network (Schedule D)**. 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.

4.1 General Policies

1. To enable the creation of complete, connected communities, transportation planning within the Plan Area will be guided by an integrated land use, density and mobility strategy that:
 - a. fosters sustainable travel behaviour by establishing a land use context that enables daily needs to be met primarily by walking, cycling and transit throughout the year;
 - b. supports frequent and efficient transit service that connects residents and visitors to important community destinations;
 - c. ensures the safety of all road users, particularly those most vulnerable;
 - d. supports convenient access to the local and regional transit network to encourage a modal shift and more sustainable travel choices;
 - e. enhances connectivity and mobility with adjacent communities and employment areas;
and

- f. recognizes the need for flexibility and a long-term monitoring framework that is responsive to changes in land use patterns, travel behaviour, technology, policy direction, and other factors that may arise over time.
2. Development will be supported by Tewin’s **Mobility Network** as shown on **Schedule C: Street Network** and **Schedule D: Active Mobility Network**, which together form a complete network within the Plan Area. The exact alignment and design of elements within the Mobility Network will be determined through the development application process. Refinements may be made to the alignment of elements, including the exact location of Key Local Connections, shown on **Schedule C and D** without amendment to this Plan, provided the objectives of the Plan and Tewin’s Mobility Strategy are maintained.
3. Additional streets and connections shall be identified through the development application process to create pedestrian-scaled blocks and a fully connected and continuous Mobility Network that supports direct connections to transit, the Open Space System, major destinations, and other amenities in the Plan Area. These connections, together with the Street Network depicted on **Schedule C**, shall:
 - a. deliver a fine-grain network that creates multiple, direct routes throughout the Plan Area;
 - b. align streets, trails, and pedestrian crossings in support of uninterrupted movement;
 - c. strengthen connectivity to and through Tewin’s Open Space System, as appropriate; and
 - d. prioritize pedestrian and cycling connections to transit stops and key destinations.
4. Potential locations for Planned Transit Stops have been identified on **Schedule C**. These locations may be refined through implementation without an amendment to this Plan provided revised locations are in keeping with the Plan’s intent regarding transit access, as articulated in Policy 1.2 of this Plan.
5. Shared mobility hubs are encouraged at strategic locations throughout the Plan Area. These hubs will serve as a single service point that includes a mix of elements such as bike-share stations, publicly accessible carshare spaces, public electric vehicle charging stations, micromobility stations and ride share hailing points to foster a culture of sharing and support active mobility.
6. The City will explore opportunities to initiate, support or encourage initiatives within the Plan Area that ensure all residents have access to a range of affordable transportation options to meet their daily mobility needs.

4.2 Street Network and Design

1. Tewin’s Street Network contains a hierarchy of Existing and Planned Streets (**Schedule C**). Each street shall be defined by its transportation and placemaking role.
2. Existing Streets within the Plan Area include:

- a. Leitrim Road, a 35.5-metre Arterial that bounds the Plan Area to the north and runs along the southern boundary of the Greenbelt;
 - b. Anderson Road, a 30-metre Arterial that both bounds and runs through the Plan Area;
 - c. Piperville Road, a 26-metre Collector that bisects the Plan Area;
 - d. Ramsayville Road, a 26-metre Collector that bounds the western-most portion of the Plan Area; and
 - e. Farmers Way, a 26-metre Collector that bounds the Plan Area to the east.
3. In their current form, Existing Streets primarily facilitate automobile movement. However, these streets will evolve with development that fronts onto them. Improvements will be implemented in logical segments to incorporate pedestrian and cycling facilities and amenities where required, and street trees per Section 4.1.3 in Volume 1 of the Official Plan.
 4. Two Potential Street Realignment have been identified within the Plan Area to regularize intersections and support development, as depicted in **Schedule C** and articulated in Tewin's Mobility Strategy. The exact design and implementation of such realignments will be determined through future studies and/or processes.
 5. Planned Streets within the Plan Area include:
 - a. The Community Spine, a 27-metre central mobility Corridor and Transit Priority Corridor that connects all neighbourhoods, links key community features, and forms the primary transit and cycling route through Tewin;
 - b. The Loop Street, a 26-metre Corridor that extends transit service from the Community Spine into the eastern portion of the Plan Area;
 - c. A series of Neighbourhood Collectors that provide connections from the Community Spine into Tewin's neighbourhoods and beyond the Plan Area; and
 - d. Key Local Connections (Conceptual), which are Local Streets that are required to deliver on important connections throughout the Plan Area and provide structure for a fine-grain network of Local Streets which will be determined through the development process.
 6. Neighbourhood Collectors will have a target right-of-way width of 22 metres, with potential to increase up to 26 metres where above-grade utilities require additional space within the right-of-way.
 7. 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 precise location, alignment, design, and ownership of Local Streets and Lanes will be determined through Plan of Subdivision applications and associated Demonstration Plans.

