

TEWIN



Algonquins of Ontario

TAGGART
GROUP OF COMPANIES

CAIVAN
COMMUNITIES

Community Design Plan

» March 2026



Artistic impression of Tewin's Community Core





Land Acknowledgment

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

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

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

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

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

Letter from Tewin's Major Landowners

We, the Algonquins of Ontario (the AOO), Taggart Group of Companies, and Caivan, together known as Tewin's Major Landowners, are delighted to present this Community Design Plan (CDP) to guide the development of the community known as Tewin.

This CDP articulates the exciting vision for Tewin and describes the community design elements that will establish its long-term success as a sustainable, innovative and inclusive community for all.



A Community Rooted in Algonquin Teachings, Where Nature Is Woven Into Everyday Experience

Tewin is founded on Algonquin teachings and built around a defining commitment to nature — not as a backdrop, but as an integral part of daily life. The community is designed so that parks, woodlands, and waterways are woven directly into its fabric, placing nature at the end of streets and within easy reach of every resident, worker, and visitor. 99% of residents will be within a 5 to 10-minute walk of water features, trails, or green spaces. Their walk to work or school will take them alongside enhanced creeks and wetlands. Their neighbourhood park will connect seamlessly to a broader system of woodlands and watercourses that extends to the National Capital Commission Greenbelt. Their children will make memories in the woodlots and trails they explore, and will experience the changing seasons through the landscape and natural scents of their community in ways that are not possible in any other community the scale of Tewin.

Algonquin teachings are clearly reflected in Tewin's respect for water, protection of wildlife habitat, and invitation to participate in the ongoing stewardship of the resources of Mother Earth, for generations to come. Tewin's Open Space System functions as the structural backbone of the entire community, and unlike in other suburbs, the distinct elements of natural systems will not be cordoned off. Interconnected watercourses, enhanced wetlands, woodlands, and habitat corridors are woven directly into where people will live and move daily. Schools and community gathering spaces are directly connected to these natural corridors, so families and individuals develop direct, ongoing relationships with the land rather than treating nature as something separate from daily life. Interpretive spaces will celebrate Algonquin history and presence, inviting all to understand themselves as stewards of the land rather than simply consumers of it. This systems-based approach to parks and open space planning is unique to Tewin. Here, the way the community is designed teaches us daily about our connection to the land and our role in protecting it.



A Community Built Around Transit — Where Cars Become Optional

Tewin is a transit-first community. 95% of residents will live within a 5-minute walk of frequent bus service along the Community Spine. This isn't a typical suburban pattern of looped streets with distant bus stops; instead, the entirety of Tewin is organized around reliable, frequent transit as the backbone of the community. Schools, parks, shops, and services are deliberately clustered along this transit corridor, making a car optional for most daily trips.

Residents will be able to catch a bus to work, walk to the grocery store, or bike to school—not only because they are trying to be sustainable, but because transit and active transportation will simply be their most convenient options. The fine-grained street network and mid-block connections provide multiple direct routes to transit stops, schools, and parks. With a year-round dedicated pedestrian and cycling network, active transportation becomes practical and seamless, not merely an aspirational goal.



A Community Where Sustainable Choices Are Built In

At Tewin, the carbon footprint will be reduced not just through personal virtue but because it is a place where sustainable choices are so much easier to make. With frequent transit, dedicated cycling infrastructure, and nearby destinations, avoiding a car trip will feel natural rather than a sacrifice. Community gardens, local services within walking distance, and design that connects to water and natural systems mean daily choices naturally reduce Tewin's ecological footprint. Because Tewin targets zero-carbon energy, heating and power will embrace renewable sources from the start, and buildings will be designed to minimize energy use from day-one. Tewin is the densest community outside the Greenbelt, where all forms of housing are included. Single-detached houses, townhomes, and multiplexes will blend together in a diverse and integrated neighbourhood pattern, with long-term evolution and intensification facilitated as the population grows. Sustainability isn't something individuals and families will have to pursue; it is woven into how their community will function.



Tewin Establishes a New Benchmark for Responsible Community Design

Tewin is a once-in-a-generation opportunity to make a national statement about the design of new communities. It establishes an international benchmark that embodies the principles of the Official Plan's Five Big Moves and demonstrates leadership within each of the ten principles of the One Planet Living framework.

This CDP represents the culmination of over five years of collaborative visioning, planning, community engagement, and technical coordination, and brings together the diverse perspectives and voices needed to create a community that is respectful of Mother Earth, the City's growth needs, and the existing community context.

The Tewin CDP demonstrates that suburban growth does not need to be 'sprawl'. Instead, Tewin demonstrates "smart growth" that has sufficient critical mass to become a vibrant, integrated and resilient 15-minute community.

Jim Meness
Executive Director
Algonquins of Ontario (AOO)

Michelle Taggart
President
Taggart Investments

Susan Murphy
President, Land Development
Caivan



Ramsayville Rd

Leitrim Rd

417 Trans Canada Highway

Piperville Rd

Anderson Rd

Farmers Way

Thunder Rd

Tewin Study Area

Aerial map of Tewin Study Area

Content

| | | | |
|--|-----------|--|------------|
| 1.0 Overview | 3 | 4.0 Land Use and Built Form | 99 |
| Vision | 4 | Overview | 100 |
| Guiding Principles | 5 | Land Use and Built Form | 108 |
| Rooted in Algonquin Values | 6 | Relationship to the Open Space System | 136 |
| Sustainable by Design | 11 | Built Form Compatibility | 138 |
| From Vision to Plan | 12 | Embedded Economy and Commercial Strategy | 140 |
| The Community Design Plan | 14 | Housing Diversity and Affordability | 148 |
| Plan Layers | 16 | | |
| Relationship to Tewin's Secondary Plan | 17 | 5.0 Infrastructure and Energy | 151 |
| Special Places | 18 | Overview | 152 |
| Embedding Sustainability | 22 | Infrastructure and Water Management | 154 |
| | | Community Energy | 158 |
| 2.0 Open Space System | 27 | 6.0 Implementation | 161 |
| Overview | 28 | Overview | 162 |
| Ecological Corridor | 34 | Tewin's Planning Framework | 163 |
| Community Open Spaces | 46 | Incremental Phasing | 166 |
| Tewin's Natural Land Trust | 64 | Ongoing Placekeeping and Stewardship | 172 |
| | | Development Approvals and Agreements | 175 |
| 3.0 Mobility Network | 67 | Updating the Community Design Plan | 177 |
| Overview | 68 | | |
| Streets and Streetscapes | 74 | Image Credits | 178 |
| Transit | 86 | | |
| Active Mobility | 88 | | |
| Parking and Loading | 96 | | |



Artistic Impression of Tewin's Community Core. A vibrant, connected community featuring diverse housing, the Tewin Experience Centre and an integrated network of all-season trails.



1.0

Overview



Vision

A Community Rooted in the Experience of the Land

Tewin will be a new complete community — built on Algonquin teachings, where people and nature will thrive.

Tewin is a community founded on the values of the Algonquins of Ontario (AOO), starting with its name, which means "home". At Tewin, culture and sustainability are the foundation. Tewin 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.

Tewin's development will be underpinned by a commitment to Stewardship of Mother Earth, environmental leadership and design excellence. It will be a place where progressive approaches to community design are continually considered and implemented. It will become a model for other new communities to learn from.



» Guiding Principles

Tewin's design is shaped by five interconnected principles that reflect Algonquin teachings and best practices in community-building.



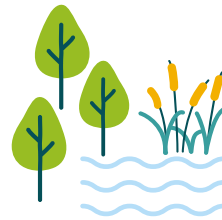
Principle 1: Rooted in Algonquin Values

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 Communities

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 at Tewin requires an integrated approach to land use, density, and mobility. A mix of retail, commercial, and community uses will be strategically located along a central transit corridor and connected to the Open Space System. The street and trail network will make it convenient and enjoyable to access daily needs and prioritize active transportation.



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.



Rooted in Algonquin Values

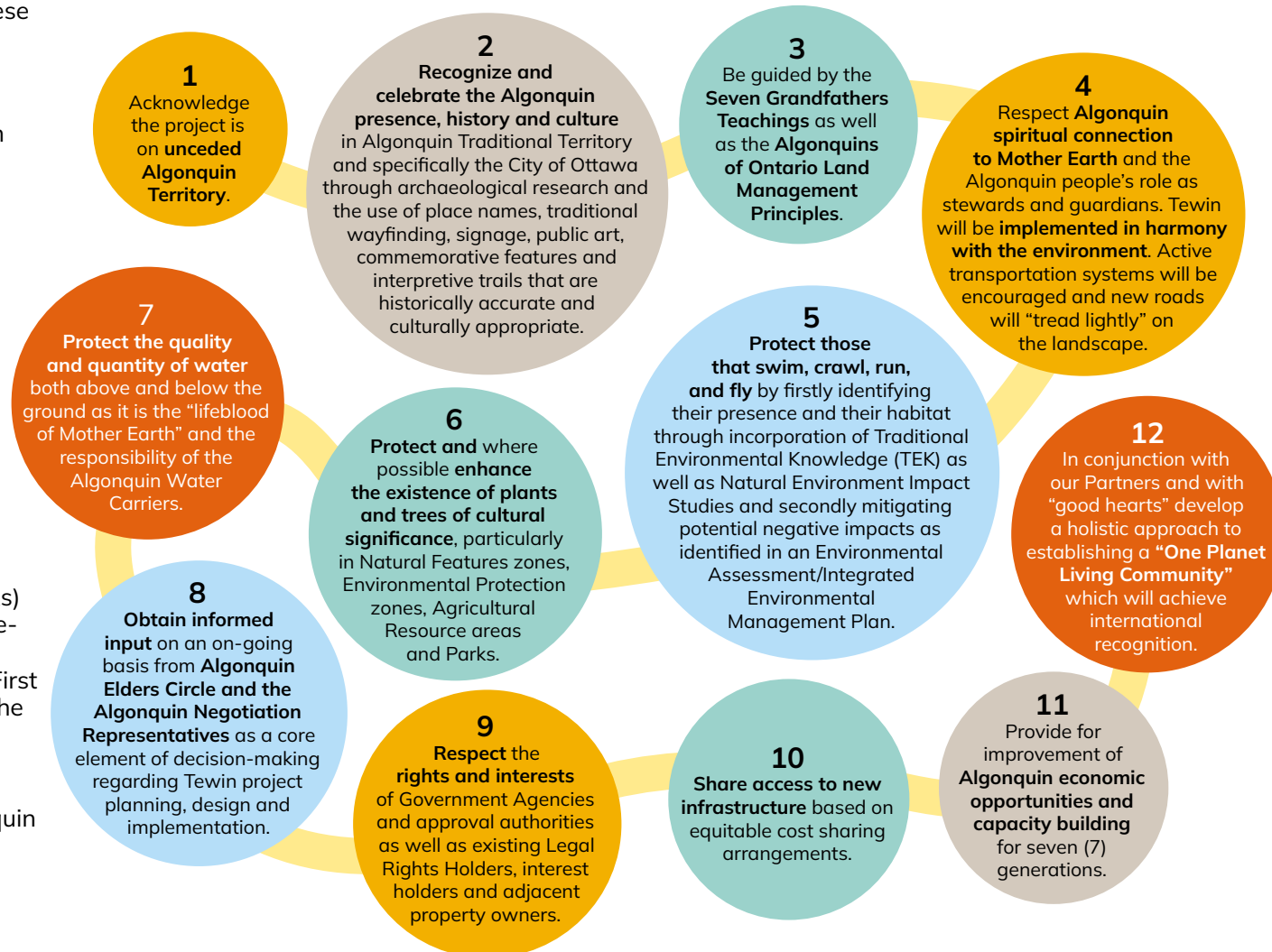
Algonquins communities have and will continue to guide the planning and implementation of Tewn to ensure that it reflects Algonquin values and meets the priorities of its 10 communities.

Algonquins have lived in present-day Ontario for thousands of years before Europeans arrived. Today, the Algonquins of Ontario (AOO) are comprised of ten Algonquin communities. These include:

- Antoine
- Algonquins of Pikwakanagan First Nation
- Bonnechere
- Greater Golden Lake
- Kijicho Manito Madaouskarini (Bancroft)
- Mattawa/North Bay
- Ottawa
- Shabot Obaadjiwan (Sharbot Lake)
- Snimikobi (Ardoch)
- Whitney and Area

The 10 communities are represented by 16 Algonquin Negotiation Representatives (ANRs) who are elected by Algonquin Voters for three-year terms. The ANRs include the Chief and Council of the Algonquins of Pikwakanagan First Nation and one representative from each of the nine other Algonquin communities. Based on a Protocol signed in 2004, these communities are working together to provide a unified approach to reach a settlement of the Algonquin land claim.

As a Major Landowner, the AOO has been fundamental in shaping the vision, principles, and design approach for Tewn's evolution from the start. This began with a series of Design Principles that were provided by the AOO to guide development of the Tewn Community.



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

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

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

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

From these conversations, six themes emerged. These ideas were conveyed more comprehensively in the What We Heard Summary Report, and have been used from the outset to guide the approach to Tewin's community design. The content on the next few pages is excerpted directly from that report to respect its integrity.



Theme One

Conservation & Access to Nature

Nature is memory, teacher, and medicine. A system of natural and rehabilitated areas will be protected and accessible — places where children can learn and people can reconnect with the land.



Being a child in the bush, I remember walking home from school and taking shortcuts, and laying down in fields of buttercups on a nice grassy section, looking up at the sky and listening to the birds. They're such pleasant memories, and that's all I want for generations to come, to have pleasant memories of their childhood.



-ANR, Greater Golden Lake

Design Priorities:

- Conserve and enhance key landscapes so they can be enjoyed and experienced for generations to come
- Provide natural areas for kids to learn and play and consider connecting schools and Parks to the broader natural system
- Integrate educational opportunities for people to learn about nature



IMG 2

Theme Two

Green Space Connectivity

Nature should flow through the community — for people and for animals. Trails, Parks, and water corridors will connect homes to the Greenbelt and the broader natural system.



I want to see our green space. I want to see our animals. I want to see the children playing and learning. .



-Elder, Bonnechere

Design Priorities:

- Incorporate trails into the natural system to connect throughout the area, to the Greenbelt and beyond
- Think of and plan for a network of connected green spaces as structuring elements of the community design
- Connect the Tewin open space network to the Greenbelt to conserve and enhance natural landscapes and wildlife corridors
- Create spaces within an adjacent Natural Land Trust for plants and wildlife, to support the health of the natural environment and foster a vibrant ecosystem

Theme Three

Water as Life

Water in all forms (e.g. creeks, groundwater, municipal drains, etc.) is sacred. It will be celebrated and cared for as lifeblood of Mother Earth - woven through the design as a living system and teaching opportunity



[The Tewin site] is a prime example of the water running through the veins of Mother Earth. We cannot live without water, so we have to look after it in a better way than we have so far.

-Elder, Algonquins of Pikwaknagan First Nation



Design Priorities:

- Weave water throughout the community to encourage stewardship, relationships with the natural environment, and sustainable stormwater management
- Showcase water and its natural systems so that people understand and learn from them



Theme Four

Trees, Plants, and Species

Planting will support both human and ecological health. Native species, habitat restoration, and succession planting will anchor a long-term relationship with land.



If you plan it right and get the foundation right, it will eventually grow up to be something for future generations.

-Elder, Algonquins of Pikwaknagan First Nation



Design Priorities:

- Plant for succession over seven generations to support the long-term vitality of the natural system
- Establish habitat for birds, deer and pollinators and strive to mitigate the impacts of development on these habitats
- Recognize the importance of smells of the trees and wildflowers to support more immersive learning opportunities for children
- Move away from overly manicured spaces so that there is space for wildflowers and native plantings that can support birds, bees and other wildlife
- Manage the ecosystem naturally by using less pesticides, planting resilient species, and working with nature, not against it

Theme Five

Sustainable and Integrated Development

A systems-based approach will guide every decision. This means designing infrastructure, buildings, and landscapes that support each other — and work in balance with nature.

“ *When we say something is sacred, we're not saying you can't remove something to build something. Of course, buildings have to go somewhere. But put back what you removed, and put it back with meaning. Make the people who are going to live at Tewin proud that they are going to conserve Mother Earth.* ”

-Community Member, Mattawa/North Bay

Design Priorities:

- Focus on natural systems rather than individual features to allow for integrated solutions that can address more complex planning, infrastructure and sustainability challenges
- Support local agriculture and explore the potential for community gardens and opportunities for natural medicines and plants
- Integrate a holistic approach to development



Theme Six

Reconciliation, Healing, and Inclusiveness

Tewin is reconciliation in action. It creates space for Algonquin culture, economic opportunity, and representation — while also building a welcoming, inclusive community.

“ *Let's look forward in new ways. I think this project is the ticket for us. Reconciliation –I think it's a great word – and I think it's exactly what we're doing here.* ”

-ANR, North Bay/Mattawa

“ *Tewin represents a generational opportunity for Algonquin people to take their rightful place within the economic Fabric of Canada's Capital City.* ”

-Jim Meness, Executive Director



Design Priorities:

- Strengthen the Algonquin identity and presence through cultural representation, economic opportunity, and partnership
- Plan for future engagement including opportunities for more targeted engagement with the AOO and surrounding neighbours focused around key issues, challenges and design strategies
- Design the community so that it is open and hospitable to all
- Include places for ceremony and healing by engaging with the AOO communities to identify desired types and locations of cultural spaces
- Learn from the past, see the present, and look to the future as one

» Sustainable by Design

Tewin has been planned using the One Planet Living framework to demonstrate ambition, resiliency, and global leadership within the local context.

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

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

Sustainability is achieved across the full life cycle of a community. Some of the specifics related to the OPL framework—construction, operations, lifestyle —reach beyond the scope of Tewin’s planning process and cannot be guided by a Community Design Plan. A One Planet Living Action Plan (OPAP) is being created for Tewin to fully capture and respond to all elements of the OPL framework.



From Vision to Plan

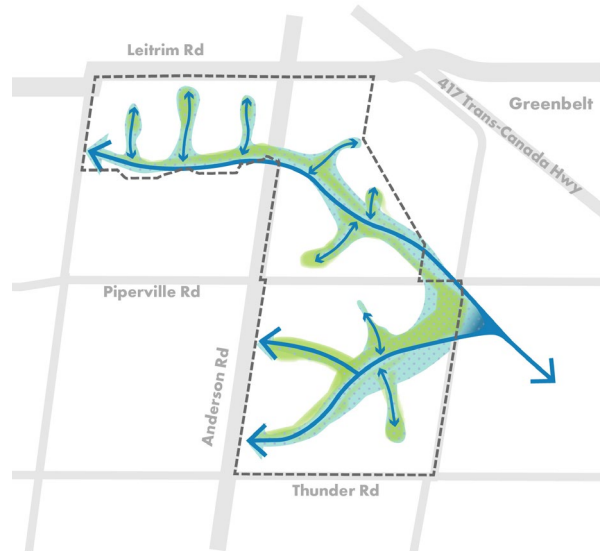


The Tewin Study Area offers the scale and context to demonstrate excellence in community design.

Learning from the land, Algonquin teachings, and the One Planet Living framework helped define what a nature-first, complete, and connected community—one that prioritizes well-being—could be.

The site conditions at Tewin, the City of Ottawa's Official Plan, and input from the other major interstholders, Carlsbad Springs and Ottawa communities helped to refine and connect Tewin's guiding principles to the study area.

These insights yielded five design strategies that turn Tewin's vision into an actionable Community Design Plan.



1. Build Upon and Connect to Water and Nature

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



2. Connect Nature and People through Parks and Facilities

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



3. Develop a Series of Distinct Neighbourhoods, Centred on Transit

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



4. Establish a Nature and Transit-Connected Community Core

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



5. Weave the Community Together with Active Mobility

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

» The Community Design Plan

The Tewin Community Design Plan translates the vision, guiding principles and design strategies into a framework for development of the Tewin Study Area into a vibrant and sustainable community.

Tewin's Community Design Plan defines a comprehensive set of systems that will structure the community, guiding early stages of development in a clear way, while being adaptable to evolution as the community develops over the long term.

Its core elements include:

- A rich system of **Open Spaces** that brings together ecological areas and places for community
- A **Mobility Network** built upon the Community Spine, which prioritizes active transportation and links Tewin together and connects it to the broader region
- A vibrant **Community Core** that brings together a mix of uses with open spaces and Special Streets to create a unique hub at the heart of Tewin

- Three **Neighbourhood Centres** supporting daily needs and high-density living as secondary hubs throughout the Study Area
- A dense **Community Corridor** that activates the Community Spine to support transit while providing a transition into lower-scale neighbourhood areas
- Distinct **Neighbourhoods** offering a range of housing options and connections to nature

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



Figure 1. Community Structure

The Community Design Plan supports:



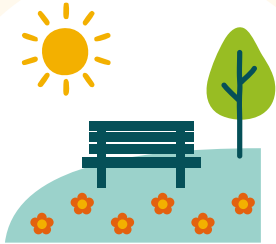
53,500 to 64,500+
residents



20,000+
homes



+60,000 sqm
of commercial space



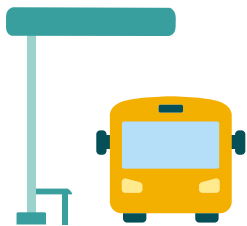
Up to **34 ha**
of parkland



Up to
13 schools



13 km
of watercourses



Frequent
bus service
throughout



30 km
of trails



28 km
of separated cycling
facilities and multi-use
pathways

Note: this CDP covers the full Tewin Study Area. As explained further on page 17, the Tewin Secondary Plan will apply to a smaller area, resulting in corresponding reductions for each of these metrics.

» Plan Layers

The Community Design Plan ("the Plan" or "CDP") is the outcome of an integrated design process. Its main elements describe how Tewin's vision can be realized over the coming decades.

The Plan outlines a comprehensive framework for the 838-hectare Study Area. It is organized into the following subsections (Figure 2):

1. The **Open Space System** connects all corners of Tewin and weaves nature into the community.
2. The **Mobility Network** prioritizes transit and active transportation through a complete and connected network of streets and trails that connect to the Open Space System.
3. The **Land Use and Built Form** system supports a diverse range of housing and densities throughout Tewin alongside commercial uses and community uses to deliver amenities and an embedded economy while making efficient use of land.
4. **Energy and Infrastructure** provides strategies and directions for efficient municipal services and strategies to deliver zero carbon energy solutions at Tewin.
5. The **Implementation Strategy** describes how Tewin will develop over time through self-sustaining areas which create complete communities and address infrastructure needs.

Each of these layers come together to create the physical foundation to achieve the Plan's vision.

- 1 Open Space System
- 2 Mobility Network
- 3 Land Use and Built Form
- 4 Energy and Infrastructure
- 5 Implementation

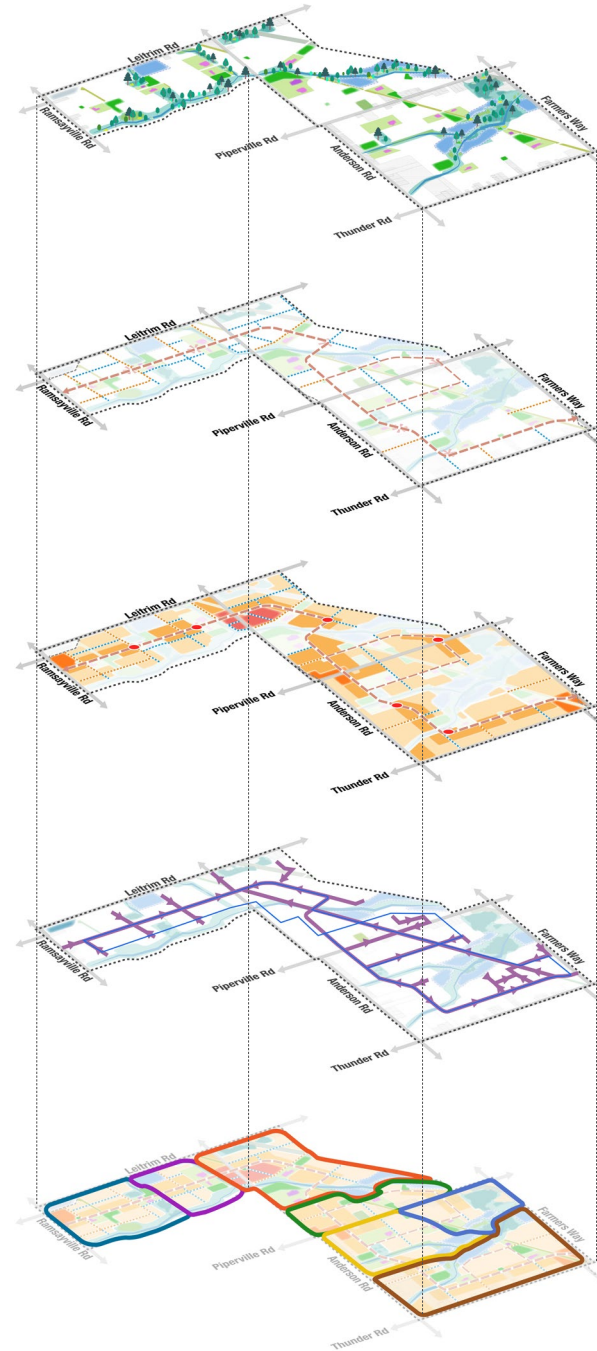


Figure 2. Layers of the Community Design Plan

» Relationship to Tewin's Secondary Plan

This Community Design Plan has been prepared to complement Tewin's Secondary Plan, working together to provide a framework for the long-term evolution of Tewin.

Tewin's CDP and Secondary Plan have been prepared as separate but carefully interconnected documents. The CDP presents the vision and design guidelines for Tewin, providing comprehensive planning directions for the entire Study Area, while the Secondary Plan sets policies to secure and guide the implementation of Tewin's major development strategies within a smaller area of 445.35 net developable hectares, as directed by the Official Plan. The boundary of the Secondary Plan has been carefully chosen to ensure it is self-sufficient, can accommodate a level of density that will support frequent transit, community facilities, and commercial uses, and does not depend on development of the remaining area.

The CDP and Secondary Plan are informed and supported by a series of studies as stipulated in Annex 10 of the Official Plan:

- Environmental Management Plan
- Master Servicing Study
- Parks Design Manual
- Mobility Strategy
- Housing Affordability Strategy
- Community Energy Plan
- Financial Implementation Plan

Development at Tewin must conform to policies of the Secondary Plan, have regard for the guidance and directions of the CDP, and be informed by Tewin's supporting studies.

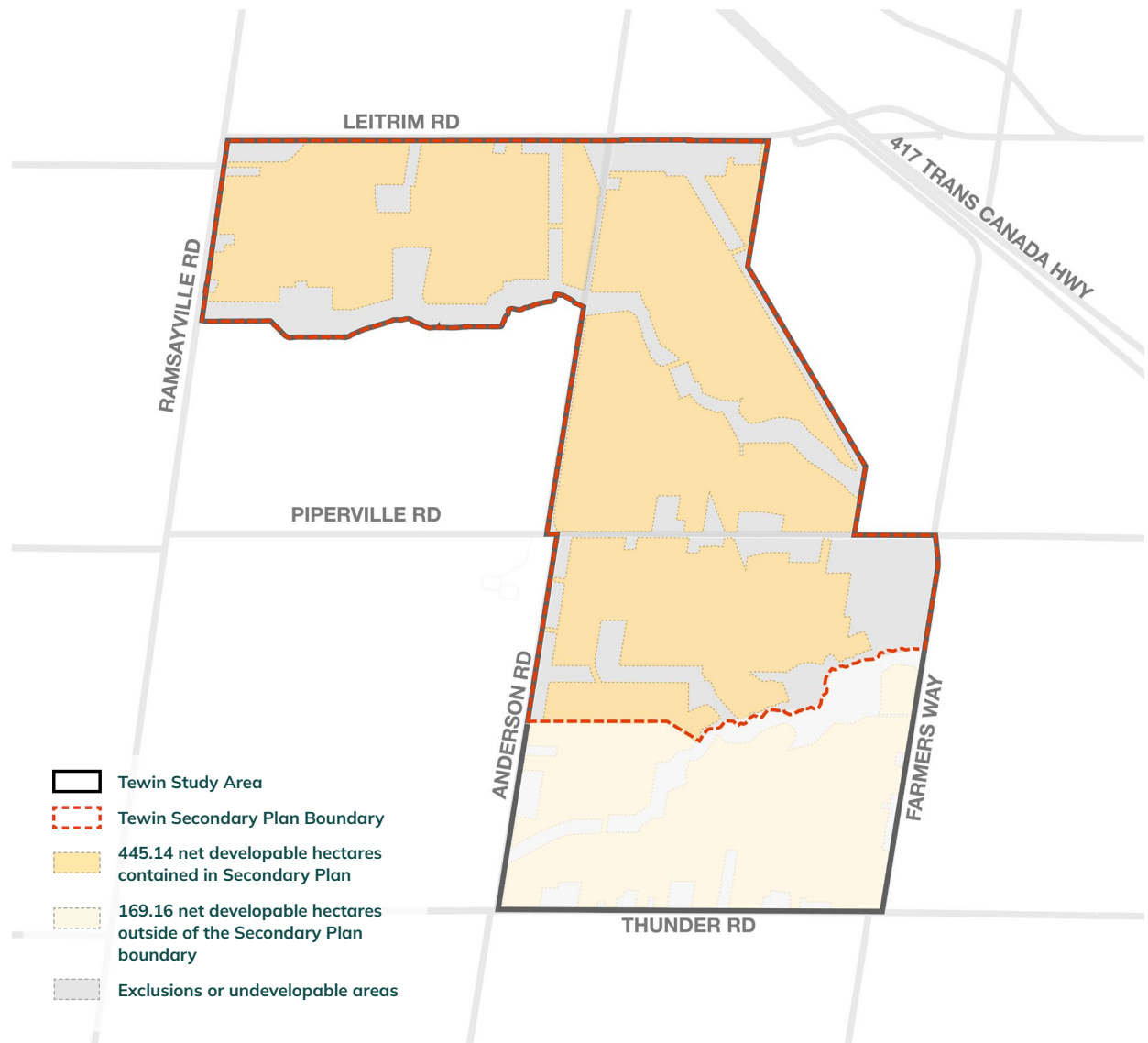


Figure 3. Determining the Tewin Secondary Plan based on the Net Developable Area within the Study Area

» Special Places

The layered nature of this CDP establishes a series of special places that will come to characterize Tewin over time. These unique locations bring together key elements from Tewin's Open Space System, Mobility Network, and Land Use and Built Form components create memorable moments within the Plan and give each neighbourhood its own distinct identity.

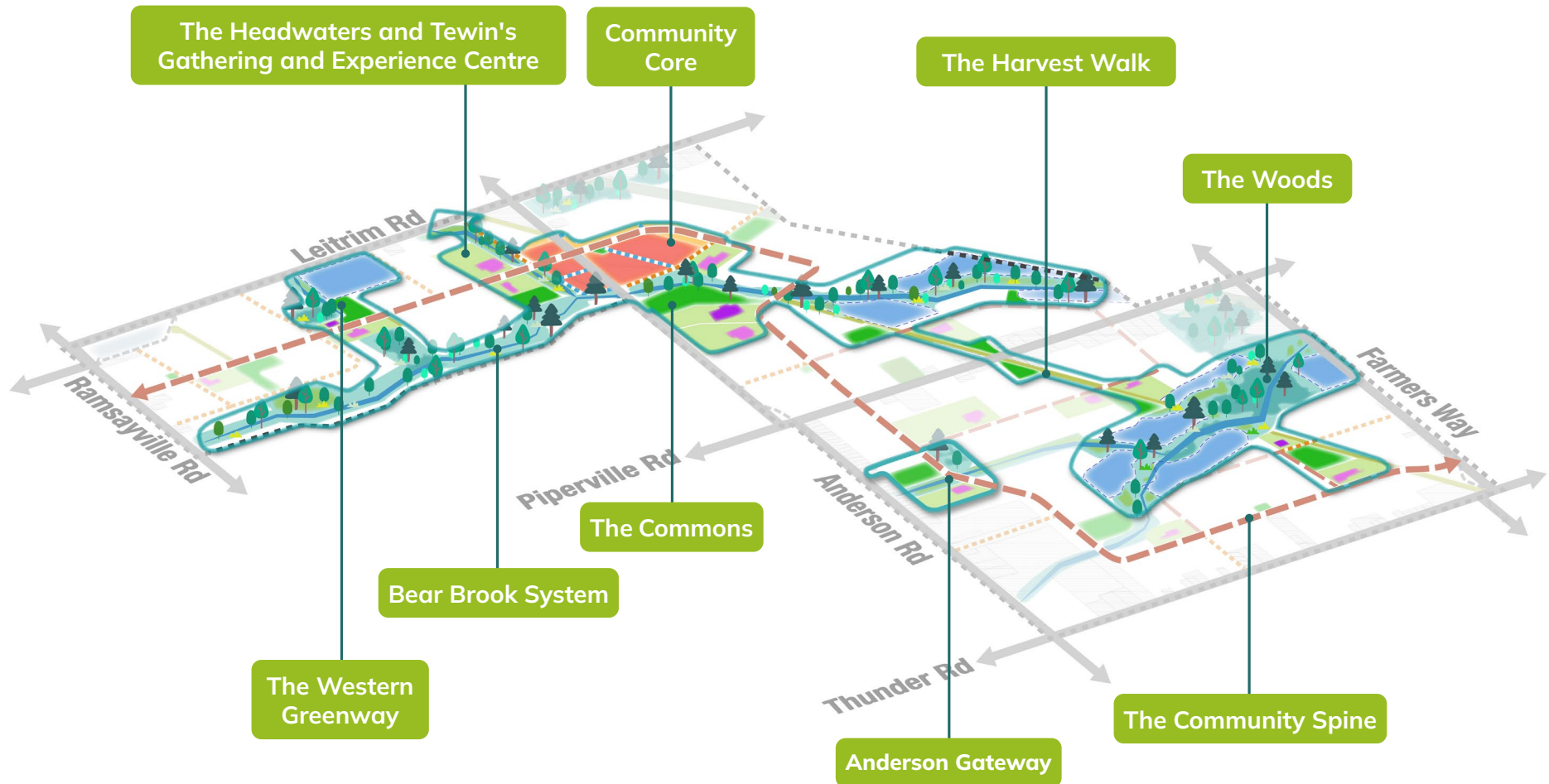


Figure 4. Tewin's Special Places

Community Core



Tewin's Community Core will be a walkable hub for daily life. Anchored by transit and connected to the Open Space System, it will be a complete, people-focused place at every stage, growing over time. Within the Community Core:

- Tewin's **Market Street** will be a vibrant, pedestrian-focused retail street that connects the Community Spine with The Commons, acting as an extension of the Harvest Walk. Designed as a flexible space shared by all mobility modes, it will be lined with shops, restaurants, and mixed-use buildings — creating a lively destination at the heart of the community (see Section 3.2.5 for more details).
- **Headwaters Way** will be a landscaped street that frames the southern and western edges of the Community Core, offering strong visual and physical connections to the Commons. With a green, pedestrian- and cyclist-friendly design, it will feature a primarily residential edge, complemented by pockets of retail near Market Street (see Section 3.2.5 for more details).

The Community Spine



The Community Spine will feature a pedestrian-oriented streetscape, dedicated cycling facilities, a vibrant public realm, and infrastructure to support frequent transit service. It will be the primary focus for retail and commercial activity, and include public plazas and Privately-Owned Publicly-Accessible Open Spaces (POPS) to support vibrant community activity, as well as the highest densities of housing. The form and character of the Spine will change as it travels through Tewin, responding to and supporting variations in its built form context.

The Western Greenway



The Western Greenway will be a north-south green corridor connecting the Bear Brook System to the Greenbelt and Ramsay Creek Headwaters. Featuring mature woodlands, stormwater ponds, schools, and community facilities, it will integrate natural and engineered systems with recreational paths to create a well-connected, accessible open space for residents.

Bear Brook System



The Bear Brook System will form Tewin’s primary east-west Ecological Corridor, linking diverse habitats, open spaces, and neighbourhoods through a continuous green and blue network. Anchored by the Bear Brook stormwater ponds and associated constructed wetlands, and Tewin’s adjacent Natural Land Trust, it will support wildlife, stormwater management ponds, constructed wetlands, and immersive public access to nature.

The Commons



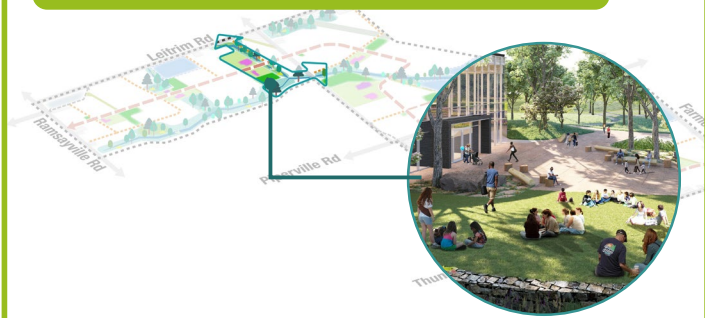
Tewin’s central Commons will be a vibrant gathering place for recreation, ceremony, and connection - easily accessed by trails, transit, and the Community Spine. Located near natural features and the Community Core, it will invite people of all ages to come together and be close to nature.

Anderson Gateway



The Anderson Gateway will serve as a western entrance to Tewin’s open space network, connecting local residents along Anderson Road to the Woods and surrounding natural areas. With a school, park, and trails, it will offer easy access to recreation, gathering spaces, and the broader Open Space System.

The Headwaters and Tewin's Gathering and Experience Centre



The Headwaters will be a unique cultural and ecological destination where the Ramsay Creek and Bear Brook systems meet — offering opportunities for interpretation, learning, and reflection. Located near the Community Spine and Tewin's Community Core, and framed by schools, parks, and trails, it will connect neighbourhoods and natural systems while serving as an early gateway to nature.

This important location will be celebrated through Tewin's Gathering and Experience Centre: a sales and marketing centre which will also offer destination amenities and a place to learn about Tewin from the earliest phases of its development. It is anticipated that the Tewin Gathering and Experience Centre will be integrated with open spaces, creating a visually seamless connection into the Headwaters and beyond.

The Harvest Walk



The Harvest Walk will transform an existing utility corridor into a vibrant, linear pathway connecting the north and south ends of Tewin. Lined with native plantings, orchards, and community gardens, it will link schools, parks, amenities, utilities, the Community Core, and neighbourhoods while offering a continuous, accessible trail through the heart of the community.

The Woods



The Woods will be one of Tewin's largest protected natural areas, made up of mature woodlands, tributaries, stormwater management ponds, constructed wetlands, and rich habitats. Centrally located and connected to nearby neighbourhoods and the Harvest Walk within Tewin, and Tewin's Natural Land Trust beside Tewin, it will offer ecological protection alongside opportunities for quiet reflection and passive recreation.

» Embedding Sustainability

Planning for Tewin has embraced systems-based thinking and embedded sustainability across all of its elements. The result is a Community Design Plan which, at a foundational level, is sustainable by design.

The right decisions at this stage will have major implications on downstream sustainability goals, making achieving long-term objectives much more certain.

A One Planet Living Action Plan (OPAP) is being prepared to inform this decision-making. It will define specific, measurable sustainability commitments at various stages of the project, including the planning, site design, construction and community life stages, to implement sustainability in a holistic manner. The OPAP will be submitted to Bioregional, the organization responsible for the OPL framework.

Tewin's Planning and EA process has been coordinated with the OPL process to embed sustainability into the physical structure of Tewin and ensure the appropriate inputs have been accounted for within this CDP.

The following summarizes the ten One Planet Living (OPL) principles and the associated high-level sustainability Outcomes for Tewin, as set out in the OPAP. In this CDP, each guideline highlights the relevant principles with colour-coded dots, showing how sustainability is embedded across Tewin's layered elements—and into Tewin's DNA. While these Principles and Outcomes and the manner in which they are achieved through the CDP are highly interrelated (see pages 24 and 25), only the most relevant principles have been assigned to each guideline for clarity.

OPL Principles and Tewin-Specific Outcomes



Health and Happiness

Encouraging active, sociable, meaningful lives to promote good health and well being

- Tewin makes connecting to nature and amenities easy
- Residents enjoy healthy and comfortable indoor and outdoor spaces



Equity and Local Economy

Creating economies that support equity, diverse local employment and international fair trade

- Tewin supports Indigenous reconciliation, healing & inclusiveness
- Tewin delivers a variety of housing types to support an accessible and inclusive community
- Tewin creates economic development opportunities



Culture and Community

Respecting and reviving local identity, wisdom and culture; encouraging the involvement of people shaping their community and creating a new culture of sustainability

- Tewin is a community where people can walk/roll to and easily access the places and services they need
- Tewin embodies Algonquin teachings to prioritize Indigenous placekeeping and cultural representation



Travel and Transport

Reducing the need to travel, and providing a variety of low and zero carbon modes of transport to reduce emissions

- Tewin supports and prioritizes active transportation
- Tewin provides high-quality transit services designed for the 21st century
- Tewin embraces technology to reduce the impacts associated with travel



Land Use and Nature

Protecting and restoring biodiversity and creating new natural habitats through good land use and integration into the built environment

- Tewin supports biodiversity and habitat for present and future generations through a connected natural heritage system
- Tewin fosters a love of nature
- Tewin plans for future climate emergency scenarios



Local and Sustainable Food

Supporting sustainable and humane farming, promoting access to healthy, low impact, local, seasonal and organic diets and reducing food waste

- Tewin supports opportunities for urban agriculture
- Tewin celebrates local, seasonal and low carbon food



Sustainable Water

Using water efficiently, protecting local water resources and reducing flooding and drought

- Tewin celebrates water
- Tewin restores, connects and protects water resources



Sustainable Materials

Using sustainable and healthy products, such as those with low embodied energy, sourced locally, made from renewable or waste resources

- Tewin sources materials responsibly and optimizes material impact
- Tewin encourages a culture of sharing and re-use



Zero Waste

Reducing waste, reusing where possible, and ultimately sending zero waste to landfill

- Construction at Tewin reduces waste and considers circularity of materials



Zero Carbon Energy

Achieving a zero carbon balance across all building operations including embodied carbon

- Tewin will be a zero carbon community
- Tewin is designed to reduce energy consumption

Embedding Sustainability into Each Layer of the Plan

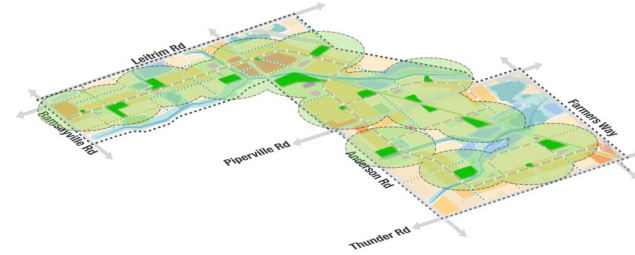
The Tewin-specific outcomes associated with each OPL principle (Pages 22 and 23) have been used to develop performance indicators, targets, and metrics to assess the plan's success in sustainability and community resilience.

Metrics related to planning and community design are secured through this Community Design Plan (CDP). The CDP is intentionally structured so these metrics can be achieved. In particular, the integrated design of the Open Space System, Mobility Network, and Land Use and Built Form components allows the Plan to address multiple sustainability principles at once, as shown by the metrics in the adjacent diagrams.

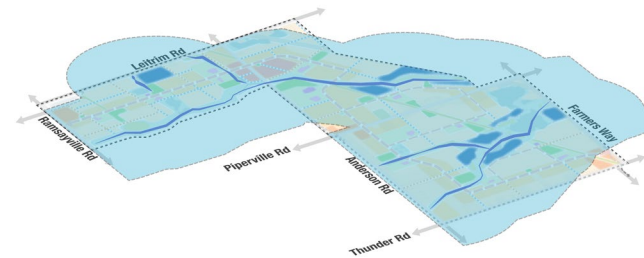
Beyond these metrics, Tewin is planned and will be delivered as a zero-carbon energy community—an essential aim of the OPL framework. Achieving this will require partnerships, the adoption of appropriate technologies, resident education, and energy strategies tailored to the varied contexts across Tewin.

Further details for each layer appear in Sections 2-4 of this CDP.

Open Space System

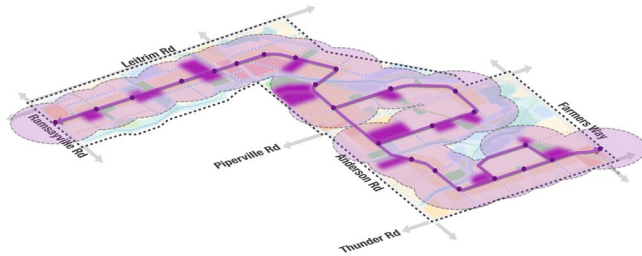


90% of homes within 400m (~5 min walk) of a park and point of access into the Open Space System



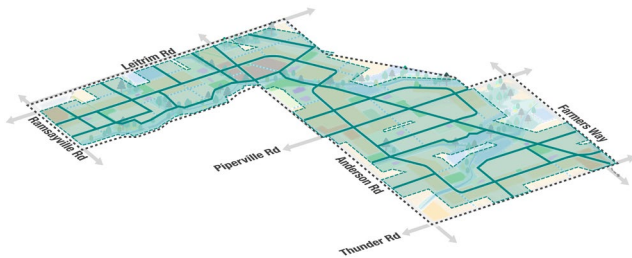
99% of the community within 800m (~10 min walk) of water

Mobility Network



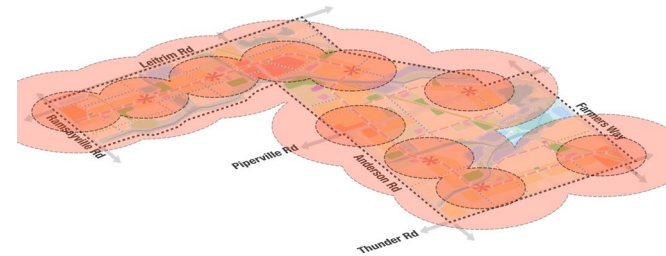
95% of homes are within 400m (~5 minute walk) of a transit stop with frequent bus service.