8. Curb cuts will be limited along the Community Spine to minimize impacts and improve safety for pedestrians and cyclists. Lanes are strongly encouraged within the Community Core (Hub 1), Neighbourhood Centres (Hub 2) and Community Corridor (Minor Corridor) to access and service development along the Community Spine.
9. Local Streets are encouraged to be designed as Shared Streets, as described in the Community Design Plan, particularly within the Minor Corridor designation to support vehicular access while prioritizing pedestrians and cyclists.
10. All streets shall be designed as complete streets (per the City of Ottawa's Complete Streets Framework) that support universal accessibility, and appropriately prioritize pedestrians, cyclists, and transit users based on the role they serve within the Mobility Network. To do so, cross-section designs shall:
 - a. Plan for space-efficient rights-of-way that maximize the public realm, minimize paving, and make efficient use of land;
 - b. Create pedestrian-scaled environments appropriate for the nature of each street;
 - c. Support slower vehicle speeds and enhanced pedestrian crossings through design features that calm and slow traffic, such as curb extensions, narrow lanes, and chicanes, amongst others;
 - d. Separate active travel modes from automobiles and transit, where appropriate, through street trees or other elements; and
 - e. Include tree planting and sidewalks on all streets in accordance with Policy 4.1.2.11 in Volume 1 of the Official Plan, with the exception of Shared Streets, Existing Streets along the boundary of the Plan Area, and window street conditions, all of which accommodate pedestrians and landscaping differently.
11. Notwithstanding Policy 4.2.9(e) above, where a sidewalk and/or cycling facility on a Local Street runs adjacent to a multi-use trail, opportunities to eliminate the sidewalk and/or cycling facility may be explored to minimize duplication and reduce overall paving. This integration may only be considered if:
 - a. The adjacent multi-use trail is universally accessible and maintained in all seasons;
 - b. Cycling and pedestrian zones are delineated on the segment of the multi-use trail that runs adjacent to the Local Street, where both are provided;
 - c. Design features that calm and slow traffic have been implemented, as appropriate, on the Local Street; and
 - d. A continuous Active Mobility network is maintained.
12. Pedestrian clearway widths greater than the minimum standard of 1.8 metres will be encouraged through at-grade setbacks where needed to accommodate the intensity of

anticipated pedestrian volumes, particularly within Tewin’s Community Core (Hub 1), Neighbourhood Centres (Hub 2), and Community Corridor (Minor Corridor) designations.

13. The street network will integrate landscape treatment into street design to enhance and complement the Open Space System and contribute to Tewin’s identity. Streetscapes will:
 - a. Include a variety of non-invasive species, including native plant species that are pollinator-friendly;
 - b. Minimize urban heat island impacts through street trees and other landscape features, and the use of high albedo surface materials; and
 - c. Support local and sustainable food production through boulevard gardens.
14. On-street parking will be:
 - a. generally prohibited on the Community Spine;
 - b. considered on streets where it will serve at-grade commercial uses and/or provide a buffer between vehicular traffic and sidewalks;
 - c. contribute to the local neighbourhood parking supply; and
 - d. encouraged to be constructed with infrastructure that enables installation of public electric vehicle and bicycle charging equipment.

4.3 Active Mobility

1. Tewin’s **Active Mobility Network** consists of a connected network of separated cycling facilities, multi-use pathways, trails, and other cycling facilities (see **Schedule D**), which come together to comprehensively serve the Plan Area, and support pedestrian and cycling access to public transit and the Open Space System.
2. “Other Cycling Facilities (design to be determined)” on **Schedule D** have been identified to depict conceptual connections that will serve as key linkages within the local cycling network. The type of facility provided, along with the configuration, alignment and design of these connections will be determined through the development application process. Additional cycling facilities on Local Streets and Mid-Block Connections may also be identified at this time to augment this Network, as appropriate.
3. All-season active mobility will be supported throughout the Plan Area, comprised of separated on-street cycling facilities and multi-use pathways that are maintained in all seasons, as depicted on **Schedule D**. The design of this all-season network shall support universal accessibility, safety, and user comfort in all seasons.
4. The Active Mobility Network will be designed to:
 - a. provide direct connections that respond to desire lines;

- b. incorporate protected intersection design, where appropriate, to minimize conflict and provide adequate space for pedestrians and cyclists;
 - c. incorporate pedestrian-scale lighting and direct sightlines;
 - d. include supportive infrastructure and facilities in the public realm, Open Space System, and associated with development, such as bicycle parking, lockers, and repair stations; and
 - e. provide safe and direct pedestrian routes and infrastructure that prioritizes pedestrian movement, such as curb extensions, narrowing of intersection widths, and pedestrian cross-overs.
5. Trails will be organized and designed to form a continuous, connected network that links destinations throughout and beyond the Plan Area. They will act as natural extensions of streets and pedestrian connections, with direct and visible access points from neighbourhoods, community facilities, Parks, and transit stops.
6. The alignment and design of trails shall:
- a. minimize impacts on the ecological and hydrological function of the Ecological Corridor by locating trails alongside but outside of its boundary, with the exception of the strategic locations identified on **Schedule D**;
 - b. enable controlled, safe public access to watercourse areas;
 - c. provide separation between the Ecological Corridor and Community Open Space uses, if applicable; and
 - d. prioritize low-impact, climate-resilient materials and construction methods.
7. Wherever possible, trails should be designed as multi-use pathways. They will generally have the following widths:
- a. The Harvest Walk shall include a minimum 4-metre pathway within a broader corridor wide enough to support community gardens, pedestrian amenities, and servicing as required;
 - b. All-season multi-use pathways shall provide a minimum width of 3 metres to support maintenance, with greater widths provided in areas of higher activity; and
 - c. All other trails shall be designed with a minimum width of 2 metres, with exceptions for trails that run through the Ecological Corridor where a reduced width may be considered in recognition of the trail's character and intended purpose.
8. The Community Spine and Loop Street shall prioritize active modes and transit through design by:
- a. Reducing potential conflicts between modes by minimizing curb cuts, and incorporating turning restrictions, as appropriate;

- b. Including advanced priority measures such as signal timing, queue jump lanes, turn signals, and restrictions for on-street parking; and
- c. Incorporating transit-supportive amenities such as seating and street furniture, particularly at transit stops.

4.4 Delivery

1. Implementation of Tewin's Mobility Network shall be guided and informed by Tewin's Mobility Study and Environmental Management Plan. As part of the Open Space System, implementation of trails will be subject to the policies in Section 3.3.6 and 3.4 above.
2. Phasing of the Mobility Network for the Plan Area, including public realm improvements and necessary infrastructure requirements, will be coordinated and secured through Subdivision Agreement(s) or other development applications that will provide for phased implementation of the transportation system over time. New segments and realignment of the public street network will be implemented to ensure that the functional integrity of the transportation system is maintained at all times.
3. Development at Tewin shall be supported by transit from the earliest phases. Transit service will change and grow alongside development to provide a level of service that is appropriate for the evolving demand.
4. 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.
5. The Community Spine and Loop Street shall be designed and incrementally implemented to support transit access and service at each stage of the Plan Area's evolution.
6. Phasing of trails shall be determined based on the ability to deliver connections to streets and/or destinations within the Plan Area and the role each trail serves within the Active Mobility Network.
7. Trails shall be conveyed to the City through the Draft Plan of Subdivision process. The timing of delivery for trails shall be determined through Demonstration Plans and included as a condition of draft approval for each phase within a Plan of Subdivision. The extent of conveyance in each phase will ensure complete segments of trails are delivered in keeping Policy 4.4.6 above.
8. Transportation demand management strategies shall be implemented with each phase of development to enable and encourage sustainable travel behaviours.
9. Transportation studies in support of Plan of Subdivision applications will consider the effect of changing travel behaviour on mobility needs, the impacts of new technology, land use and permitted densities, and/or the supporting transportation infrastructure planned for the area.

These studies will incorporate and/or build on findings and outcomes from previous studies and developments.

DRAFT

5.0 LAND USE AND BUILT FORM

Tewin will be a complete community where residents can establish roots, meet their daily needs locally, and thrive across generations. Achieving this involves supporting the development of 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 Plan Area in a contextual manner, creating concentrations of activity along the transit corridor and 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 Plan Area in accordance with this 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 this Plan.

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. Shared amenity areas and gathering spaces will be integrated throughout the community to encourage interaction and belonging, with a priority on creating inviting, accessible communal spaces.

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. Buildings and public spaces will work together to create a unique, human-scaled community that is highly functional, embraces design excellence, and reflects and celebrates Algonquin culture and values.

5.1 General Policies

1. The following **Land Use Designations** have been assigned to land within the Plan Area, as shown on **Schedule E**:
 - a. Hub 1 (Community Core)
 - b. Hub 2 (Neighbourhood Centres)
 - c. Minor Corridor (Community Corridors)
 - d. Neighbourhoods

- e. Potential School Sites
 - f. Parks (Existing, Planned, Community Park)
 - g. Open Space (General, Stormwater Management Facility, Utility Corridor)
 - h. Ecological Corridor (Urban Natural Area)
 - i. Utility
2. Boundary lines between land use designations shall be considered approximate. Exact land use designation boundaries may be refined through the Plan of Subdivision process and Demonstration Plans. In no case shall this result in a total net developable area greater than 445.35 hectares, or significant changes to the land use mix.
 3. To achieve transit-supportive densities and as depicted on **Schedule E**, the Minor Corridor designation (Community Corridors) in the Plan Area will generally have a depth of:
 - a. 200 – 400 metres measured from the centreline of the Community Spine; and
 - b. 130 – 160 metres measured from the centreline of the Loop Street.
 4. Both residential and non-residential uses are permitted in Tewin’s Hubs, Minor Corridor, and Neighbourhoods, in accordance with permitted uses in Volume 1 of the Official Plan unless otherwise specified. The type of residential and non-residential uses permitted across these designations will differ based on scale, size, density requirements, and/or location, as outlined in Section 5.1.1, 5.1.2, and 5.2 below.
 5. Where provided, institutional and office development will generally be located within a 5-minute walk of a transit stop.