All schools and community facilities are within 200m of a transit stop with frequent bus service.



95% of homes within 200m of the All-Season Active Mobility Network

Land Use and Built Form



50% of homes within a 5-minute walk of diverse commercial uses

90% of homes within a 10-minute walk of diverse commercial uses



Artistic Impression of various open space system elements, including natural areas, schools, parks, and trails, all integrated with development along the Community Spine.



2.0

Open Space System



Overview

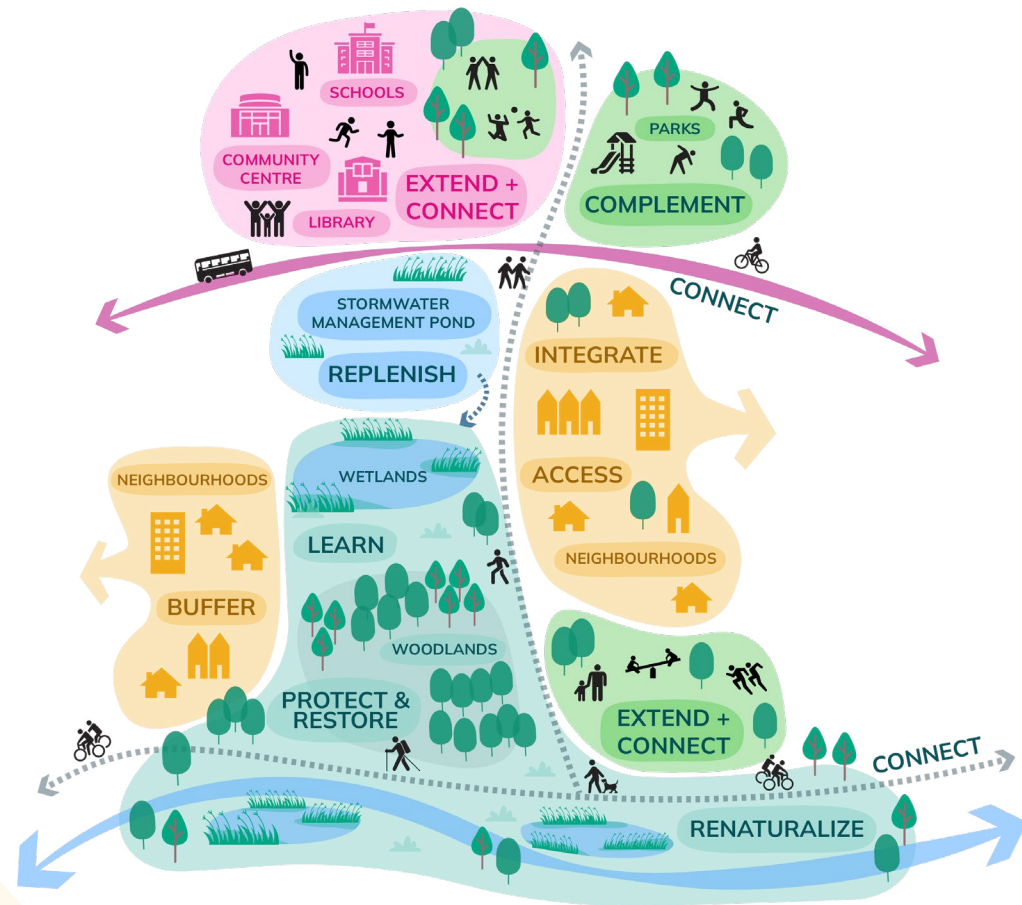
A Systems-based Approach to Tewin's Open Spaces

Tewin will be a nature-first community defined first and foremost by its unique Open Space System (the "System" or OSS). A comprehensive system-based approach has been taken, to embrace and amplify the interconnected natural features and open spaces and connect them into Tewin's built fabric.

The Open Space System offers an opportunity to bring community life and nature together. By re-establishing and enhancing the historic drainage network and restoring the natural systems that were lost through settlement, Tewin's community design lays a foundation for a diverse and sustainable system guided by Algonquin teachings and the values of protecting those that swim, crawl, run, and fly, along with their habitats.

Development will improve the function and vitality of Tewin's natural areas through a network of parks and other open spaces, stormwater ponds, schools, and other community facilities, which result in a fully connected System. This approach will foster resilience and adaptability, addressing climate change, managing water effectively, and maintaining biodiversity. A robust trail network will link these spaces together in a sensitive and strategic manner in support of access and amenity.

By integrating the natural environment into the community's physical and social fabric, the OSS will promote long-term environmental stewardship and enhance public health. This approach will enable residents to connect with nature daily—whether walking to school, playing in the park, or visiting the local community centre—making experiencing natural systems a defining and lasting part of life in Tewin.



The System will be defined by a series of features and elements that layer together to form a continuous and connected network. These can be understood as two groups of components:

1. **Ecological Corridor**, which will be comprised of existing and planned natural features, including watercourses, existing mature woodlands, existing and constructed wetlands, natural hazard lands, habitat areas, natural linkage features and buffers, and a wildlife corridor supporting small mammals, amphibians, birds, and fish. This component will form a series of interconnected or linked corridors that are the heart of the Open Space System.
2. **Community Open Spaces**, which will support the health and function of the Ecological Corridor and extends it into the community through spaces that people can access, gather within, and experience. They will include stormwater management ponds, parks and other publicly-accessible open spaces, schools, and community facilities.

Features and elements within each of these components have been designed with a distinct role and function within the OSS, and thoughtful relationship to their surroundings. Together, they will create a community structure defined by and rooted in nature. The presence and experience of nature at Tewin will be further advanced through establishment of the **Tewin Natural Land Trust** east of the Study Area which will protect ecologically valuable lands.

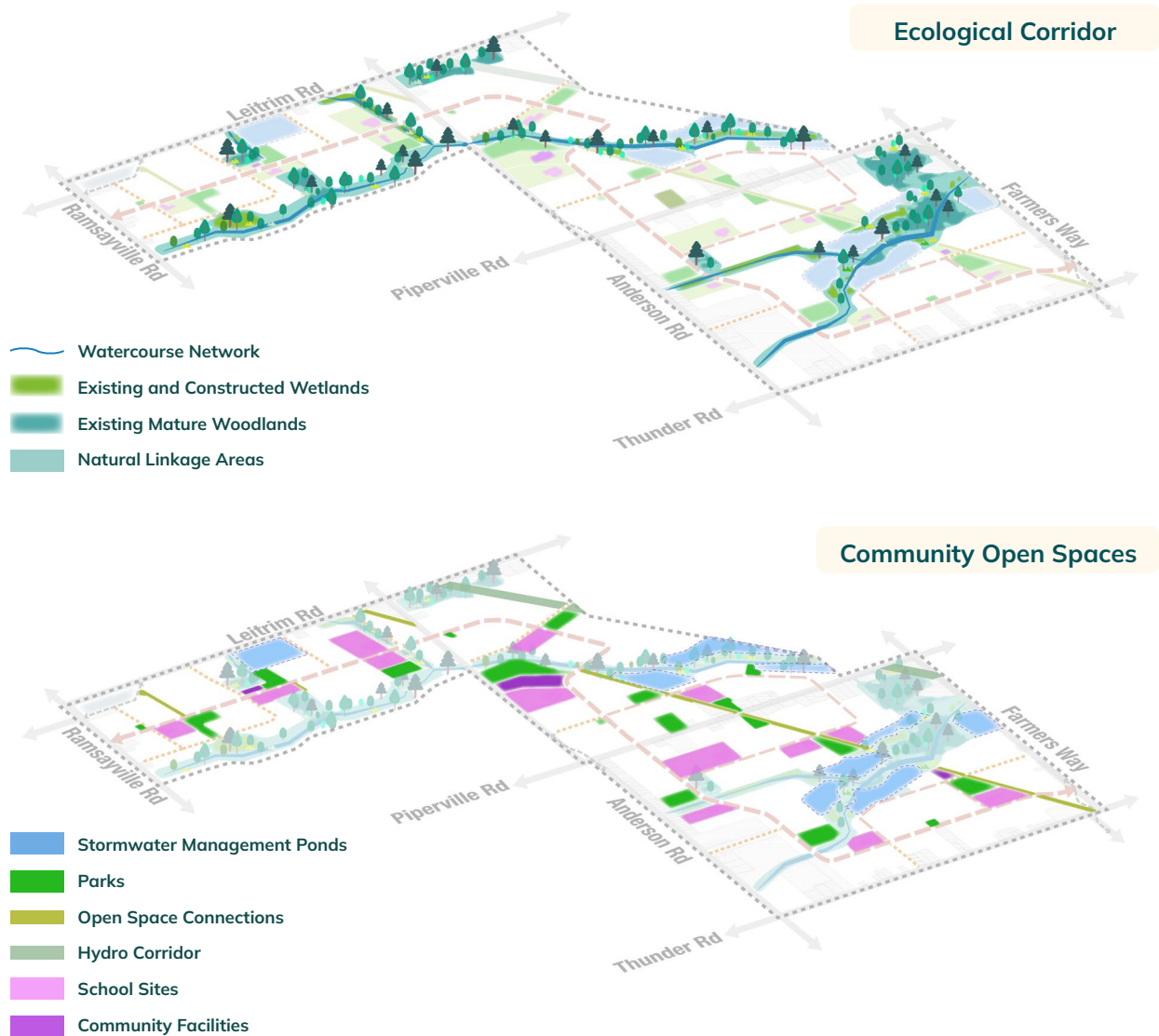


Figure 5. Open Space System Components

Through its two interrelated components, this robust, comprehensive, and fully connected System will bring new meaning to planning for the public realm, which at Tewin will be the network of all public spaces and private areas to which the public has access.

By intentionally and creatively connecting typical public realm elements (parks and open spaces, community facilities, streets and trails) to other open space elements that are often intentionally separated (watercourses and stormwater management ponds, wetlands, woodlands), the OSS will deliver on Algonquin placekeeping objectives and create a community where public life and the natural world are once again intertwined. Upholding this relationship in a thoughtful manner will be at the forefront of the System's design, programming, and stewardship, and will directly influence how the OSS connects to Tewin's built fabric.

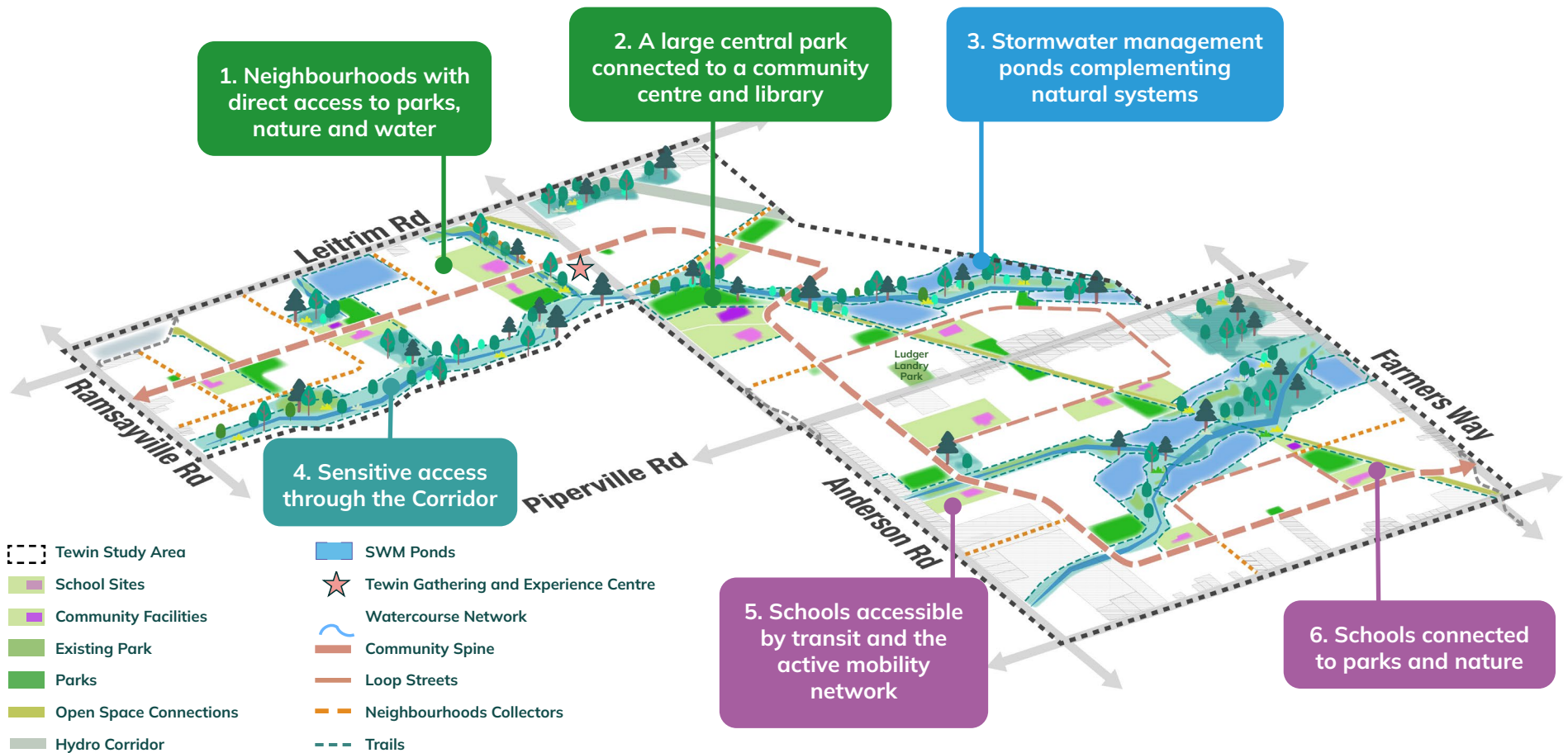


Figure 6. Open Space System



An **Open Space System** designed to connect through neighbourhoods will support access to and make the experience of nature a defining feature of the community.



A large **Community Park** at the edge of the corridor will support a broad range of activities, complementing the adjacent **Community Centre** and **Library**.



The location and design of **Stormwater Management Ponds** will help to expand and protect the Ecological Corridor.



Trails will support access and enjoyment while protecting ecological functions.



A **connected Active Mobility Network** will make it easier for children to use active modes of transportation to get to school safely while enjoying nature.



Parks and schools located near natural areas will help integrate the System with the built community while supporting vitality of the Ecological Corridor.

Embedding Sustainability

The Open Space System has been planned and designed to deliver sustainability through integration of Algonquin teachings and Indigenous placekeeping, strong connection to Tewin's built fabric to provide access to nature, restoration and centering of water, and support for urban agriculture, which are all Outcomes related to the One Planet Living principles.

The approach taken to defining Tewin's Open Space System (OSS) — the inclusion of parks, community facilities, and stormwater ponds, creation of wetlands and habitat areas, restoration of watercourses, and integration of trails — will enhance public health, and ensure almost all residents are within a 5-minute walk of homes and 10-minute walk of water. These metrics will achieve a number of Outcomes under the One Planet Living (OPL) framework, as stated in bold.

Additional OPL principles are realized through this CDP's design guidance. The 10 OPL principles have been coded to these guidelines using coloured dots to demonstrate how Tewin has been planned and will be developed to be sustainable by design.

OPL Principles Legend

| | |
|--|---|
| ● Health and Happiness | ● Local and Sustainable Food |
| ● Equity and Local Economy | ● Sustainable Water |
| ● Travel and Transport | ● Sustainable Materials |
| ● Culture and Community | ● Zero Waste |
| ● Land Use and Nature | ● Zero Carbon Energy |

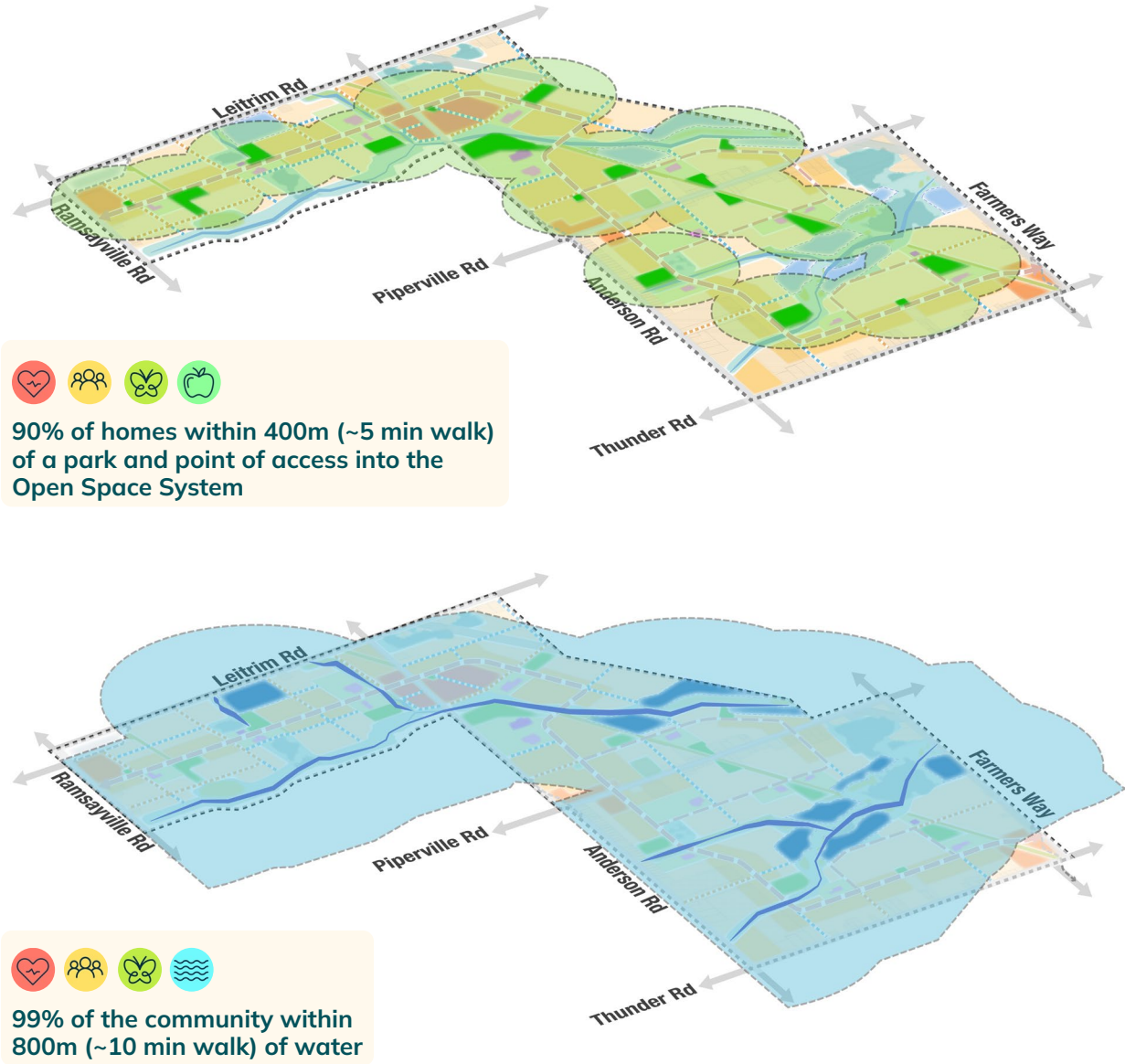


Figure 7. OPL metrics used to assess the sustainability of the Open Space System

2.1 General Open Space System Guidelines

1. The Open Space System should:
 - a. be designed and organized to build upon existing natural features and historic watercourses, and celebrate water through access and visibility;
 - b. create a connected network of ecological and recreational elements, and community facilities;
 - c. include diverse plantings that support species and habitat through a mix of deciduous and evergreen trees, shrubs, perennials, and grasses;
 - d. prioritize the use of culturally significant and/or native species, native cultivars, and/or adaptive species, as outlined in Tewin's Environmental Management Plan and Parks Design Manual;
 - e. be accessible for all ages and abilities through strategies such as clear and accessible paths of travel, accessible amenities, and signage in visual, audio and tactile formats, amongst others;
 - f. promote understanding of the cultural significance of water to Indigenous peoples and its essential ecological role through interpretive signage and other strategies; and
 - g. be complemented by built form that frames and enhances its presence.
2. Access should be provided to the Open Space System through streets, pathways, and trailheads (see **Section 3.0** of the CDP for more direction).
3. Development adjacent to the Open Space System will support equitable access, as articulated in **Section 4.0** of this CDP.
4. Landscaped areas throughout the OSS should:
 - a. support ecosystem health, biodiversity, and wildlife habitat;
 - b. have regard for the pedestrian experience and maintain clear sightlines where appropriate; and
 - c. be used to reduce the impact of vehicular traffic and parking on the System.
5. Mown lawn areas should be limited to where they are necessary for supporting programming (see Tewin's Park Design Manual for further details).
6. Permeable surfaces should be maximized to the extent possible.
7. Fencing is discouraged abutting the Open Space System and between its features and elements, whenever possible.
8. Maintenance practices within the Open Space System should protect natural features, as outlined in Tewin's Environmental Management Plan.
9. Indigenous stewardship practices should be embedded in management of the Open Space System, supporting Indigenous leadership roles in caring for the land.
10. Community stewardship of the Open Space System should be encouraged through education programs, volunteer planting days, and seasonal celebrations of water, land, and life, amongst other strategies.

» Ecological Corridor

At the heart of Tewin's Open Space System will be the Ecological Corridor. The approach to design and development of this area is detailed in Tewin's Environmental Management Plan, which will guide the implementation of the System over time.

Tewin's Ecological Corridor is comprised of vital and productive natural features that support wildlife habitats and movement. It includes watercourses, wetlands, woodlands, and enhanced riparian areas, with native plant and tree species as well as animal habitats. Together, these features and their functions will form corridors that boost ecological productivity and enhance wildlife movement within the Study Area.

The concept and design of Tewin's Ecological Corridor is distinct within an urban context. Instead of the conventional approach that isolates aquatic and ecological features from development through simple setbacks, Tewin will connect these features together and integrate them into a continuous Corridor that will be protected from development.

Corridor widths have been planned based on local conditions to ensure resilient ecological function and facilitate safe wildlife movement. Community Open Spaces will be used to protect and support the Ecological Corridor. Trails and crossings have been limited within the Corridor to key locations that minimize impact on its ecological function while strengthening the Active Mobility network; refer to **Section 3.0** for more details.

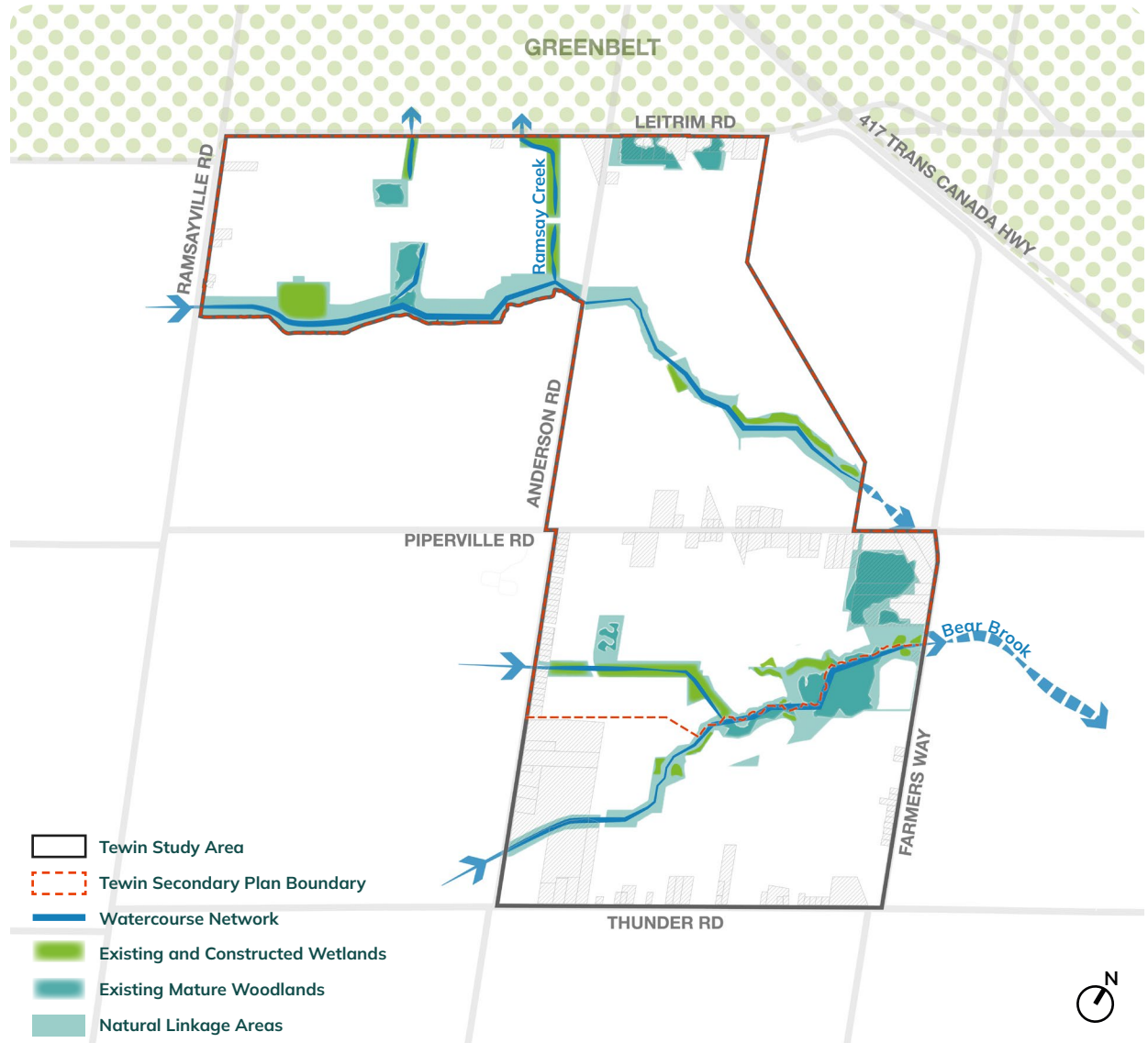
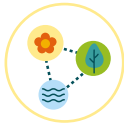


Figure 8. Tewin's Ecological Corridor supporting wildlife habitat and movement

Objectives for the Ecological Corridor



Connect features within and adjacent to the Study Area to support healthy and robust ecosystem function.



Restore the original density and function of historic, naturally-occurring watercourses and design these channels to enhance and improve the overall value of the System.



Diversify and Support through a range of species, terrestrial, wetland and aquatic habitats, and natural succession within the System, securing movement and connections for small mammals and a range of other species.



Enrich the System through high quality wetland habitat, contiguous tree cover, diverse vegetation and permanent pools, habitat for amphibians, fish, and various wildlife with different life cycles and seasonal needs.



Strengthen Tewin's ability to adapt to climate change, invasive plants and human activity through diversity, robustness, and monitoring.



Support Access to the System through stewardship, educational, and recreational opportunities to build respect for the land by ensuring current and future generations are connected directly to it and can benefit from proximity and access to natural spaces.

2.2 General Ecological Corridor Guidelines

1. The Ecological Corridor will:
 - a. be designed to connect features within it, wherever possible, to create a continuous corridor, as established in the Environmental Management Plan;
 - b. be of an appropriate width to sustain habitat and function for a diversity of species, as well as adjust to climate change, which is reflected in its current delineation;
 - c. target a tree canopy coverage of 90%; and
 - d. support public access to water and natural areas in a manner which balances ecological protection, considering opportunities for education, celebration, and connection.
2. Design, implementation, and maintenance of the Ecological Corridor will be guided by Tewin's Environmental Management Plan.
3. Planting within the Ecological Corridor will prioritize native, culturally-significant species, as stipulated in Tewin's Environmental Management Plan including its planting list.
4. Community Open Spaces and other development adjacent to the Corridor will
 - a. be designed to complement its ecological functions;
 - b. provide a landscaped or natural condition along the lot boundary closest to the Ecological Corridor in support of compatibility;
 - c. maintain surface water contributions; and
 - d. appropriately respond through low-impact design, and sensitive transitions that reduce runoff, erosion, and corridor fragmentation.
5. Within the Ecological Corridor, trails and crossings will be limited to the strategic locations preliminarily identified in **Section 3.0** of this CDP. The exact alignment and design of connections will be determined through delivery of the Ecological Corridor.
6. Stewardship initiatives should be encouraged to monitor, restore and provide upkeep for Ecological Corridor features and trails, as appropriate. Partnerships should be established with Algonquin-led environmental groups, local communities, and/or other appropriate organizations to monitor and manage these areas using traditional management techniques.

Watercourse Network

At Tewin, water should be close enough to see and experience. This will be achieved partly through the restoration and renaturalization of Tewin's historic watercourses, which will be designed and integrated as a highly visible and physically accessible part of the community.

Algonquin wisdom teaches us that water is the source of all life on earth, and that the health of an area directly correlates with the health and availability of water within it. The AOO identified access to water as a key principle for the planning and design of Tewin, and as a structuring element in the design of the community.

In response, watercourses within the Study Area will be re-established to their historic lengths and general locations, and use natural channel design with native species to create new, ecologically valuable riparian habitats. These channels will run through the Study Area and create a series of defined neighbourhoods on the tablelands in between. Areas adjacent to these watercourses will be filled with complementary vegetation and natural features to support animal habitat and movement while protecting the health and integrity of the watercourses themselves. The result will be a series of aquatic arteries that blend contemporary functional design with historic ecological conditions to bring new life to Tewin.

Future development applications should consider how designated access points to water can be provided in a sensitive manner to create space for observation and ceremony, in recognition of the importance of this element for the Algonquin people.

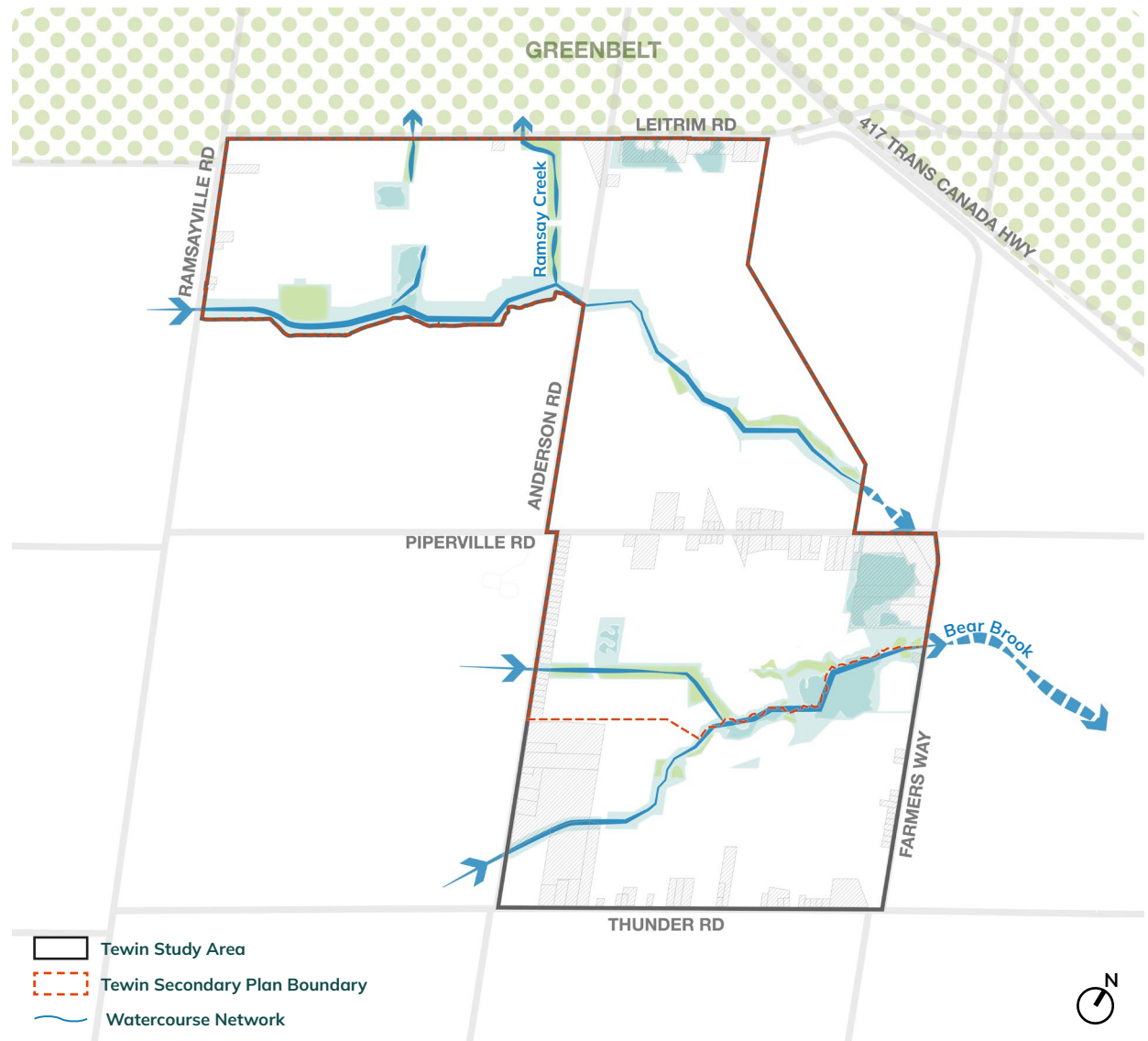


Figure 9. Watercourse Network

Tewin's Watercourse Network is made up of:

1. **Naturalized Legacy Watercourses**, which are existing watercourses that may have been altered historically and exhibit a variety of ecological conditions today. These areas contain the watercourse itself, its banks and surrounding corridor, which vary in width throughout the Study Area.
2. **Headwater Drainage Features (HDFs)**, which will include small streams, swales, and wetland pockets that supply water and nutrients downstream. These features will support the health of the watershed, through hydration, water purification, and flood control, all while providing habitat for fish and wildlife. Constructed HDFs at Tewin will be designed and distributed throughout the new community to maintain essential hydrological functionality for the broader catchment while providing an optimal variety of habitat forms to directly support local fauna.

2.2.1 Watercourse Network Guidelines

1. Design of the Watercourse Network should:
 - a. maintain existing mainstem watercourses (the main channel of Bear Brook, Smith Gooding Drain, and Johnson Municipal Drain) in situ;
 - b. re-establish natural, meandering channels that reflect historic conditions to the greatest extent possible;
 - c. support the ecological function of the watercourse through continuous, vegetated riparian planting;
 - d. provide access to water through designated points that prevent erosion and habitat degradation, which will be identified through the development review process; and
 - e. be informed by Algonquin knowledge, with ceremonial spaces and storytelling elements that reflect their sacred relationship to water.
2. Design and implementation of the watercourse network should be coordinated with stormwater management ponds to increase the opportunity for expanded naturalized settings, ecological functions, and the presence of water within the community.



Constructed Headwater Drainage Features will be designed to maximize riparian area.



Naturalized Legacy Watercourses will be restored.

Existing and Constructed Wetlands

Wetlands at Tewin will be a vital component of the restoration strategy, further supporting the revitalized watercourse network. Development and enhancement of wetlands will promote infiltration, habitat diversity, and connectivity, improving the quality and function of the OSS.

Existing wetlands within the Study Area include treed swamps, thicket swamps, and marshes. In general, they are of low-quality and populated by invasive or monocultural plantation species. Development of the Tewin community presents a significant opportunity to invest in creating and restoring connected, high-quality wetland cells with more permanent water depths that will support and diversify available habitats.

Unlike traditional approaches, Tewin's Ecological Corridor will enhance existing wetlands by constructing several new wetland pockets, open marshes, and ponds. Wetland hydration will be maintained through connections to adjacent watercourses or stormwater management strategies.

Boardwalk and/or decked trails have been planned to cross Tewin's wetlands in three locations (see **Section 3.0**), providing managed access to and through wetland areas in a manner that limits impacts on their ecological health and hydrological function. Additional access points may be considered through the development application process, where feasible and appropriate.

In addition to Tewin's wetlands, the South Bear Brook Provincially Significant Wetland (PSW) is an ecologically-rich feature east of the Study Area. Design and implementation of the Ecological Corridor will enrich and enhance Tewin's relationship to this PSW, to the extent possible.

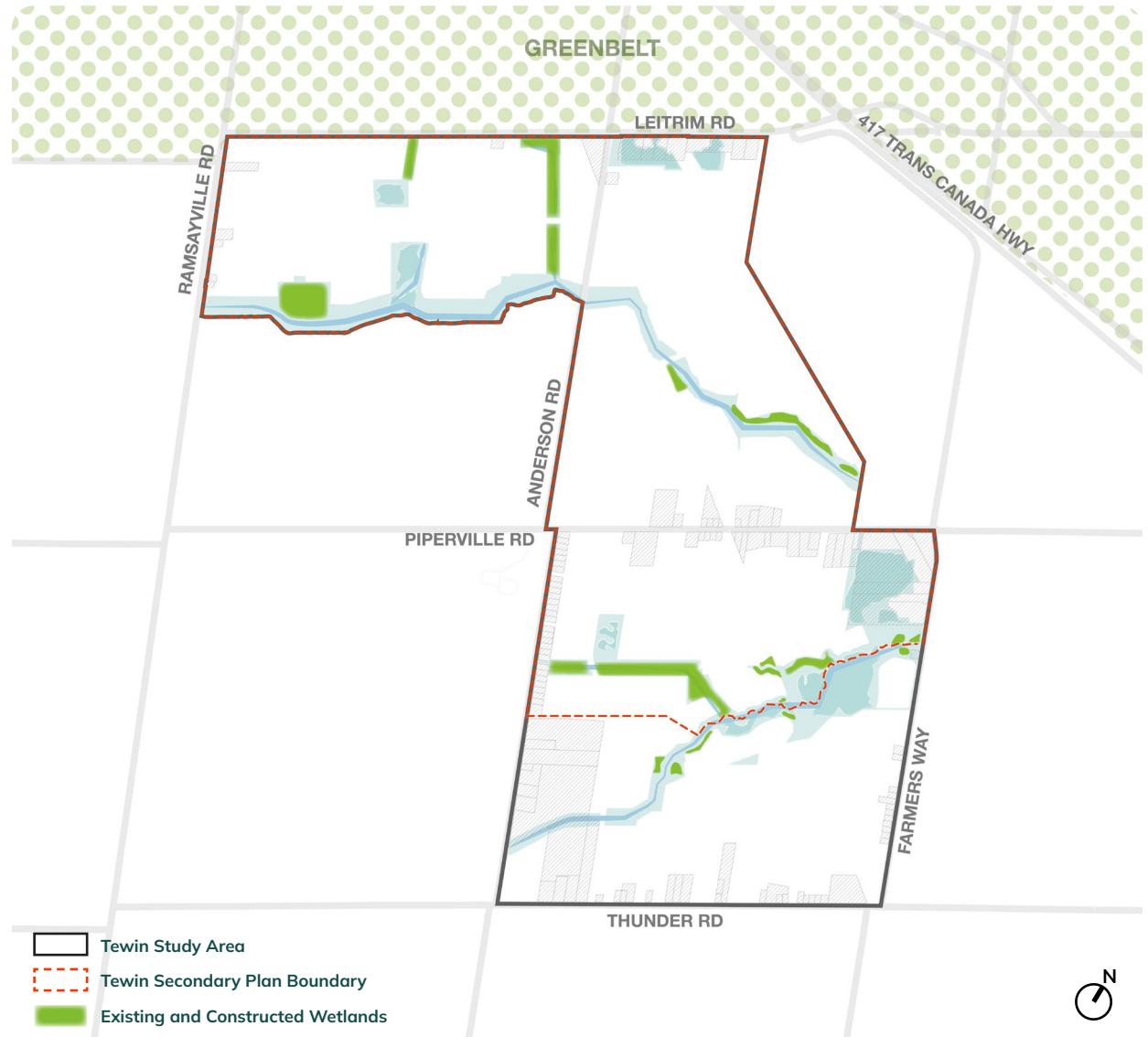


Figure 10. Existing and Constructed Wetlands

2.2.2 Wetland Guidelines

1. Public access to wetlands should be managed to limit the impacts on their health and ecological functions. To achieve this:
 - a. Access should be limited, and only provided through elevated boardwalks or decks above wetland surfaces in strategic locations; and
 - b. Where provided, viewing points and interpretation areas should be clustered and located away from core habitat zones.
2. The design of the wetlands should consider space for cultural education and quiet reflection nearby.



IMG 16

Viewing and interpretation areas should be clustered.



IMG 15

Development will support access to wetlands in a sensitive manner



IMG 17

Boardwalks will minimize impacts.

Existing Mature Woodlands

Tewin's Mature Woodlands sustain natural functions, provide species habitat, moderate heat and surface water runoff, and will support residents' and visitors' mental health. Together, these roles reflect the Algonquin value of planting for seven generations.

The Study Area was largely cleared during European settlement, and later farming further limited woodland regeneration. Even so, remnant pockets of Mature Woodlands remain. These will be intentionally incorporated into the Ecological Corridor to strengthen their role and function.

Development at Tewin will preserve the ecological integrity of Mature Woodlands—recognizing their contributions to biodiversity, canopy cover, wildlife habitat, and natural stormwater management. A setback will be required from the dripline to protect their root zones, as set out in Tewin's Environmental Management Plan and Secondary Plan. Development will maintain existing hydrological contributions in these areas so the Mature Woodlands can thrive.

Trails are not currently planned to cross through Tewin's Mature Woodlands. If the alignment of trails within the Ecological Corridor shifts so that there are trails within these areas, they should be planned sensitively to provide access while protecting this natural feature.

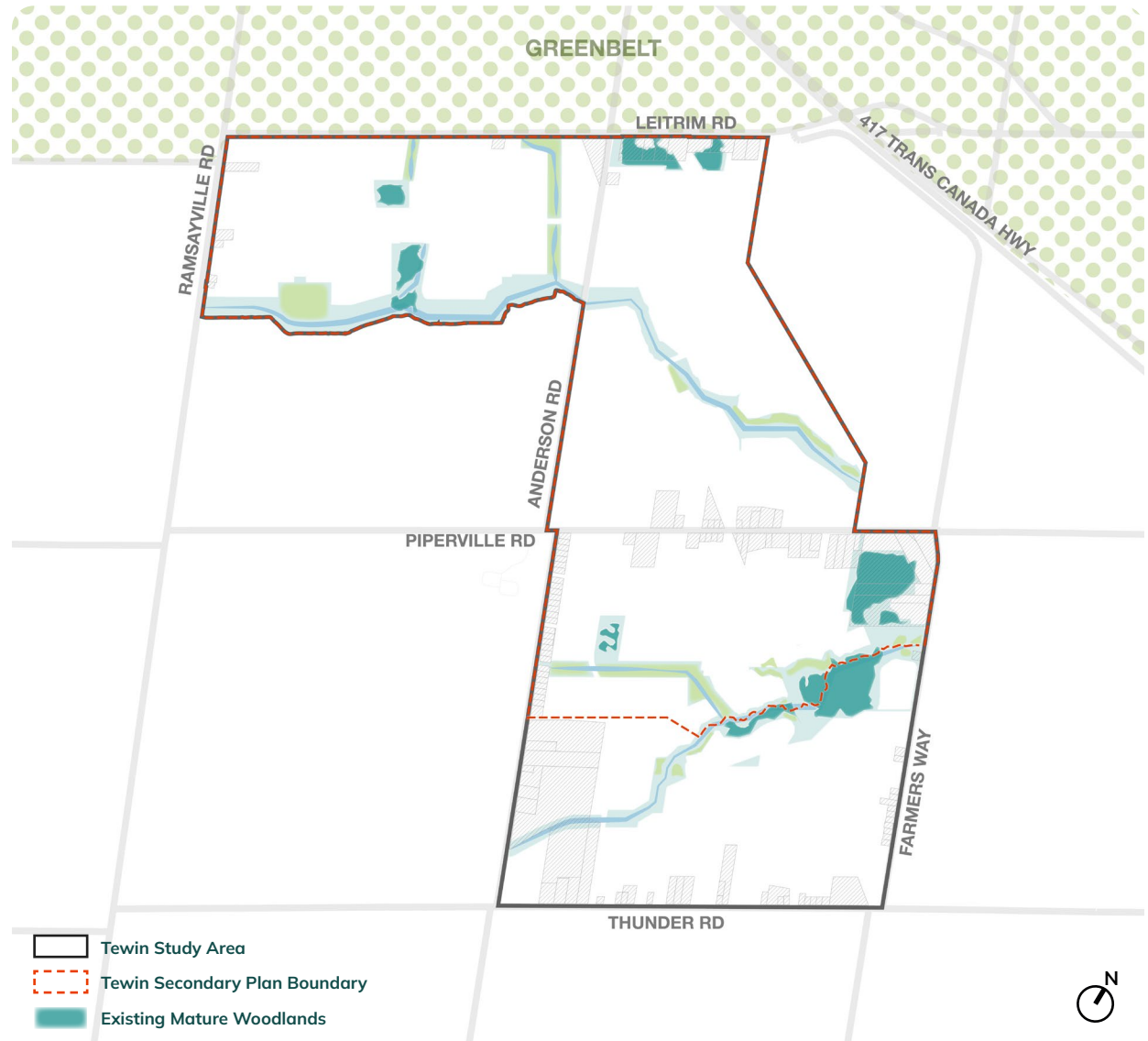


Figure 11. Existing Mature Woodlands

2.2.3 Existing Mature Woodlands Guidelines

1. The design of the Open Space System should support Mature Woodlands by:
 - a. retaining the natural topography within these areas, where feasible;
 - b. limiting structural retaining walls;
 - c. considering opportunities for improved visibility and public access; and
 - d. exploring opportunities to expand wooded areas outwards into the community through woodland edge plantings in adjacent Parks, stormwater management facilities and other open spaces.
2. Development adjacent to Mature Woodlands should:
 - a. maintain a 5-metres setback from the dripline, per Tewin's Environmental Management Plan;
 - b. integrate permeable surfaces to the extent feasible; and
 - c. incorporate compatible planting and landscaping using successional species and traditional native plantings.
3. If any future trails are planned to cross through Mature Woodlands, they will:
 - a. be located outside of sensitive areas (e.g., interior tree stands, wetlands);
 - b. be designed with a narrow configuration and with pervious materials (e.g., mulch or boardwalk); and
 - c. incorporate design strategies and interpretive materials to foster public understanding of Algonquin teaching regarding woodlands and their ecological function.
4. Opportunities to support ceremonial use through clearings within or adjacent to Mature Woodlands should be explored.
5. Stewardship partnerships should be established with Algonquin-led environmental groups and landowners whose properties contain Mature Woodlands.



Interpretive materials should help foster understanding of Algonquin teachings regarding woodlands and their functions.



Restored watercourses and constructed wetlands will increase moisture in Tewin's Mature Woodlands.

Natural Hazard Lands

Tewin's Natural Hazard Lands will be contained within the Ecological Corridor and protected from development.

The Natural Hazard Lands contained within the Ecological Corridor have been defined through:

- a slope stability and erosion setback analysis;
- definition of meanderbelt limits;
- 100-year and 350-year floodplains as delineated in available Conservation Authority mapping.

Through the construction of Headwater Drainage Features, portions of existing natural hazard lands will be reconfigured. Once these watercourses have been established, development within their associated natural hazard limits will be restricted, as applicable. Such Natural Hazard Lands will form part of the Ecological Corridor in their ultimate condition to protect public health and safety while supporting the function of surrounding natural features. Opportunities for utilizing natural hazard lands to contribute to ecological health will be considered, as outlined in Tewin's Environmental Management Plan.

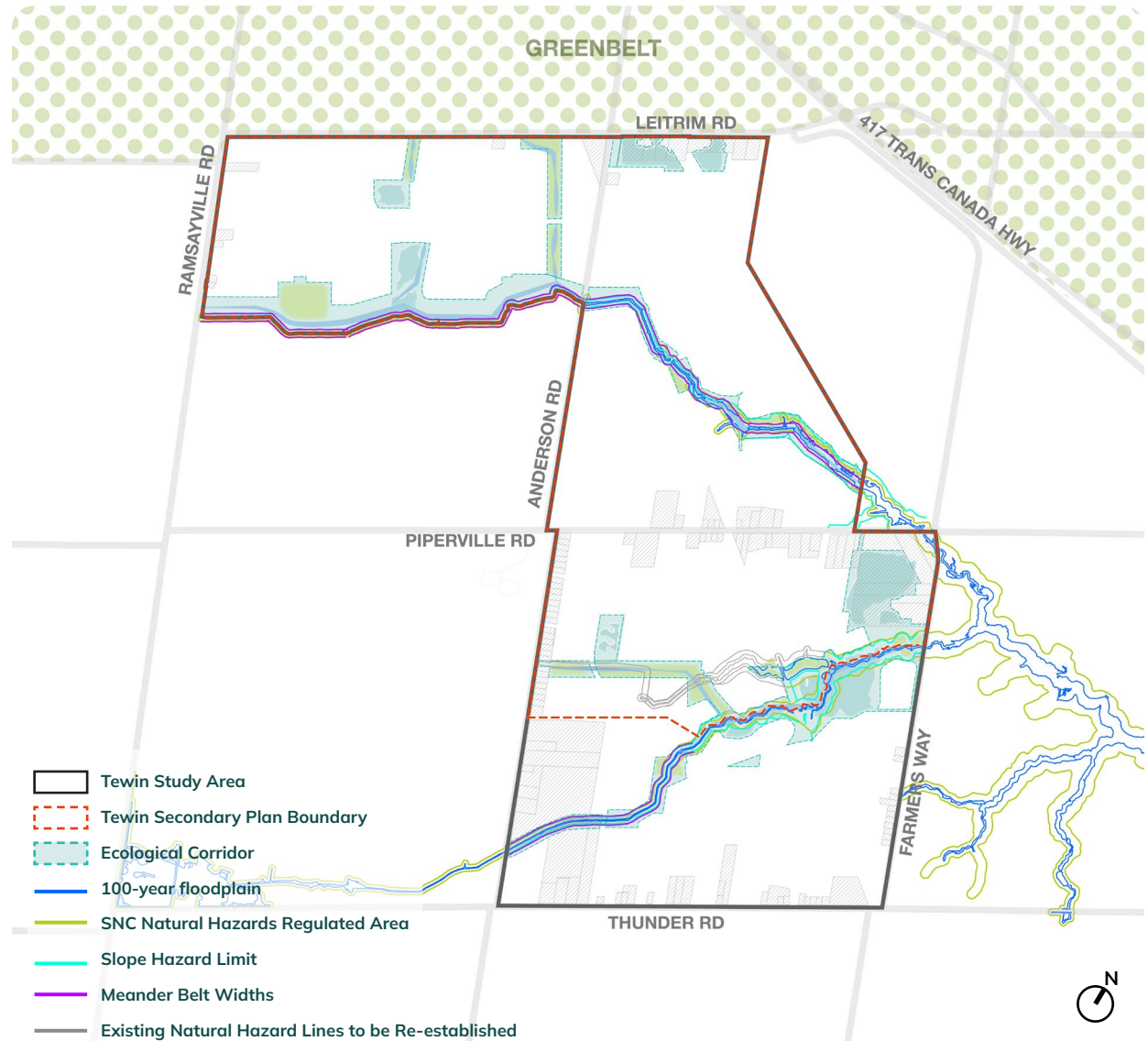


Figure 12. Planned Natural Hazard Lines

Habitat Areas

Tewin means "home" in the Algonquin language. This extends to those who swim, crawl, run, and fly.

Habitats will be conserved and constructed within the Ecological Corridor to increase the local population of target species and provide a healthy ecosystem in which they thrive. Tewin's Environmental Management Plan establishes diverse habitat to support a variety of species. The needs of wildlife, including habitat and movement, have informed both the required Ecological Corridor and the complementary Community Open Spaces that are strategically secured through the Land Use Plan.

2.2.4 Habitat Area Guidelines

1. A diversity of habitat areas will be created throughout the Open Space System. Their location and design should have regard for:
 - a. the requirements for species at risk; and
 - b. species life processes, such as spawning, nursery, rearing, food, and migration.
2. Opportunities to optimize habitat areas within the broader Tewin community and to add or improve habitat elements throughout the community are encouraged and should be considered through the development applications.



Habitat areas will support a diversity of animals, including birds (ground nest in top left image), pollinators (Eastern Tiger Swallowtail in top right image), and amphibians (frog habitat in bottom image).

Natural Linkage Areas

A network of additional natural spaces will stitch together the other features to create a connected Corridor. This will support the function of a wildlife corridor for the movement of small mammals and a range of other species.

Natural Linkage Areas will serve as the connective tissue between key natural features and hazard lands. They will often be located near Community Open Spaces and neighbourhoods, serving as a transition zone that nests the natural features, establishes connectivity, and improves habitat diversity and resilience.

Natural linkage areas will seamlessly merge with more sensitive natural features in the form of wooded or vegetated zones that blur the boundary between the features and the broader community. These will be lightly managed spaces, with natural cycles of turnover and regrowth that change their appearance over time. Human intervention will typically be limited to controlling invasive species and planting for succession.

Majority of the trails and crossings that pass through the Ecological Corridor are located in these areas.

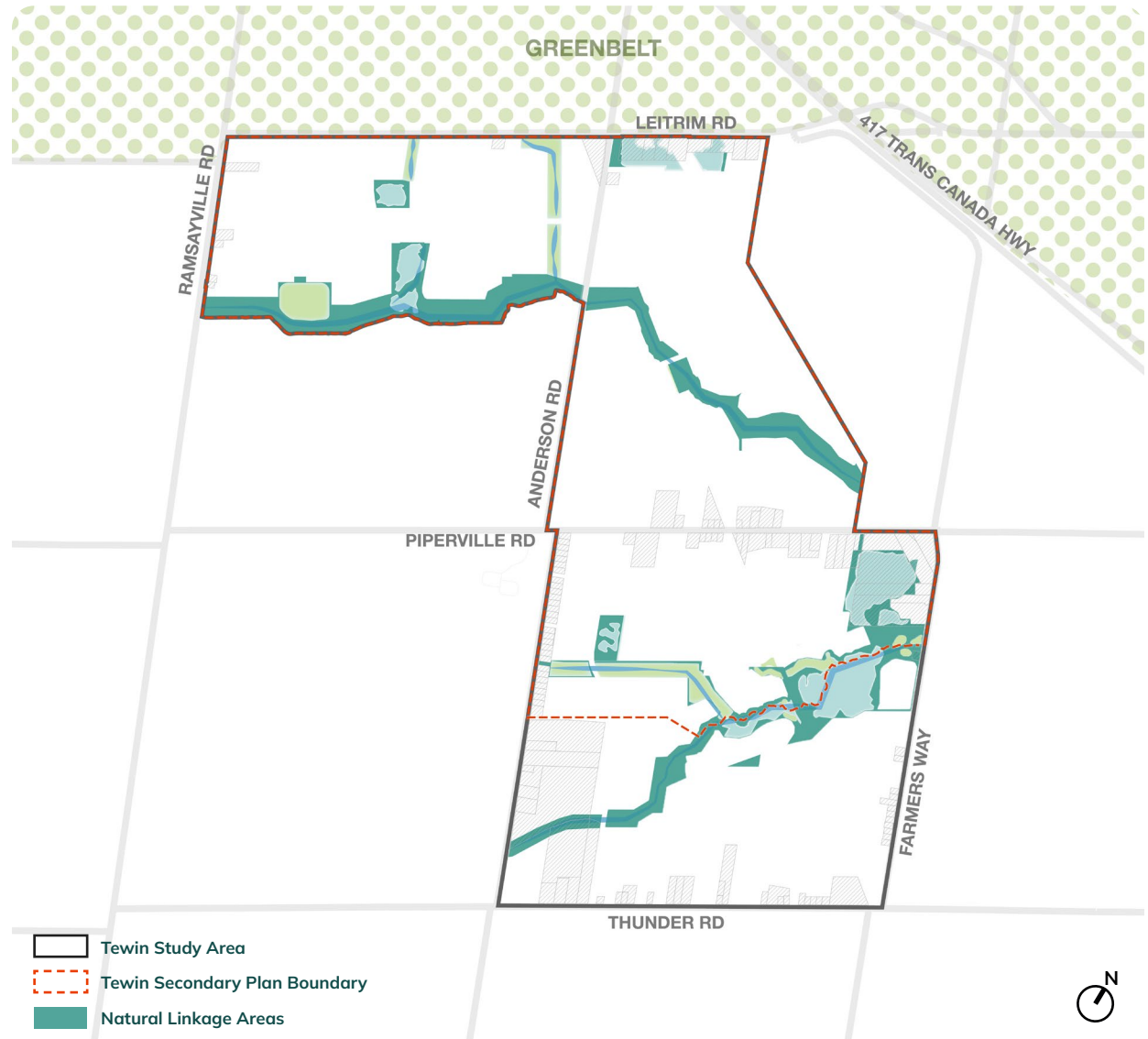


Figure 13. Natural Linkage Areas

2.2.5 Natural Linkage Areas Guidelines

1. Design of Natural Linkage Areas should:
 - a. include continuous planting to promote a contiguous network of naturalized areas;
 - b. incorporate a range of native species that support ecological function across all four seasons; and
 - c. consider the operational needs of adjacent land uses.



IMG 23



IMG 24



IMG 25

Natural linkage areas will buffer ecological features and protect their functions, while supporting biodiversity.

Community Open Spaces

Tewin's Community Open Spaces have been carefully and intentionally located to connect to the Ecological Corridor, to support the development of a linked and continuous Open Space System that extends throughout the community.

Community Open Spaces will contribute to the function and health of the Open Space System, but are not inherently ecologically vital or sensitive. They will help to link and buffer more sensitive landscapes and support the development of a comprehensive Active Mobility network extending throughout the Tewin community. They will include:

- Stormwater Management Facilities;
- Parks;
- Publicly-Accessible, Privately-Owned Open Spaces;
- Open Space Connections
- Schools; and
- Community Facilities.

This system of interconnected, people-focused open spaces will prioritize a diverse range of users, sustainable landscapes, and opportunities to celebrate Algonquin cultural understanding. The linked network supported by Tewin's Community Open Spaces will have few street interruptions, facilitating travel through a connected system of open space and ecological areas across Tewin and beyond, including the greenbelt, Tewin Natural Land Trust (TNLT), and surrounding communities.

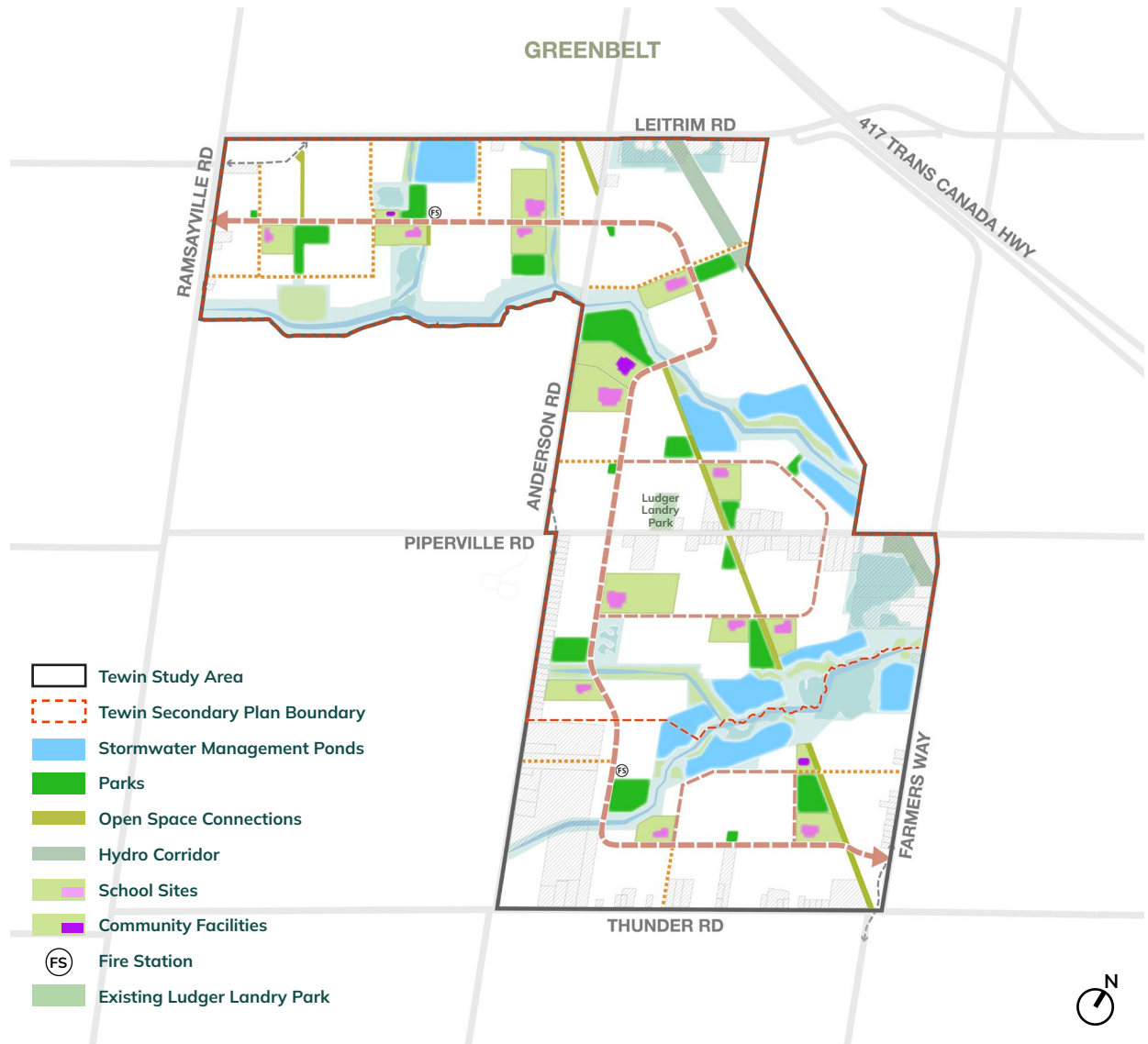


Figure 14. Community Open Spaces

Objectives for Community Open Spaces



Extend and Connect Ecological Corridor elements, supporting their vitality and presence throughout the community.



Complement the Ecological Corridor through thoughtful design, interpretation and compatible programming.



Co-locate and organize community uses to strengthen their presence in the community, facilitate access by transit, and ensure the efficient use of land.



Connect pedestrians and cyclists to the Open Space System through trails, pathways, and active and passive recreational spaces.

2.3 General Community Open Space Guidelines

1. The design and delivery of Community Open Spaces will:
 - a. support the potential for shared use between parks and community facilities through co-location, as identified in the Parks Design Manual;
 - b. provide continuous connections along natural desire lines between important destinations;
 - c. ensure elements of the Open Space System are fully connected to one another;
 - d. provide appropriate transition to the Ecological Corridor as contained in **Section 2.2**, through building setbacks, soft landscaping, and/or pedestrian deterrents where necessary such as visual cues including boulders or appropriate boundary delineation;
 - e. incorporate design strategies that support the use and enjoyment of public spaces at all times of the year; and
 - f. provide community gathering spaces and places for ceremony per Algonquin design priorities.



IMG 26

Tewin's Community Open Spaces will be a defining element of the community, supporting connection to the Open Space System and extending natural areas into the community.

Stormwater Management Facilities

The design of stormwater management facilities will reinforce water as a highly valued element of the community. They will be a central, highly visible feature of the community, designed to provide amenity, and support the vitality of the Ecological Corridor.

Stormwater at Tewin will be managed through an infrastructure system of channels and retention ponds which have been positioned based on the Study Area's existing drainage pattern. During rain events, these facilities will collect and store water, releasing it gradually back into the existing watercourses via strategically located outlets and controlled discharge and quality rates. This will prevent downstream flooding and erosion impacts and meet water quality objectives on the Bear Brook and Ramsay Creek systems.

Stormwater facilities will be placed in the low-lying areas of the site, respecting historical elevations and watercourse alignments. Their strategic placement will allow water to respect existing watersheds and preserve existing outflow points. The ponds will feature vegetated perimeters, creating a continuous landscape of water and vegetation that seamlessly blends into the broader Open Space System. This buffer will include trails and pathways strategically situated to support access and recreation outside traditional Parks and open spaces, as well as maintenance needs.

Stormwater facilities will adhere to targets set out in the Bear Brook Watershed Study and South Bear Brook Subwatershed Plan. They have been designed and secured to ensure there is enough space within Tewin's land use plan to do so, as outlined in Tewin's Master Servicing Study.



Figure 15. Stormwater Management Ponds

2.3.1 Stormwater Management Facilities Guidelines

1. Stormwater management (SWM) facilities will incorporate trails and vegetated buffers to visually and ecologically blend into adjacent natural systems support access to and from adjacent neighbourhoods.
2. The design of SWM facilities and their surrounding areas should:
 - a. incorporate sloped edges planted with native wetland species;
 - b. stabilize banks;
 - c. include flood-resistant planting where appropriate, and particularly where seasonal flooding may occur;
 - d. prioritize species with cultural significance to the Algonquin peoples;
 - e. limit manicured sod areas and fencing;
 - f. consider operations and maintenance requirements; and
 - g. support habitat, where feasible, through shelves and shallow zones that support amphibians, birds, and aquatic life, and planting that supports pollinator species.
3. The design of SWM facilities within the Ottawa Airport Authority's (OAA) Secondary Bird Hazard Zone should appropriately mitigate known risks through mitigation strategies identified in Tewin's Master Servicing Study.
4. Trails around SWM facilities should:
 - a. incorporate amenities such as seating areas, birdwatching platforms, viewing decks, and interpretive signage that share ecological and Algonquin water teachings;
 - b. locate birdwatching points at quieter pond edges with minimal disturbance to wildlife, where appropriate;
 - c. use natural materials (e.g., stone, wood) for amenities; and
 - d. support maintenance access, where required.
5. Maintenance access routes will be designed to blend into the landscape (e.g., reinforced grass paths) and minimize disruption on ecological areas and the pedestrian experience.



IMG 27
The design of stormwater management ponds shall incorporate opportunities for creating natural habitats.



IMG 28
Naturalized materials will support access and maintenance while minimizing impacts.

Parks

Parks at Tewin will thoughtfully enhance the natural environment, offering opportunities for recreation and programming alongside re-naturalized planting and reforestation areas that expand and support habitats for wildlife and increase biodiversity.

Tewin's parks will be a vital part of the interconnected Open Space System. They have been strategically located to:

1. extend and connect the Open Space System;
2. ensure an equitable balance of greenspace and recreational opportunities across the community, maximizing the number of residents, workers, and visitors within a five-minute walk of these spaces;
3. buffer sensitive ecological features from the built environment while fostering connections between neighbourhoods, nature, and greenspace; and
4. be accessible by transit and connected to the broader active transportation network.

Parks will vary in size and type through a hierarchy, with smaller parks providing open spaces in all neighbourhoods and larger parks serving as central gathering places within the Tewin community more broadly. Collectively, they will provide spaces tailored to support community life and activity for all ages and abilities. Publicly-accessible, privately-owned open spaces and additional Linear Open Space Connections, such as the Harvest Walk, will augment this network to provide additional open space opportunities that respond to the Study Area's varying context.

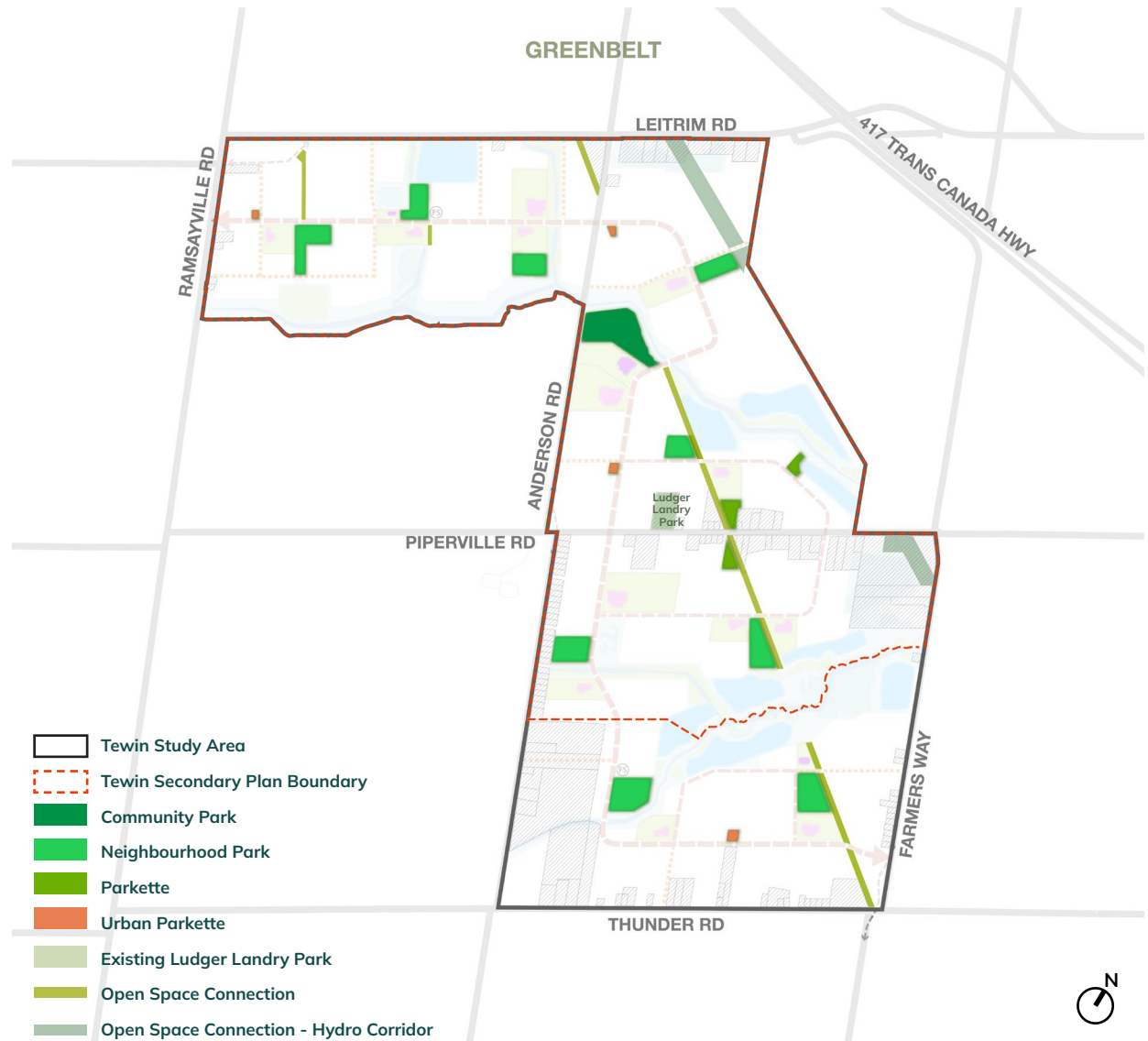


Figure 16. Parks and Open Spaces

The role of each Park shifts based on its size and location.

- The central **Community Park** will be the largest, with space for active recreation including sports fields, tennis courts, and other specialized facilities.
- **Neighbourhood Parks** will be medium-sized spaces, generally providing children's play areas, multi-purpose courts, and facilities.
- **Parkettes** will provide smaller scale opportunities for, play equipment, passive recreation, seating areas, and/or other contextual features.
- **Urban Parkettes** and **Plazas** will be the smallest spaces, providing moments of respite in urban areas, tables and benches, or space for pop-up markets and events.

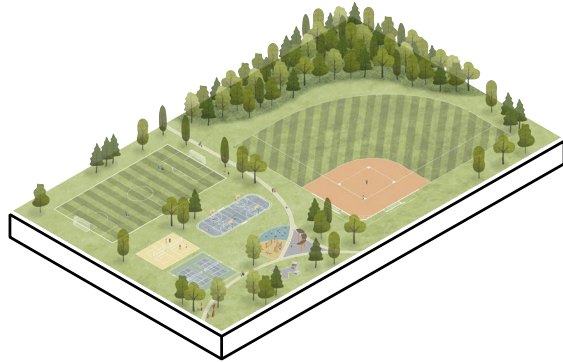
All Parks will be designed with safety and accessibility in mind, adhering to the City of Ottawa's Accessibility Design Standards and having regard for the principles of Crime Prevention through Environmental Design (CPTED).

The following sections provide an overview of each park typology; specific design guidance is contained in Tewin's Park Design Manual.

2.3.2 Park Guidelines

1. Parks will be located, designed, programmed, and maintained in keeping with the Tewin Intent and Tewin's Park Design Manual, in addition to the City of Ottawa's Parks Development Manual.
2. Parks will prioritize year-round active and passive use through amenities such as sheltered seating areas, benches, splash pads, playgrounds, courts, sportsfields, skating rinks, shaded play areas, and places for ceremony.
3. Parks will support the broader Open Space System by:
 - a. providing connections to the Active Mobility Network and support public access to other Open Space System features and elements;
 - b. integrating water into their design, particularly where they present opportunities to connect to the watercourse network; and
 - c. expanding habitat areas through clearly defined meadows and micro-woodlands, without compromising planned park amenities, budgets, or maintenance requirements.
4. Algonquin placekeeping and culture should be reflected in the design of parks.
5. Tree canopy targets will vary based on park typologies and be as follows:
 - a. Community Park: 40-50%
 - b. Neighbourhood Park: 40-50%
 - c. Parkettes: 40-50%
 - d. Urban Parkettes/Plazas: 20 - 50%
6. Landscaping in Parks will:
 - a. avoid abrupt mowed turf edges or fencing, and minimize mowed lawns to the extent feasible; and
 - b. consider opportunities for local food production, and the planting and harvesting of Indigenous plants and medicines, in a manner which does not interfere with travel routes and desire lines.
7. Development and streetscapes in proximity to parks should be designed to create an animated experience through:
 - a. built form that frames parks;
 - b. building designs that support comfortable at-grade microclimate conditions as appropriate (e.g. access to sunlight, supporting windbreaks and mitigating downward drafts, etc.); and
 - c. permission for complementary retail and amenities as ancillary uses within parks.

Community Park



Key Design Characteristics:

- Offers the largest range of facilities supporting both active and passive recreation, including sports fields and courts, ice rinks, pavilions, and gathering spaces
- Located adjacent to a planned Community Centre and Library
- Promotes sustainable travel behaviour and minimizes reliance on cars given its central location along the Community Spine and consideration for appropriately-sized and shared parking with adjacent community uses
- Screens parking areas with vegetation and shades them with canopy trees

The Community Park will serve as the recreational focal point at the heart of the Tewin community. Located between Anderson Road and the Spine Road, directly south of the Smith Gooding municipal drain watercourse and Tewin Community Core, it will be well-connected to the Tewin's Open Space System, mobility network, and built environment.

The Community Park will be paired a Community Centre and Library, offering a wide range of active and passive recreational opportunities and attracting both Tewin residents and users from across Ottawa. Future design processes should consider if these facilities should be integrated and expanded into a Recreation Complex.



The co-location of parkland and community facilities at the Community Park will reinforce the area as a key destination.

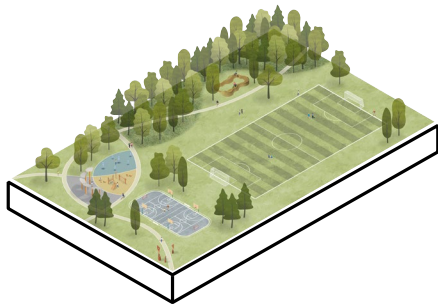
Given the draw of these amenities, the Community Park is anticipated to attract visitors from a larger geographic area and should consider sharing of facilities with the Community Centre and Library (e.g. parking) to support this degree of activity and optimize land use efficiency.

This strategically positioned community attribute will contribute to the distinct character of the Community Spine and help expand the Open Space System by supporting transition between the built and natural environments. Its integration and transition into adjacent natural systems has the potential to enhance the ecological, educational, recreational, and aesthetic value of the community, contributing to overall well-being and sustainability.



Shared parking and facilities will optimize the use of land.

Neighbourhood Park



Neighbourhood Parks will be dedicated focal points for Tewin neighbourhoods, expanding the Tewin Open Space System and improving access to nature. With a variety of year-round passive and active recreational opportunities, they provide spaces that encourage public gatherings for different user groups and demographics.

Designed in tandem with the overall active mobility network, Neighbourhood Parks will be easily accessible and conveniently placed adjacent to community facilities and/or natural areas, creating hubs where residents can socialize, play, experience nature, and build a sense of belonging.

The design of Neighbourhood Parks should seamlessly integrate with the surrounding landscape by incorporating natural features to enhance aesthetics and ecological value. They should be situated to address the primary or prominent street frontage and surrounding built form, making a visible contribution to the public realm while maintaining sightlines and accessibility.

Each of the Neighbourhood Parks will have a unique identity based on their surrounding context and the opportunities they can deliver on. In this way, they will contribute to neighbourhood character and support a variety of experiences throughout the Tewin community.

Key Design Characteristics:

- Provides amenities for active and passive recreation, such as shade structures, seating, multi-purpose courts, splash pads, sportsfields, and playgrounds
- Generally located in proximity to transit
- Fronts onto the Community Spine, a Collector Road, and/or the Harvest Walk
- May occupy a complete block or round out development blocks

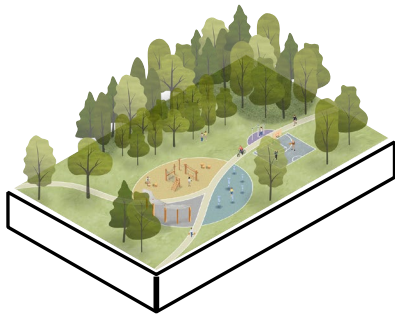


Neighbourhood Parks will help to support connection to natural areas.



The co-location of Neighbourhood Parks with community uses and a mix of programming will support active spaces.

Parkette



Key Design Characteristics:

- Space-efficient and multi-purpose facilities and amenities will be prioritized
- Generally located along local roads
- Should connect to the broader Open Space System
- Designed as a portion of development blocks
- Where adjacent to development, should be appropriately framed by active or animated uses at-grade

Parkettes are compact parks that will be nestled within low-rise residential areas of the community, providing accessible public green spaces and social gathering places for nearby residents. They will be strategically located adjacent to other Open Space System features and elements to provide connections into the System from neighbourhoods.

Integration of Parkettes into residential areas reflects Tewin's commitment to residents' health and well-being. The location of Parkettes supports and improves connectivity and recreation as they will be placed along major trail routes, including the Harvest Walk and Bear Brook Ponds. This positions them to act as local points of interest and access to the Open Space System.



IMG 33

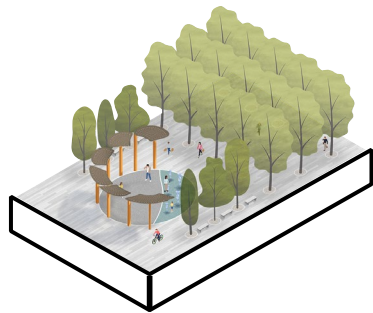
Parkettes should be space efficient and multi-purpose.



IMG 34

Parkettes may be developed as a component of new development and should be framed to support overlook and animation.

Urban Parkette and Plaza



Located along the Community Spine, Urban Parkettes and Plazas are compact Parks that will be in the urbanized, mixed-use and medium-high density areas of the community. They will provide accessible public green spaces within urban areas to enhance the quality of urban life through spaces for gatherings, events, and relaxation. They will be designed as context-specific outdoor public spaces that may be multi-functional and include both passive and active recreational uses complementary to supporting active and animated at-grade uses, including commercial areas.

Due to the unique and distinct character and amenities they will provide, Urban Parkettes and Plazas will likely attract visitors from beyond the immediate catchment area and become a symbol of civic culture and pride.

Typically located furthest away from the natural areas of Tewin, urban parkettes will offer opportunities to bring some biodiversity through planting into inner-urban areas, strengthening the overall nature-based approach to development at Tewin.

Key Design Characteristics:

- Provide seating, landscape, or water elements that reflect Algonquin values
- Utilize shade structures and furnishings, prioritize shade trees that are tolerant of urban conditions
- Incorporate both hard and soft landscaping to support gathering and ceremony
- When adjacent to development, they should generally be animated by non-residential uses at grade



Plaza's should be animated by non-residential uses.



Programming should be used to support plazas as gathering places.

Privately-Owned Public Spaces (POPS)

Where POPS are provided, they will expand the Open Space System into Tewin's built environment by incorporating smaller-scale spaces that come forward with development.

Privately Owned Publicly Accessible Spaces (POPS) represent an opportunity to enhance the public realm network and supplement Parks through their size, design, and programming. They will foster connectivity and permeability within the community and offer opportunities to develop a sense of identity and character by incorporating additional landscaping and green infrastructure.

They will encourage activity through adjacent uses, events, and community functions. POPS can be implemented as setbacks, landscaped open spaces, plazas, at-grade amenity areas, and mid-block connections. They will be located at key points throughout the Study Area, such as transit stops, areas with non-residential uses and pedestrian activity, and gateway sites.

2.3.3 POPS Guidelines

- POPS should be designed:
 - as an extension of the public realm with access points that are frequent, clearly visible, and directly connected to sidewalks, trails, or parks;
 - to be freely accessible by the public and without fencing or gates that restrict access;
 - to be comfortable, with adequate seating, access to sunlight — particularly within winter months, wind mitigation where needed, and design features and surrounding uses that support safety and passive surveillance;
 - to be usable, and functional for a variety of activities by incorporating flexible-multi-purpose spaces, areas for gathering, and a design that complements adjacent uses; and
 - to incorporate materials, planting, public art, and/or other design elements that reflect Algonquin culture, natural systems, and Tewin's identity.
- The character and design of POPS should be influenced by the natural character of the Open Space System, where appropriate, by supporting habitat health and a diversity of healthy flora and fauna, without compromising functional programming requirements.
- The location, size, and shape of POPS should respond to their context. ● These elements, where provided, will be first identified conceptually through Demonstration Plans for each Community Area, as part of the Plan of Subdivision process.



POPS should be designed as an extension of the public realm.



POPS should support clear sightlines.

Open Space Connections

Open Space Connections will facilitate the movement of people across the Tewin community and support daily access to open spaces.

These connections are envisioned as linear open spaces that provide easy, accessible routes to parks, community facilities, transit, and other amenities. Depending on their length and location, they may consist of a series of comfortable, complementary open spaces shaped by their surrounding context rather than a single space. They support Tewin's goals for biodiversity and active mobility.

Open Space Connections may be delivered as well as POPS or mid-block connections with easements for public access. Some may include underground servicing infrastructure, designed in a way that aligns with the vision and programming of these areas. Additional connections may be identified through the development review process, in addition to those secured by this CDP (Figure 17).

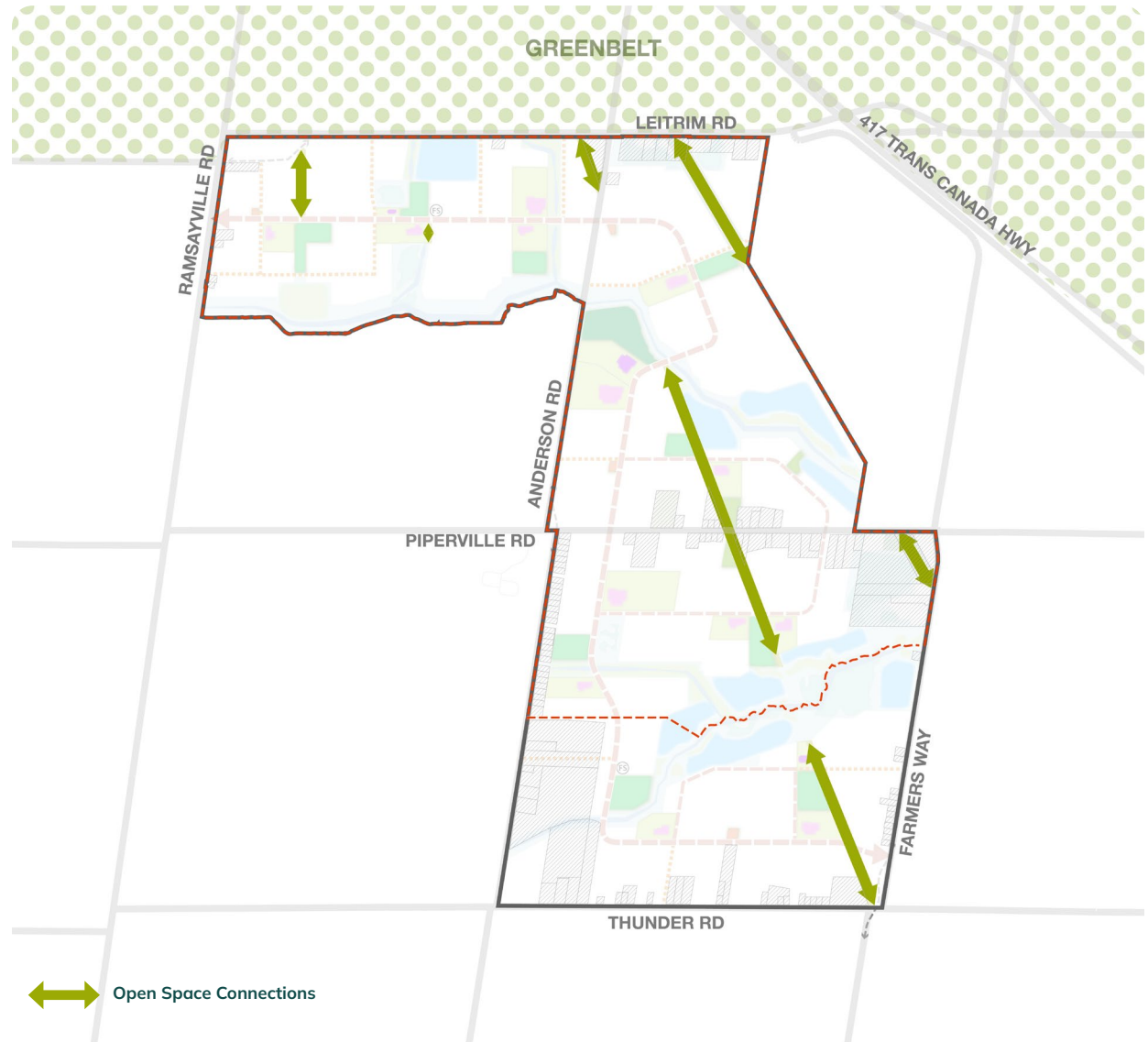


Figure 17. Open Space Connections

The Harvest Walk

The Harvest Walk will establish a key pedestrian and cycling connection through the Study Area by linking Tewin's Community Core, Ecological Corridor, schools, parks, community facilities and neighbourhoods through a continuous multi-use trail that is accessible on a year-round basis.

A need has been established through city-wide transportation planning to provide a long-term, regional connection through the Study Area. The utility corridor which centrally bisects Tewin has been identified as the preferred location to fulfill this connection. Through development of Tewin, this corridor will be repurposed into the Harvest Walk, a recreation and active mobility corridor.

Lined with landscaping, orchards, and community gardens, the Harvest Walk is envisioned as both an ecological and social backbone for the neighbourhoods it passes through. It will contain a multi-use pathway with separated zones for pedestrians and cyclists, and additional space for programming, recreation facilities, and community gardens. It will also be designed to accommodate servicing infrastructure below-grade. Development along its edges will support its role as an active, welcoming, and ecologically diverse community corridor. Refer to the Tewin Parks Design Manual for further guidance on trail interfaces, plantings, edge treatments, and programming along the Harvest Walk.

If the utility corridor 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 general alignment to fulfill this need.



The Harvest Walk should integrate community gardens and landscapes that celebrate the area's relationship to food production.



Built form is encouraged to front the Harvest Walk and should be enhanced with upgraded architecture and/or landscaping.



Provide safe and accessible transitions between roads and the Harvest Walk, integrating gateway and wayfinding elements.

2.3.4 Open Space Connection Guidelines

1. Open Space Connections will be designed:
 - a. as publicly accessible spaces if not within public ownership;
 - b. to respond to the surrounding built and natural context;
 - c. with a multi-use pathway that is a minimum width of 3 metres, and additional space for landscaping; and
 - d. to support activity and visual interest through materiality, landscaping, and programming;
2. The Harvest Walk will:
 - a. provide a continuous pathway delineating zones for different users;
 - b. be designed as a safe and convenient active mobility route supported by crossings that are direct and clearly marked;
 - c. integrate community gardens, edible landscapes, and interpretive planting that reflect and celebrate the area's relationship to food production;
 - d. be coordinated with the design and operation of abutting school sites to incorporate programming that complements its functions (e.g. outdoor learning opportunities, community gardens, trailhead facilities);
- e. incorporate a series of distinctive parkette spaces that offer rest areas, gathering opportunities, and varied experiences along its length; and
- f. be designed to establish a cohesive identity while allowing for localized responses that reflect the context and community input.
3. Conceptual design of the Harvest Walk will be identified through Draft Plans of Subdivision, reflecting character areas identified in the Parks Design Manual. This should be coordinated with adjacent development and have consideration for the Interface Considerations (Section 6.2.2 of the Parks Design Manual).
4. Backlotting, blank walls, and fencing that obstructs visibility or access from the public realm to the Harvest Walk should be avoided.
5. The design and implementation of a 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.

Schools and Community Facilities

Schools and community facilities will enhance and support the Open Space System by promoting access, engagement, and extension of the network.

Community infrastructure will be essential to making it a complete and connected community. These facilities will do more than deliver essential services: they will anchor neighbourhood identity, foster a sense of belonging, nurture social and cultural vitality, and play a key role in expanding the Open Space System into the community.

Schools and community facilities should be compact, adaptable, and environmentally responsive, in keeping with Tewin's guiding principles. Wherever possible, they will be co-located with Parks, Open Space Connections, transit, and/or other facilities to maximize accessibility. Through this approach, they can enhance placemaking and serve as lively focal points for community events within the Open Space System. This location strategy will also encourage sharing of facilities and spaces, from parking lots to fully-integrated buildings.

Figure 18 illustrates the preferred locations for Schools and key community facilities. The large, central Community Facility is the recommended location for a community centre and library; the other sites should be used to meet other needs as they arise through the development process. The preferred location of two fire stations have also been identified in consultation with Ottawa Fire Services. Additional community service facilities (childcare centres, etc.) will be identified through the development review process.