5.1.1 Commercial Uses

1. Development within Hubs shall provide a minimum gross floor area for retail, commercial, office, service uses, day care facilities, and/or community spaces as follows:
 - a. Hub 1(Community Core): 23,000 square metres
 - b. Hub 2 (Neighbourhood Centre 1): 6,000 square metres
 - c. Hub 2 (Neighbourhood Centre 2): 12,000 square metres
2. In recognition of the changing nature of retail and long-term horizon of this Plan, the minimum gross floor area required in Policy 6(b) and (c) above may be redistributed between Neighbourhood Centres 1 and 2 by up to 10% without an amendment to this Plan.
3. The required minimum gross floor areas for non-residential uses listed in Policy 5.1.1.1 above shall be delivered within the Commercial Priority Areas identified on **Schedule F**.
4. In addition to Hubs, commercial uses shall also be developed within the Minor Corridor designation (Community Corridor), generally within the Convenience Cluster areas identified

on **Schedule F**. A minimum non-residential gross floor area of 8,000 square metres must be provided across all Convenience Clusters, with generally 2,000 square metres in each.

5. Large format commercial uses are not permitted within the Minor Corridor (Community Corridors) and Neighbourhoods designations.
6. Within Hub 1 (Community Core) and Hub 2 (Neighbourhood Centres), large format commercial uses, including large grocery stores, recreational and athletic facilities, and retail stores are permitted in:
 - a. A mixed-use building;
 - b. A stand-alone building abutting the Community Spine or public street, provided minimum heights are met, and with surface parking, servicing, and loading located to the side or rear of the building to visually screen these areas from the public realm; and,
 - c. A stand-alone building located internal to a development block within these designations, provided minimum heights are met and servicing areas are visually screened from the public realm, as appropriate.
7. Drive-through facilities are prohibited within Hub 1 (Community Core) and Minor Corridor (Community Corridors) designations and are generally prohibited within Hub 2 (Neighbourhood Centres). Where they are considered within the Hub 2 designation, they shall be designed to be:
 - a. set back from the Community Spine and located behind a building to screen the use from the street;
 - b. located internal to a block and screened from public streets;
 - c. accessed from Ramsayville Road, Piperville Road, or Anderson Road; and,
 - d. oriented away from key pedestrian access points.
8. Demonstration Plans and implementing Zoning By-laws will:
 - a. include requirements for a variety of commercial space sizes to accommodate a full range of business types, including small businesses, and local retail opportunities; and,
 - b. consider phasing strategies that support flexible use of non-residential spaces as the community develops.

5.1.2 Existing Uses

1. The Existing Homes and Businesses Overlay on **Schedule E** recognizes properties within the Plan Area that contain existing uses that were built in accordance with the Area's previous rural designation.
2. Development is permitted on properties within the Existing Homes and Businesses Overlay in keeping with the Land Use Designations on **Schedule E**. In addition to these permissions:

- a. Existing residential and non-residential uses permitted prior to adoption of this Plan shall continue to be permitted on land within the Existing Homes and Businesses Overlay; and,
 - b. Such uses may be permitted to expand in a manner that is compatible with the planned urbanization of the broader Plan Area.
3. Once existing uses are redeveloped in accordance with Land Use Designations on Schedule E, the City shall update Schedule E to remove such properties from the Existing Homes and Businesses Overlay.

5.1.3 *Parking and Loading*

1. Vehicular access, parking, loading, and servicing areas will be organized and designed to minimize impact on the public realm. To do so:
 - a. Surface parking areas will be located internal to blocks, visually screened from the public realm, broken up with soft landscaping, and organized and designed to protect for future intensification;
 - b. Where above-grade parking is proposed, it will be integrated within built form and wrapped with other uses facing streets and the Open Space System; and,
 - c. Driveways supporting ground-related residential development will not be permitted along the Community Spine.
2. Development within Hub 1 (Community Core), Hub 2 (Neighbourhood Centres), and Minor Corridor (Community Corridors) designations will minimize the impacts of parking and loading by:
 - a. locating surface parking behind buildings that front onto the Community Spine;
 - b. consolidating curb cuts to minimize impacts on the public realm, wherever possible;
 - c. focusing vehicular access to Arterials or Existing Collectors, as shown on **Schedule C**, or side streets to reduce impacts on the public realm along the Community Spine;
 - d. providing laneways, where possible, as the preferred access point for parking and servicing; and
 - e. consolidating loading areas, providing them at the rear or side of buildings, and screening them through architectural features and/or landscaping if visible from the public realm.
3. Implementing zoning by-laws will include maximum parking limits and consider reduced parking requirements within Hub 1 (Community Core), Hub 2 (Neighbourhood Centres), and Minor Corridor (Community Corridors) designations.

5.2 Density and Built Form

1. To create a transit supportive, amenity-rich community within the Plan Area, full build-out of each Community Area shall achieve the minimum densities in Table 1. Development within each land use designation shall also adhere to the heights outlined in Table 1 and Policy 5.2.2 where different from the heights permitted by Volume 1 of the Official Plan.

Table 1 – Density and Height Requirements by Land Use Designation

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

*Minimum densities will be calculated based on the total net developable area within each land use designation by Community Area. Exclusions from the net developable area include the Ecological Corridor, Parks, Open Space Connections, Potential School Sites where they are used for their intended purpose, Community Facilities, Stormwater Management Facilities, utility areas and water reservoirs, and all public streets.