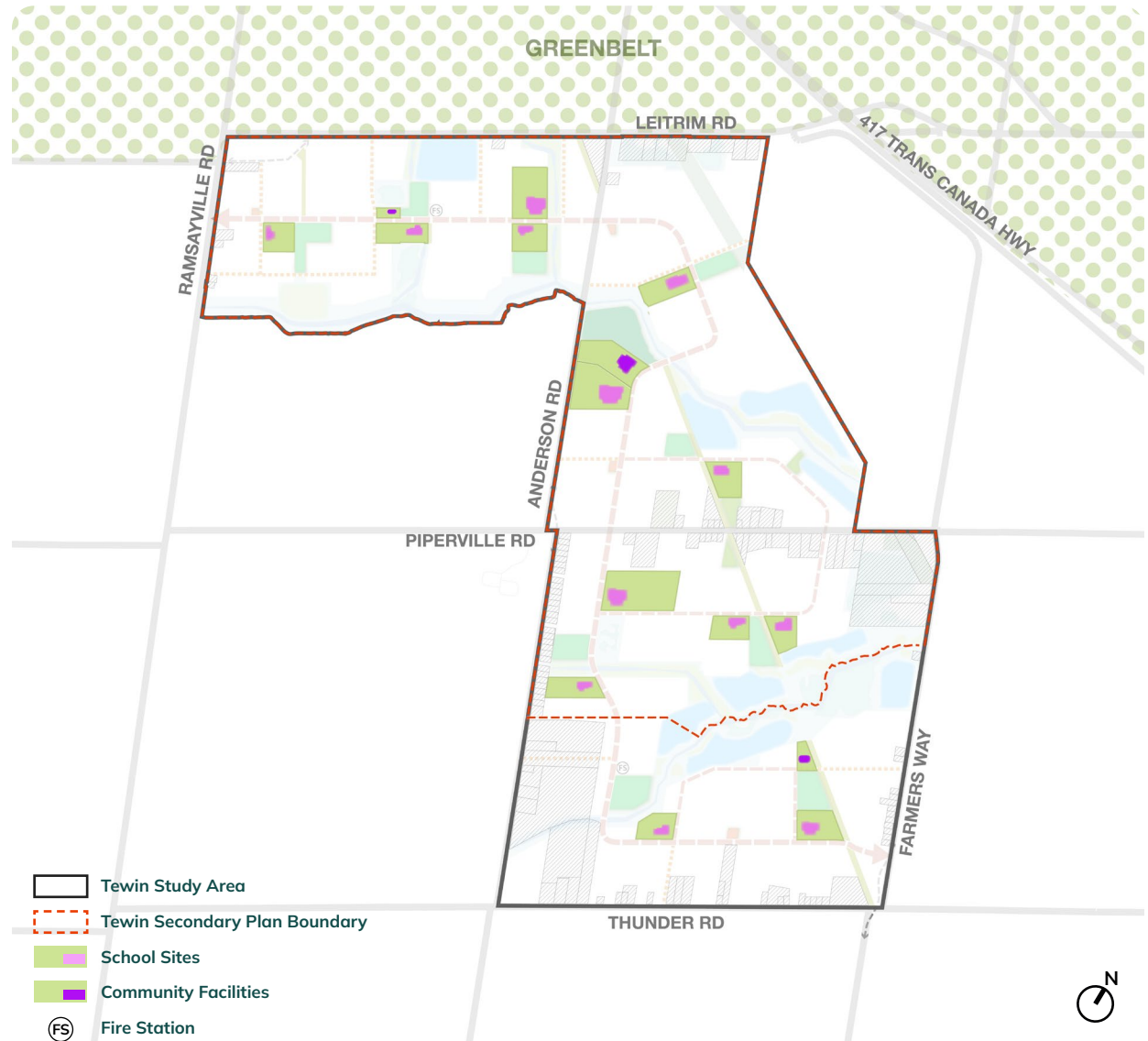


Figure 18. Schools and community facilities

Relationship between Schools and other Open Space System Features and Elements

Schools located next to the Open Space System may benefit from outdoor learning opportunities and spaces. School sites have been located to ensure there is sufficient space from stormwater management ponds, and watercourses for appropriate buffers in support of safety and ecological vitality. When situated next to the Ecological Corridor, Schools should ensure appropriate transition to, and buffer from, the shared boundary through building setbacks and natural landscaping. In some instances, the trail network will act as a buffer.

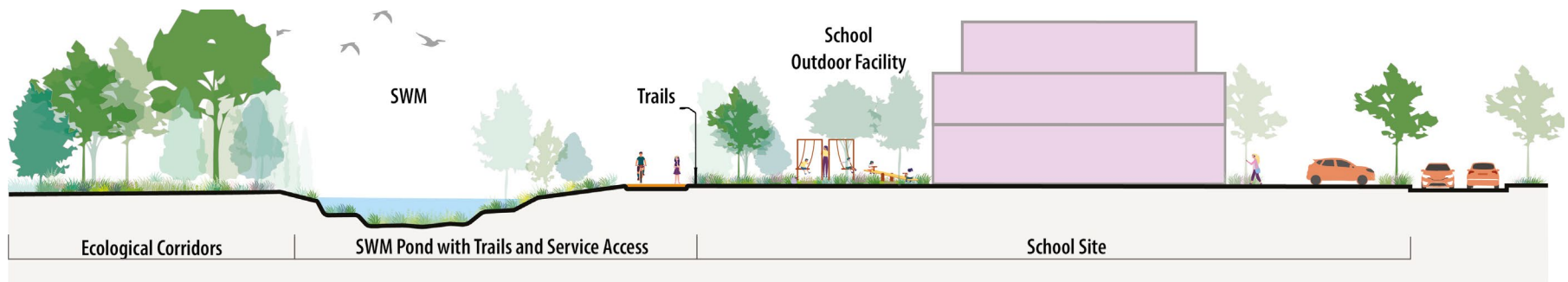
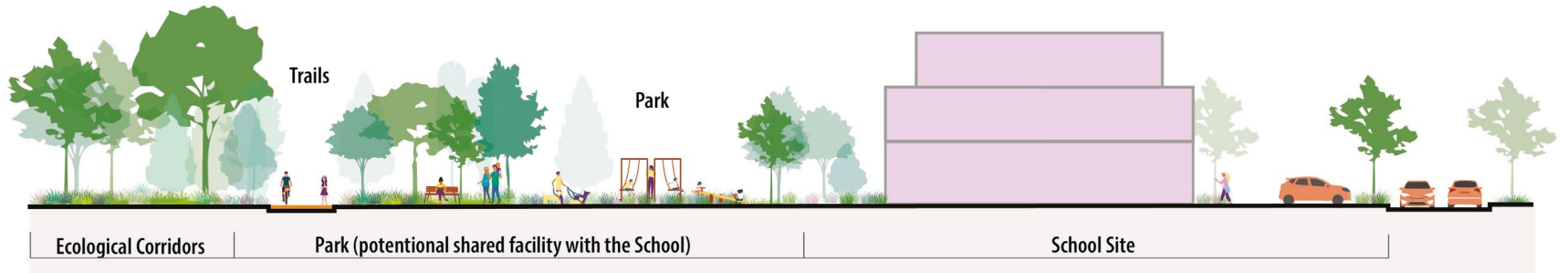
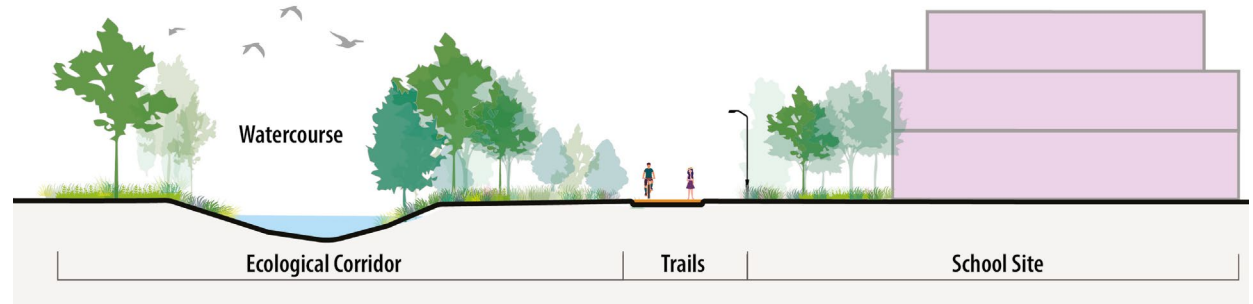


Figure 19. The design of school sites should support connection and appropriate relationships with the Ecological Corridor, as well as areas with water. Buffering with trails and placing the school building furthest away from the other open space areas are ways to achieve this relationship.

2.3.5 Schools and Community Facility Guidelines

1. Schools and community facilities should be sited and designed to:
 - a. support co-location with parks and other complementary uses, and shared facilities;
 - b. integrate with adjacent Open Space System features and elements through building orientation, landscaping, and access;
 - c. transition to the Ecological Corridor through a buffer of appropriate natural landscaping along shared boundaries;
 - d. maximize tree planting to achieve a canopy coverage target of 20%;
 - e. act as gateways to transit and the trail network;
 - f. provide multi-purpose indoor and outdoor spaces to support flexibility of use;
 - g. have a strong architectural presence that contributes to neighbourhood identity, frames the public realm, and reflects Algonquin culture;
 - h. encourage high-performance buildings with sustainable features such as green roofs, passive ventilation, EV charging stations, and net-zero design strategies;
 - i. plan for long-term adaptability, enabling buildings to evolve over time to meet changing needs;
 - j. support community gardens within streets and other publicly-accessible areas in a manner which does not interfere with the Active Mobility network and desire lines;
 - k. consider opportunities to provide public internet and/or wifi access; and
 - l. facilitate improved connectivity through trails, mid-block crossings and/or other pedestrian connections.
2. School sites should generally be located alongside Neighbourhood Parks.
3. Outdoor school spaces should be designed as extensions of parks and the Ecological Corridor, and be buffered from arterials where applicable with planting.
4. Opportunities for outdoor classrooms within school sites are encouraged.
5. Fences between school sites and the broader Open Space System will be discouraged. When provided, they should be sensitive to the appearance and function of the Open Space System.
6. The City, school board, and Tewin's Major Landowners will coordinate on the design of the Community Park and adjacent central community facilities and School site and explore shared use of facilities (e.g. parking, combined buildings) to make efficient use of land.
7. The City is encouraged to hold a competitive design process for the central community facilities adjacent to the Community Park.
8. Community centres and libraries should support shared programming and a range of programs to ensure all-day and year-round activation.
9. Libraries are encouraged to include outdoor programmed spaces, such as reading gardens or learning courtyards.
10. Emergency Medical Services and Fire Stations should be:
 - a. sited along the Community Spine;
 - b. located to optimize response times while minimizing conflicts with the public realm and residential land uses; and
 - c. integrated into development blocks in a manner which maintains pedestrian connectivity through the public realm and limits noise and visual disruption on the community and the Ecological Corridor.

» Tewin's Natural Land Trust

East of the Tewin Study Area lie important ecological areas, some of which are owned by the AOO. Tewin's Open Space System will create connections to this area to further support ecological vitality within and beyond Tewin. A new Natural Land Trust will be established to formalize this connection.

Under the leadership of the AOO, a significant Natural Land Trust will be created adjacent to the community. The Tewin Natural Land Trust (TNLT) will offer a valuable opportunity to incorporate and share traditional Algonquin

knowledge, particularly in relation to management techniques. It will safeguard ecologically significant land and include trails, recreational, and educational opportunities. The TNLT may encompass forested zones, aquatic features, and wetlands, and will be intended to connect with and enhance the nearby NCC Greenbelt. A large part of the South Bear Brook PSW is expected to be included within the NLT.

Trails within Tewin are intended to connect to TNLT trails and extend to the NCC Greenbelt where possible, allowing residents and visitors

to access natural assets without relying on cars. Recreational activities and trail systems will be designed to protect and minimize impacts on natural areas. Education, interpretation, and commemorative opportunities will be woven throughout the TNLT, highlighting its value as a vital ecological, cultural, and community asset.

Planning for the TNLT will be carried out through a separate process. This future process will define the vision, principles, and guidelines for its development and management.

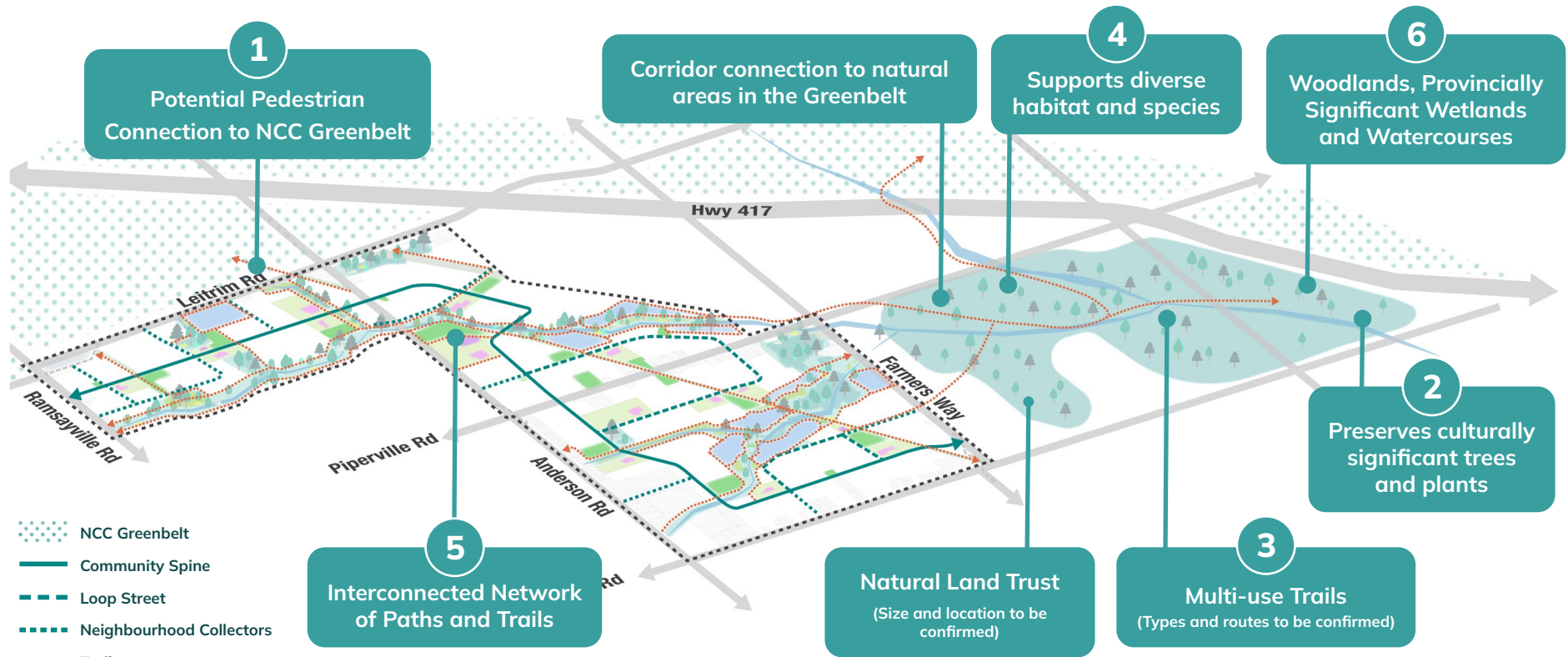
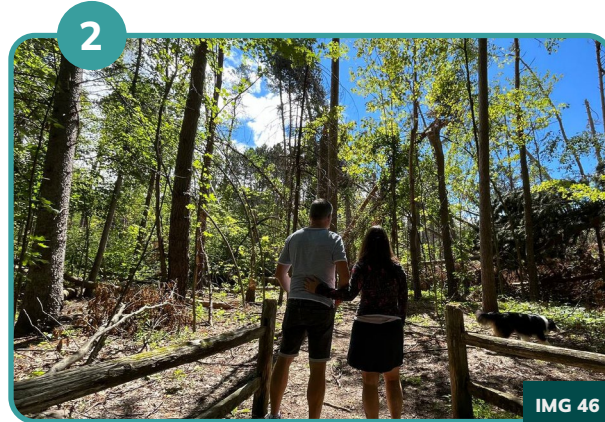


Figure 20. Tewin will connect to a new Natural Land Trust to the east to expand the Open Space System.



IMG 45

TLNT trails and boundaries help complement the Greenbelt and allow for a continuous connection from Leitrim Road through the active network in Tewin to the Land Trust.



IMG 46

Trails in the TNLNT allow all people to experience and enjoy nature.



IMG 47

These trails may include interpretive materials that support and celebrate Algonquin teachings.



IMG 48

This area will support a diversity of habitats that provide a connected ecological network extending from the Greenbelt and transitioning into the Tewin area.



IMG 49

The TNLNT provides a natural destination for the broader community, where people can enjoy being close to nature in all four seasons.



IMG 50

Woodlands, wetlands, and watercourses in this area will be determined and integrated into the area in a sensitive manner.



Artistic Impression of the community spine, featuring higher-density mixed uses connected to schools and community facilities, transit-supportive streets, and pedestrian-focused spaces designed to support all forms of mobility.



3.0

Mobility Network



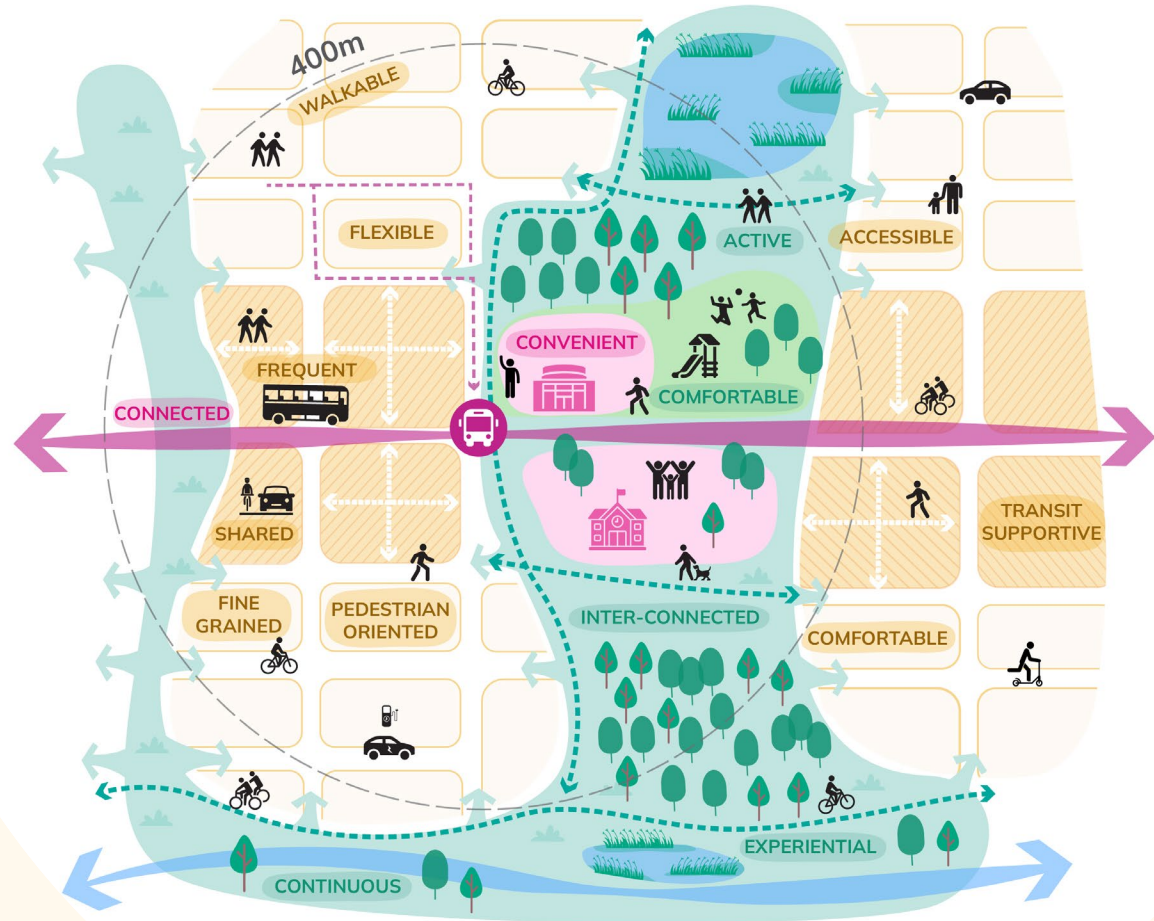
Overview

A Complete-Network Approach to Tewin's Streets and Trails

Tewin will be a very well-connected community, where active mobility is embedded in the fabric of daily life. The "complete network" approach implemented within Tewin will deliver a comprehensive and fully-integrated network of diverse streets and trails that come together to support mobility choice for all ages, abilities, and modes.

The Mobility Network layers onto the Open Space System to extend the principle of connectivity throughout the community, supporting access to daily needs and strengthening connections to the natural environment. The community's structure will prioritize walking, cycling and public transit to improve multi-modal connectivity while reducing auto-dependence. This network enables residents to walk to the park, cycle safely to school, or catch a bus to work without relying on a car, delivering a sustainable and inclusive community in which everyone can participate.

Connectivity at Tewin has been planned through a 'complete network' philosophy, as guided by Tewin's Mobility Strategy. Rather than attempting to serve all modes within every right-of-way, which often results in trade-offs and less efficient use of land, Tewin's transportation system will provide a strategic and context-sensitive approach. It will highly prioritize transit and active modes on a subset of streets, while ensuring the entire network is accessible to all modes as appropriate.



Mobility within Tewin will:

1. Be centred around the central **Community Spine** ("the Spine"), which is designed to ensure reliable transit service and is easily accessible to residents, workers, and visitors.
2. Incorporate **Three Interdependent Networks** (transit, street, active mobility) that work together to offer a complete range of travel options, decreasing dependence on private vehicles and making sustainable modes the most convenient, comfortable, and accessible choice.
3. Promote **Access to Nature** through trails and the ways in which the Open Space System and Mobility Network interface and connect.
4. Include **Strategic Connections** that link key destinations—such as Parks, Schools, retail centres, and community services—to reduce barriers to access.

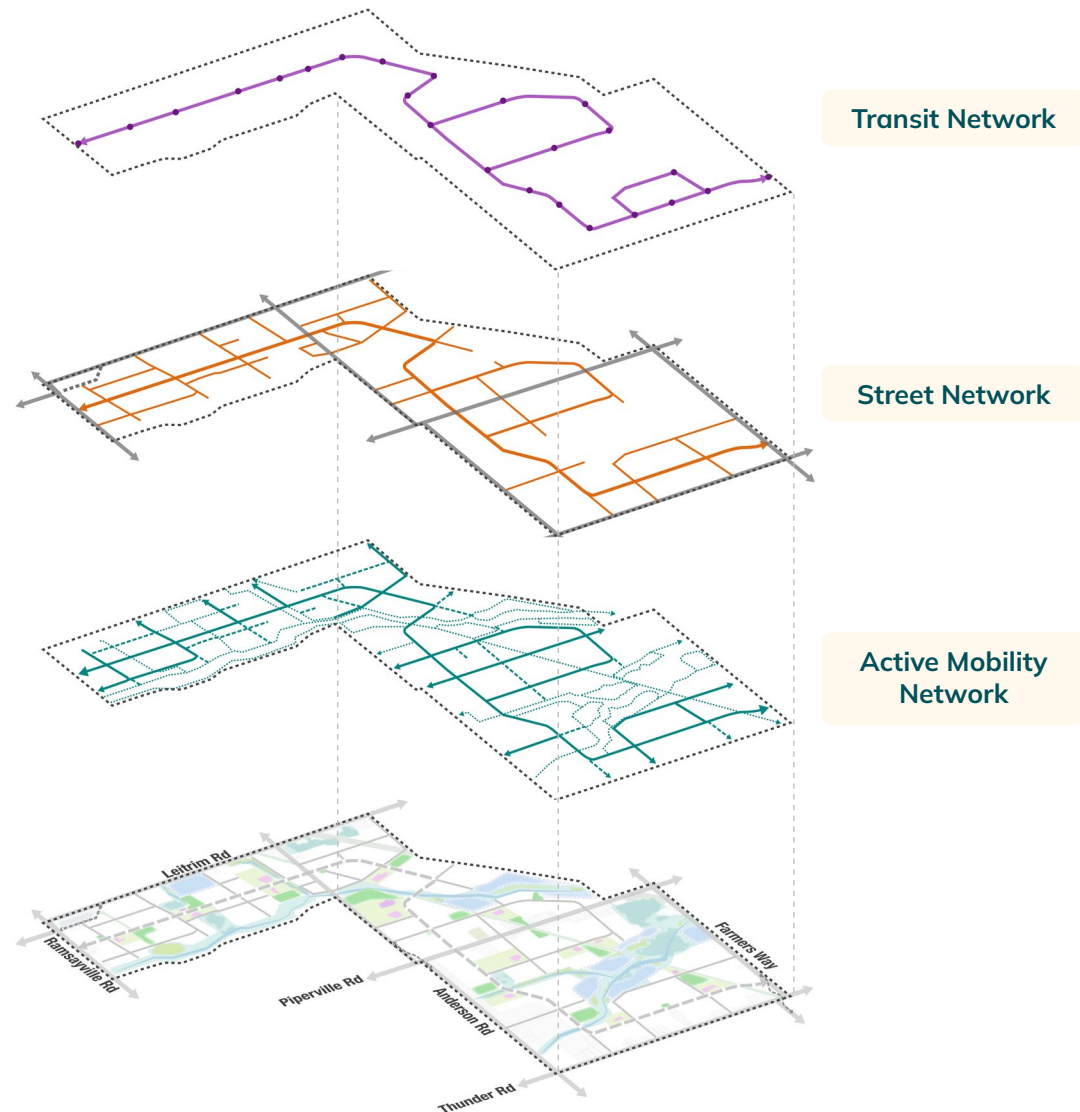


Figure 21. Components of the Mobility Network

The overlap of mobility features will result in a well-connected, safe, and accessible Mobility Network that prioritizes walking, cycling, and transit, while also accommodating private vehicles.

The density and granularity of connections will deliver pedestrian-scaled blocks, providing multiple, intuitive routes in support of seamless movement.

The design of Tewin's streets will ensure they are more than just movement corridors: they will also be places that reflect and support community life to create a physically and socially connected community.

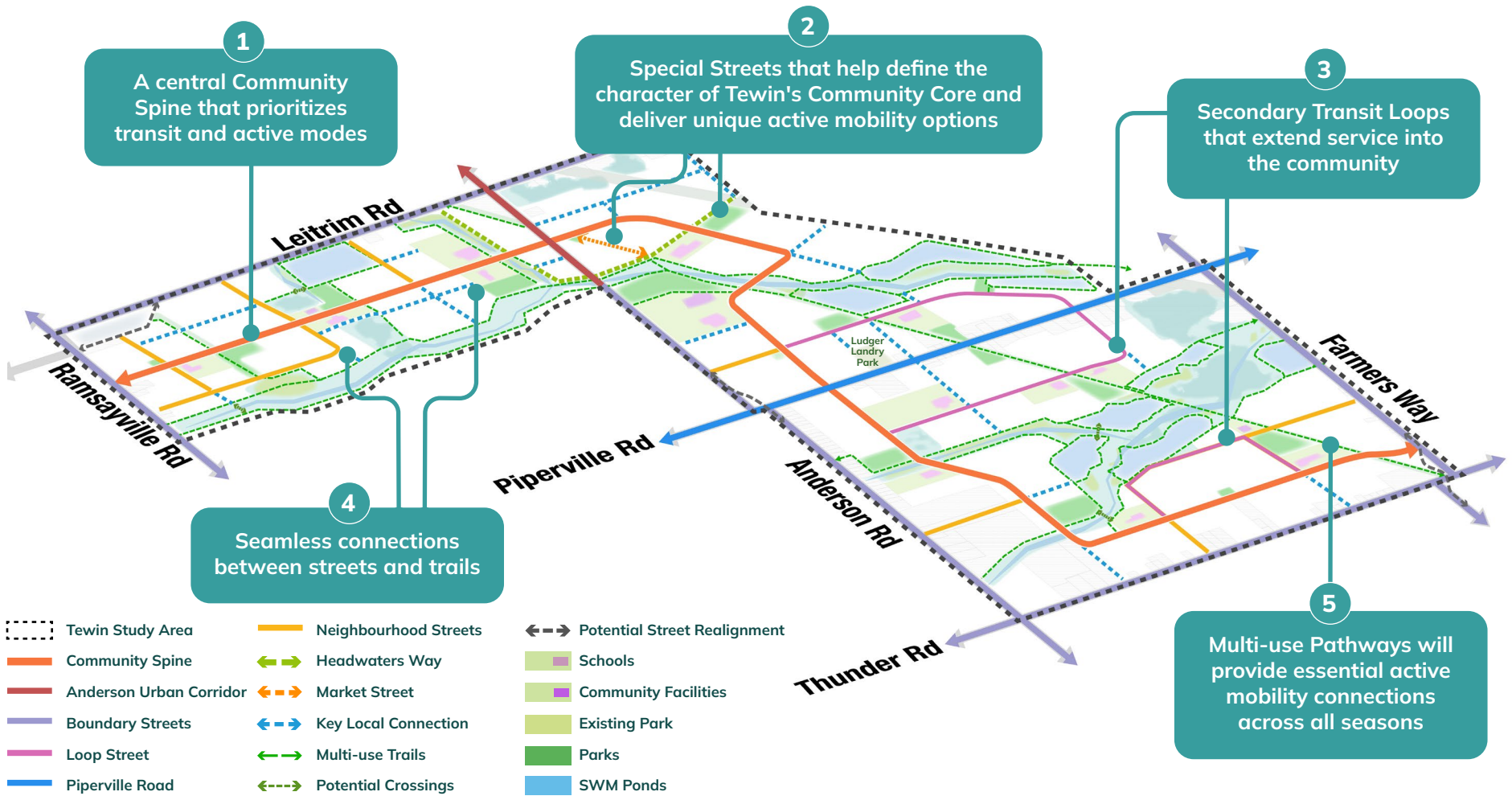
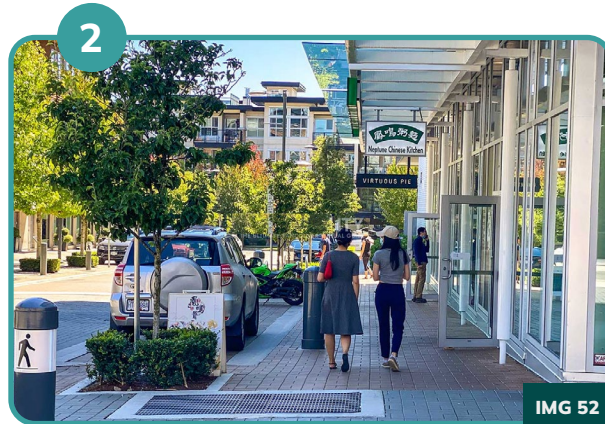


Figure 22. Tewin's Mobility Network



The Community Spine will accommodate all modes of transportation, with an emphasis on transit and active transportation. It will serve as the primary connector, linking all areas of Tewin through a robust and integrated mobility network.



Special Streets will complement the Community Spine by offering a more intimate and human-scaled experience. Unlike the Spine, they will not accommodate transit routes and are designed to prioritize walkability, unique cycling experiences, and the character of commercial spaces.



Secondary Transit Loops will have bus routes that branch off from the Community Spine to increase transit coverage within the community. They will serve residents and connect key destinations such as schools, parks, and other community amenities to the transit network.



Local Streets will provide residents with a seamless and efficient connection to the larger Mobility Network from within each individual neighbourhood. They will be fundamental to ensuring safe everyday movement between homes and all other elements in Tewin.



Local Streets will offer physical and visual access to the trail and transit network, enhancing connectivity, orientation, and an overall sense of openness and flow between spaces.



Multi-use pathways will support two important principles of Tewin: connecting people to places in a safe and accessible way, mostly separated from vehicular traffic; and, bringing people closer to open spaces, whether natural areas, parks, schools, or bodies of water.

Embedding Sustainability

Tewin's Mobility Network ('the Network') has been planned and designed to deliver sustainability by making it easier to walk and roll to amenities and services, and connect with nature, prioritizing active transportation, and supporting high-quality transit service.

The approach taken to defining and designing the Network — including its focus on delivering a primary transit route that is central within the community and supports frequent transit stops, and creating a complete network with a robust All-Season Cycling Network — ensures almost all residents will be within a 5-minute walk of frequent bus service and will have direct access to a dedicated cycling route. It also places all community facilities within 200 metres of a transit stop. These metrics will achieve several Outcomes under the One Planet Living (OPL) principles (Figure 23). Additional principles will be realized through this CDP's design guidance. The 10 OPL principles have been coded to these guidelines using coloured dots to demonstrate how Tewin has been planned and will be developed to be sustainable by design.

OPL Principles Legend

| | |
|--|---|
| ● Health and Happiness | ● Local and Sustainable Food |
| ● Equity and Local Economy | ● Sustainable Water |
| ● Travel and Transport | ● Sustainable Materials |
| ● Culture and Community | ● Zero Waste |
| ● Land Use and Nature | ● Zero Carbon Energy |

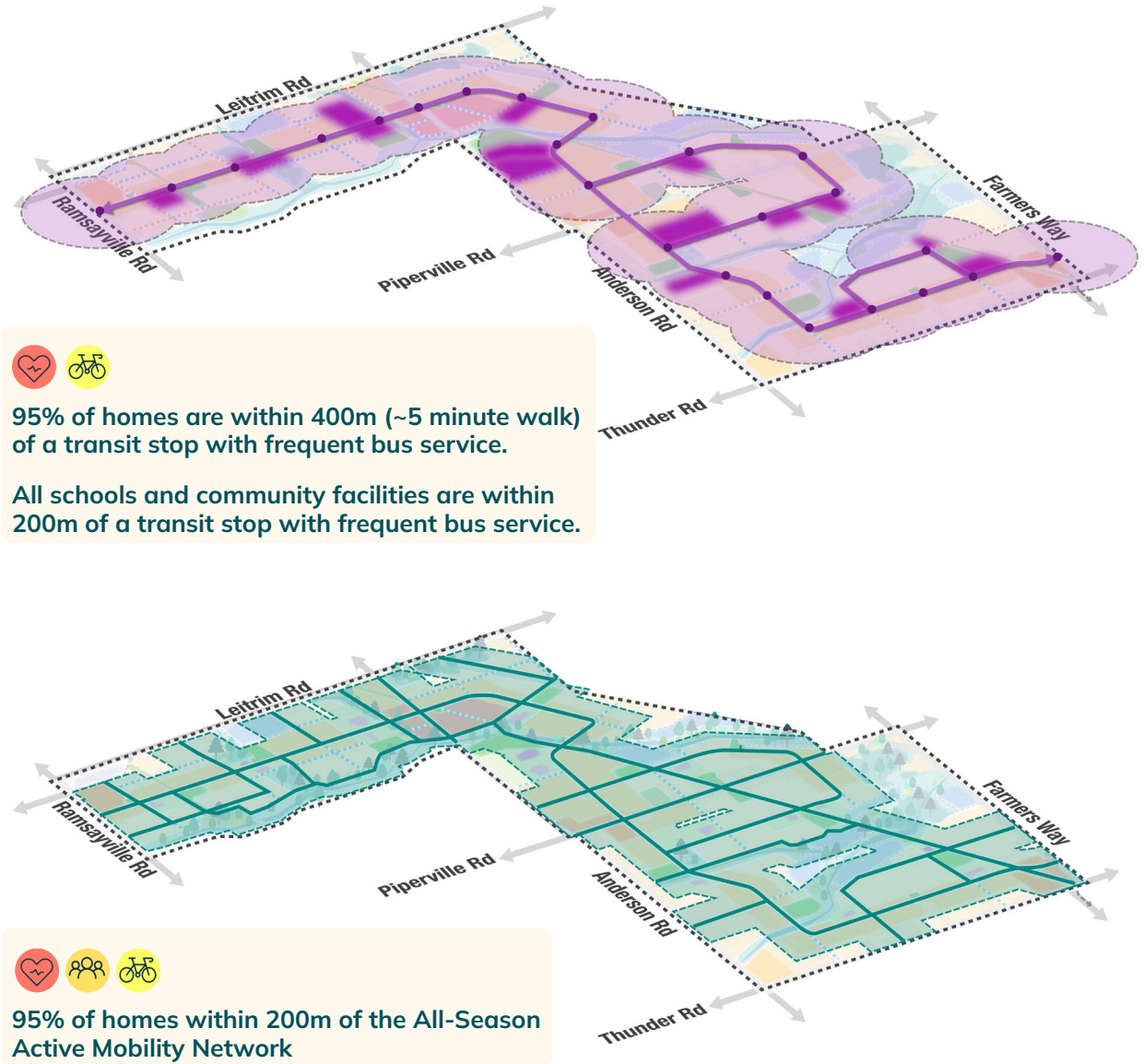


Figure 23. Metrics created through the OPL process to assess sustainability of Tewin's Mobility Network

Objectives for the Mobility Network



Support Frequent Transit

through the alignment, design, and operation of the Community Spine and Loop Streets.



Diversify Streets through a range of cross-section designs which prioritize different modes to optimize land efficiency and support varied experiences within the overall network.



Prioritize Active Mobility in the network to encourage sustainable local mode shares and participation in community life.



Connect to the Open Space System and Destinations

throughout the community to increase access.



Foster Inclusivity and a Sense of Place

through a network which is accessible to all, regardless of age, ability, and socioeconomic background.

3.1 General Mobility Network Guidelines

1. The Mobility Network will support direct, frequent, and reliable transit service by providing infrastructure that:
 - a. responds to surrounding land uses;
 - b. connects to key destinations; and
 - c. is designed and operated for transit success.
2. The Mobility Network will prioritize pedestrians and cyclists by:
 - a. creating a network of narrow streets with frequent crossings that encourage slower vehicle speeds and require vehicles to yield;
 - b. integrating a variety of design features that decrease and calm traffic, such as chicanes and curb extensions, especially where traffic volumes and speeds are a concern;
 - c. giving preference to traffic calming measures that reclaim road space, help support a sense of place through permanent hard surface plantings or landscaping, as opposed to seasonal/temporary or vertical deflections; and
 - d. considering alternative design standards for right-of-way elements through the detailed design process to improve the experience of walking/rolling while keeping right-of-ways human-scaled.
3. The Mobility Network should create safe and convenient access to transit stops, accessible portions of the Open Space System, and key anchor destinations such as the Community Centre.
 - a. car-share and bike-share facilities;
 - b. reduced parking minimums;
 - c. active transportation education programs; and
 - d. spaces and digital infrastructure that supports work-from-home lifestyles.
4. Sustainable travel behaviour should be encouraged to manage trips and reduce reliance on private automobiles through strategies such as:
 - a. car-share and bike-share facilities;
 - b. reduced parking minimums;
 - c. active transportation education programs; and
 - d. spaces and digital infrastructure that supports work-from-home lifestyles.
5. Existing and emerging mobility technologies should be explored to create a smarter, more efficient Network. Examples include real-time transit/trip planning applications or Mobility as-a-Service (MaaS) platforms.
6. Truck, goods movement and deliveries routes should avoid conflicts with active transportation and transit trips by locating loading zones in areas away from pedestrians, prioritizing rear access, and relying on Arterials, where possible.

Streets and Streetscapes

Tewin's streets will be more than routes for movement—they will be inclusive public spaces that support social interaction and reflect the character of their surroundings. Whether in quiet residential areas, lively mixed-use centres, or ecologically sensitive zones, the street network will help shape the sense of place.

Streets will serve as part of the organizing framework for the community, defining where homes and shops go, how people and goods move and shaping the overall experience of place. They will support a diversity of travel modes, improve safety, and foster strong connections between people, places, and the natural environment through design.

A clear hierarchy, as informed by Tewin's Mobility Strategy, will enable efficient movement while accommodating various contexts. Each street typology will be designed with attention to adjacent land uses, landscape, and movement needs, forming an intuitive and responsive mobility framework. While some Local Connections have been identified, the exact Local Street network will be defined through future development applications. It will ensure that the Mobility Network a high degree of connectivity with design measures that support walkability and encourage active, sustainable modes of travel. Planting, lighting, and paving will enhance safety, comfort, and visual appeal.

Streets will be designed to prioritize planting of medium-sized trees in a manner that is informed by their context. Certain built form typologies allow for deeper foundations, which better support the feasibility and success of large trees in clay soils. Development applications for such circumstances will explore design strategies that promote tree health and growth, and longevity.

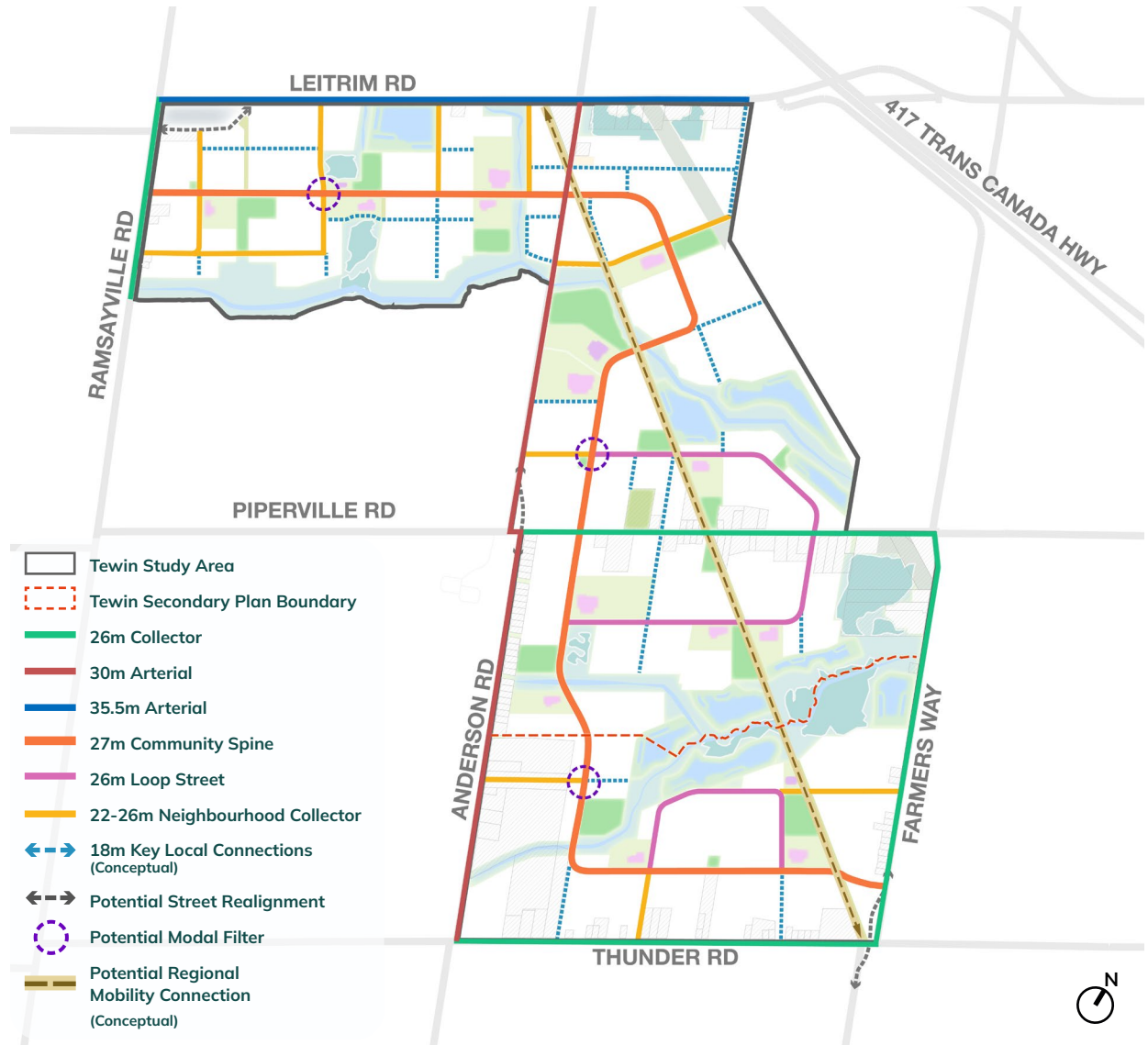
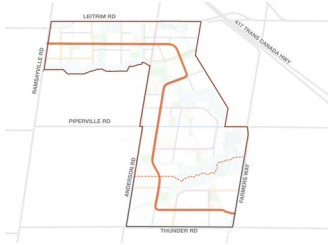


Figure 24. Street Network Classification

3.2 General Streets and Streetscape Guidelines

1. The alignment and design of Streets will:
 - a. support permeability through block lengths that are appropriate for their context (see **Section 4** of this Plan for more details);
 - b. reduce vehicle lane widths and configurations where possible to prioritize boulevard space;
 - c. limit crossings over and/or through the Ecological Corridor to strategic locations identified on **Figure 33**;
 - d. when adjacent with the Open Space System, provide more space for tree planting, as feasible;
 - e. include trees on both sides of all streets to provide tree canopy along the street, with exceptions considered for Shared Streets, Boundary Streets, and window street conditions.
 - f. plan for winter maintenance in a manner that minimizes impact on the pedestrian experience; and
 - g. be informed by Tewin's Mobility Strategy.
2. Intersections and pedestrian cross-overs will be safe, well-marked, and appropriately located based on their context. They should help provide convenient and intuitive access between key destinations such as Parks, public squares and anchor uses, preventing the need to jaywalk across traffic.
3. In areas with existing or planned higher levels of pedestrian activity, such as retail areas within the Community Core or Neighbourhood Centres, consider enhanced pedestrian lighting.
4. Design strategies that slow and calm traffic, such as narrow lanes, curb extensions, and visual friction, will be considered on Collectors and Local Streets to encourage reduced travel speeds.
5. Cul-de-sacs should be avoided. Where provided, they will be designed to connect the terminus of the cul-de-sac to the Active Mobility Network.
6. Laneways should be considered throughout the community as the primary access point for parking and loading, particularly within the Community Core, Neighbourhood Centres, and Community Corridors.
7. Curb cuts will be minimized and consolidated along the Community Spine and Collector Street frontages.
8. Window street conditions will be avoided, with the exception of some locations along Existing Street that border Tewin, as described in **Section 3.2.6** below.
9. Vehicular charging stations should be supported along public streets and provided within parking lots, wherever possible.
10. Where buildings with deeper foundations are proposed, planting of large trees will be explored.
11. The use of modal filters will be explored in key locations along the Community Spine (identified **Figure 24**) through Demonstration Planning to prioritize transit and active mobility through vehicular turning requirements and restrictions. The feasibility, exact location, and design of such filters will be confirmed through future transportation studies.
12. Tewin's Street and Trail Network will preserve for a regional transit or active mobility connection through the Study Area, as preliminarily identified on **Figure 24**. The exact alignment to be preserved for this potential connection will be determined through the Demonstration Planning process (further articulated in **Section 5.0 and 6.0** of this CDP).

Community Spine



The Community Spine will be the street that serves as Tewin’s central transportation and civic corridor. It will act as a collector that connects all neighbourhoods and links key community features—schools, parks, commercial areas—while forming the main route of the transit and cycling networks.

It will include sidewalks, flexible boulevards with street trees and transit shelters, protected bike lanes, dedicated transit lanes, vehicle lanes, and adaptable space for community use. A uni-directional cycle track on either side of the Spine is the preferred cycling facility (Figure 25), but a bi-directional cycle track may be further explored and considered through detailed design (Figure 26).



Boulevard furnishings and spill-out space that enhances street life.

Prioritize pedestrians and cyclists through dedicated and appropriately-sized infrastructure, while supporting all modes

Integrate and support frequent transit

Artistic Impression of the community spine, featuring higher-density mixed uses connected to schools and community facilities, transit-supportive streets, and pedestrian-focused spaces designed to support all forms of mobility.

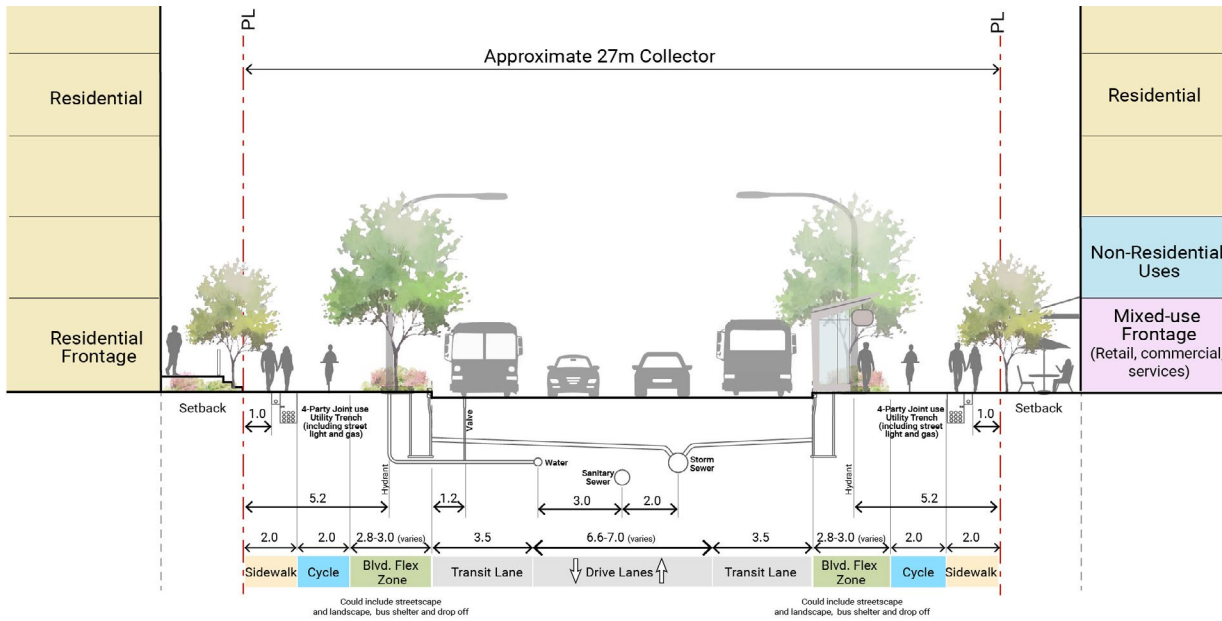


Figure 25. Preferred cross-section with uni-directional cycle track.

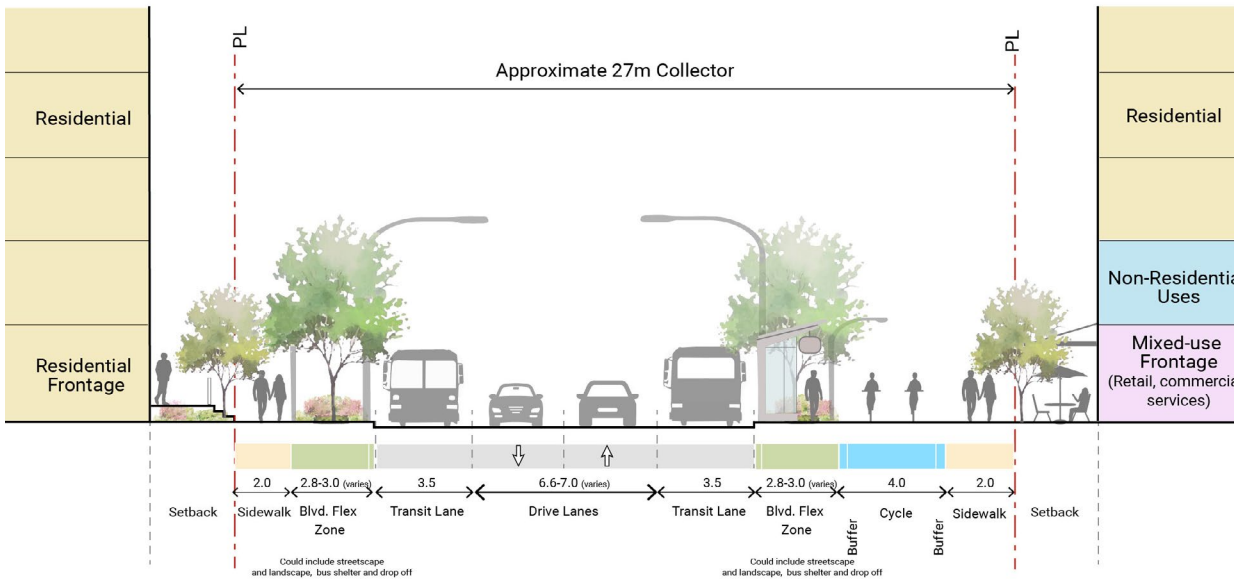


Figure 26. Alternate cross-section with bi-directional cycle track for consideration through detailed design.

3.2.1 Community Spine Guidelines

- The Community Spine right-of-way should be as compact as possible (see **Figure 25**) to create a transit- and retail-supportive environment while maintaining dedicated space for active modes. To do so, it will:
 - provide separated cycle tracks,
 - flexible boulevard space for tree planting and transit stops, and sidewalks;
 - integrate transit signal priority and other supportive strategies;
 - generally avoid street parking;
 - incorporate design strategies that
 - reduce curb to curb distances, particularly at intersections; and
 - minimize driveways and curb cuts
 - by providing access to parking and loading from laneways and/or side streets.
- Buildings should generally be set
 - back 2-3 metres at-grade to support additional public realm and spill-out space for animation (e.g. public art, patios, etc.), with setbacks of up to 5 metres at-grade for residential uses.
- Overhead utilities should be located
 - away from the Community Spine.

Local Streets



Local Streets will be the most intimate part of the street network, forming the foundation of neighbourhoods within the Tewin community.

Local Streets will be the largest component of Tewin's street network by total length. Their location, alignment, and connections will play a significant role toward achieving Tewin's Mobility Network objectives and embedding sustainability into the community's movement corridors. These streets will be designed to slow vehicle speeds and support high levels of pedestrian comfort, with a strong emphasis on landscape and neighbourhood character. Their ownership and cross-section design will be based on City standards and should be informed by their surrounding context.



Sidewalks and landscaping will support pedestrian experience on Local Streets.

Given the scale of the CDP and local-serving nature of these streets, this Plan has not determined where Local Streets will be located. It has, however, identified Key Local Connections that should be achieved through development of the local street network. The precise location, alignment, ownership, and amount of local Streets, including these Key Local Connections, will be determined through future demonstration plans and the Plan of Subdivision process. One-way streets will be considered at this time, as one tool to calm traffic.

Consistent with the Official Plan, new Local Streets at Tewin shall include sidewalks on at least one side of the street, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations. Trees will be incorporated on all Local Streets per City standards, including tree planting setbacks which will be in accordance with the Tree Planting in Sensitive Marine Clay Soils - 2017 Guidelines.



Local Streets will seamlessly connect to trails, both physically and visually.

3.2.3 Local Street Guidelines

1. Local Streets will generally have a right-of-way width of 14.5 to 18 metres, with a target curb-to-curb width of 6 to 8.5 metres.
2. The design of Local Street cross-sections will be based on City standards and should be informed by their surrounding context, including built form typologies, Open Space System elements, and other connections that run parallel or lead into these streets which may allow for reduced right-of-way widths.
3. The layout of Local Streets should support frequent crossings to encourage slower vehicle speeds and give priority to pedestrians.
4. Design strategies that prioritize traffic calming measures shall be integrated from the 30km/hr toolbox to reclaim road space for other purposes and help support a sense of place. Permanent hard surface plantings or landscaping (e.g. street tree planting, chicanes, raised cross-walks, textured paving) will be preferred over seasonal/temporary or vertical deflections.

Shared Streets

Opportunities for Shared Streets will be identified through Tewin's evolution to advance the objective of prioritizing pedestrian safety and social interaction.

Shared Streets — also known as woonerfs — are a type of local street that blend and blur the spaces occupied by different users and where pedestrians typically have the highest priority. These streets promote a lively pedestrian environment and a public realm that balances access with loading needs for nearby developments. Some Shared Streets may entirely restrict motor vehicle access and parking, allowing only emergency, utility, and delivery vehicles during certain times of day, days of the week, or seasons. Despite the variety of users, the focus remains on supporting local placemaking, active mobility, and social connection.

At Tewin, these streets can be integrated throughout the community but should be prioritized within the Community Core, Neighbourhood Centres, and Community Corridors. They may also be compatible around school sites and can be considered in collaboration with the respective School Board.

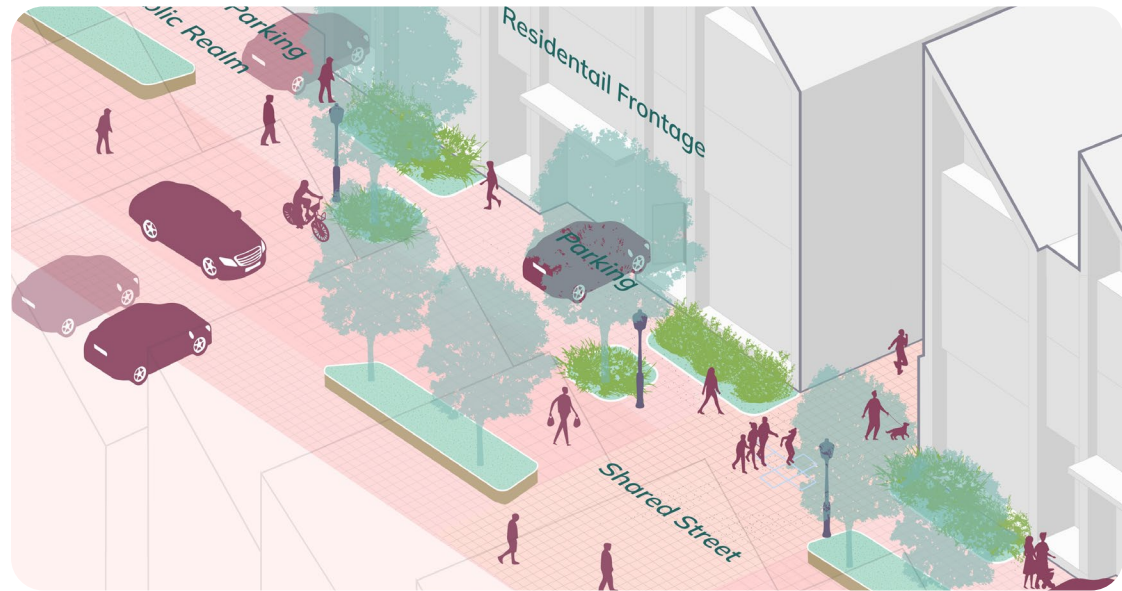


Figure 27. Illustration of a Shared Street in a residential area

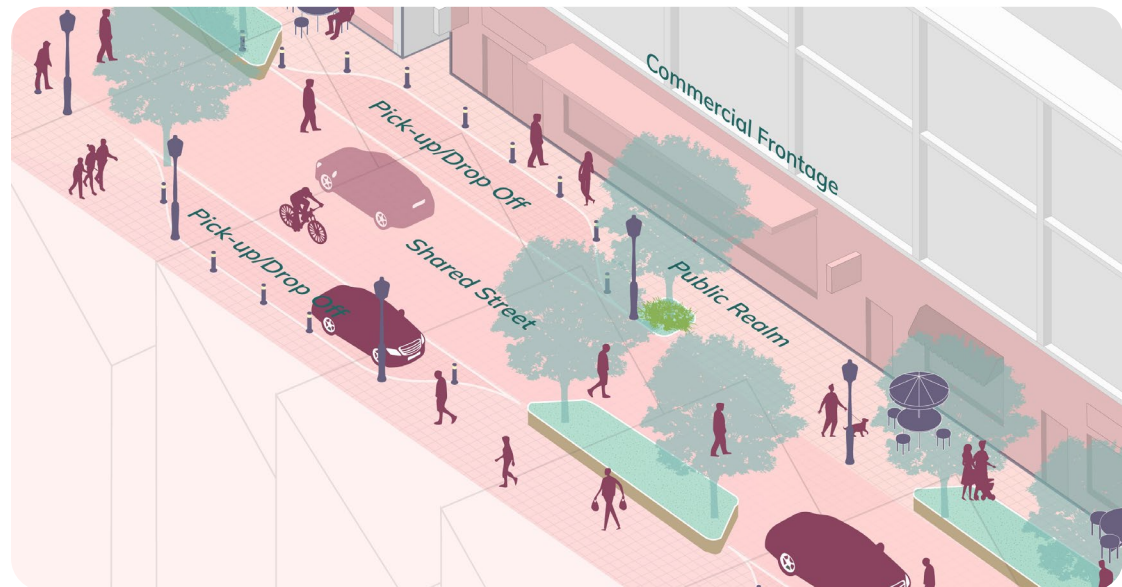


Figure 28. Illustration of a Shared Street in a mixed-use area



IMG 61

Mixed-use shared streets feature patios, sidewalks, and parking.



IMG 62

Shared Streets can appropriately integrate parking without impacting the public realm.



IMG 63

Shared Streets should provide cohesive landscaping, signage, and materiality



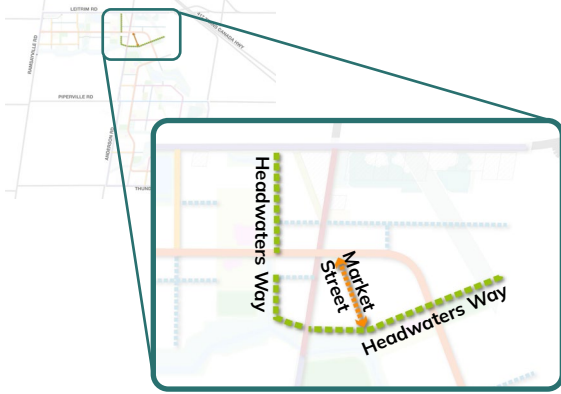
IMG 64

Shared Streets can still clearly define mobility zones through materiality to reduce conflicts

3.2.4 Shared Street Guidelines

1. Shared Streets will be encouraged in higher-density areas and areas with higher levels of pedestrian activity, particularly where they connect key destinations.
 - a. create a slow zone feel through raised intersections, curbless sources, and/or shared paving materials (e.g., unit pavers, concrete scoring);
 - b. include furnishings and planting, as appropriate, to encourage activity;
 - c. incorporate continuous pedestrian paths, tactile cues, and accessible wayfinding elements;
2. Shared Streets will prioritize pedestrians of all ages and abilities. To do so, their design and operation should:
 - d. require slow travel speeds and vehicles to yield to all other users;
 - e. be designed to seamlessly integrate with connecting cycling facilities through smooth, well marked transition areas;
 - f. support commercial activity or neighbourhood gathering and recreation, depending on the context;
 - g. support flexible use of the right-of-way through all seasons; and
 - h. maintain designated pathways for snow-clearing equipment to support all-season accessibility.
3. Open Space System elements along Shared Streets should extend the pedestrian-priority environment, as appropriate.
4. Development along Shared Streets should provide:
 - a. minimal setbacks to support enclosure and framing;
 - b. community-serving uses like retail and service uses with spill-out space (e.g. patios), co-working spaces, and cultural spaces; and
 - c. frequent entrances and building articulation.

Special Streets



Important connections within Tewin's Community Core have been identified as Special Streets, where a greater attention to detail and design will be merited due to their contextual land use relationships and placemaking importance.

One of the most prominent streets within the Community Core will be the **Market Street**. This diagonal street will extend from the Community Spine south to connect with Headwaters Way and the central Community Park. It will be designed as a slow street with low vehicle volumes support cycling in mixed traffic. It will be lined with retail and restaurants, and some homes in mixed-use buildings. Its design will emphasize pedestrian priority, featuring character-defining paving, wide sidewalks, frequent crossing points with bulb-outs or a curbsless design, and amenities (e.g. seating, pedestrian-scale lighting, waste receptacles). Its nature allows for closure to support a pedestrian-only street for community events.

South of Tewin's Market Street is **Headwaters Way**, a L-shaped connection along the headwaters of both the Bear Brook and Ramsay Creek water systems. Comprised of a Collector Street, Local Street, and trail, this scenic route will enhance the connection between Tewin's Community Core and Open Space System through a right-of-way design that integrates a multi-use pathway rather than a sidewalk along the Open Space System's edge. This can be designed as either a single-loaded street (as depicted) or double loaded street, so long as visual and physical connections to the System are maintained. In either instance, the street will accommodate a high level of pedestrian amenity, particularly on the trail side, including pedestrian-scaled lighting, generous street trees and benches along the Open Space System edge.



Figure 29. Visualization of Market Street for illustrative purposes



Figure 30. Visualization of Headwaters Way for illustrative purposes



IMG 65

The design of market street can prioritize pedestrians and cyclist while accommodating calm vehicular movement



IMG 66

Integrated drop off and parking areas and defined crossings help balance all modes.



IMG 67

A multi-use path will run along the south side of Headwaters Way, linking open spaces and community amenities, while buildings on the north side face the street and open spaces.

3.2.5 Special Streets Guidelines

Market Street

1. Tewin's Market Street will be a traffic-calmed, pedestrian-priority Local Street that supports comfort, accessibility, and daily use. To do so, its cross-section should include:
 - a. generous sidewalks, greater than 2.5 metres in width;
 - b. paving that distinguishes the street from the surrounding network;
 - c. frequent crossings;
 - d. curbless design, or curb extensions (bulb-outs) at intersections; and
 - e. pedestrian-scaled amenities including seating, lighting, bicycle parking, and waste receptacles.
2. Space will be provided for spill-out uses (e.g. patios) and art installations within the boulevard and/or through setbacks to foster a vibrant public realm.
3. Buildings and planting along Market Street should support comfortable microclimate conditions (e.g. awnings, street trees, etc).
4. Market Street may be designed as a Shared Street, if determined appropriate through the detailed design process.

Headwaters Way

5. Headwaters Way will be a scenic route comprised of a Local and Collector Street, connecting to a trail. The cross-sections of both streets should be designed to support visual and physical connections to the Open Space System. To do so, the boulevard along the Open Space System frontage will include:
 - a. a continuous multi-use pathway along the Open Space System edge;
 - b. a strong vegetated character with generous tree planting along the Open Space System edge that reinforces the natural setting and enhances the user experience; and
 - c. enhanced pedestrian lighting, seating, and waste receptacles.
6. The design of the intersection between Headwaters Way and the Harvest Walk should consider the potential for small-scale or temporary commercial uses (e.g. cafe, food trucks, etc.) to create a gateway and support community life.
7. The portion of Headwaters Way that is a Local Street may be designed as a Shared Street, if determined appropriate through the detailed design process.

Existing Streets

A series of Existing Streets generally define the Study Area boundary, with only two Existing Streets running through the Study Area. These streets have a range of road classifications and should be planned for based on their context.

Existing Streets within the Study Area include:

- Leirim Road, an Arterial at the northern edge of the Study Area which is currently 25-metres but planned to grow to 35.5 metres in the City's Official Plan;
- Ramsayville Road, a 26-metre Collector which bounds the western-most portion of the Study Area;
- Anderson Road, an Arterial which both bounds and runs through the Study Area with a 30-metre right-of-way width;
- Piperville Road, a 26-metre Collector which bisects the Study Area;
- Farmers Way and Thunder Road, which are both 26-metre Collectors bounding the Study Area to the east and south.

Boundary Streets will form the interface between urban and rural areas. Tewin's Mobility Strategy considers space required for future realignments and widening of some of these streets, protecting for land, if/when needed. Any realignments will balance functionality and design of the streets to support regional connectivity in the Southeast sector with the need to minimize impacts on the existing community to the extent feasible.

Existing Streets that run through the Study Area will evolve to include enhanced pedestrian and cycling facilities and street trees with adjacent development. Their evolution has been strategically planned for in logical segments, as indicated on **Figure 31** below, to avoid from

providing piecemeal pedestrian and cycling infrastructure that does not connect to the broader Active Mobility network. Stormwater infrastructure within the Piperville and Anderson right-of-ways shall be designed to accommodate ultimate urbanization of the ROW.

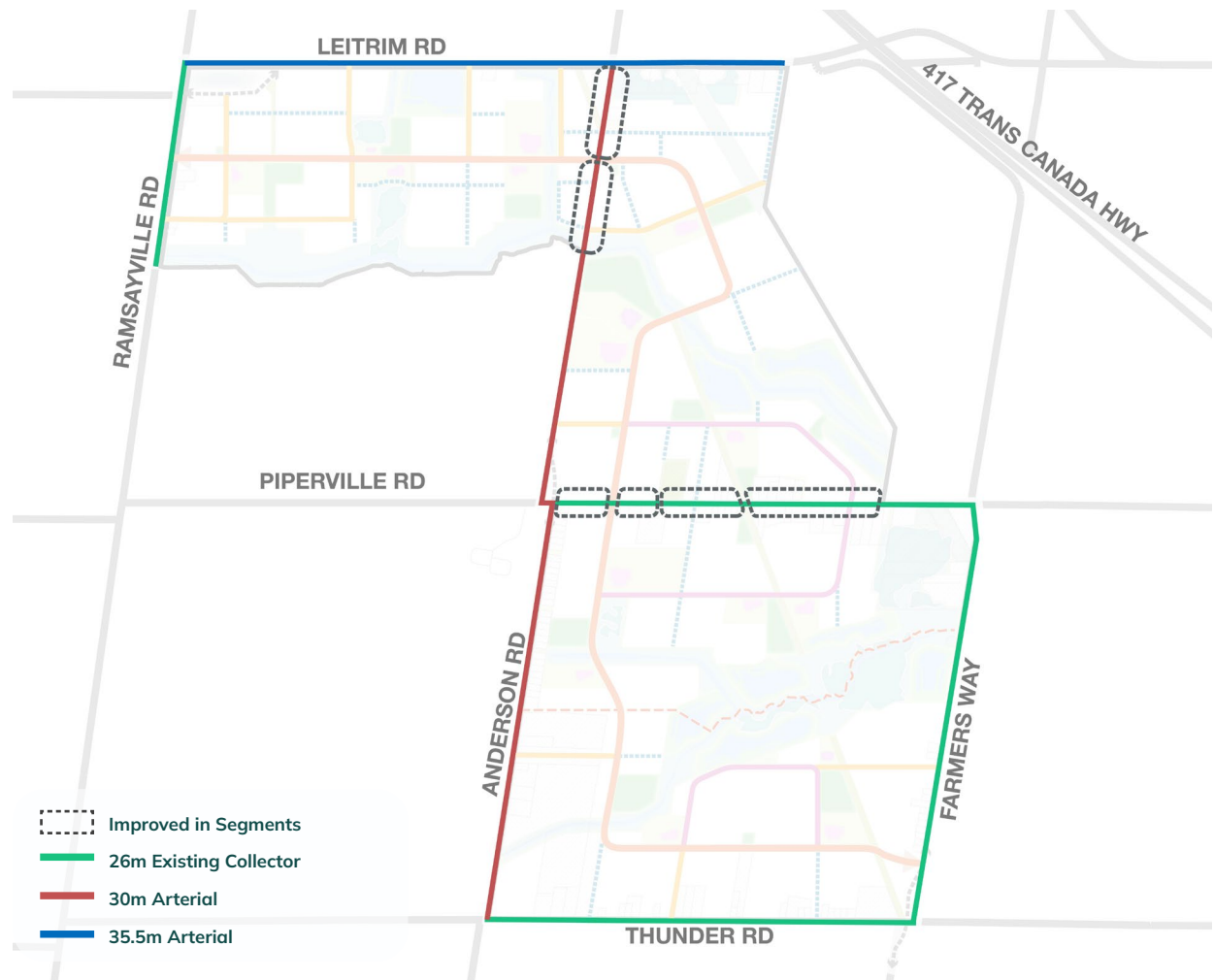


Figure 31. Existing Streets



Rural roads can evolve into urban streetscapes — integrating sidewalks, cycle tracks, street trees, and distinctive intersections to support all modes of mobility, safety, and sense of place.



Existing concession roads can define community edges and serve as key mobility connections, forming transitions between urban and rural areas.

3.2.6 Existing Street Guidelines

Boundary Streets

1. ● Realignment and expansion of Boundary Streets will be protected for and implemented as outlined in Tewin's Mobility Strategy.
2. ● ● Where development abutting a Boundary Street is not served by pedestrian facilities, a multi-use pathway should be provided within the development block to support safe and continuous access.
3. ● Window Streets are generally not permitted along Anderson Road and Ramsayville Road in order to enhance street surveillance, create a more comfortable pedestrian scale, and support efficient infrastructure. They may be considered along Leitrim Road, Farmers Way and Thunder Road in recognition of the planned long-term rural or naturalized condition of lands along these corridors. Where they are proposed within developments in these areas, they should not comprise more than 50% of the total street frontage.

Internal Streets

1. ● Piperville Road and the portion of Anderson Road within the Study Area will incrementally evolve to:
 - a. ● support multi-modal access, with safe, visible crossings and dedicated pedestrian and cycling facilities;
 - b. ● transition from a rural to urban character through street trees, buildings framing the street, and pedestrian and cycling facilities;
 - c. ● provide transit priority at Community Spine intersections; and
 - d. ● create a gateway at intersections with the Community Spine, considering elements such as distinctive paving, landscaping, street furniture, or public art.
2. ● Improvements to Internal Streets will be implemented with adjacent development on that side of the street, completing logical segments as identified in **Figure 31** to ensure new pedestrian/cycling facilities connect to the broader Active Mobility Network.
3. ● ● ● A pedestrian cross-over will be provided along Piperville Road where it intersects with the Harvest Walk to enable safe and convenient crossing.

» Transit

Providing convenient access to quality transit service is a core commitment for the Tewin community. The urban structure—anchored by the Community Spine and two secondary Loop Streets— will place 95% of residents within a five-minute walk of service and make transit central to daily life.

Transit convenience and performance will be reinforced by land-use and street design. More specifically:

- higher-density residential and commercial uses, parks, schools and other community facilities will be focused along key corridors to maximize ridership;
- intersection spacing, bus-only lanes, and public-space design will prioritize transit movement and local access; and,
- transit stops will be frequent, easily accessible, well-lit, weather-protected, and conveniently located near key destinations and daily routes, with seamless connections to active transportation and other pedestrian areas.

This approach will enable efficient service provision and maximize ridership potential by concentrating density and activity along key corridors.

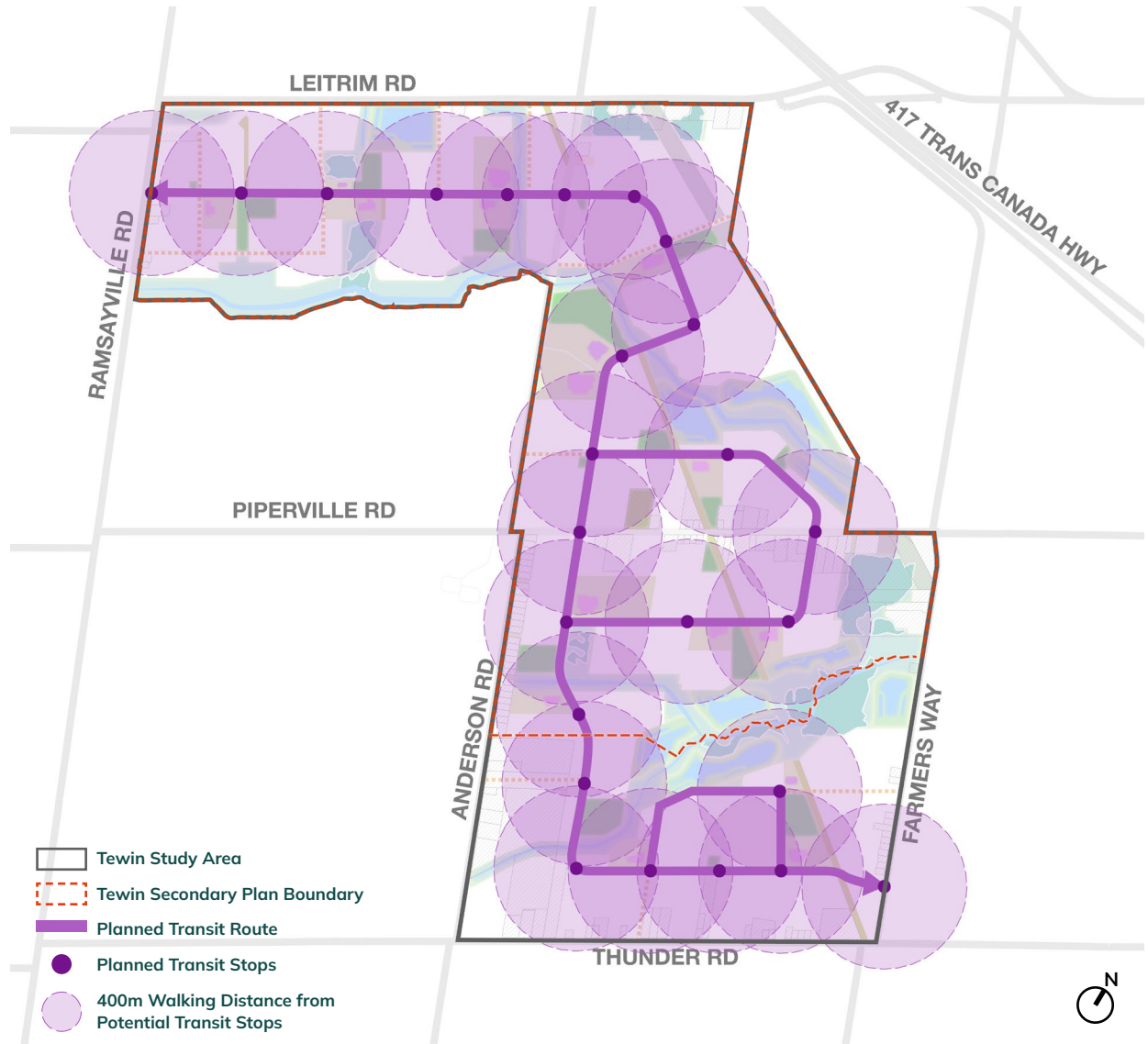


Figure 32. Transit Network, with planned transit stops spaced approximately 440 metres apart



IMG 71



IMG 72



IMG 73

Transit and cycling infrastructure can compliment one another to support both modes. The design of shelters and landscaping will contribute to creating a sense of place along the Community Spine.

3.3 Transit Guidelines

1. Transit routes along the Community Spine and Loop Streets will be direct and legible, avoiding less-efficient circulation throughout neighbourhoods.
2. The design of the Community Spine will enable reliable, frequent transit service and prioritize transit movement through:
 - a. outside dedicated bus lanes along the length of the Community Spine;
 - b. signal priority systems;
 - c. queue-jump lanes, where necessary; and
 - d. generally prohibit on-street parking on the Community Spine.
3. Loop Streets will distribute transit service into neighbourhoods without compromising service frequency along the Community Spine.
4. Frequent transit service will be supported through Tewin's land use strategy, which will locate the highest residential densities, as well as commercial uses and community facilities in proximity to the Community Spine and Loop Streets.
5. Transit stops throughout Tewin will be designed to:
 - a. be appropriately spaced to support efficient travel while prioritizing locations at key destinations;
 - b. provide shelters, benches, landscaping, and appropriate lighting, with consideration for weather-protected elements across all seasons (e.g. shade in summer, cover and heat in winter);
 - c. provide connections to sidewalks and trails, with clear visibility and wayfinding where required; and
 - d. consider opportunities to reflect Algonquin culture through shelters, landscaping, public art and/or the public spaces near transit stops.
6. Transit stops at gateways and major destinations along the Community Spine are encouraged to be designed to support community gathering and activation, through art, landscaping, and areas for connection and play.

Active Mobility

Active Mobility will be a foundational element to making Tewin different from suburban communities of the past. Embedding active mobility into Tewin's fabric means contextually designing streets and trails to provide a variety of connections.

Walking and cycling will be the most convenient and attractive ways to travel within Tewin—fundamentally different from traditional suburbs where these modes are an afterthought to car-focused planning and street design. A dense, interconnected network of continuous sidewalks, separated bike lanes, and multi-use pathways form the primary network. This network will be maintained in all seasons, directly connecting residents to parks, schools and community facilities, and transit within convenient distances and offering better connectivity than the vehicular network, which works around the Open Space System. Layered onto this is Tewin's trail network which provides different types of connections through the Open Space System for both travel and recreation. Additional cycling routes will also be supported by the Local Street network.

This high degree of active connectivity, combined with streets where vehicles are slowed through design features that calm traffic and frequent crossings, will prioritize active travel as a normal part of daily trips, helping reduce reliance on private cars while strengthening connections to nature. Opportunities to improve efficiency and eliminate redundancy while enhancing pedestrian and cycling connections will also be considered. This might include using multi-use pathways as cycling and sidewalk alternatives on Local Streets to reduce paved areas without compromising user convenience or safety.

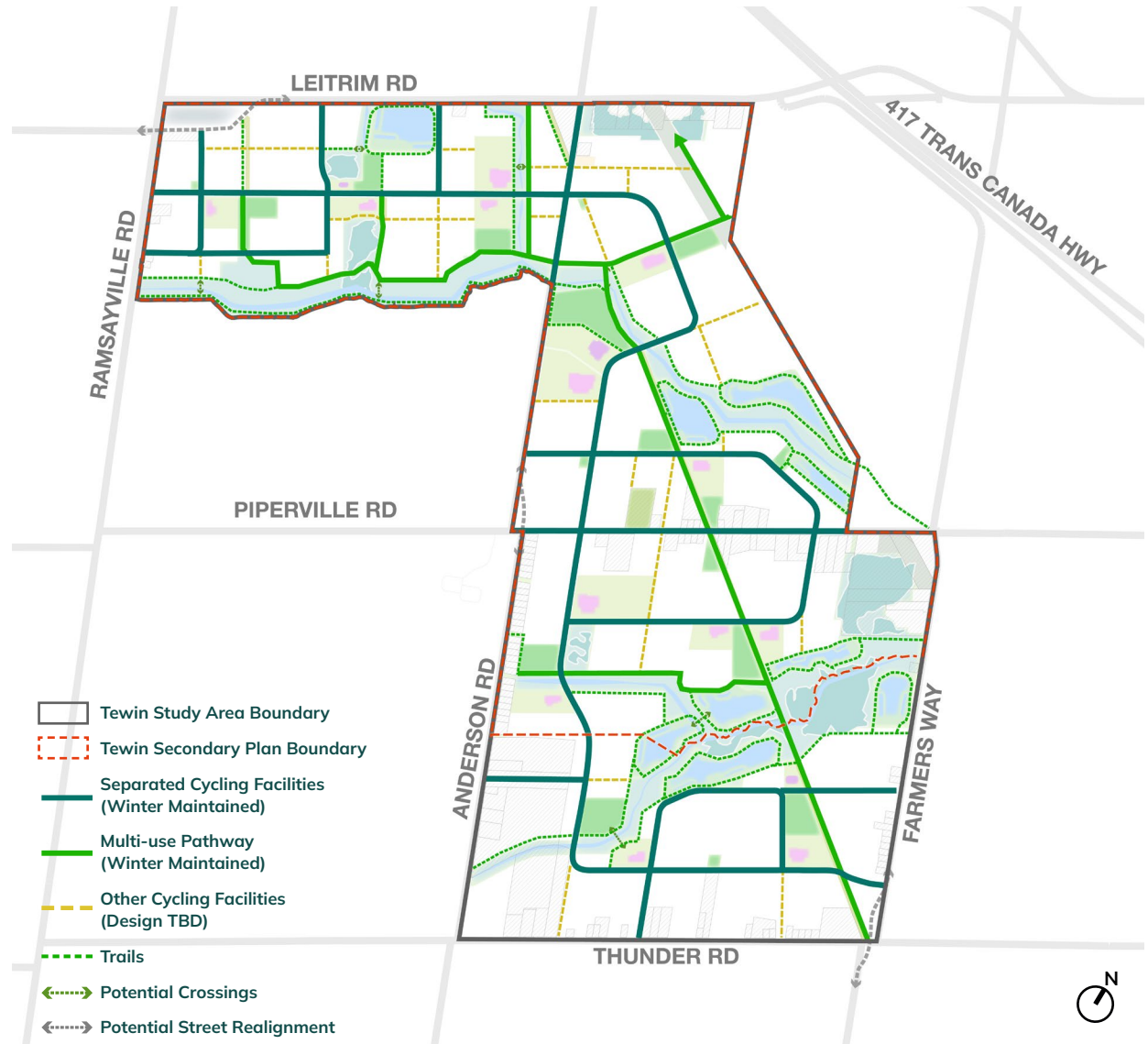


Figure 33. Active Mobility Network



Thoughtful design of active mobility infrastructure will ensure it works for all ages and abilities.



Porosity in the street network encourages the use of active mobility and makes it accessible for all users.

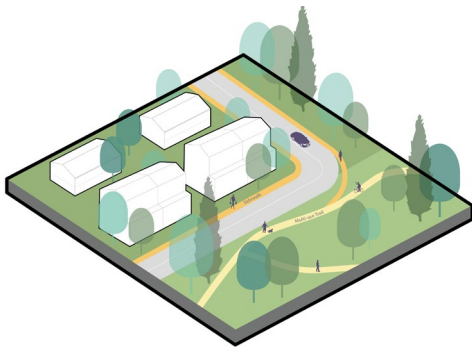


Figure 34. Parallel sidewalks or bike facilities may be removed to reduce duplication with nearby multi-use trail

3.4 General Active Mobility Guidelines

1. Embedded active mobility at Tewin will be enabled through strategic and context-sensitive street and trail design which considers the role of specific facilities within the broader network. Development applications and demonstration planning should focus on Active Mobility first when planning for the mobility network.
2. Safety and priority for pedestrians and cyclists will be prioritized through design considerations, such as:
 - a. sidewalks designed per City standards and guidelines;
 - b. pedestrian cross-overs and mid-block connections, particularly along and connecting to the Community Spine;
 - c. intersection constructed to the protected intersection design guidelines, with design elements such as curb radii reductions and reduced crossing distances;
 - d. physical separation between pedestrians, cyclists, and vehicles on the Community Spine and other locations where cycle tracks are installed, prioritizing permanent placemaking interventions over temporary/seasonal measures; and
 - e. wayfinding and pedestrian-scaled lighting to support navigation.
3. Consider options for improving safety for pedestrians and cyclists, such as adjusting signal timing and separating pedestrian and cycling trail zones on high-activity routes.
4. Where a sidewalk and/or cycling facility on a Local Street runs parallel and without barrier to a multi-use pathway, opportunities to eliminate the sidewalk and/or cycling facility may be explored to find efficiencies, minimize duplication, and reduce overall paving, as demonstrated in **Figure 34**. This integration may be considered if:
 - a. the multi-use pathway is part of the all-season network;
 - b. cycling and pedestrian zones are delineated on that segment of the pathway;
 - c. design features that calm and slow traffic, such as street trees, narrow lanes, curb extensions, and visual friction, have been appropriately implemented on the Local Street; and
 - d. a continuous Active Mobility network is maintained.
5. The number of driveways and curb cuts that interrupt the Active Mobility Network, and particularly the All-Season Cycling Network, should be minimized, to reduce conflicts between users.

Cycling Network

Cycling at Tewin will be encouraged and supported through a safe, legible, and well-connected network of cycling infrastructure.

The Cycling Network, as depicted in **Figure 33**, will consist of:

- separated cycling facilities that are physically partitioned from other modes within the right-of-way and are maintained in all-seasons;
- multi-use pathways that are within right-of-ways or run through the Open Space System and are maintained in all-seasons;
- other trails that run through different parts of the Open Space System and are designed to respond to their context; and
- additional, local cycling facilities which will be determined and designed through the development application process to meet local needs (Note: locations for some key local facilities have been preliminarily identified in **Figure 33**).

All facilities will meet AODA design standards and consider comfort and safety across weather conditions. They will be supported by cycling infrastructure and amenities such as parking and lockers, and air pumps, repair stations, and/or drinking fountains at key destinations. They will integrate seamlessly with both transit and trail systems, providing flexibility for longer trips and strengthening regional connectivity.

3.4.1 Cycling Guidelines

1. Cycling infrastructure on streets and trails will connect to form a continuous network of cycling facilities that support travel to key destinations throughout the community.
 -
2. Separated cycling facilities and multi-use pathways will provide a continuous network of winter-maintained, dedicated pedestrian and cycling facilities.
 -
3. On-street cycling facilities should be connected to the multi-use trail network through wayfinding and curb ramps, providing smooth transitions.
 -
4. Bicycle parking will be:
 - a. well-lit and visible for active uses for natural surveillance;
 -
 - b. provided in the public realm near shop entrances, Parks, Schools, and transit stops, and in secure facilities within all multi-unit buildings;
 -
 - c. provided in shared enclosed secure bike parking facilities with residential developments which provide shared parking areas; and
 -
 - d. designed to secure the frame and wheels, whenever possible.
 -
5. The Cycling Network should be supported through cycling amenities at key destinations with features such as air pumps, maintenance tools, and/or drinking fountains. Key destinations include the Market Street, the Community Park, Neighbourhood Centres, and schools and community facilities.
 -
6. Predictable and secure end-of-trip cycling facilities will be provided throughout the community, and with development as appropriate, to make cycling a convenient and realistic option for all trips. These facilities will be safe, visible, and convenient, encouraging daily use and supporting integration with transit.
 -

Pedestrian Infrastructure

At Tewin, all residents will have the choice to walk or roll to meet their daily needs. This will be achieved through accessible and connected pedestrian routes which are safe, intuitive and easy to navigate.

Pedestrian infrastructure in Tewin will be continuous, comfortable, and safe, supporting travel to all destinations and inviting people to congregate in public spaces. Moving through blocks and crossing streets will be made easy through pedestrian cross-overs and mid-block connections, particularly for accessing the Community Spine. Special attention will be given to accessibility, microclimate, and the quality of the pedestrian realm—especially in areas of higher activity such as Schools, Parks, the Community Core, and Neighbourhood Centres.



Continuous, comfortable, and safe sidewalks, supported by other streetscape elements

3.4.2 Pedestrian Infrastructure Guidelines

1. Pedestrian infrastructure on streets and trails will connect to form a comprehensive and continuous pedestrian network in Tewin.
 - a. along the Community Spine and in the Community Core and Neighbourhood Centres, incorporate continuous sidewalk materials at street crossings to reinforce sidewalk priority;
 - b. consider expanding sidewalks beyond the 1.8-metre minimum through setbacks or additional space in the right-of-way in areas planned for higher volumes of pedestrian traffic;
 - c. incorporate pedestrian cross-overs where supported by Tewin's Mobility Strategy and future Transportation Impact Assessment to improve network connectivity in areas with high pedestrian volumes or where trails cross streets;
 - d. use paving patterns to define zones of use;
 - e. install tactile warning strips at intersections and transit stops;
 - f. provide a range of pedestrian amenities, such as street trees, furnishings, and pedestrian-oriented lighting, in a coordinated manner, considering patterns of usage, and concentration of amenities along important routes or community destinations; and
 - g. integrate tree canopy, shade structures, and building overhangs or awnings to support walkability year-round.
2. The design of pedestrian infrastructure will:
 - a. along the Community Spine and in the Community Core and Neighbourhood Centres, incorporate continuous sidewalk materials at street crossings to reinforce sidewalk priority;
 - b. consider expanding sidewalks beyond the 1.8-metre minimum through setbacks or additional space in the right-of-way in areas planned for higher volumes of pedestrian traffic;
 - c. incorporate pedestrian cross-overs where supported by Tewin's Mobility Strategy and future Transportation Impact Assessment to improve network connectivity in areas with high pedestrian volumes or where trails cross streets;
 - d. use paving patterns to define zones of use;
 - e. install tactile warning strips at intersections and transit stops;
 - f. provide a range of pedestrian amenities, such as street trees, furnishings, and pedestrian-oriented lighting, in a coordinated manner, considering patterns of usage, and concentration of amenities along important routes or community destinations; and
 - g. integrate tree canopy, shade structures, and building overhangs or awnings to support walkability year-round.

Trails

Trails will be a defining feature of the Tewin experience and celebrated community attributes. The network of trails within Tewin will extend throughout the Open Space System and along some streets, providing access to major destinations and transit, as well as natural and recreational areas.

Tewin's trail network has been planned and will be designed to safeguard ecological areas while supporting access and connectivity throughout the community. Numerous trails are planned throughout the Tewin community, characterized by their location and context, as well as the connections they aim to establish.

Some will facilitate intimate access through the Ecological Corridor, designed to protect their sensitive ecosystems. Others will focus on active mobility within the community, offering safe and scenic alternatives to traditional sidewalks and bike lanes.