2. Buildings along the Community Spine will:
 - a. provide variation in height and typology within a block to support diverse housing; and
 - b. have a minimum height of 3 storeys and/or approximately 10 metres.
3. To support a diverse and inclusive community, a mix of dwelling typologies will be provided within each land use designation, as identified within Demonstration Plans (in accordance with Policy 7.1.2) and implemented through Plans of Subdivision.
4. Where the Plan Area is subject to applicable NAV Canada regulations, development that exceeds these regulations shall not be permitted regardless of the permitted heights in Table 1.
5. Ground-related residential development along the Community Spine will be designed to elevate front entrances from grade to support privacy.
6. Buildings along the Community Spine, the Key Local Connection that diagonally bisects Hub 1 (Community Core), and POPS shall provide an active frontage and built form articulation to appropriately frame and animate the public realm. Active frontages contribute to safety through natural surveillance and support uses that engage with the public realm. They have building entrances and materials or treatments that support visual interest.
7. Non-residential uses permitted within all land use designations shall:
 - a. prioritize location within mixed-use buildings, or protect for the ability to support intensification over time;

- b. be supported by concentrated and contiguous phasing of development as required by policies under Section 7.2.1 below, to facilitate a critical mass of population in each stage of development within Community Areas; and,
 - c. frame and activate the public realm and be organized to support community gathering.
- 8. Tewin's Community Core (Hub 1) is designated as a Tier 3 Design Priority Area, per Schedule C7A of the Official Plan. Design excellence within this area shall be achieved in accordance with Tewin's Community Design Plan and the City's Public Realm Master Plan where not in conflict. Applications for solely ground-related residential development will not be subject to requirements for Tier 3 Design Priority Areas.
- 9. Development in Tewin's Minor Corridor (Community Corridors) designation:
 - a. Will locate the highest building heights and densities close to the Community Spine and/or Open Space System in support of Policy 5.2.11 and 5.2.12 below;
 - b. Will provide appropriate transition where the Community Corridor designation meets abutting designations in accordance with Section 5.2.1 below; and,
 - c. May provide stand-alone non-residential buildings that integrate with a dense, mixed-use environment, in accordance with Policy 5.1.1.6 above.
- 10. Development will enhance views of the Open Space System from the public realm and support access to the System, as appropriate, through:
 - a. The location of buildings within and between blocks adjacent to the Open Space System; and,
 - b. Mid-block pedestrian connections that connect streets to the Open Space System.
- 11. Development shall be organized to maximize views and equitable public access to the Open Space System while protecting the Ecological Corridor (Urban Natural Area). To do so:
 - a. buildings will be oriented toward the Open Space System along at least half of its frontages within each Community Area;
 - b. backlotting and other siting strategies can be considered, particularly where needed to limit entry and reduce disturbance on sensitive ecological areas, provided 5.2.9(a) has been achieved;
 - c. where provided, medium- and high-density development will be prioritized adjacent to the Open Space System; and
 - d. multi-unit housing will be incorporated within each Community Area in location(s) adjacent to the Open Space System to support equitable access.
- 12. To minimize the urban heat island effect, buildings should:

- a. Consider light coloured and/or reflective materials for roofs;
 - b. Utilize active and passive design measures to improve energy efficiency and reduce peak energy demand;
 - c. Use efficient exterior cladding and windows; and
 - d. Incorporate green roofs, where practical.
13. Development will incorporate high-quality, durable materials, and where appropriate, these should include natural and/or textured materials that reflect Algonquin culture. Wood frame construction is strongly encouraged for mid-rise development.

5.2.1 Built Form Compatibility

1. Where new development is proposed adjacent to a residential property within the Existing Homes and Businesses Overlay, it shall provide transition and/or built form compatibility through height, appropriate setbacks, stepbacks, landscaping, and/or building orientation, amongst other strategies.
2. Development in the Minor Corridor (Community Corridor) designation along Piperville Road at and near its intersection with the Loop Street will be comprised of predominantly ground-related housing, particularly adjacent to residential properties within the Existing Homes and Businesses Overlay.
3. Notwithstanding Policy 4.6.6.2 of the Volume 1 Official Plan, 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 the design of such buildings consider context-specific factors such as site layout, street/block structure, and setbacks/stepbacks to maintain adequate sunlight, privacy, and comfort.

5.3 Diverse Housing

1. A range of housing, including different tenures, unit types and levels of affordability, shall be provided within each Community Area to create inclusive neighbourhoods that serve a variety of households, including units that are suitable for families, individuals, seniors, and persons with disabilities.
2. A variety of housing types will be delivered within all land use designations to avoid neighbourhoods being dominated by a single building form.
3. A mix of housing tenure will be encouraged in all phases of development, wherever feasible.
4. Multi-unit housing will:
 - a. include a mix of unit types and sizes to support a range of households needs; and,
 - b. be designed to include operable windows, and should include storage space, and balconies or terraces where possible.

5. Affordable housing units provided in new development in the Plan Area will be encouraged to be of the same type and size as market development.
6. All forms of affordable housing will be encouraged in all areas throughout the Plan Area, subject to applicable built form policies and Tewin's Community Design Plan. Building and site designs not otherwise described by this Plan that enable the development of affordable housing may be considered.
7. If Potential School Sites are not acquired by a School Board and before a decision is made to develop according to the underlying land use designation, right of first refusal will go to the City and/or affordable housing providers to acquire such lands for affordable housing or community uses.
8. Alternative housing models that integrate shared amenities, support aging in place, and foster community will be encouraged.
9. A variety of actions will be undertaken by Tewin's Major Landowners to deliver housing affordability at different phases of Tewin's evolution, as outlined in the Tewin Housing Affordability Strategy. Development applications shall be required to demonstrate and continue to report on, through a Planning Rationale, Demonstration Plan, and/or Site Plan Control application where applicable, 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.
10. Tewin's Major Landowners will 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.