A series of trail typologies have been identified to distinguish their intent, location, and design across Tewin, each responding to their specific context (**Figure 35**). Each typology will have different design, materiality, and maintenance requirements based on location, purpose within the network, and planned modes and anticipated volumes. Final alignments, designs, and operational procedures will be confirmed through detailed design of the Ecological Corridor and development process.

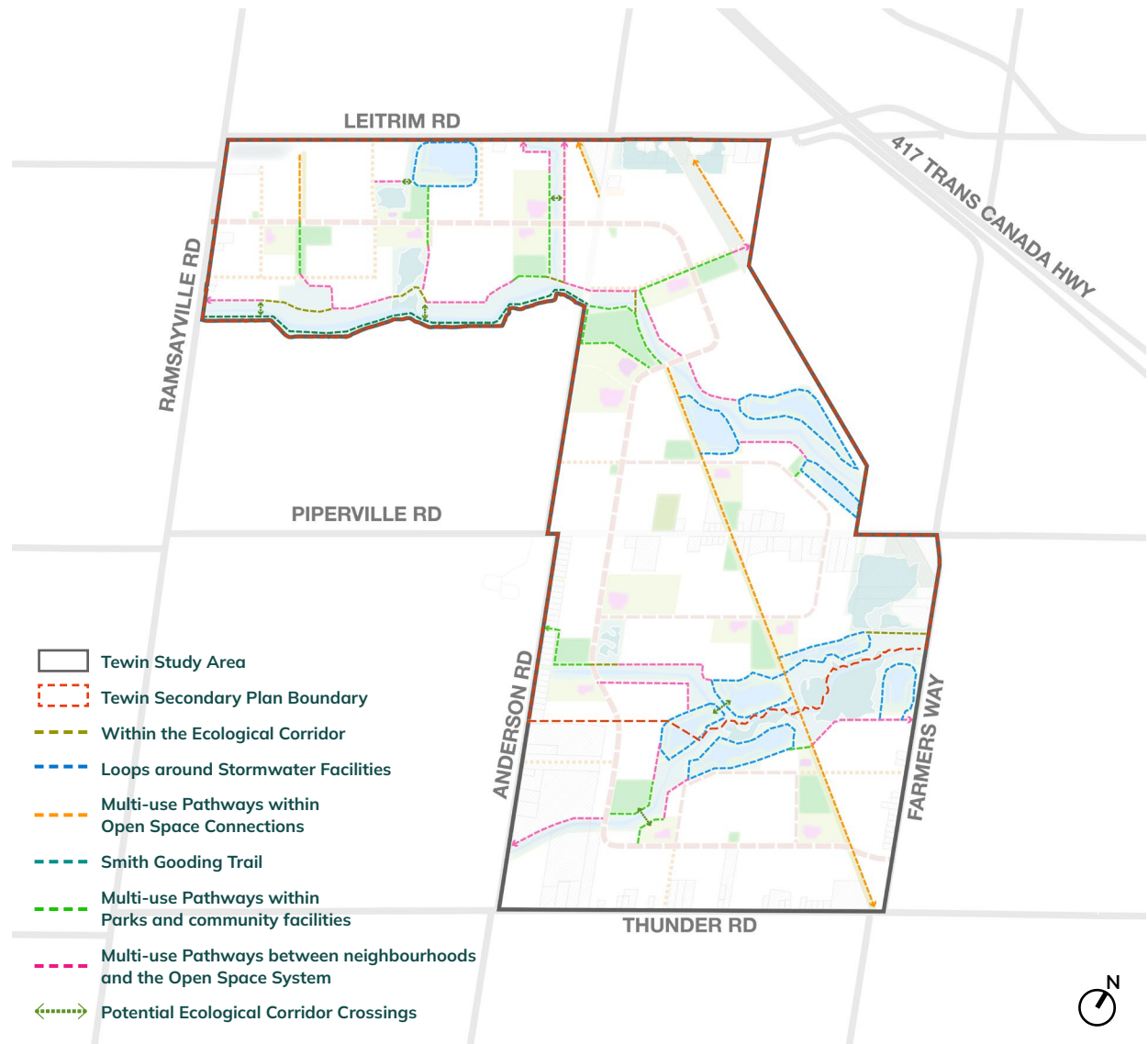
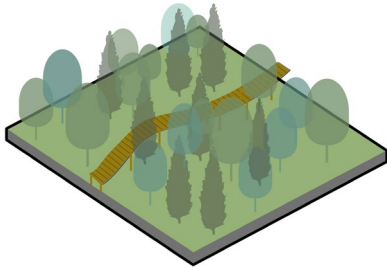


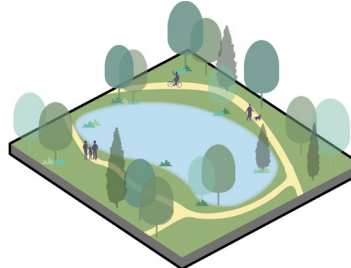
Figure 35. Trails will respond to their surrounding context

Ecological Corridor Trails and Crossings



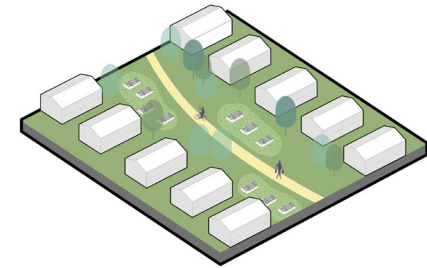
These trails will traverse sensitive ecosystems, such as wetlands. Preserving habitat integrity will be a top priority. Elevated boardwalks, decks, and other minimal-impact designs will ensure that wildlife movement and natural water flows remain uninterrupted.

Stormwater Loops Trails



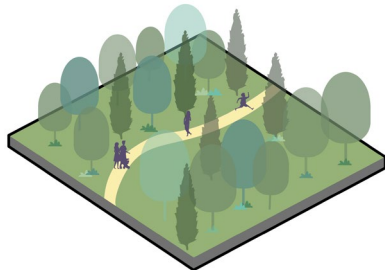
Encircling stormwater facilities, these trails will double as service routes while also expanding the recreational network. Hardy vegetation and trees will line the trails wherever possible, softening their appearance and enhancing the user experience.

Open Space Connection Trail



These multi-use pathways will run through Open Space Connections, connecting neighbourhoods with key destinations in the Open Space System. They will feature active mobility crossings and community-focused amenities, and be maintained in all seasons.

Smith Gooding Trail



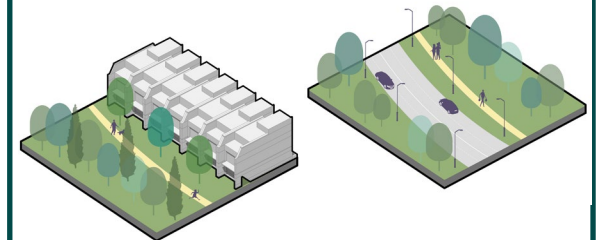
This trail will formalize the existing service road alongside the Smith Gooding Municipal Drain, blending seamlessly into the surrounding landscape. It will support year-round use and recreational experiences (e.g. cross-country skiing, snowshoeing), while maintaining allowance for vehicle access where needed for maintenance.

Park and Community Facility Trails



These multi-use pathways will provide safe, direct connections between homes, parks, schools, and other community facilities, encouraging active, sustainable transportation. They will be paved, well-lit, and clearly signed, and maintained in all-seasons. Shade trees will enhance comfort, visibility, and wayfinding.

Neighbourhood Trails



Positioned between developed areas and the Open Space System, these multi-use pathways may run alongside streets or buildings. Their character will range from urban to naturalized based on their context; their materiality and landscaping will respond to this while ensuring they can be maintained in all seasons.



IMG 77

The design of trails and materials used should protect sensitive ecological systems.



IMG 78

The design of trails should consider user safety, particularly at street crossings and busy areas.



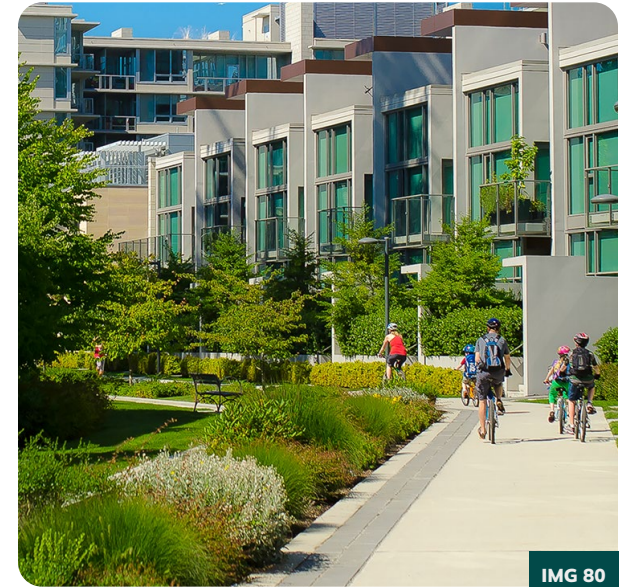
IMG 79

Landscape buffering alongside developments should be used to support visual separation and privacy.

3.4.3 Trail Network Guidelines

1. Trails will be designed to:
 - a. create a continuous, legible network connecting key community destinations and open spaces;
 - b. form natural extensions from streets and paths, with direct and visible access points from neighbourhoods, Schools, Parks, and transit stops;
 - c. provide appropriate widths for all users based on their purpose, planned modes, and anticipated traffic volumes;
 - d. incorporate visual and tactile wayfinding elements to support inclusive navigation; and
 - e. reflect Algonquin culture through interpretive signage, wayfinding language in Algonquin language, storytelling nodes, and ceremonial gathering spaces.
2. Trails that fall within or alongside the Ecological Corridor will:
 - a. be appropriately designed to protect ecosystem health and function, and hydrology, and minimize impact;
 - b. avoid excessive lighting, signage, and paving, where appropriate;
 - c. identify sensitive areas where seasonal closures or restricted access may be required to protect wildlife or habitat;
 - d. establish natural buffers between built and natural areas;
 - e. use natural materials and minimize impervious surfaces to reduce runoff and heat island effect; and
 - f. be designed to evolve naturally, allowing minor rerouting or rehabilitation over time if ecological conditions change.
3. Trails located adjacent to developments should be buffered by vegetation to support soft landscaping along the shared boundary, as well as privacy and visual separation from homes.
4. Rest and viewing areas should be included near Stormwater Facilities, and within the Ecological Corridor as appropriate, to encourage reflection and appreciation for natural systems.
5. Programming of trails should be informed by Tewin's Park Design Manual.

6. Trails will be designed through the development application process. They will generally have the following widths:
 - a. Harvest Walk: 4-metres wide, within a corridor wide enough to support servicing, community gardens, and pedestrian amenities;
 - b. Multi-use Pathways: 3-metres, with additional space for landscaping; and
 - c. All other trails: 2-metre minimum, with the exception of trails within the Ecological Corridor where a reduced width may be considered through detailed design and implementation in recognition of the trail's character and intended purpose.
7. User safety should be considered through trail design, particularly at street crossings and in areas with high levels of pedestrians and cyclists.
8. Trails within Tewin should be aligned to connect to trails beyond the Study Area, such as NCC trail network and future Natural Land Trust, where possible.
9. Year-round activity and use of the trail network will be supported through:
 - a. winter maintenance of the all-season network of separated facilities and multi-use pathways;
 - b. trail design and maintenance on select segments to support snow-based activities, per Tewin's Parks Design Manual; and
 - c. the use of durable materials that can withstand freeze-thaw cycles and low-maintenance surfaces suitable for walking, snowshoeing, and winter trail use.



Trails provide connections between homes and the Open Space System.

» Parking and Loading

Tewin's approach to parking and loading will balance convenient access with the prioritization of pedestrians and cyclists.

Parking and loading are important aspects of a community, but must be carefully managed to achieve Tewin's guiding principles and objectives. Excessive parking can discourage transit use, contribute to urban heat islands, reduce walkability, and increase stormwater flows. Conversely, parking that is appropriately scaled, located, and designed can support retail and access, and provide flexibility to evolve over time, as opportunities for intensification and redevelopment become established.

At Tewin, a proactive, demand-responsive, shared-use approach will be taken to parking that prioritizes transit, pedestrians, and cyclists. On-street parking, shared off-street facilities, laneways, and parking areas integrated into buildings (above- or below-grade) will all help reduce the footprint of parking infrastructure while ensuring it meets current and future market conditions and resident needs.

The design and configuration of Tewin's loading areas will aim to minimize visual clutter, pedestrian conflicts, interruptions to public realm continuity, and impacts on ground-floor function. Where loading is required, it will be consolidated and well-screened, particularly in higher-density or mixed-use areas.



Parking and loading areas should be integrated within development blocks, with access provided via side streets to reduce interruptions along primary frontages.



A balanced approach should be taken between on-street parking and larger parking areas, each serving different uses and user needs.



On-street parking, as well as designated pick-up and drop-off zones, should be designed to maintain a safe, pedestrian-friendly environment.



Internal parking lots should include clearly defined pedestrian pathways that guide users safely and intuitively to their destinations.



Where they exist, larger surface parking lots will be landscaped, include defined pedestrian connections and organized to support intensification over time.



Shared parking areas should be designed for safe interaction between vehicles and pedestrians, with landscaping, trees, and building frontages to enhance and activate the space.

3.5 Parking and Loading Guidelines

1. Development within the Community Core (Hub 1), Neighbourhood Centres (Hub 2), and Community Corridors (Minor Corridor) will minimize the impacts of parking and loading areas by:
 - a. locating surface parking behind buildings that front onto the Community Spine; ●
 - b. focusing vehicular accesses on arterial roads or side streets to reduce impacts on the public realm along the Community Spine; ●
 - c. consolidating curb cuts to minimize impacts on the public realm, wherever possible; ●
 - d. providing laneways, where possible, as the preferred access point for parking and loading; ●
 - e. locating parking areas internal to development blocks, or integrating them with the development above or below grade, and minimizing their impact on the public realm; and ●
 - f. consolidating loading zones, providing them at the rear or side of buildings, and screening them through architectural features and/or landscaping if visible from a public street. ●
2. Shared parking solutions will be encouraged for residential uses and between uses with different peak demands (e.g. office and residential). ●
3. Design strategies that minimize the impact of garages on the public realm and maximize landscaping and animation are encouraged, including front pad parking without garage space or garages located at the rear of buildings. ●
4. Low-rise development with garages will prioritize the pedestrian experience by:
 - a. designing garages at the front of buildings so they do not dominate the width of the front façade and do not project past the front wall; ●
 - b. designing driveways so they are not wider than the garage, and smaller where possible; and ●
 - c. maximizing soft landscaping within the remainder of front yards. ●
5. Surface parking areas will be:
 - a. visually screened from the public realm with buildings and landscaping; ●
 - b. broken up with trees and soft landscaping; and ●
 - c. organized and designed to protect for future intensification. ●



Artistic Impression of neighbourhood areas, featuring a mix of townhouses and small apartments integrated with natural systems, parks and community gardens, and a connected network of streets and trails linking homes to amenities and destinations.



4.0

Land Use and Built Form



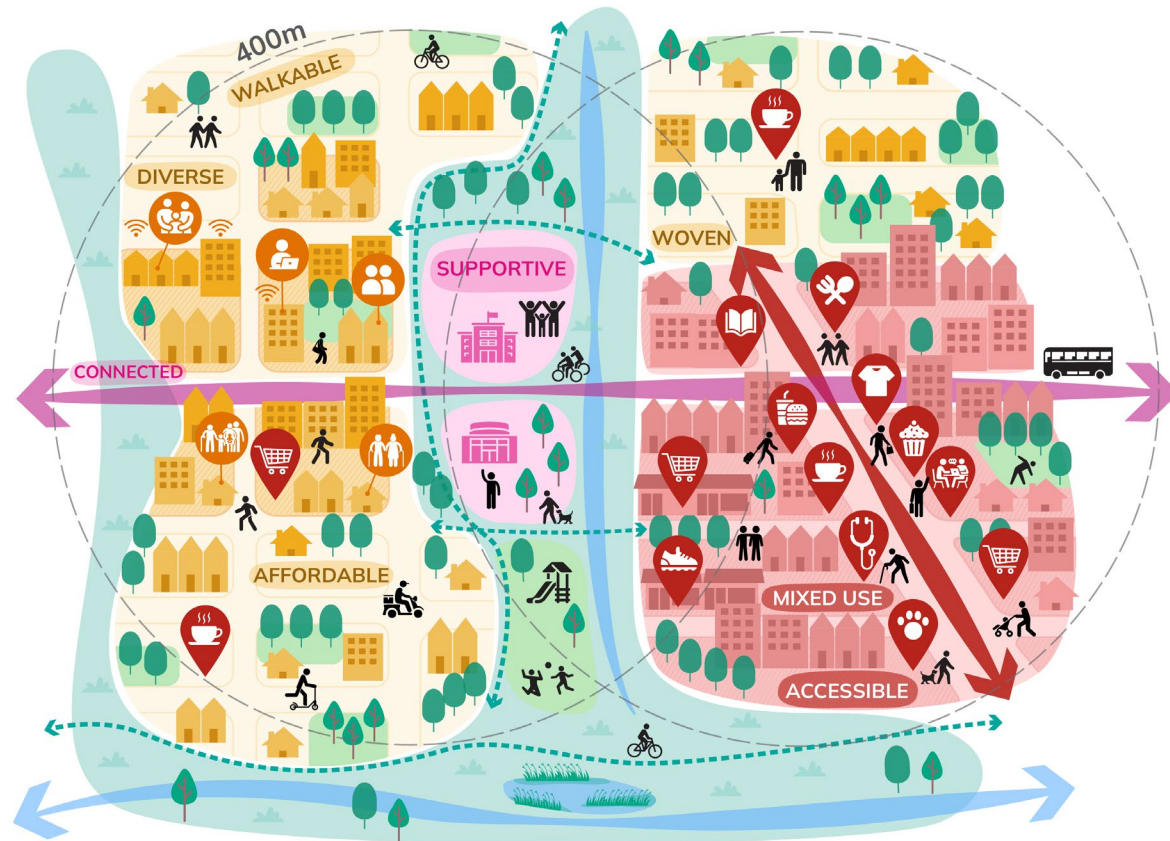
Overview

Delivering a Complete Community through Land Use and Built Form

Tewin will be a model of 21st-century urbanism, where residents can establish roots, meet their daily needs locally, and thrive for generations. A complete community approach has been taken to planning Tewin's built form and land uses to create healthy, walkable 15-minute neighbourhoods.

Creating a complete community 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, job opportunities and community facilities.

Placekeeping and placemaking will play a key role in the community design. Tewin's neighbourhoods will be centered around the Open Space System and Mobility Network, and will feature a diverse mix of uses such as homes, shops, restaurants, Schools, offices, and co-working spaces. The Community Spine will define and link Tewin's urban structure, creating a series of interconnected mixed-use centres. While higher-density will be concentrated along the Spine, gentle density will be spread throughout the neighbourhoods to promote inclusion and access to open spaces and small-scale amenities near homes. This approach will be sensitive to the context within and beyond Tewin and will embrace Tewin's Open Space System, framing views and providing access to support a community that is strongly connected to nature. Importantly, Tewin's built form and public spaces will work together to create a unique, human-scaled community that is aesthetically pleasing, highly functional, and reflective of Algonquin cultural values. Whether in Tewin's vibrant Community Core or along tranquil streets, building designs will emphasize street-level experience, focusing on pedestrian comfort and community vibrancy.



Development in Tewin will occur in four key areas, each with different land use, density, and built form directions that work together to deliver on Tewin's vision of a complete, transit-oriented community.

1. **The Community Core** will be Tewin's central area, wrapped by the Community Spine and featuring the greatest mix of uses and densities, envisioned as the most active and lively part of the community. This area will be designated as a Hub within the City's Official Plan.
2. **Neighbourhood Centres** will be three mixed-use nodes along the Community Spine, with denser housing and local concentrations of non-residential uses such as retail, restaurants, services, and offices, serving the local community. These areas will also be designated as Hub within the City's Official Plan, though distinct from the Community Core.
3. **Community Corridors** will be the areas surrounding the Community Spine and Loop Streets, with moderate densities and neighbourhood retail uses that support convenience, frequent transit service, and efficient infrastructure use. These areas will be designated Minor Corridor within the City's Official Plan.
4. **Neighbourhoods Areas** will be well-connected, predominantly residential clusters with lower densities and strong links to the Open Space System. These areas will remain designated Neighbourhood within the City's Official Plan.

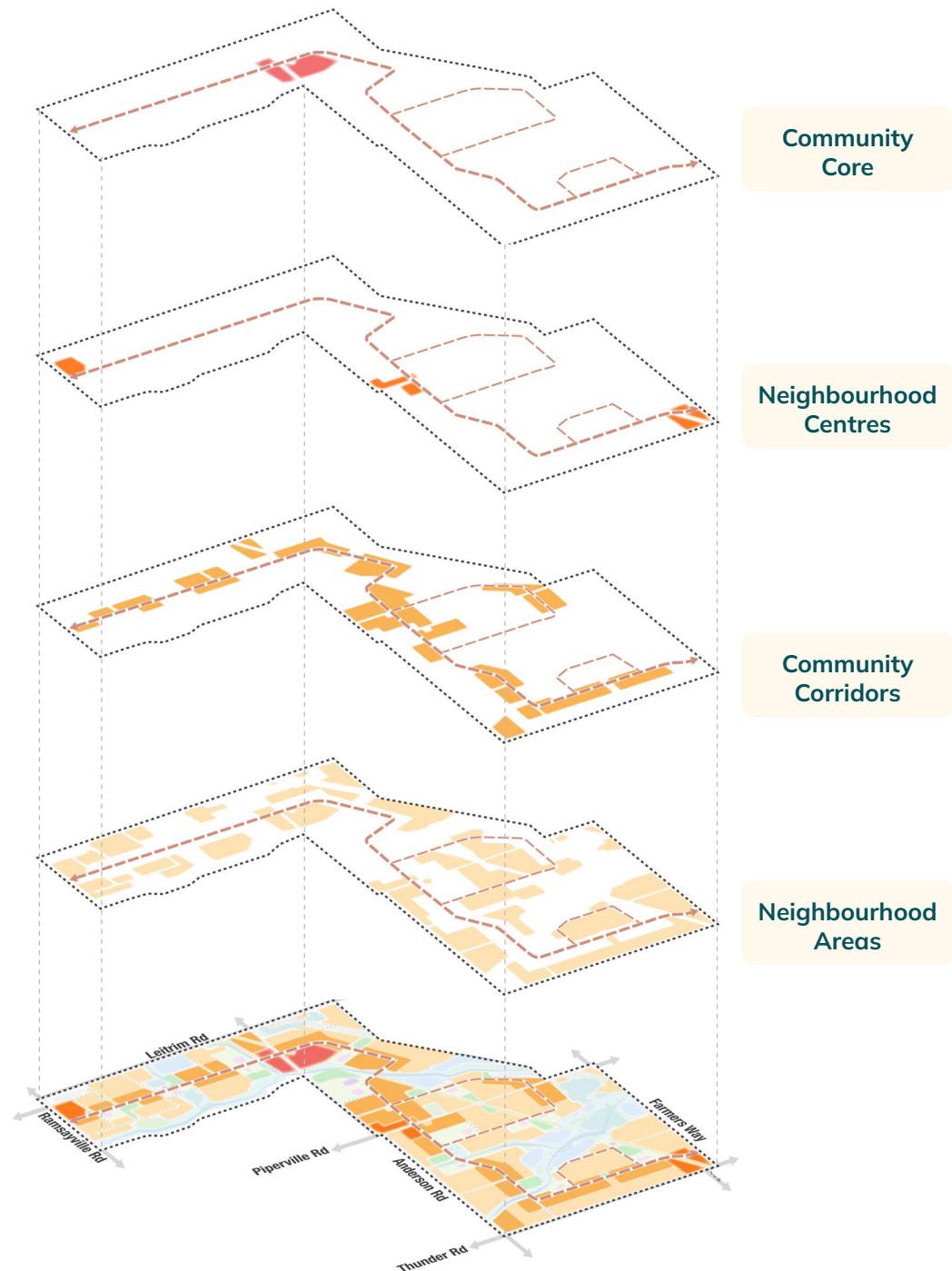


Figure 36. Land Use and Built Form Components layer together

A strong urban structure underpins the development of a complete community. In Tewin, the arrangement of neighbourhoods, streets, parks, community services, and amenities is guided by a clear spatial logic that will foster a mix of building types, sustainable mobility, and integration with nature.

The design will concentrate density and activity along the Community Spine, with supporting neighbourhood service nodes spread throughout the community. A connected network of streets organized around a fine-grained block structure will allow for a variety of building types with strong links to both the Spine and the surrounding Open Space System.

This layout will support a diverse mix of building types, facilitate walking, and encourage strong connections to destinations, nature and transit.

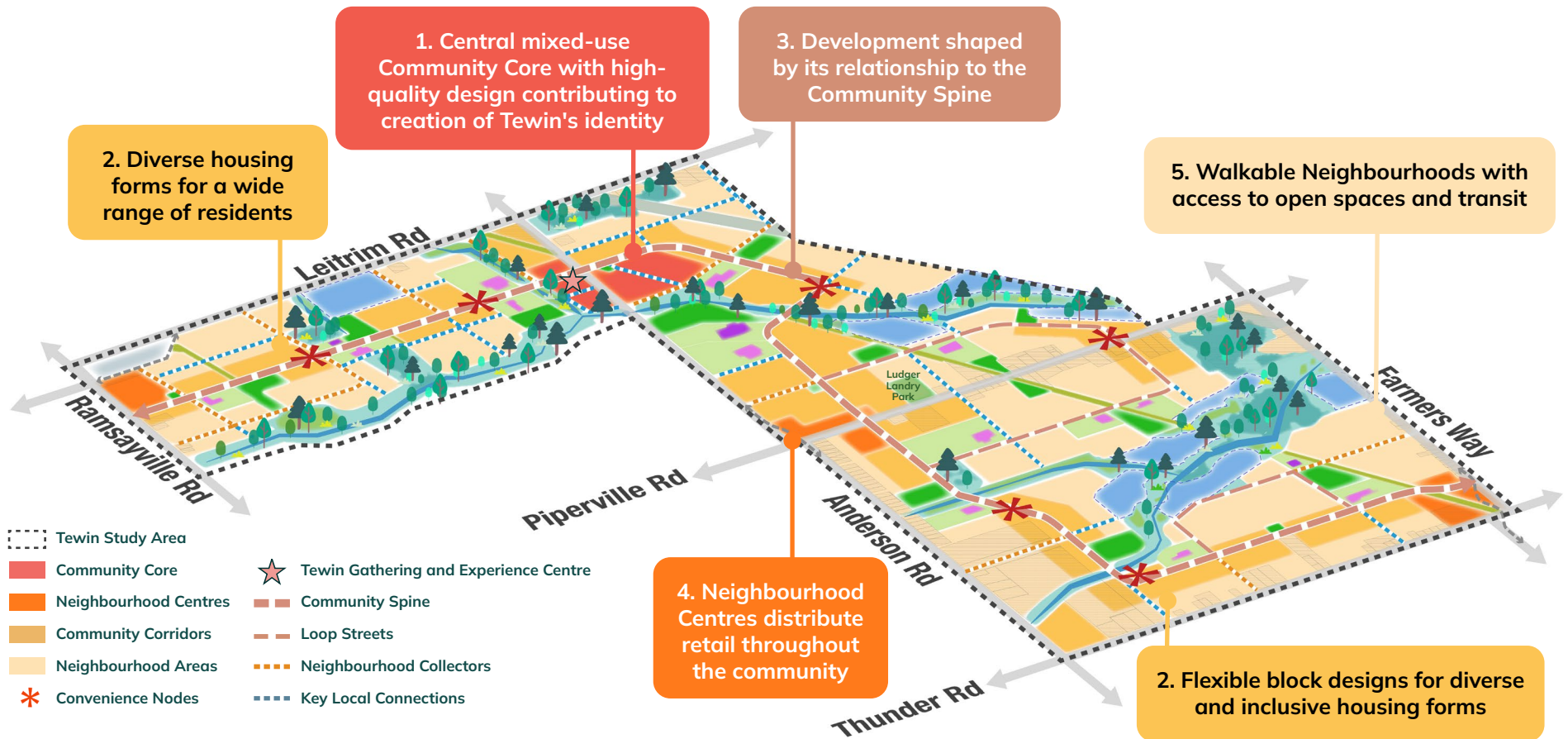


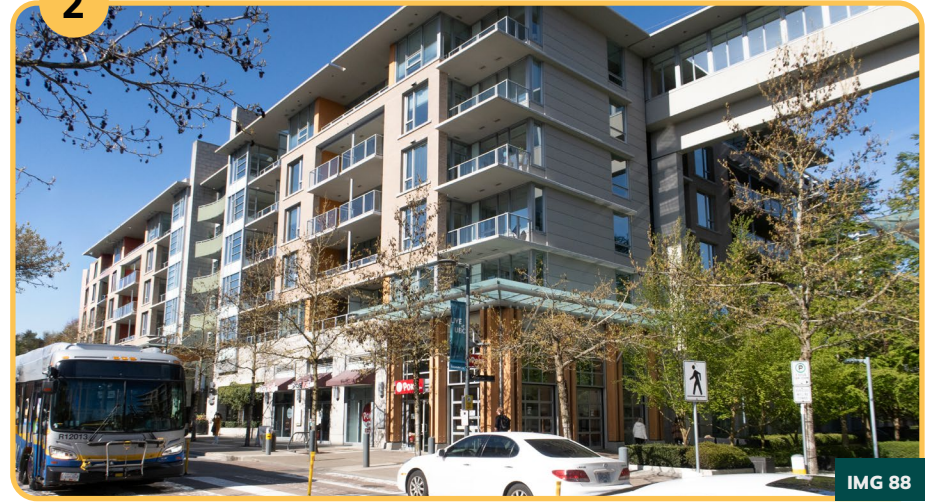
Figure 37. Land Use and Built Form Components

1



IMG 87

2



IMG 88



IMG 89



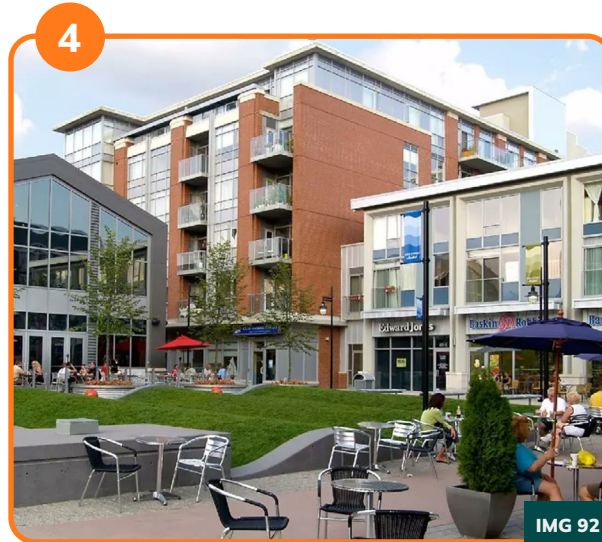
IMG 90

The **Community Core** will serve as a focus for community life at Tewin, offering a dynamic mix of housing, jobs, and retail. It will be defined by a fine network of pedestrian-oriented streets, blocks and open spaces and ringed by natural corridors and Community Facilities.

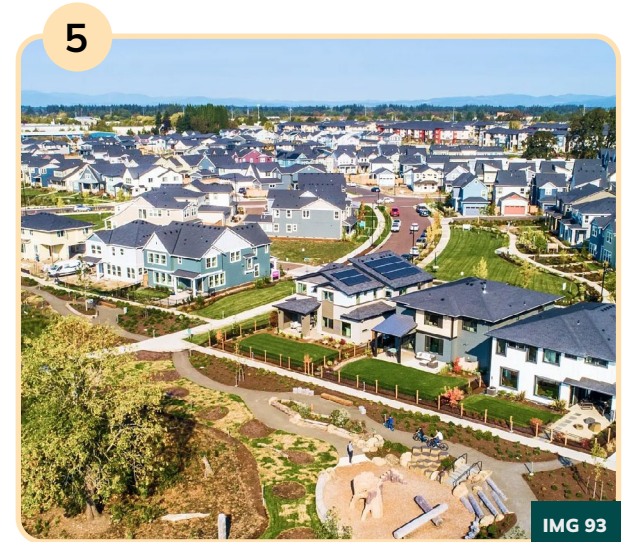
Community Corridors areas will be distributed along the Community Spine, ensuring convenient access via all modes of transportation. The Community Corridors will accommodate a diverse mix of higher density housing types and uses that support travel by transit and active modes. They will be defined by their fine grain network of pedestrian spaces, Shared Streets and building variety.



Community Corridor areas will generally be on both sides of the Community Spine. They will be designed to deliver dense, walkable, developments with a mix of uses and spaces for gathering in support of transit.



Distributed along the Community Spine, **Neighbourhood Centres** will complement the Community Core with a balanced mix of homes and commercial uses that serve the entire community, alongside connected pedestrian areas.



Neighbourhoods will be predominantly lower-rise residential areas structured around an open and efficient network of streets with strong connection to Tewin's Open Space System. They will be characterized by their pedestrian scale, mix of housing, and proximity to local amenities.

Embedding Sustainability

Land use and density at Tewin has been planned and designed to deliver sustainability through integration of a diverse mix of uses which create economic opportunities, bring homes closer to amenities and services, and support local and sustainable food, and a variety of housing types which support access and inclusion.

The approach taken to delineating and defining Tewin's land uses will support accessibility and inclusivity, and place almost all residents within a 10-minute walk of diverse services and amenities to meet their daily needs. These metrics will achieve a number of Outcomes under the One Planet Living (OPL) principles, as stated in bold.

Additional OPL principles will be realized through this CDP's design guidance, which will prioritize Algonquin cultural expression through the design of civic buildings and public spaces and support sustainable building design through materiality, durable envelopes, and energy systems, amongst other actions.

The 10 OPL principles have been coded to these guidelines using coloured dots to demonstrate how Tewin has been planned and will be developed to be sustainable by design.

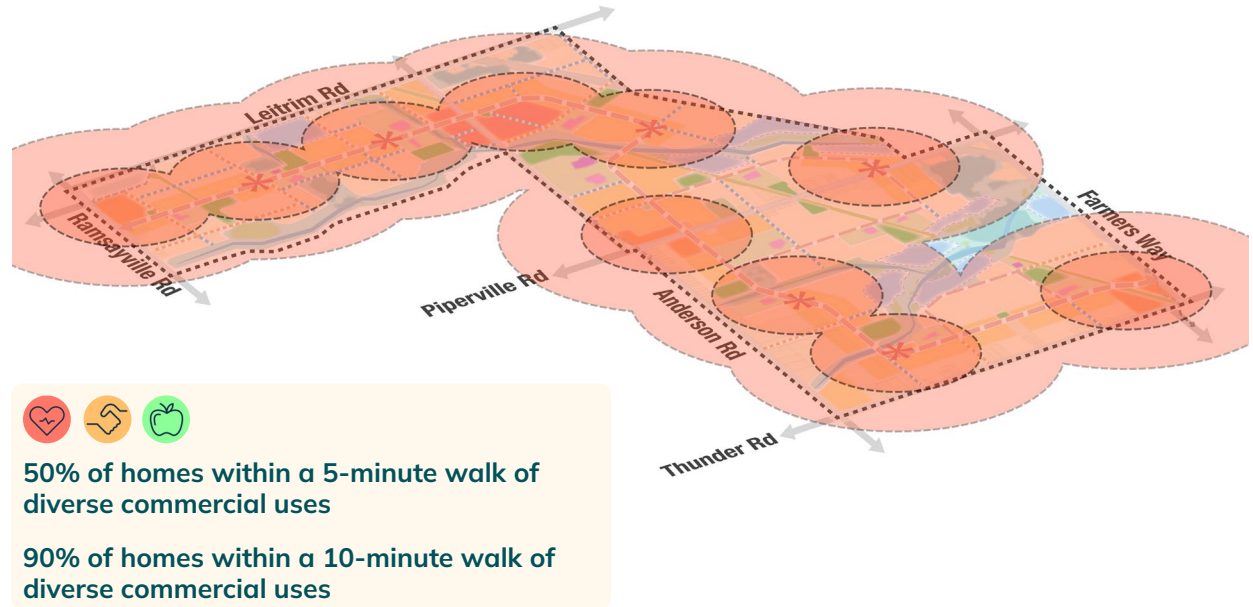


Figure 38. 50% of homes will be within a 5-minute walk of commercial/retail facilities

OPL Principles Legend

| | |
|--|---|
| ● Health and Happiness | ● Local and Sustainable Food |
| ● Equity and Local Economy | ● Sustainable Water |
| ● Travel and Transport | ● Sustainable Materials |
| ● Culture and Community | ● Zero Waste |
| ● Land Use and Nature | ● Zero Carbon Energy |

4.1 General Land Use and Built Form Guidelines

1. Development across all of Tewin's land use categories will result in a series of distinct neighbourhoods defined by their relationship to the Community Spine and the surrounding Open Space System. Each neighbourhood will be centred on the Spine for access to transit, services, and community activity, while being framed and connected by a continuous network of parks, natural areas, and trails to ensure that every neighbourhood is both transit-oriented and immersed in nature.
 - a. concentrate density, community uses, and retail around transit to support ridership and enhance access to community destinations;
 - b. support strong connections between neighbourhoods through a connected network of streets, trails, parks, and other open spaces; and
 - c. define streets, parks, and public spaces, contributing to a strong sense of spatial enclosure.
2. Development at Tewin will:
 - a. concentrate density, community uses, and retail around transit to support ridership and enhance access to community destinations;
 - b. support strong connections between neighbourhoods through a connected network of streets, trails, parks, and other open spaces; and
 - c. define streets, parks, and public spaces, contributing to a strong sense of spatial enclosure.
3. Development will be sited and massed to:
 - a. establish short, walkable blocks through streets and mid-block connections which support permeability and accessibility;
 - b. incorporate features that support all-season comfort, such as porches, awnings, overhangs, trellises, and/or sheltered seating, particularly in high-traffic pedestrian areas;
 - c. support a green and vibrant public realm through street trees, landscaping, and spill-out spaces in mixed-use areas to enhance street life and animation;
 - d. have regard for City's Bird Safe Design Guidelines, as applicable;
 - e. reduce the impact of grade differences and avoid the use of structural retaining walls within the public realm to support a continuous at-grade experience; and
 - f. integrate shared community features (e.g., community gardens and amenity spaces) and socially-supportive built form arrangements (e.g. courtyard townhomes, shared streets) to build a sense of connection and belonging.
4. Building heights and massing should seek to enhance microclimate conditions in the public realm, including protection from wind and access to sunlight.
5. Buildings along the Community Spine, Market Street, and POPS will provide active frontages. These are frontages that animate the street, contribute to safety through natural surveillance, and support uses that create street-level activity. They have building entrances, large windows and materials or treatments that support visual interest.
 - Additional areas where active frontages are required along key pedestrian connections may be determined through the Demonstration Planning process.
6. Buildings fronting the Community Spine will:
 - a. provide variation in height and typology within a development block to support diverse housing; and
 - b. have a minimum height of 3 storeys and/or approximately 10 metres.
7. Buildings along Boundary Streets will front or flank these streets, except where window streets are permitted (see **Section 3.2.6**).
8. Buildings on a corner lot will treat both public-facing facades as frontages and contribute to neighbourhood street life and visual interest through the use of elements such as doors and/or generously proportioned windows.

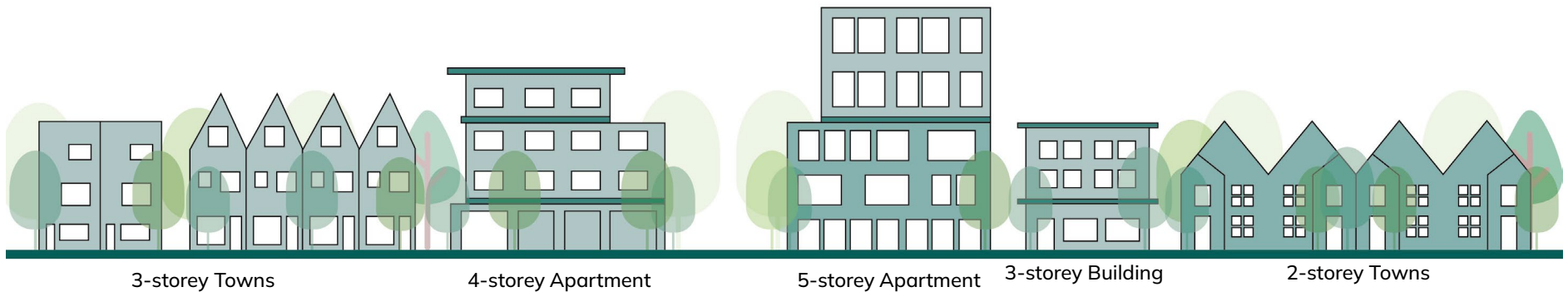


Figure 39. Buildings will be varied along the Community Spine with a minimum height of 3 storeys and/or approximately 10 metres.

10. Ground-related residential development along the Community Spine will be raised a minimum of 0.5 metres to elevate entrances from grade in support of privacy and transition for occupants.

11. In all land use designations, buildings will support visually interesting streetscapes by:

- a. varying massing, elevations, design, and/or materials within blocks to avoid monotonous streetscapes;
- b. avoiding long rows of identical buildings types within a block;
- c. providing equal design attention to side elevations facing the public realm as primary façades; and
- d. incorporating generously-sized windows, window bays, articulated entrances, balconies, porches and/or

outdoor amenity areas as appropriate by building type and context.

12. Within the Community Core, Neighbourhood Centres, and Community Corridor, buildings will support visually interesting streetscapes by:

- a. avoiding large areas of glazing, spandrel glass, opaque material, and advertising wraps; particularly on the ground floor.
- b. avoiding deep colonnades to maintain transparency and engagement with the street; and
- c. designing buildings on visually prominent sites—such as corners, view termini, park edges, or along the Community Spine—to include special massing, architectural features, or landmark elements to positively contribute to community identity and wayfinding.

13. Minimum densities for low-density typologies should generally be as follows:

- a. Single- and Semi-Detached Housing: 26 units per net hectare
- b. Ground-related Townhomes: 50 units per net hectare

14. Buildings should reduce reliance on mechanical systems through durable, well-insulated envelopes and designs that support passive cooling and ventilation.

15. Development will incorporate high-quality, durable materials, including natural and/or textured materials such as wood and stone that reflect Algonquin culture and strengthen connections to the local landscape. Wood frame construction is strongly encouraged for mid-rise development.

» Land Use and Built Form

At Tewin, land use, density, and built form will work together to support mobility and housing choice throughout the community.

Tewin's land use designations have been intentionally delineated to support:

- 1. Active modes and frequent transit** by concentrating density along the Community Spine and Loop Streets and providing a high degree of overall connectivity;
- 2. Retail and neighbourhood destinations** by concentrating higher densities and a mix of uses in nodes distributed along the Community Spine and in areas with high levels of accessibility; and
- 3. Housing choice** by distributing density and a mix of housing types and uses across the community and within neighbourhoods.

The designations are differentiated by their permitted uses, densities, degree of non-residential development and built form. Approximately half of the developable area will be designated as a Hub or Minor Corridor to deliver the level of density and housing diversity needed to support transit and not found in traditional suburban areas.

Tewin has been planned to deliver diversity through form and use. A mix of housing types and built forms will be delivered within each of the land use designations to create inclusive and vibrant neighbourhoods that can meet the housing needs of residents across age, household composition, and income level. A mix of uses will also be present within each area so daily needs can be met locally.