6.0 ENERGY AND INFRASTRUCTURE

Development and infrastructure projects in the Plan Area will deliver energy and infrastructure solutions that serve planned and projected needs, protect and enhance natural systems, significantly reduce Tewin’s carbon footprint, and embrace zero carbon energy sources.

This Secondary Plan is 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, Tewin’s Major Landowners, and other potential partners all have a role to play in advancing this objective. It will require catalyzing partnerships, leveraging technologies, and advancing energy solutions that 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 and encourage residents to do the same by targeting other sources of emissions, including transportation, waste, and lifestyle choices.

Urban municipal services and infrastructure will be delivered efficiently within the Plan Area to support new development, and wherever possible, properties within the Existing Homes and Businesses Overlay. Tewin’s infrastructure solutions, as determined through the coordinated Planning Act and Municipal Class Environmental Assessment (MCEA) 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 Plan Area will be complemented by planned regional off-site water and sanitary expansion that will bring municipal services to the Plan Area in a staged manner. The detailed design and implementation of services and infrastructure within the Plan Area will be informed by the City of Ottawa’s Official Plan and Infrastructure Master Plan and guided by Tewin’s Master Servicing Study (MSS) and Environmental Management Plan (EMP).

6.1 Energy

1. Low-carbon, renewable, and thermal energy production and district energy operations are encouraged and permitted throughout the Plan Area, subject to the relevant design and compatibility policies of this Plan.
2. Tewin’s Major Landowners, Hydro Ottawa, the City, and other potential partners shall 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.
3. Passive design strategies will be considered for all buildings to optimize building efficiency and comfort, and minimize emissions.

4. Development will reduce embodied carbon emissions through the use of low-carbon building and infrastructure materials. Strategies will vary based on the type of development, as outlined in the Tewin Community Energy Plan.
5. The location of any energy generation equipment and distribution networks will be selected carefully to ensure resilience in the face of climate change, including excessive heat, precipitation and flooding events.
6. Development is encouraged to:
 - a. Reduce waste, and promote recycling and waste diversion;
 - b. Integrate distributed energy resources to reduce emissions and manage peak electricity demand; and,
 - c. Provide back-up power for resilience to area-wide power outages.
7. Development applications within the Plan Area will be supported by a Community Energy Brief that:
 - a. Demonstrates how proposed development(s) supports zero-carbon energy strategies and responds to Policy 6.1.2 above; and,
 - b. Responds to applicable standards and guidance, as applicable.
8. In addition to development, infrastructure and public realm improvements within the Plan Area will seek to minimize energy use and carbon emissions.

6.2 Infrastructure

1. Tewin will be identified as a Public Service Area. New development in the Public Service Area will be connected to public domestic and fire protection water services and wastewater services, in accordance with applicable city bylaws. At the time of planning of public water and wastewater infrastructure, landowners shall be notified in accordance with the Planning Act.
2. Where urban public water and/or wastewater services are extended along the frontage of existing development within the Public Service Area, landowners have an opportunity to connect to the new municipal services, in accordance with City of Ottawa policies in force at the time. Municipal water service may be provided without municipal wastewater service.
3. Where public services are not required to be extended along the frontage of existing development to support new urban development, the expansion of public water and/or wastewater services to existing development could be undertaken through a Local Improvement Process under the Municipal Act, or an alternative process subject to agreement with the City of Ottawa.
4. The City of Ottawa, through instruments under the Planning Act, may consider exceptions to Policy 6.2.1 on a case-by-case basis, subject to the availability of water service through the

existing Carlsbad Trickle Feed water infrastructure as per Section 4.7.2.14 of the Volume 1 Official Plan.

5. For the purposes of Policies 6.2.6 to 6.2.10 below:
 - a. “Tewin Infrastructure” means the infrastructure works, programs, and associated studies identified in the Tewin Master Servicing Study, Environmental Management Plan, Mobility Strategy, Community Energy Plan, Financial Implementation Plan, and any related Class Environmental Assessment / MCEA documentation supporting this Secondary Plan.
 - b. “Benefitting Lands” means lands that are within the Plan Area, or are outside the Plan Area but receive, rely upon, connect to, or are allocated capacity from Tewin Infrastructure, or that otherwise benefit from Tewin Infrastructure as determined through the above studies and the City’s infrastructure/transportation approvals. The geographic extent of Benefitting Lands may be refined from time to time through updated studies without an amendment to this Secondary Plan, provided the refinement is supported by the City’s approved infrastructure and/or transportation planning and does not reduce the obligations established by these policies.
6. Where Tewin Infrastructure is provided, extended, upsized, or located in a manner that enables the future redevelopment or intensification of existing properties, whether within or outside the Plan Area, the owner(s) of such benefitting lands shall be required to contribute a proportionate share of the capital costs and applicable study costs of that infrastructure. The proportionate share shall be determined on a rational and transparent basis appropriate to the infrastructure type (which may include, as applicable, flow rate, capacity allocation, frontage, trip generation, ridership/service triggers, or other benefit-based metrics), as set out in the applicable financial and technical studies supporting this Secondary Plan. Contribution shall be secured through the Tewin Infrastructure Cost Sharing Agreement(s) required by Policy 6.2.7 and shall be a condition of development approval and/or of any allocation or connection of servicing capacity, as applicable.
7. All owners of Benefitting Lands shall enter into one or more Tewin Infrastructure Cost Sharing Agreement(s) to ensure that the costs of Tewin Infrastructure and associated studies and plans are distributed fairly among benefitting parties. The agreement(s) shall, at a minimum:
 - a. identify the infrastructure and studies subject to cost sharing;
 - b. identify the Benefitting Lands and the basis for determining proportionate shares (including the metrics used and any escalation/indexing);
 - c. include a financial schedule setting out estimated costs, timing assumptions, and each owner’s proportionate share;
 - d. include governance provisions, including an Administrator, audit rights, dispute resolution, default remedies, and security (such as letters of credit or other financial assurance) sufficient to ensure performance; and