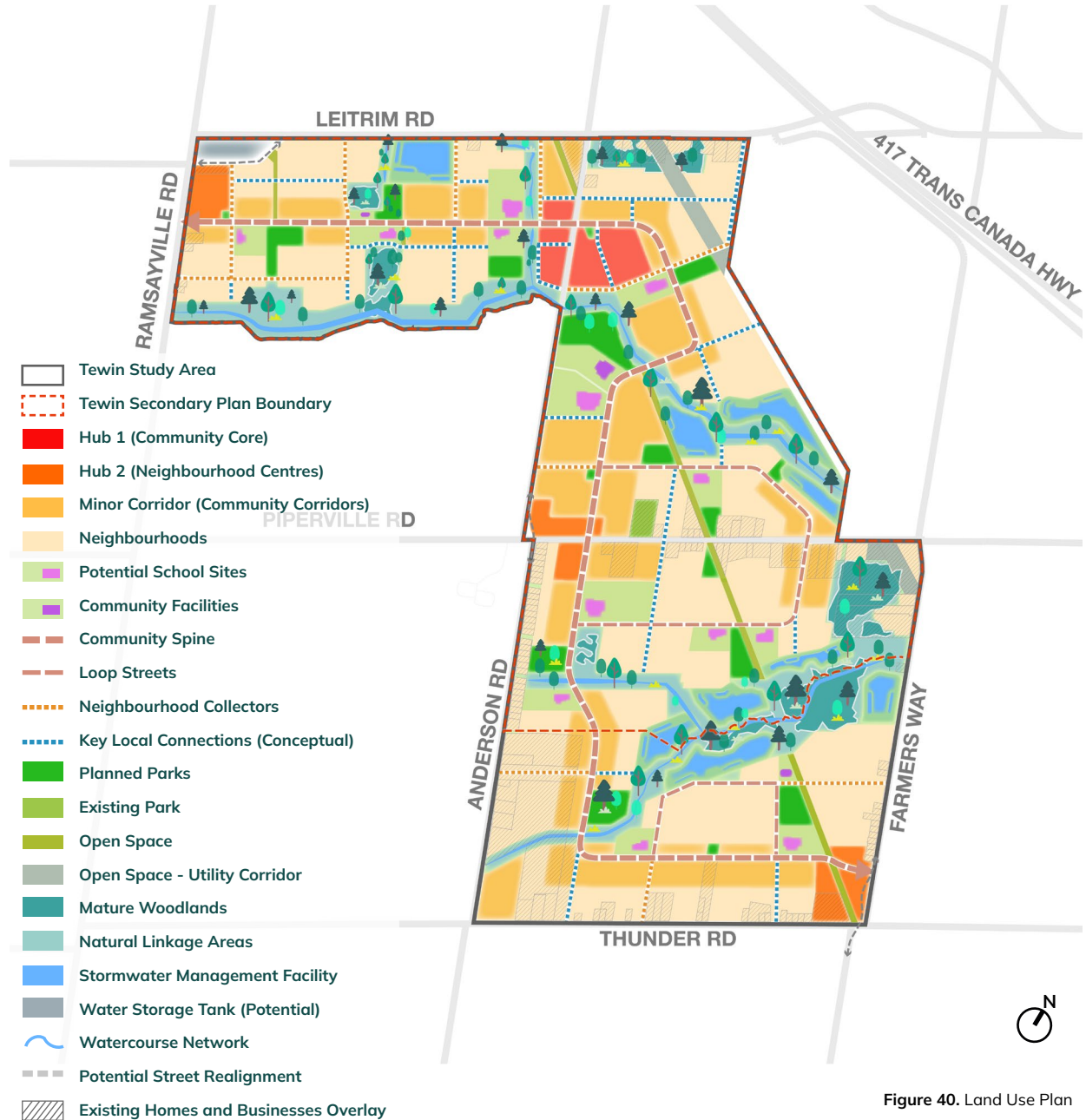


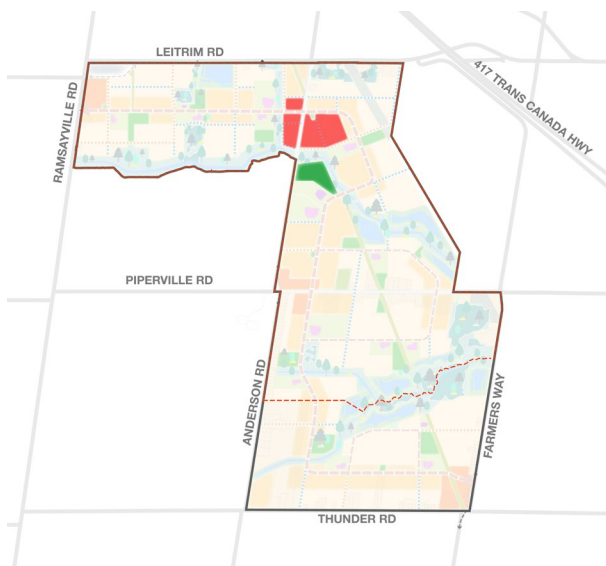
Figure 40. Land Use Plan

Table 1. Building Height and Density by Land Use Designation

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

In this document, density references should be interpreted as follows: low-density development consists of single- and semi-detached housing; medium-density development consists of all townhouse typologies, and low-rise apartments and multiplex housing; and high density development consists of mid-rise (5 or more storeys) and high-rise buildings.

Hub 1 (Community Core)



Hub 1 (Community Core) will be Tewin's cultural and commercial hub, bringing people together for daily errands, special events, civic activities, and community celebrations. It will feature a diverse mix of uses, building types, and public spaces to foster a vibrant, walkable, and transit-friendly district.

Anchored by the Community Spine and Market Street, this area will be a destination for residents and visitors alike, with high-quality architecture, lively streetscapes, and various amenities. Development in this Hub will focus on promoting active mobility, placemaking, and street life. Streets will be animated by retail shops, services and denser housing designed to create an inviting, pedestrian-friendly public realm.

Objectives for Hub 1



Support vibrancy and activity through a fine-grained mix of retail, commercial, community and high density residential uses



Connect people to key destinations through compact blocks and porous building designs that enhance pedestrian movement



Prioritize pedestrian mobility in the design of the public realm and street network



Foster a sense of place where Algonquin culture, quality architecture, and a public realm that is inviting to all contribute to a unique and attractive identity



Implement strategic phasing to support the incremental evolution of retail, with each phase laying a strong foundation for the next

Key Characteristics:

- Medium and high-density residential and mixed-use development, with stand-alone commercial in strategic locations which protect for future infill and intensification
- Minimum density requirement of 150 units per net hectare
- Potential for 3,300-4,100 people and 3,600 jobs
- Greatest mix and concentration of non-residential uses, with a minimum of 23,000+ square metres of retail and commercial space (GFA)
- Predominantly 3 to 8+ storeys
- Maximum block length of 120 metres without a street or mid-block connection
- 10-20% tree canopy target
- Designated Tier 3 Design Priority Area

Hub 1 (Community Core) Structure Plan

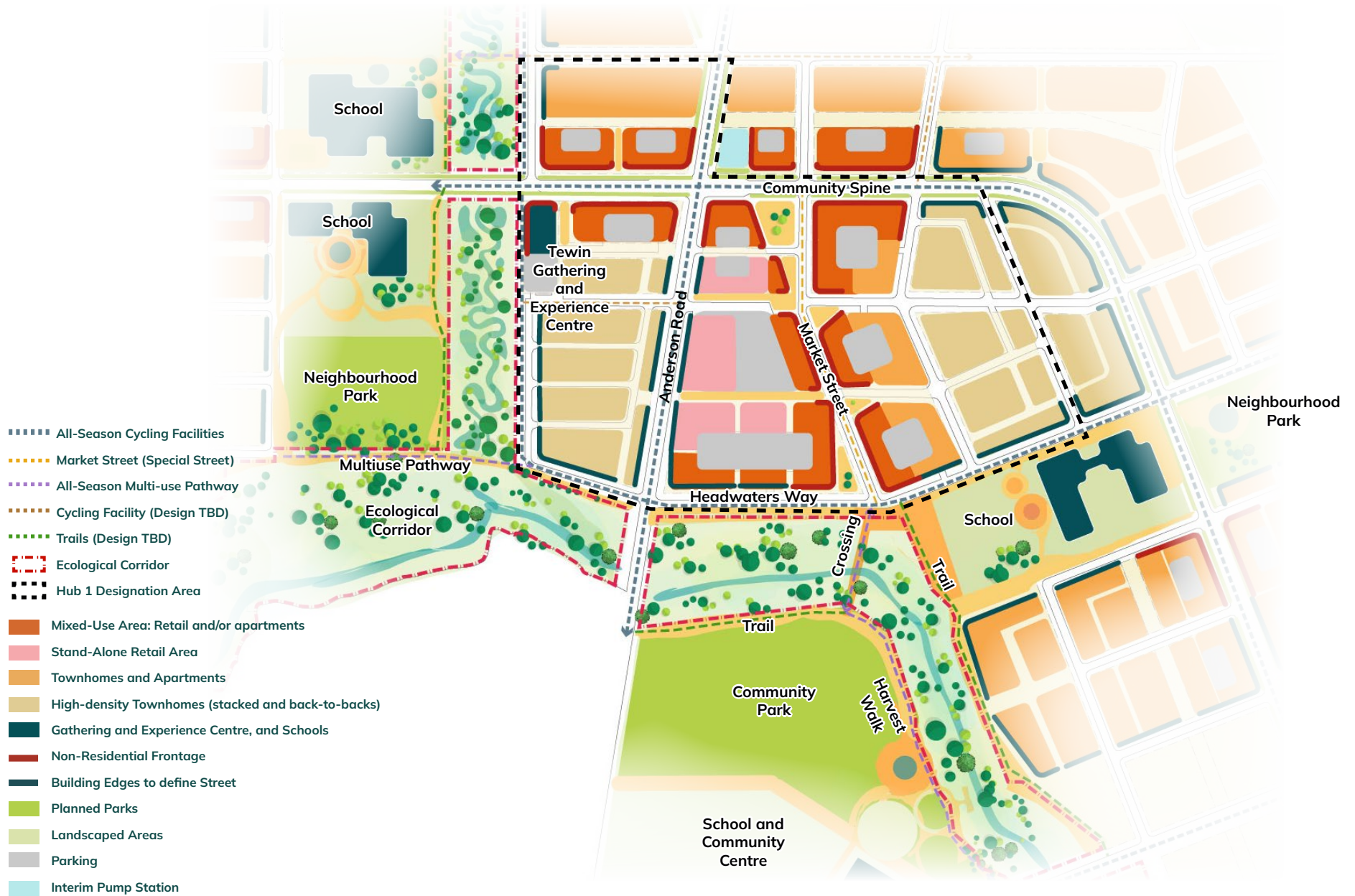
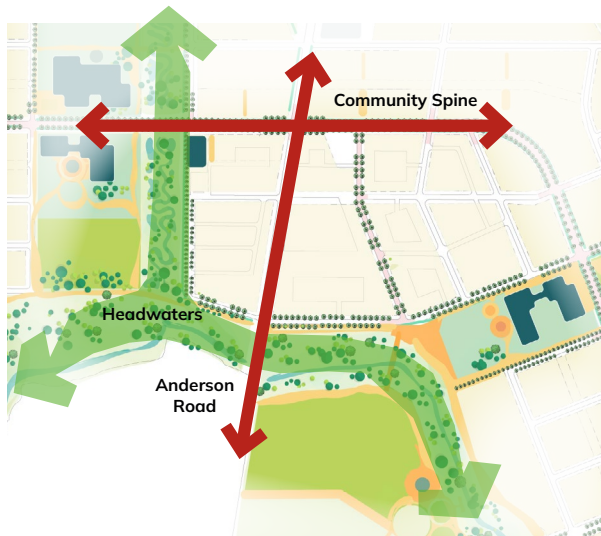


Figure 41. A structure plan illustrating how streets and development blocks could come forward, and highlighting key moves and features that are directed by the guidelines of this CDP

Key Elements



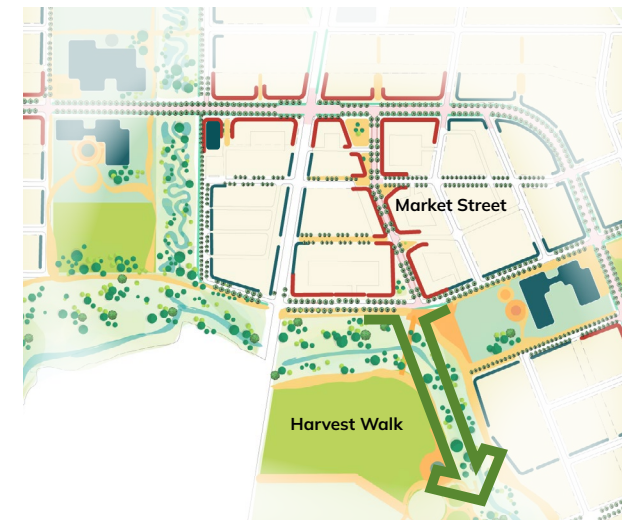
Located at the Headwaters and along major mobility routes

The Hub 1 (Community Core) has been situated at the intersection of Tewin's natural and urban systems. Its location at Anderson Road and the Community Spine will support access from the full Tewin community and surrounding area, a factor that will be critical to its success. Nestled alongside the Ramsay Creek and Bear Brook systems that extend throughout the community, development within the Hub will exemplify Tewin's commitment to delivering a sustainable urban community, intrinsically linked to its natural setting.



A key place of connection within the Active Mobility Network

The Hub's location between the Community Spine and Open Space System will position it at the centre of Tewin's active transportation network, with dedicated on-street and off-street cycling facilities supporting connections for pedestrians and cyclists throughout the community. The proposed Market Street bisects the Hub and links the Spine to the Harvest Walk. It will connect the on-street and off-street mobility networks to foster a vibrant, pedestrian-focused precinct.



Focused around a pedestrian-oriented Market Street

Market Street, located at the heart of the active transportation network, will offer a narrower, more pedestrian-friendly environment essential to support the success of street-related retail. Its alignment connects the Community Spine to the Harvest Walk, supporting connections throughout the community. The retail success of Market Street will be bolstered by its proximity and relationship to larger format retail uses, situated just east of Anderson Road.



Ringed by community uses and open space

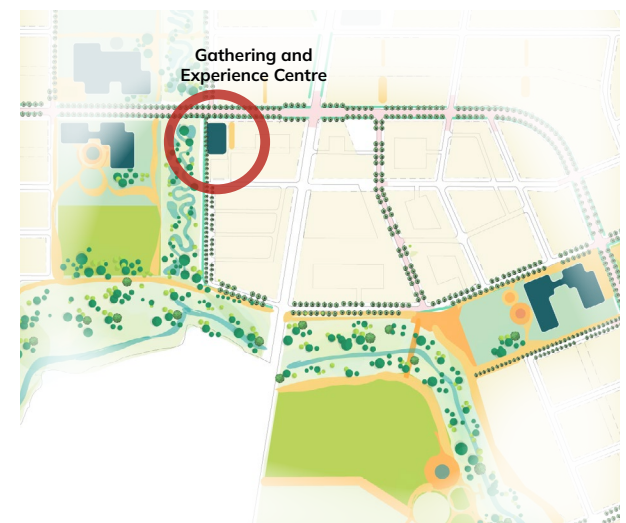
The early build-out of Neighbourhoods and amenities surrounding the Hub will support activity within this key hub. The ring of parks, open spaces, and community facilities encircling the Hub will foster a vibrant centre that attracts a diverse range of users throughout all seasons and time of day. These amenities will also contribute to creating a healthier and more liveable environment for future residents.



Animated by a diverse mix of uses and building types

This Hub will be the location of the greatest mix of uses and housing types, from urban shops and services to larger format retail, from townhouses to higher-density apartments and mixed-use buildings. This diversity will support a broad range of households and ensure that residents of Tewin can meet a large portion of their daily needs within the community.

Early development within the Hub will balance car access with a strong pedestrian environment along the Community Spine. Over time, the CDP promotes opportunities for infill and redevelopment of larger retail areas to expand the urban street and block pattern.



Seeded by a Gathering and Experience Centre in the early years

The development of this Hub will align with the growth of the broader Tewin community over time. An opportunity for early activation includes establishing the Tewin Gathering and Experience Centre along the Community Spine, near Anderson Road, as described further on the next two pages.

Tewin Gathering and Experience Centre

The Tewin Gathering and Experience Centre will provide one of the first and most important impressions of Tewin, showcasing its unique character and offerings.

The Tewin Gathering and Experience Centre will serve as an early anchor for Tewin residents and nearby communities, offering a place to learn about Tewin while enjoying the natural setting, early elements of the Open Space System, and seasonal activities in initial phases. It will share information about the community's vision, with potential to function as the community's sales and marketing centre.

It will be positioned along the Community Spine, near Anderson Road to help establish a critical node of activity that is easily accessible by all modes of travel in early phases while transit and the other active-mobility networks are being implemented.

The Tewin Gathering and Experience Centre and its surrounding spaces will tell the story of Tewin and act as a space for community gathering and programming connected to Algonquin cultural identity and values.

It will feature destination amenities, such as a unique restaurant, café or food trucks, integrated with a programmable outdoor area to attract a diverse range of visitors throughout the year. Offerings will evolve with the community.

Tewin's Gathering and Experience Centre and its adjacent early-phase retail spaces in the Community Core have been co-located to establish a symbiotic relationship, creating commercial momentum and attracting visitors and foot traffic.



Robust Ecological Corridor with native plantings that celebrates and profile the importance of water within the community.

Shops and services integrated with higher density mixed-use development.

Artistic Impression of The Community Core

A connected network of all-season trails woven throughout the community.

Cultural gathering and learning spaces close to nature and trees.

A Gathering and Experience Centre to teach people about the community and elements of cultural significance.



IMG 94

The **Tewin Gathering and Experience Centre** will be located close to nature and water, enabling residents and visitors to feel and experience these connections.



IMG 95

It will **provide spaces for Algonquin culture** to be expressed through design and serve as a place to celebrate Algonquin culture and values as a gathering place for ceremonies, events, and learning opportunities.



IMG 96

The Tewin Gathering and Experience Centre will be **accessible by all modes**, including transit, trails, active transportation, and the road network to allow Tewin residents and others in Ottawa to enjoy the space.



IMG 97

Flexible and early programming, including pop-up uses and adaptable outdoor spaces, will complement the Tewin Gathering and Centre and help establish its role as a community anchor from the earliest phases of Tewin.



IMG 98

Destination retail such as a unique café or restaurant could be incorporated to enhance the space, serving both residents and attracting visitors from across Ottawa.



IMG 99

It will be **integrated with a robust Trail Network**, connecting people directly to nature, surrounding neighbourhoods, and all of the experiences Tewin has to offer.

Evolution of Hub 1 (Community Core)

The Community Core (Hub 1) will be a critical part of commercial success at Tewin. Development should be carefully phased within Hub 1 to ensure this success, connecting residential growth to commercial growth in a contiguous manner.

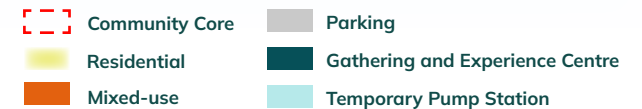
The following phasing strategy for Hub 1 and surrounding areas seeks to seed commercial development, balance delivery of a range of commercial uses in a variety of formats and scales, and grow residential uses over time in a manner that delivers on minimum density requirements for the area. Acknowledging that the full capacity of development within this Hub may not be achieved through its initial build-out but rather through future infill development, this phasing strategy also contemplates how initial development can preserve space for future infill. Regardless of future infill development, this Hub must reach its required minimum density of 150 units per net hectare.

This evolution also accounts for the interim pump station that will be located at the northeast corner of Anderson Road and the Community Spine for upwards of 15+ years. While the need for this pump station will subside later on in Tewin's evolution, the corner may still need to be preserved to preserve for delivery of a Future Regional Mobility Connection through the Study Area. Alternatively, preservation of this connection can occur through Tewin's street and block network. See **Section 5.0 of this CDP** for further details.



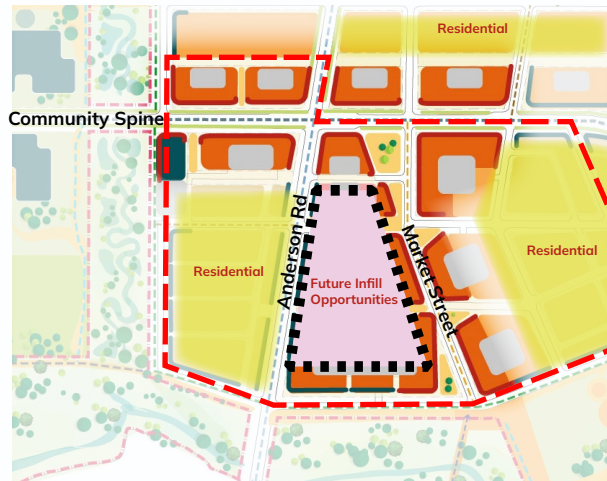
Phase One: Residential Development and Early Seeding through the Gathering and Experience Centre

Development within the Community Core should begin with the eastern and western residential areas south of the Community Spine. It should also include development of the Tewin Gathering and Experience Centre to stimulate activity within the Hub that could grow to support commercial development. While this may serve as a sales centre, it should include a level of amenity and gathering space to attract visitors and begin establishing the Core as a community hub. These amenities should grow over time, always forming a critical part of the Hub. Once a level of local activity has been achieved, early commercial and/or mixed-use development will be pursued adjacent to the Gathering and Experience Centre.



Phase Two: Development along the Community Spine

The next phase of commercial and mixed-use development should expand adjacent to the Gathering and Experience Centre and early commercial uses, and have a symbiotic relationship with this use in attracting visitors and foot traffic. Development should fall on both sides of the Community Spine. These early phases should prioritize the development of an urban and transit-supportive streetscape on the Community Spine through appropriate densities and a focus on smaller-scale commercial spaces. Large-format retailers should be accommodated on blocks adjacent to but off of the Spine.



- Community Core
- Residential
- Mixed-use
- Parking
- Gathering and Experience Centre
- Stand-alone Commercial

Phase Three: Anderson and Market Street

Once development has been established along the Community Spine and adjacent blocks, it should move south through the Hub towards the Community Park to complete remaining blocks along Anderson Road and Market Street. Stand-alone commercial buildings should be positioned along Anderson or internal to the block, while mixed-use development should be delivered along Market Street.

Depending on timing of this phase of development, the Interim Pump Station at the northeast corner of the Community Spine and Anderson Road may no longer be required. If Tewin's street and block network can preserve for the potential Future Regional Mobility Connection through the Study Area, development may occur in this location.

Phase Four: Future Infill Opportunities

The strategic placement of stand-alone commercial uses will present opportunities for additional infill development within parking areas. Such development should be designed to integrate into the Hub's urban street and block pattern.

4.2 Hub 1 (Community Core) Guidelines

1. Development in Hub 1 will:
 - a. deliver a minimum density of 150 units per net hectare;
 - b. create a concentration of retail, services, employment and cultural/institutional uses to foster a vibrant, activity-rich environment;
 - c. incorporate a diversity of building types, including mixed-use buildings, apartments, and a mix of townhomes;
 - d. support active day and night uses through flexible zoning and programming of public spaces;
 - e. establish a mix of large and small format retail uses, prioritizing small format spaces along Market Street and the Community Spine;
 - f. incorporate a publicly-accessible mid-block connection where block length exceeds 120m; and
 - g. target a tree canopy coverage between 10-20%.
2. Buildings will generally be a minimum of 3 storeys and/or approximately 10 metres, with buildings up to 8 storeys integrated throughout.
3. Tall buildings are permitted within the Core and will likely develop through infill and intensification in the long term.
4. Non-residential uses will be prioritized in mixed-use formats. Where provided in stand-alone formats, they will be designed to:
 - a. support future intensification into mixed-use formats through the placement of buildings, design of parking lots and drive aisles and the location of servicing; and
 - b. achieve minimum height requirements.
5. Non-residential ground floor frontages will be provided in the locations shown on the Structure Plan (**Figure 42**). These frontages will be lined with predominantly retail and commercial uses, as well as office and co-working spaces, cultural, institutional and entertainment uses, and community spaces. Residential lobbies and limited residential buildings are permitted given the non-residential character is maintained, as demonstrated through future Demonstration Plans.
6. Development will be sited and organized to enable intensification over time, where parking lots may be infilled and single-purpose and/or lower scale uses can be redeveloped.
7. Buildings fronting the mixed-use portions of the Community Spine, Collectors, and Market Street should be sited, massed, and designed to:
 - a. frame streets with continuous frontages; and
 - b. be set back 1-3 metres to support the spatial definition of each street while creating space for uses such as spill-out retail, patios, public art and community uses.
8. Buildings will be designed to frame streets and open spaces as indicated by the Conceptual Building Edges on the Demonstration Plan.
9. Parking and loading areas will:
 - a. not be located between building facades and public streets along the Community Spine, Market Street, or Collector Streets;
 - b. be accessed from rear lanes or shared driveways to reduce their visibility and screen from the Community Spine; and
 - c. accommodate vehicles without negatively impacting pedestrian/transit priority places such as Market Street or Community Spine.



Main access to the Community Core by car will be via Anderson Road. Parking will be discreetly integrated within development blocks to reduce conflicts with pedestrians and cyclists to support a safe and walkable environment.

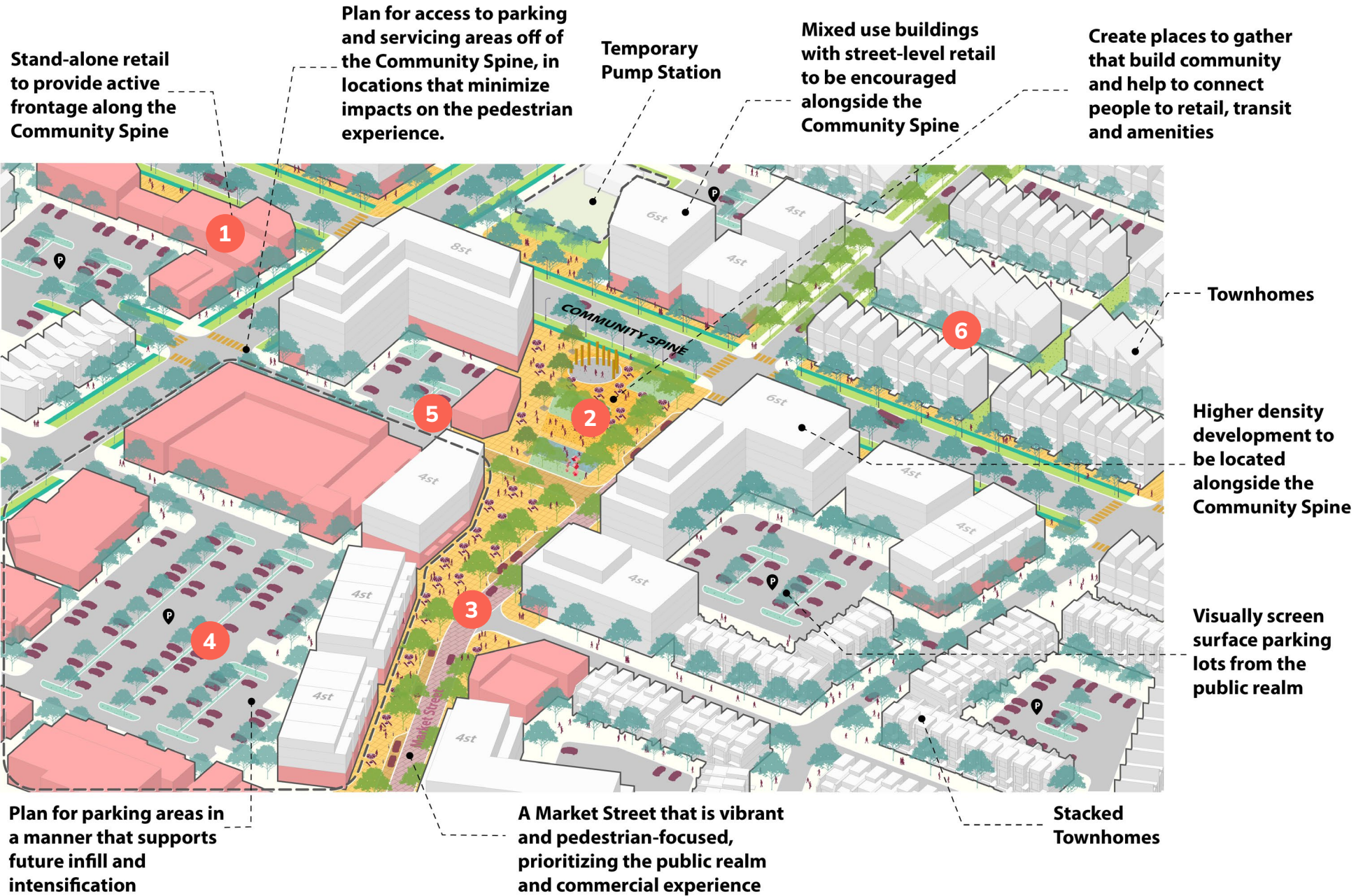


The Market Street will link the Community Spine through the Community Core, extending south to the Harvest Walk. It will provide a more intimate, pedestrian-oriented streetscape with a mix of retail, restaurants and services.



The Community Core will be served by a variety of transportation options including the Spine, street network and trails, and private vehicles—ensuring accessibility for residents and visitors both within and beyond Twinn.

Hub 1 (Community Core) Visualization





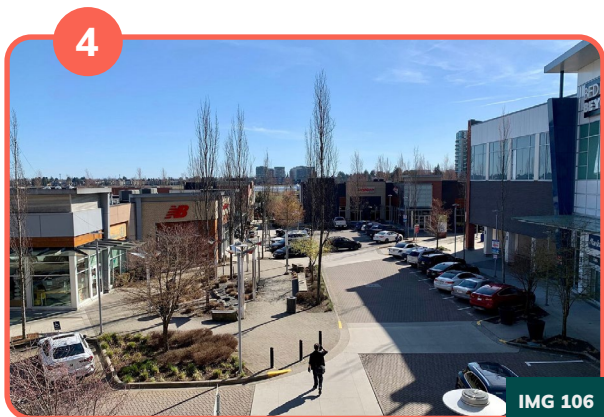
1
Buildings, regardless of typology or land use, should have a direct relationship with the community spine to create an active, vibrant corridor.



2
Market Plaza is a focal point in the Core area at the intersection of the Spine and Market Street. A space that supports community gathering with a mix of uses and amenities, supported by transit and connected to the active transportation network.



3
Market Street is a flexible shared street that connects key destinations in the core area while providing a vibrant public space framed by mixed uses and building typologies.



4
Retail and commercial spaces play an important role in the community core, providing a variety of amenities and essential services to the broader community.

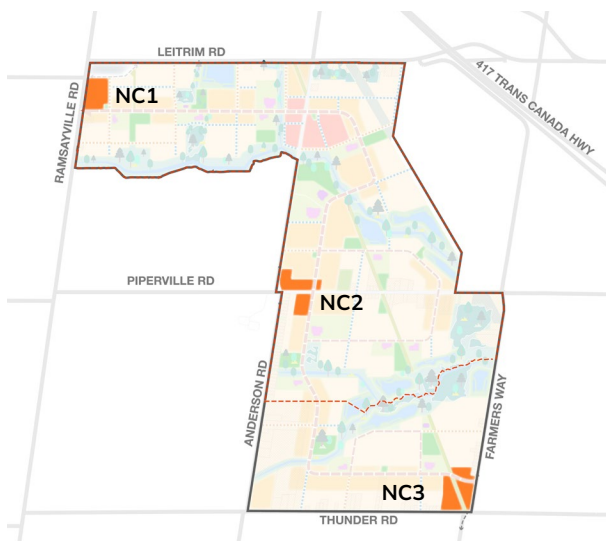


5
In different areas within the core, including the market plaza and parking spaces, temporary programming can occur to help activate these spaces in different phases of the project.



6
Mid-block connections are integrated throughout the core to allow a porous network that enables the community to have quick and easy access to transit and active transportation networks, while providing micro-landscaped areas for neighborhood use.

Hub 2 (Neighbourhood Centres)



Neighbourhood Centres are smaller, secondary mixed-use Hubs — designated Hub 2 — strategically located to complement Hub 1 (Community Core) by serving the daily needs of residents within walking or cycling distance. These Hubs will act as social gathering places and community anchors, offering convenience-based retail, small-scale services, and opportunities for local entrepreneurship. Their design will be highly walkable and transit-oriented areas to achieve this.

Distributed strategically along the Community Spine and key arterial roads, they will anchor neighbourhoods and be designed to balance accessibility by all modes. Over time, they will evolve and intensify as population thresholds are met, helping to support compact, complete communities and reduce reliance on travel outside Tewin for basic needs.

Hub 2 Objectives



Support a mix of uses including community-serving uses, retail, services, townhomes, and apartments



Create transit-oriented and walkable places with clear pedestrian routes providing direct access to transit



Animate the Community Spine to create a corridor that is attractive, inviting, and active



Limit the visual impact of parking on the public realm, through strategic parking lot and building design, layout and orientation

Key Characteristics:

- Medium and high-density residential and mixed-use development, with some stand-alone commercial in strategic locations while protecting for future infill and intensification
- Minimum density requirement of 120 units per net hectare
- Potential for 2,000-2,500 people and 2,800 jobs
- Community-serving commercial uses, with a minimum of 18,000 m² between NC 1 and 2, and additional in NC 3 as determined through future market studies
- 2 to 8 storeys, with buildings along the Community Spine at a minimum height of 3 storeys and/or approx. 10 metres
- Maximum block length of 150 metres without a street or mid-block connection
- 10-20% tree canopy target
- Phased to be secondary commercial nodes in order to prioritize development within the Hub 1 in early stages

Hub 2 (Neighbourhood Centre) Structure Plan

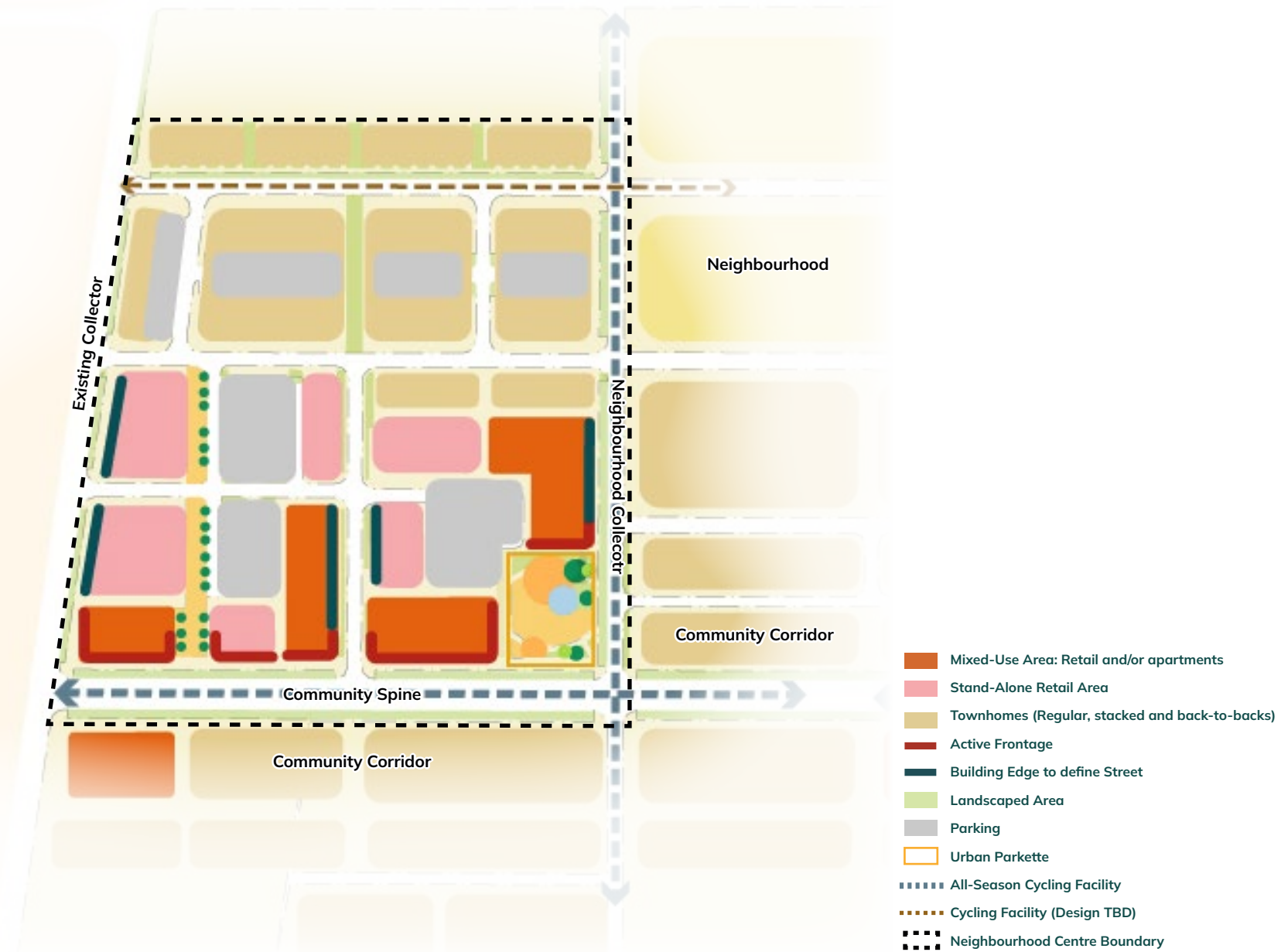


Figure 42. A structure plan illustrating how streets and development blocks could come forward, and highlighting key moves and features that are directed by the guidelines of this CDP

Evolution of Hub 2 (Neighbourhood Centres)

Tewin's Neighbourhood Centres will be phased to balance residential and commercial development, ensuring residents within and surrounding these nodes are supported by uses that can meet their daily needs.

Several development strategies can be applied to land within the Hub 2 designation to achieve the required minimum density of 120 units per net hectare while delivering the required amount of commercial development. If a Centre initially comes forward with largely low- and medium-density residential typologies, then it will need to accommodate its commercial development within mixed-use buildings to achieve the required densities. Conversely, if a mix of medium- and high-density residential typologies are developed, then the Centre will be able to accommodate more stand-alone commercial development while still achieving its required minimum density.

As the Community Spine will be the best location for commercial development to occur, blocks along this corridor should be preserved until it is appropriate for such development to come forward. However, to ensure the Centres remain mixed-use locations with a balance of residential and commercial uses, only a certain percentage of the gross land area of each Centre may be developed with purely residential uses until commercial development must be delivered in tandem. The percentage varies for each Centre based on its land area and required amount of non-residential development, as outlined in Tewin's Secondary Plan.



Figure 43. Neighbourhood Centre 1, at Ramsayville and Leitrim, planned for a minimum of 6,000 square metres of commercial space



Figure 44. Neighbourhood Centre 2, at Anderson and Piperville, planned for a minimum of 12,000 square metres of commercial space

4.3 Hub 2 (Neighbourhood Centre) Guidelines

1. Development in the Hub 2 will:
 - a. deliver a minimum density of 120 units per net hectare;
 - b. promote neighbourhood-serving tenants such as smaller-format grocery stores, pharmacies, food and beverage establishments, and health services;
 - c. provide space that can be programmed with amenities such as local markets, food trucks, or pop-up events near transit access points or within central gathering areas;
 - d. locate large-format, stand-alone retail away from the Community Spine;
 - e. incorporate a publicly-accessible mid-block connection where the block length exceeds 150m; and
 - f. target a tree canopy coverage between 10-20%.
2. Hub 2 will include a range of building heights, between 2-8 storeys. Buildings fronting the Community Spine shall comply with **Guideline 4.1.7**.
3. A mix of residential and commercial uses will be provided on those portions of Neighbourhood Centres that front onto the Community Spine.
4. Non-residential uses will be prioritized in mixed-use formats, particularly along the Community Spine. Where provided in stand-alone formats, they will be designed to:
 - a. support future intensification into mixed-use formats through the placement of buildings, design of parking lots and drive aisles and the location of servicing.; and
 - b. achieve minimum height requirements.
5. Commercial phasing should prioritize mixed-use and fine-grain retail in early phases of commercial development within these Hubs to avoid dominance by large-format uses.
6. Buildings should be sited, massed, and/or designed to:
 - a. create physical and visual connections between the Community Spine, with parking and large-format retail located interior to a development site to support transit-oriented activity on the Spine;
 - b. establish defined and animated pedestrian routes with clear connections from the Community Spine into and through the Hub; and
 - c. incorporate spill-out zones (e.g., patios, seating) along key pedestrian routes where they complement adjacent uses to enhance vibrancy and promote lingering.
7. Development will be sited and organized to enable intensification over time, where parking lots may be infilled and single-purpose and/or lower scale uses can be redeveloped.

Hub 2 (Neighbourhood Centres) Visualization

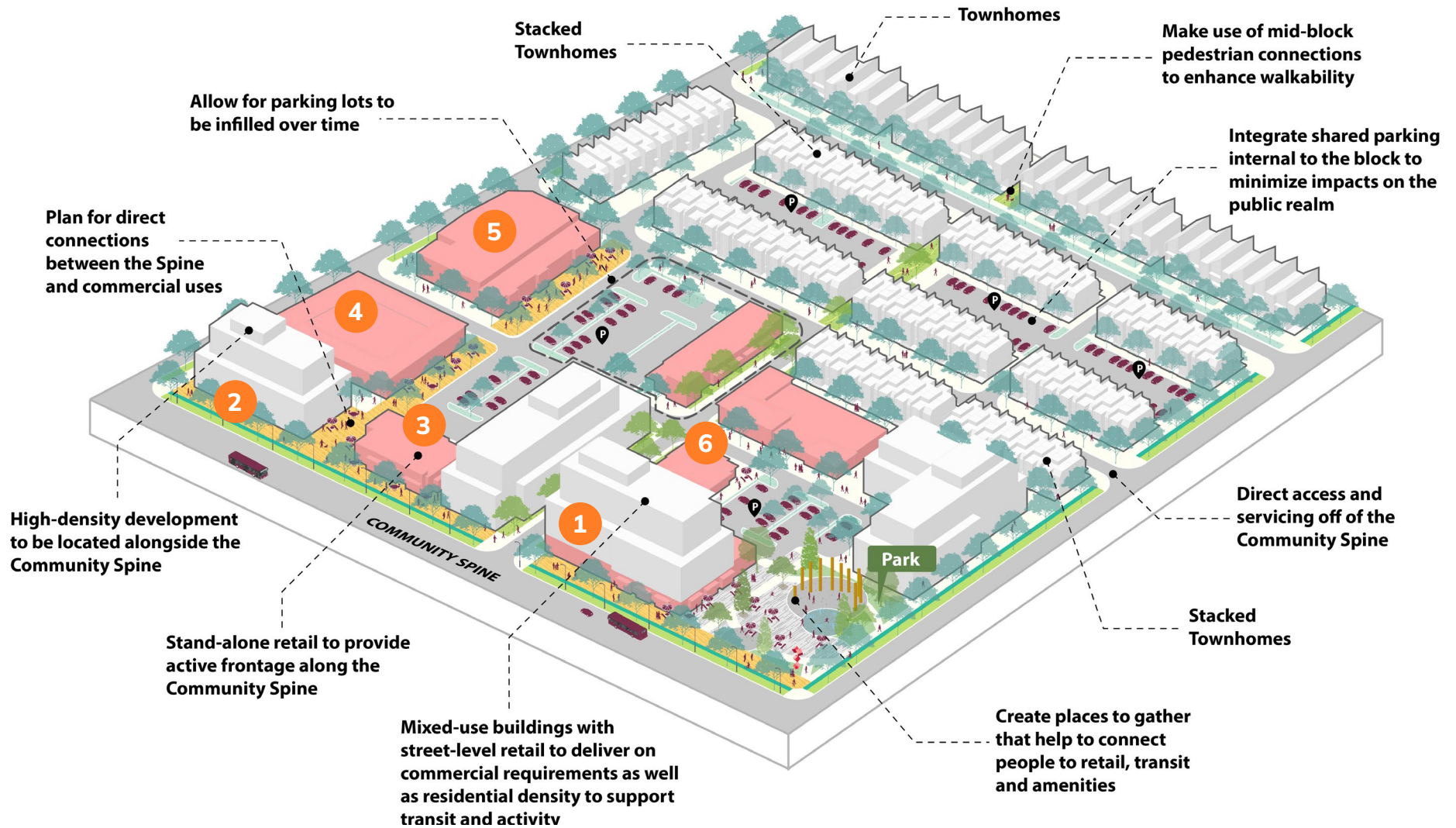
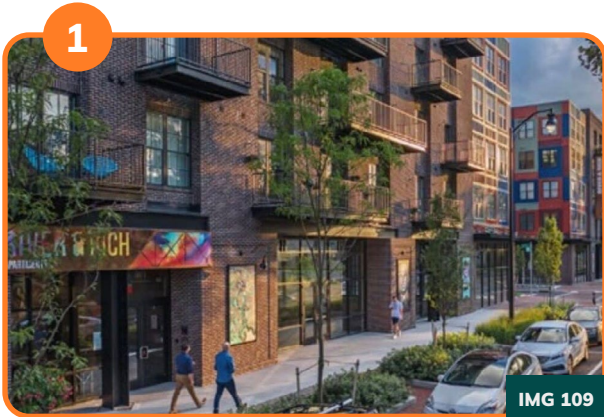


Figure 45. Hub 2 visualization, conceptually illustrating how the vision and key objectives for these areas, and how full build-out of development could come forward based on guidelines in this CDP



Buildings facing the Community Spine within Neighbourhood Centres should be **oriented directly toward the Spine**, helping to foster a vibrant and safe public realm.



Urban plazas should be incorporated at nodes where transit, density, a mix of uses, and commercial spaces intersect. These spaces should support community gathering and connection to areas within the Neighbourhood Centre.



A **variety of commercial formats** will be permitted along the Community Spine, including mixed-use buildings with retail at grade and standalone retail. These uses should maintain an active frontage along the Spine and key pedestrian routes.



Larger-format stand-alone retail should be located away from the Community Spine, with primary vehicle access from Boundary Roads being preferred.

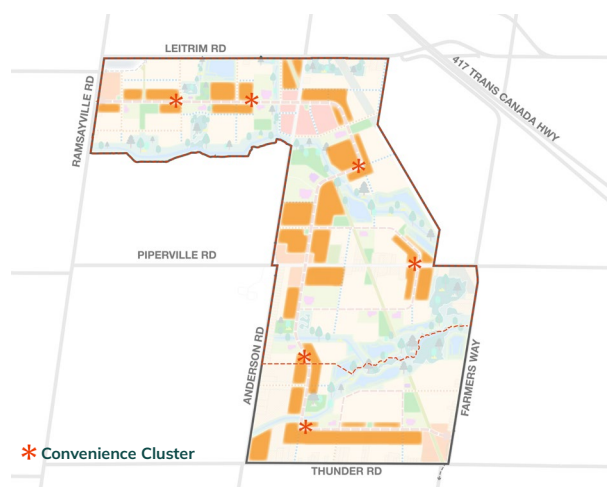


Pedestrian connections should enhance connectivity through the Neighbourhood Centre while strengthening physical and visual connections between the Community Spine and larger-format retail located away from the Spine.



Parking areas should be located internal to development blocks to minimize conflicts with pedestrian and cycling routes.

Minor Corridors (Community Corridors)



From a land use perspective, Community Corridors will bridge the space between the Community Spine and the Neighbourhood Areas. These areas are planned to be developed with predominantly medium-density residential uses with a broad range of housing forms, punctuated by small-scale commercial and mixed-use developments. Buildings ranging from 2 to 8 storeys are appropriate in these areas, particularly adjacent to the Community Spine given its right-of-way; an 8-storey building would create a 1:1 street to building relationship. This height is also appropriate adjacent to the Open Space System to support equitable access and porous built forms next to these edges. Small-scale Convenience Clusters will be strategically spaced along the Spine and Loop Streets to promote walkability and car-light lifestyles, and ensure 90% of homes are within a 5-minute (400-metre) walk from amenities and services. Massing and site organization should support a pedestrian-scaled environment while offering flexibility in building typology and use.