- e. be registered on title (or otherwise run with the land to the satisfaction of the City Solicitor) for all Benefitting Lands, such that the obligations bind current and future owners.
8. The agreement(s) mentioned in Policy 6.2.7 above may be structured in coordinated components (e.g., water/wastewater, stormwater, roads/transit, energy) provided that the combined effect achieves the intent of this policy.
 9. The City shall include, as a condition of approval for all Plans of Subdivision, Plans of Condominium, Site Plan Control, and Consent (Severance) applications on Benefitting Lands, a requirement that the applicant provide a Certificate of Compliance in a form satisfactory to the City, issued by the Administrator of the Tewin Infrastructure Cost Sharing Agreement(s), confirming that:
 - a. the owner is a party to the applicable agreement(s) (or will become a party prior to registration/approval, as applicable);
 - b. the agreement(s) are in good standing and registered on title (where required); and
 - c. the owner has paid, secured, or otherwise satisfied its proportionate share obligations to the extent triggered by the proposed development or by the allocation/connection of capacity.
 10. Where an applicant is not in compliance with Policy 6.2.9, the City may withhold draft plan approval, registration, final approval, or the lifting of any holding provision, as applicable, until compliance is achieved.

7.0 IMPLEMENTATION

Development of Tewin will be planned and carried out through a series of phases that build on one another to deliver the elements of Tewin's complete community vision in a balanced and holistic manner. This means a range of housing options, open spaces, services and amenities, and streets supporting all modes of travel will be delivered at each step, with variation on 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 at Tewin can adapt to changes and respond to new opportunities that are bound to arise over the 20-year planning horizon of this Plan. 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.

This Secondary Plan and its supporting studies establish a vision and long-term framework for development within the 445.35-net-developable-hectare Plan Area. Future development applications will provide further design details on how this framework will be implemented in a comprehensive and coordinated manner.

7.1 Community Areas and Demonstration Plans

1. Tewin will be developed through a series of Community Areas that create complete communities and optimize the delivery of public infrastructure. **Annex C** depicts the general boundaries of these Community Areas. **Annex C** is for information purposes only and may be revised without amendment to this Plan, provided the general intent and purpose of the Annex and this Plan are maintained.
2. A Demonstration Plan will be prepared with the first development application within each Community Area (**Annex C**) to support coordinated planning and demonstrate how the proposed and anticipated development within that area will implement and achieve the intent and directions of this Plan. More specifically, Demonstration Plans will include the following for the entirety of each Community Area:
 - a. A complete mobility network, including Local Streets, Laneways (where considered), the full Trail Network, and Midblock Connections not identified in this Plan;
 - b. Streets and blocks;
 - c. A public realm plan that responds to Tewin's Special Places and reflects all aspects of the Open Space System including the Urban Natural Area, estimated size and location of parks, and the conceptual location of POPS (where provided), their relationships to each other and how the proposed built form relates to these areas;
 - d. The proposed and conceptual configuration, typology, and uses for development, including non-residential uses such as retail and community facilities;
 - e. How the minimum average residential densities for each land use designation (per Policy 5.2.1) will be achieved within each Community Area;

- f. The proposed and conceptual approach to pedestrian and vehicular access, loading, and parking;
 - g. A plan that demonstrates the relationship between the Community Areas and adjacent lands to ensure future servicing and mobility connections and land use interrelationships have been considered;
 - h. Local functional servicing, grading, and drainage plans;
 - i. The retail strategies that have been or will be further explored within each Community Area;
 - j. A phasing approach for the Hub 1 and 2 designations indicating the phasing of dwelling units and non-residential uses; and
 - k. The affordable housing strategies that have been or will be further explored within each Community Area, in keeping with the policies of Section 5.3 of this Plan.
3. Demonstration Plans for Community Area 2 and 3, and 4 and 5 shall demonstrate the criteria outlined in Policy 7.1(a)-(g) and (i) and (j) above for the entirety of the Community Core (Hub 1) and Neighbourhood Centre 2 (Hub 2) to ensure these areas are planned and designed in a comprehensive manner.
 4. Each subsequent development application within a Community Area will demonstrate its relationship with the Demonstration Plan required by Policy 7.1.2 above. Where changes to that Plan are proposed by the development application, an updated Demonstration Plan will be prepared in accordance with, and to demonstrate compliance with, the criteria of Policy 7.1.2 above.

7.2 Plans of Subdivision

1. Updates to Tewin's Master Servicing Study and Environmental Management Plan, as may be required by those studies and plans, will be submitted with applications for Draft Plan(s) of Subdivision.
2. The approval of any Draft Plan of Subdivision application(s) will include draft plan conditions that reflect, as necessary, the requirements of an updated, finalized, or approved Environmental Management Plan and the Master Servicing Study.
3. Applications for Draft Plan(s) of Subdivision shall be processed concurrently with applications under the Drainage Act, where required. Any draft plan approval(s) shall contain appropriate conditions to ensure the coordination of development with the Drainage Act approvals.

7.2.1 Phasing

1. Development will begin within and around Hub 1 (Community Core) provided the necessary approvals have been granted to allow serviced land to be developed here. Development will be phased to move west and southeast from there.

2. When developing within more than one Community Area at a time, development shall be as contiguous with development in the adjacent or abutting Community Area as possible.
3. Each Plan of Subdivision shall include lands within at least two land use designations, and should generally include development on both sides of the Community Spine unless constrained by the availability or approval of servicing.
4. Plans of Subdivision will include sub-phases. Such sub-phases will be identified through the Plan of Subdivision process based on the following criteria:
 - a. Phasing shall support compact and contiguous development within the area covered by the Plan of Subdivision to achieve the densities needed to create complete and connected neighbourhoods at each stage of Tewin's development.
 - b. The sequence of development of phasing shall prioritize proximity to the Community Spine in early sub-phases, unless constrained by the availability or approval of servicing, to support its activation and transit ridership.
 - c. Each sub-phase within the plan of subdivision shall include a mix of housing typologies to deliver a range of housing options.
 - d. While the minimum average densities listed in Policy 5.2.1 for each land use designation must be met across a Community Area, each sub-phase within a Plan of Subdivision must meet the following minimum residential densities by land use designation to ensure transit-oriented densities are incrementally delivered along the Community Spine:
 - i. Hub 1 (Community Core): 120 units per net hectare
 - ii. Hub 2 (Neighbourhood Centres): 100 units per net hectare
 - iii. Minor Corridor (Community Corridors): 70 units per net hectare
 - e. The first 6,900 square metres of retail and commercial space should be developed within Hub 1 (Community Core), at a pace that appropriately responds to residential development to support local trips and sustainable travel.
 - f. Only 50% of the gross land area within Neighbourhood Centre 1 (Hub 2) may be developed prior to obtaining Site Plan Approval for non-residential uses.
 - g. Only 35% of the gross land area within Neighbourhood Centre 2 (Hub 2) may be developed prior to obtaining Site Plan Approval for non-residential uses.

7.3 Interpretation and Supporting Studies

1. In the case of conflict between the Official Plan and the policies contained in this Plan, the policies of the Secondary Plan will prevail.

2. Minor adjustments to boundaries on this Plan's Schedules may be made without requiring an amendment to the Plan where the general intent is maintained and in accordance with relevant policies of this Plan.
3. This Secondary Plan is informed by the following area-specific plans and studies, which should be referenced to inform interpretation and application of its policies:
 - a. Community Design Plan, including the appended Parks Design Manual and Housing Affordability Strategy;
 - b. Environmental Management Plan;
 - c. Master Servicing Study;
 - d. Mobility Strategy;
 - e. Community Energy Plan; and,
 - f. Financial Implementation Plan.
4. In addition to the plans and studies listed above, this Secondary Plan is also informed by the City's adopted Infrastructure Master Plan, Transportation Master Plan, and Climate Change Master Plan. Development applications and infrastructure projects within the Plan Area should be informed by these Plans, as appropriate.
5. The Tewn Environmental Management Plan, and the relevant components of the Master Servicing Study, have satisfied the technical objectives of watershed and subwatershed planning at the Secondary Plan stage. They incorporate conservative assumptions and methodologies to ensure alignment with future watershed-level recommendations.
6. The Tewn Environmental Management Plan, and the relevant components of the Master Servicing Study, are sufficient to support the subwatershed planning components of a complete application for new development in the Plan Area. No final approvals of Plans of Subdivision and Zoning By-laws may proceed until such time as the Bear Brook Watershed Study and/or South Bear Brook Subwatershed Plan are sufficiently advanced to further inform and refine, as necessary, the stormwater management strategy for the Tewn Plan Area.
7. Tewn's Master Servicing Study and/or Environmental Management Plan shall be updated at the time of a development application where:
 - a. A watershed or subwatershed study has been approved, if required;
 - b. There is a major change that would require revisions to the master servicing study and/or environmental management plan;
 - c. There are proposed changes to planned infrastructure needed to service an area or subdivision(s) that would have a significant impact on the infrastructure needs of another area(s) or subdivision(s) within the Secondary Plan; or

- d. The relevant Class Environmental Assessment approval has expired or been updated, or a new Environmental Assessment process has been conducted that impacts the master servicing study and/or environmental management plan.

DRAFT