Minor Corridor Objectives



Provide a transit-supportive level of density through predominately medium- and some high density residential forms



Encourage a diverse mix of housing forms that are attractive and accessible to a wide range of residents



Create porous neighbourhoods with shared streets and pedestrian connections that reduce walking distances and improve the pedestrian experience



Integrate neighbourhood retail including small-scale shops and services that contribute to 15-minute neighbourhoods

Key Characteristics:

- Predominantly residential, in mostly medium-density typologies with some high-density typologies integrated throughout
- Minimum density requirement of 80 units per net hectare
- Potential for 16,800-22,300 people and 1,600 jobs
- A minimum of 10,000 square metres of neighbourhood retail and services strategically distributed across the corridor
- 2 to 8 storeys, with buildings fronting the Community Spine at a minimum of 3 storeys and/or approx. 10 metres
- Maximum block length of 150 metres without a street or mid-block connection
- 10-20% tree canopy target
- Shared Streets and larger blocks will support a broad range of building types organized to maximize porosity, allowing pedestrians and cyclists to travel through them

Minor Corridor (Community Corridors) Structure Plan

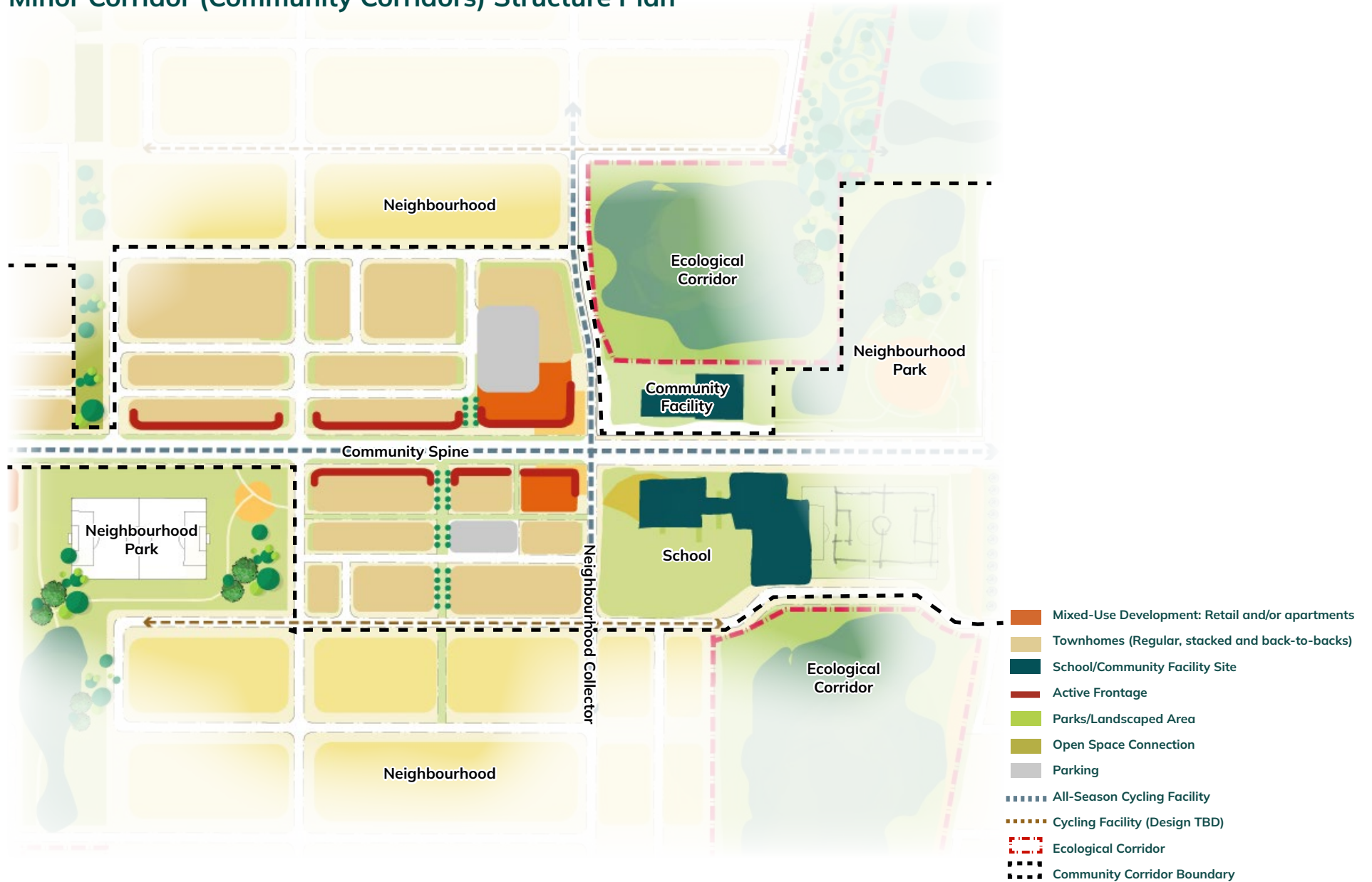


Figure 46. A structure plan illustrating how streets and development blocks could come forward, and highlighting key moves and features that are directed by the guidelines of this CDP

4.4 Minor Corridor (Community Corridor) Guidelines

1. Development within the Minor Corridor designation will:
 - a. deliver a minimum density of 80 units per net hectare; ●
 - b. deliver a diverse mix of medium-density building types, including townhouses, stacked townhouses, multiplexes, and mid-rise developments; ●
 - c. focus the highest densities near transit stops, community uses, and the Open Space System; ●
 - d. locate small-scale Convenience Clusters at strategic spacing along the Community Spine and Loop Streets in stand-alone and mixed-use formats to support local needs and walkability; ●
 - e. be organized around a fine-grained network of Shared Streets, laneways and compact Local Streets to prioritize the pedestrian experience; ●
 - f. incorporate a publicly-accessible mid-block connection where the block length exceeds 150 metres; ●
 - g. use shared parking strategies, where feasible, to minimize the impact of parking on the character of the street; and ●
 - h. target a tree canopy coverage between 10-20%. ●
2. Development in the Minor Corridor designation will include a range of building heights, ranging from 2 to 8 storeys, with the exception of the Community Spine which will have a minimum height as stipulated in **Guideline 4.1.7**. Apartments and mid-rise buildings should be integrated along the Community Spine, and particularly in locations adjacent to the Open Space System per **Section 4.6** of the CDP.
3. Development along the Community Spine will incorporate a mix of townhomes and apartment typologies with access located to minimize impacts on the Spine. ●
4. Non-residential uses will be prioritized in mixed-use formats. Where provided in stand-alone formats, they will be designed to:
 - a. support future intensification into mixed-use formats through the placement of buildings, design of parking lots and drive aisles and the location of servicing; and ●
 - b. achieve minimum height requirements. ●
5. Buildings should be sited, massed, and/or designed to:
 - a. create space for social connection, daily interaction, and gathering, such as courtyard townhomes or shared semi-private internal spaces, where building typologies allow; ●
 - b. provide space for wider sidewalks and seating through private setbacks along retail frontages, as well as weather protection (e.g. awnings) along these frontages; and ●
 - c. establish compatible built form relationships with the existing residential areas along Piperville Road by providing a transition down in scale through the use of low-rise building types. ●

Minor Corridor (Community Corridors) Visualization



Figure 47. Community Corridor visualization, conceptually illustrating how the vision and key objectives for these places, and how development could come forward based on guidelines in this CDP

1



IMG 115

The Community Corridors will support a **range of medium-density buildings and a mix of uses**, with higher-density and mixed-use buildings focused along the Community Spine and Open Space System.

2



IMG 116

All connections within Community Corridors, whether Shared Streets, mid-block pathways, or alternative routes, will be designed to provide **convenient access** to the Community Spine and other destinations such as trails, natural areas, and Schools.

3



IMG 117

Small-scale **Convenience Clusters** will be strategically located along the Community Spine and near destinations such as transit stops, Schools, and Parks. These nodes will serve surrounding neighbourhoods with local services and amenities.

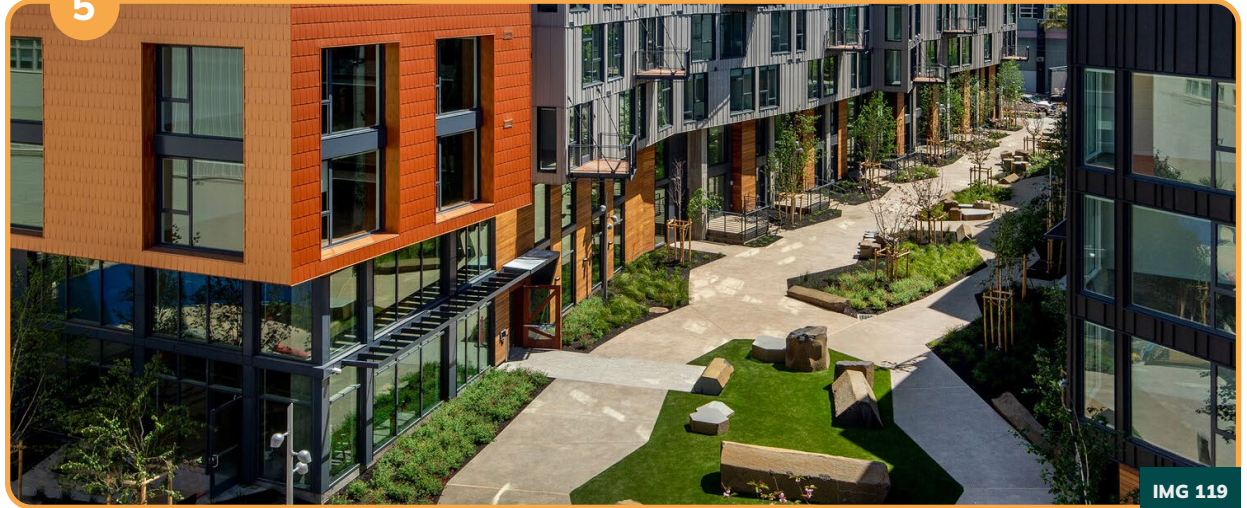
4



IMG 118

Community Corridors will **integrate Shared Streets**, or “woonerfs,” where the traditional boundaries between pedestrian, cyclist, and vehicular zones are blurred or removed entirely. These streets will prioritize pedestrians while enabling all modes to share the space.

5



IMG 119

Mid-block connections will facilitate safe and direct movement for pedestrians and cyclists. These routes will be reinforced with building frontages that address and frame them.

6



IMG 120

Shared parking areas will be encouraged within internal development blocks and may serve users of nearby commercial or residential spaces. Larger shared parking areas will be minimized wherever possible.

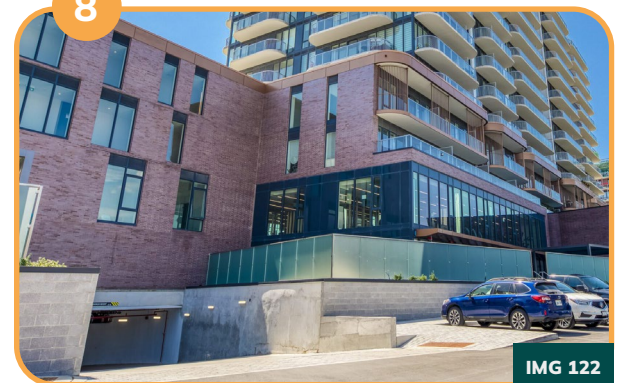
7



IMG 121

In community corridors and neighbourhood centres, especially near the spine, denser townhouses can incorporate **split-level or covered parking** to tuck parking away and maximize usable space for residents.

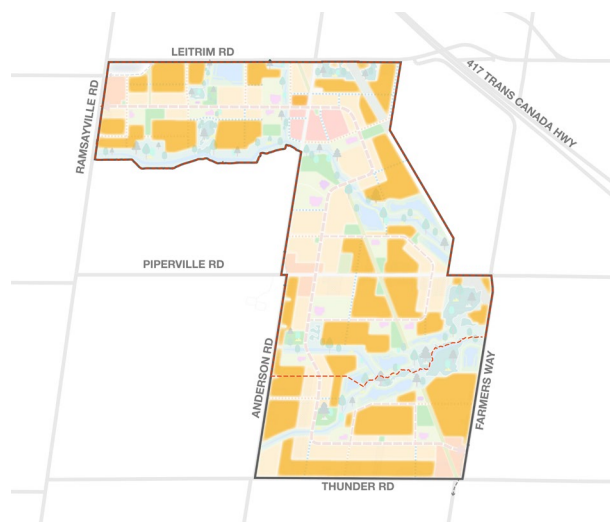
8



IMG 122

In denser areas, parking is diversified to meet demand, including **surface spaces** and access to **underground and/or integrated parking**.

Neighbourhoods



Neighbourhoods will provide the majority of lower-density residential buildings in Tewin. They will be defined by strong connections to the Community Spine, Open Space System, Schools, and nearby services. These areas are intended to deliver a wide range of generally ground-related housing options in a setting that feels highly connected to the full community.

The design of the Neighbourhoods will be grounded in walkability, visual and physical permeability to the natural landscape, and Local Streets that encourage social interaction and active mobility. Development will prioritize visual and physical connectivity to nearby open space and trails, and contribute to a sense of place through high-quality built form, landscape, and streetscape design.

Neighbourhood Objectives



Support a mix of ground-related housing forms with a variety of forms and densities present in each neighbourhood



Create a connected network of streets, sidewalks, trails and pathways to enhance access and minimize travel distances



Connect Neighbourhoods to the Open Space System through direct street connections, public views, and access points



Prioritize active mobility through street designs that calm and slow traffic

Key Characteristics:

- Predominately residential, with a range of ground-related housing options
- Typologies include single- and semi-detached homes, a range of townhomes, and some multiplexes and low- and mid-rise apartments
- Minimum density requirement of 40 units per net hectare
- Potential to accommodate 13,800-15,600 people
- Generally 2-3 storeys, with permissions for up to 4 storeys
- Maximum block length of 250 metres without a street or mid-block connection
- 15-25% tree canopy target
- Permissions for home-based businesses and local commercial uses

4.5 Neighbourhoods Guidelines

1. Development in Neighbourhoods will:
 - a. deliver a minimum density of 40 units per net hectare through a mix of predominantly ground-related housing type;
 - b. integrate flexible site design to accommodate changing housing needs and innovative forms (e.g., co-housing, tiny homes, and secondary dwelling units);
 - c. support visual and physical connections to the Open Space System;
 - d. provide publicly-accessible mid-block connections where the block length exceeds 250m;
 - e. prioritize active transportation through Local Street designs that support a safe and highly connected active transportation network and reduce vehicle speeds (see **Section 3.0** for more details);
 - f. consider shared parking strategies to minimize the impact of parking on the character of the street;
 - g. incorporate native, drought-tolerant plants and eco-friendly lawn treatments, wherever possible; and
 - h. target a tree canopy coverage between 15-25%.
2. Buildings should be sited, massed, and designed to:
 - a. contribute to enclosure and passive surveillance of streets while preserving front yard landscaping and the ability to grow the tree canopy; and
 - b. maintain strategic views and connections to the Open Space System, minimizing back-lotting and promoting front-facing relationships (see **Section 4.6** for more detail).



Set back garage doors from the entrances of low-rise dwellings to minimize their visual impact on the street.



Maximize soft landscaping in front of the dwellings.

» Relationship to the Open Space System

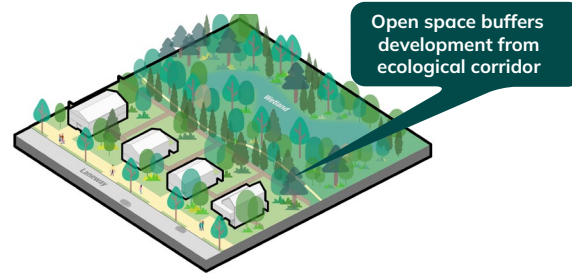
Buildings will be oriented and designed to create visual, physical, and equitable connections to the Open Space System (OSS) so residents have a direct relationship with these spaces in their daily lives.

Most residents will be able to look down their street and see a Park, trail, woodland, or other open space element. Development next to the System will be designed to protect and enhance its features and functions. However, the built form and open space relationship on different streets will vary based on land use designations and the elements of the OSS that are present.

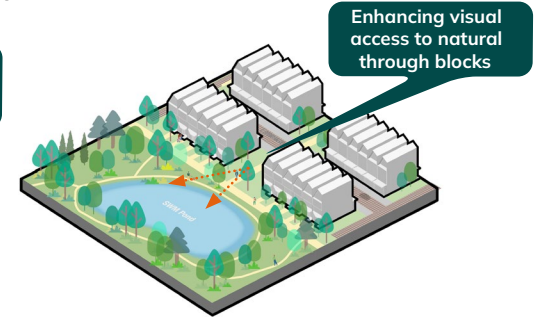
At least half of the development frontages along the OSS will be designed to orient buildings toward the System. This frontage treatment should generally be distributed throughout the community to provide access across all neighbourhoods, and targeted to key areas for public access (e.g. primary frontages for parks and community facilities). Buildings in these locations will face the System, and include ground-level entrances and pathways that connect directly to it. Outside of these frontages, backlotting and other siting strategies may be considered, particularly adjacent to parts of the OSS that contain sensitive ecological features as to limit entry and preserve natural functions.

Tewin's land use designations and associated densities have been planned to inherently support equitable access to the OSS. Medium- and high-density development and housing typologies that support rental tenure will be prioritized adjacent to the OSS throughout the community. This will support equitable access and bring more people and daily activity to these areas, making them vibrant and well-used.

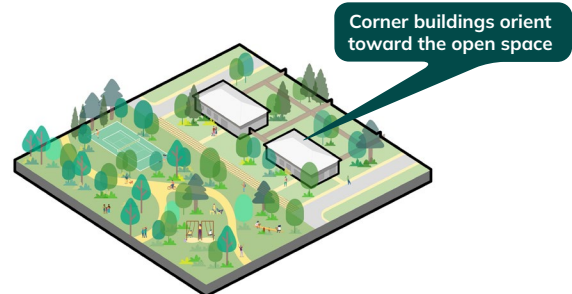
Development can respond to the Open Space System in a number of ways depending on their context.



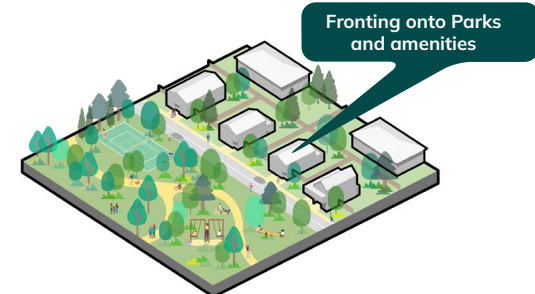
In more sensitive areas, allow development to back onto or limit access to the Open Space System.



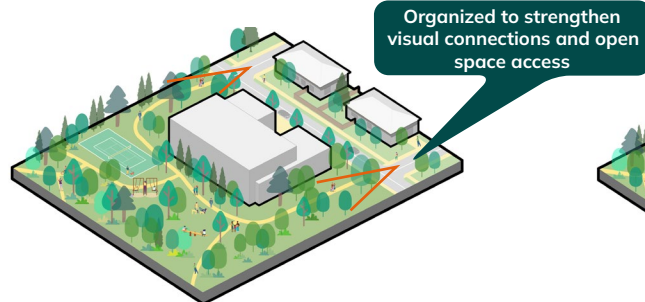
The use of laneways can help to support development that directly fronts onto the Open Space System.



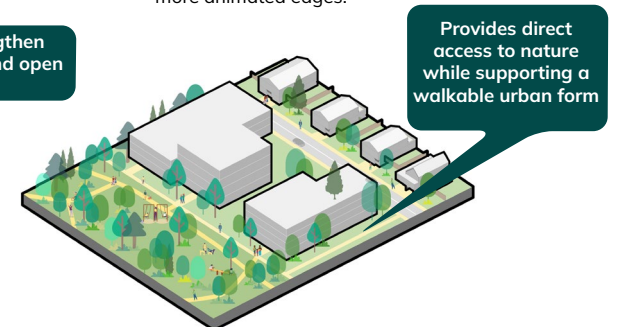
Create dual frontage housing types where units flank or abut the Open Space System.



Aligning streets alongside Parks, Schools and other open space areas can support building more animated edges.



Where built-form backs onto the Open Space System, preserve clear views and connections.



Pursue opportunities to locate higher density housing types, including small apartment buildings, alongside the Open Space System.

4.6 Open Space Relationships

1. Development will be organized to maximize the number of residents having views and public access to the Open Space System while protecting the Ecological Corridor.
To do so:
 - a. buildings will be oriented toward
 - Health and Happiness the Open Space System along
 - Culture and Community at least 55% of the open space frontages within each Community Area, using streets, active frontages, porous massing, setbacks, and/or amenity areas (courtyards, plazas) to create strong visual and physical connections into the System;
 - b. backlotting and other siting strategies
 - Equity and Local Economy may be considered elsewhere,
 - Land Use and Nature particularly where needed to limit entry and reduce disturbance on sensitive ecological areas;
 - c. where provided, medium- and high-density development will be prioritized adjacent to the Open Space System;
 - d. higher-density ground-related residential housing forms will be encouraged within Neighbourhoods adjacent to the Open Space System; and
 - e. stacked townhomes and multiplexes or apartments will be incorporated within each Community Area (see Section 6) in location(s) adjacent to Open Space System to support equitable access.

OPL Principles Legend

- Health and Happiness
- Culture and Community
- Equity and Local Economy
- Land Use and Nature



IMG 125

Buildings and land uses adjacent to Parks and plazas should be oriented to front onto these open spaces, enhancing visibility and activity.



IMG 126

The block structure should be designed to enable direct physical and visual access to open spaces, improving connectivity and integration with the broader public realm.

» Built Form Compatibility

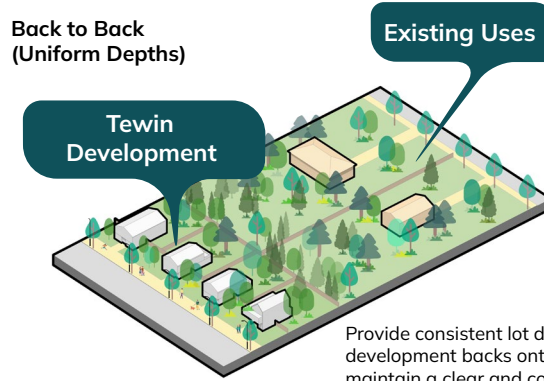
Buildings at Tewin will be designed to respond to the existing community context and planned context. Each setting will require a different approach to ensure compatibility and good community design.

Properties within Tewin that are currently developed are identified with the Existing Homes and Businesses Overlay.

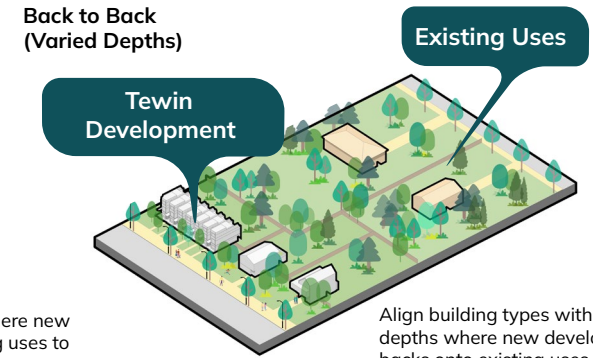
Where new development is adjacent to the Existing Homes and Businesses Overlay, development will establish contextually-appropriate built-form relationships that are compatible with the existing conditions, while also allowing these uses to evolve over time if owners so choose. This can be achieved through design strategies that lessen the visual impact of massing on nearby properties, such as appropriate setbacks, variations in building height, and/or landscaping.

Where development is not adjacent to the Existing Homes and Businesses Overlay, development will create a new built context, allowing for alternative approaches to the design of and transition between different building types. New, low-rise developments will not restrict taller, higher-density buildings nearby. Mixing different built form typologies is encouraged throughout the community to create diverse and interesting streetscapes, and provide a variety of housing options to meet a broad spectrum of household needs.

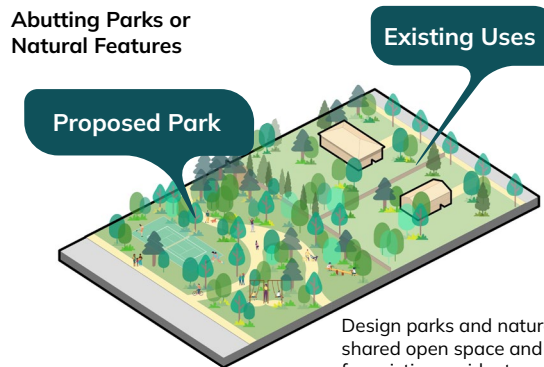
In all areas, built form will consider microclimate impacts on the Open Space System and public realm, and adequately minimize wind and shadow impacts to enhance comfort.



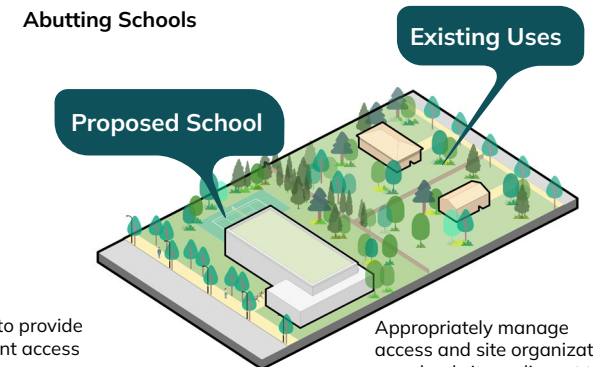
Provide consistent lot depths where new development backs onto existing uses to maintain a clear and compatible transition.



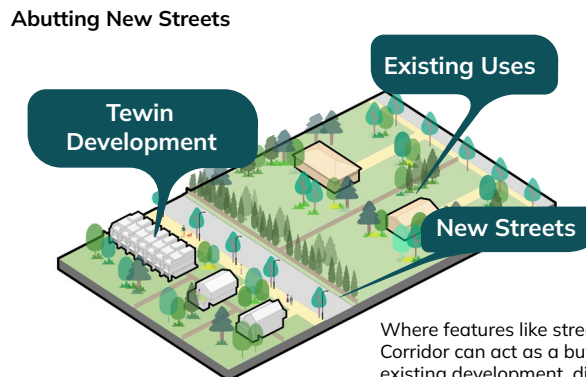
Align building types with varied lot depths where new development backs onto existing uses, with consideration for deep backyards.



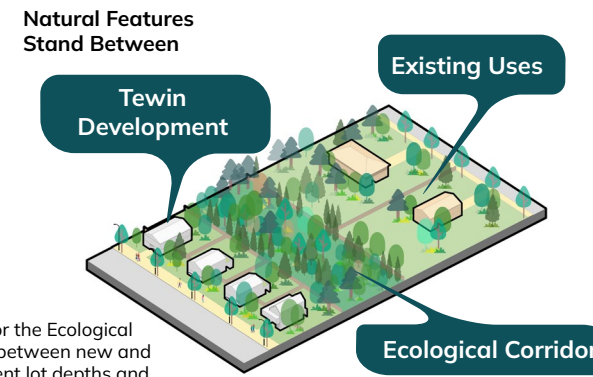
Design parks and natural edges to provide shared open space and convenient access for existing residents.



Appropriately manage access and site organization on school sites adjacent to existing homes.



Where features like streets or the Ecological Corridor can act as a buffer between new and existing development, different lot depths and building types can be explored, as appropriate.



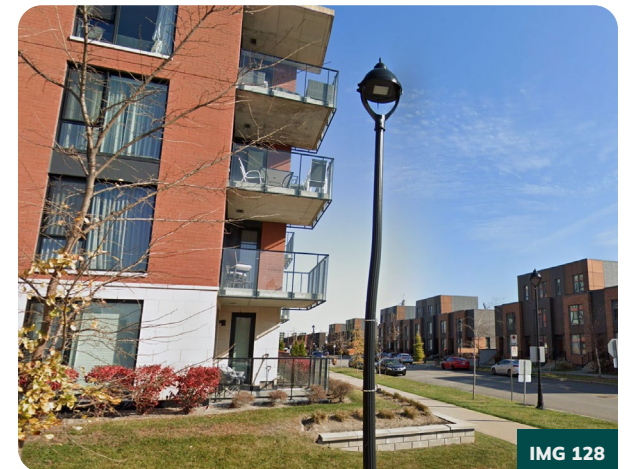
4.7 Built Form Compatibility Guidelines

1. When new development is adjacent to the Existing Homes and Businesses Overlay, it should provide transition in height and massing to existing residential properties by:
 - a. respecting appropriate setback requirements on lots with new development, and integrating additional depth in backyards where feasible; ●
 - b. integrating stepbacks on upper floors of mid-rise and high-rise buildings along the frontage closest to existing homes to minimize visual impact and overlook; ●
 - c. providing hard and/or soft landscaping along shared edges, and stormwater ditches where required, to improve privacy; and/or ●
 - d. aligning new streets, pathways, and building entrances to respect existing sightlines and minimize direct overlook into private yards. ●
2. When development is not adjacent to the Existing Homes and Businesses Overlay, development will provide variation in building height and form to support diverse housing options and a visually interesting streetscape. Transitions in height or through massing (e.g. angular planes) between development of different building types will not be required provided that adequate privacy and pedestrian comfort are maintained, including minimizing adverse wind impacts, maintaining access to daylight, and avoiding excessive shadowing on the public realm.
 3. Notwithstanding 4.7.2, tall buildings will demonstrate a transition toward Neighbourhoods. ●
 4. Development in the Community Corridor area along Piperville Road at and near the intersection with the Loop Street will be comprised of predominantly ground-related housing, particularly adjacent to existing homes. ●
 5. Buildings should maintain reasonable privacy by:
 - a. avoiding direct window-to-window alignments for principal windows across narrow separations; and ●
 - b. considering the placement of private outdoor spaces (balconies, patios, terraces) in relationship to neighbouring properties. ●



IMG 127

Variation in building type and style will help to support a visually interesting community with diverse housing options.



IMG 128

The design of taller buildings located near new low-rise development should incorporate frontages and quality landscaping to create a positive interface between the two building types.

OPL Principles Legend ● Health and Happiness ● Culture and Community ● Equity and Local Economy
 ● Land Use and Nature ● Travel and Transport

» Embedded Economy and Commercial Strategy

A complete community provides places to both live and work. Tewin's economy will be an integral part of the community, through its shops and services, community facilities and spaces, home-based businesses, offices and workspaces, all of which contribute to job creation.

Tewin will support up to 8,000 jobs by the time the Study Area is fully developed. The types of jobs available at Tewin will evolve as the retail and commercial offerings are implemented. These jobs are expected to span a range of industries and institutional functions, including but not limited to retail trade, health care, education, public faculties, hospitality, and locally focused personal services such as accountants, lawyers, hair-stylists, and physiotherapists.

A variety of non-residential uses will be permitted or considered within each of the development-focused land use designations to support the economy. This will include traditional commercial uses (e.g., retail, service, office) as well as alternative uses like co-working spaces, maker studios, and home-based businesses. Digital infrastructure and robust transit connections will facilitate telecommuting and the adoption of newer work models that can support local businesses.

The development of Tewin itself will also deliver wide-scale socioeconomic benefits, particularly for the Algonquin people through education, training, scholarships, labour-market development programs, and both on- and off-site jobs. More broadly, Tewin's Major Landowners will seek to establish equitable hiring and procurement practices, and training and apprenticeship opportunities to encourage equal access to employment opportunities.



New mixed-use development in the Community Core and Community Spine will help support local retail, service, and office uses.



The development of co-working spaces early on and throughout the community will help support small local entrepreneurs and small businesses while facilitating remote work.

Commercial Strategy and Design

Tewin will support different scales, types, and locations of commercial uses so residents can meet their daily needs within the community and ensure the success of these areas.

Commercial areas have been located throughout Tewin to achieve its vision for a transit-oriented and complete community. The scale, type, and form of commercial development will vary based on the containing land use designation. Commercial areas are conceptually demonstrated in **Figure 48**.

- Hub 1 (Community Core) is positioned as Tewin's primary centre of commercial activity, with a wide range of uses and unique experiential elements to support vibrancy. Tewin's Gathering and Experience Centre, with adjacent destination retail and amenity, will be developed early within this Hub as a catalyst for commercial activity.
- Hub 2 (Neighbourhood Centres) are strategically located away from the Hub 1, on the west and south boundaries and in the centre of the Study Area on either side of Piperville Road. These are smaller, secondary commercial nodes with a range of offerings that will complement the Community Core while bringing amenity closer to homes within and surrounding Tewin.
- Convenience Clusters are strategically distributed between Hub 1 and 2 within the Minor Corridor designation to provide local-serving and small-scale commercial uses to serve daily needs.

This strategy will create 15-minute neighbourhoods and ensure all residents are within a 10-minute walk of commercial uses.

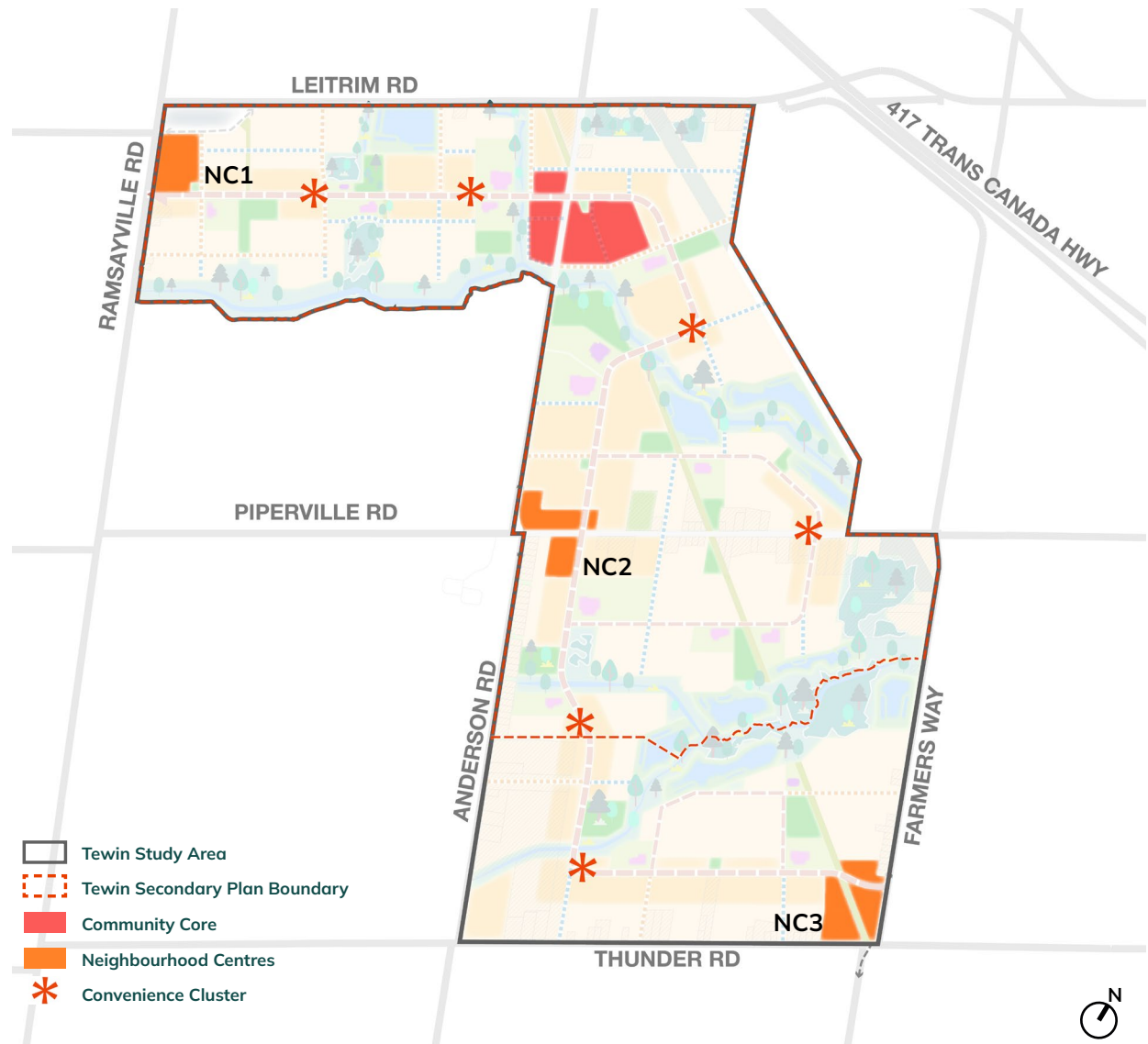


Figure 48. Commercial development at Tewin will be distributed across the Community Spine and Loop Streets to provide different uses and scales of development and create a complete, walkable, and transit-oriented community. Note, the location of * represent general areas along these corridors where small-scale commercial and mixed-use development will occur, and are not intended to identify exact locations.

Commercial Evolution

Development at Tewin will strategically and proactively deliver commercial uses to ensure that planned nodes and clusters throughout the community complement each other and support overall viability and success, while actively implementing Tewin's vision.

Phasing of these areas must consider their hierarchy and the role they serve within the broader Study Area. It should also consider the amount of population within the Study Area and other nearby development that can support viability and success of these uses.

Commercial Priority Areas have been identified within Hub 1 and 2 designations to preserve space for the minimum commercial gross floor area requirements set out within each designation. This will ensure land is reserved for commercial development in strategic locations that support the commercial strategy and land use strategy more broadly.

The following section outlines the general strategy for commercial phasing at Tewin. Key aspects of this phasing approach have been secured through policies within Tewin's Secondary Plan.

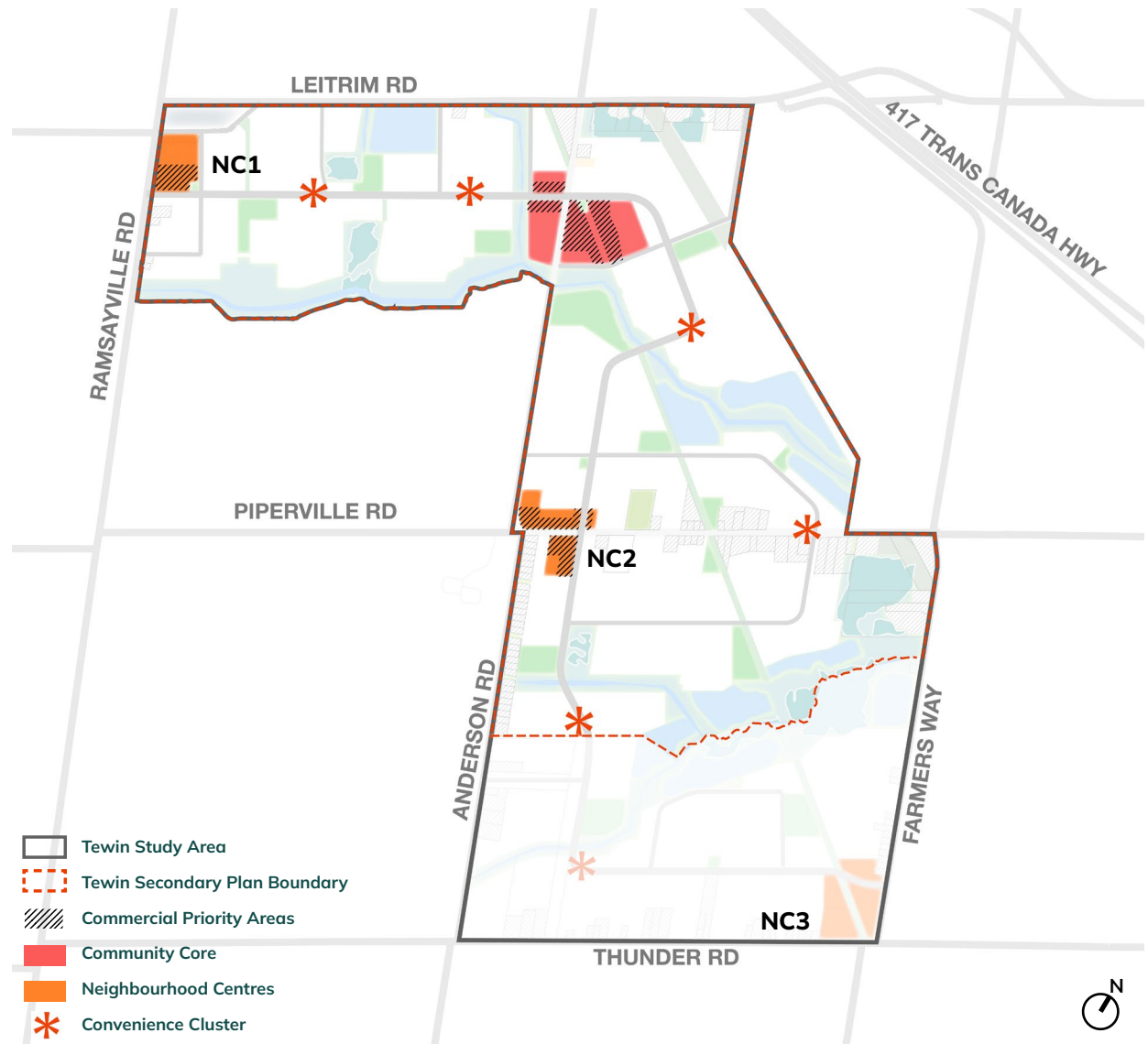


Figure 49. Commercial / Mixed-Use Areas

Objectives for Commercial Evolution



Prioritize Hub 1 (Community Core) as the primary commercial centre



Stimulate commercial activity through early activation and programming within Hub 1



Incorporate a mix of retailers to meet daily needs and generate activity



Deliver walkability and an animated public realm to support the success of commercial areas



Allow for flexibility and adaptability to respond to changing market and economic conditions over the lifetime of the Plan



IMG 132

The Southlands area features an active mixed-use core supported by strong pedestrian anchors, including a local brewery, flexible public spaces, regular community events, and nearby recreational amenities. A public market and rentable community facility were key early strategies contributing to the project's success.



IMG 134

The Garrison Crossing phased development gradually out from its central, standalone retail core, within mixed-use formats (retail at grade with residential above). This approach helped to create a high-quality community with the feeling of a true neighbourhood.



IMG 133

Despite being the major arterial through Wesbrook Village, it's mixed-use main street (Wesbrook Mall) includes several pedestrian friendly and human scale design elements such as wide sidewalks, active frontages, clear cross walks, small plazas and single-laned traffic.

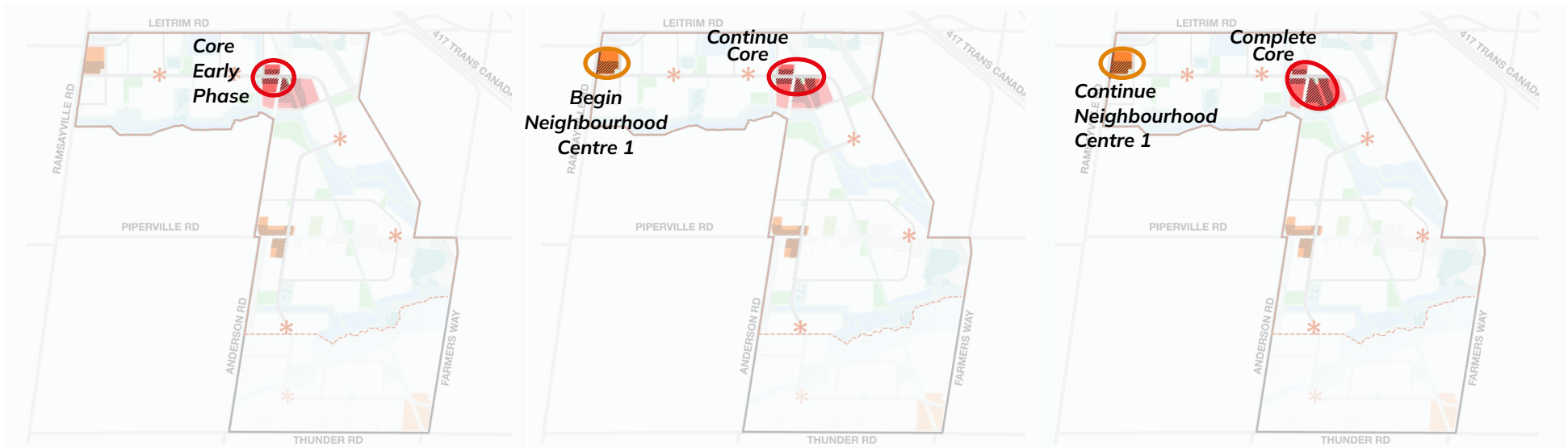


IMG 135

Mahogany Village depicts a primarily vehicle-oriented retail environment that integrates adjacent mixed-use nodes and a critical mass. The development benefits from a central community public space featuring a water element and Parks, as well as a strong concentration of retail floor space that helps establish a vibrant commercial core.

Overall Sequencing

A key factor in supporting commercial development, particularly within early phases, is general proximity to a significant adjacent residential population. Phasing of commercial areas should be paired with phasing of residential development to ensure sufficient population to support the amount of commercial floor area being delivered.



Early phases of commercial development should be focused in Hub 1 (Community Core)

The first ~7,000 square metres of commercial development should be focused within Hub 1 to prioritize its success. This should begin with Tewin's Gathering and Experience Centre, and grow to include uses that support initial residential needs, such as a grocery store. Commercial development in Hub 1 should proceed in a contiguous manner, in both stand-alone and mixed-use formats based on location and the scale of the uses.

Begin commercial development in the first Hub 2 (Neighbourhood Centre 1) while Hub 1 continues to grow

Once Tewin is home to around 15,000 residents, it is expected that Tewin's population will generate enough local demand to begin developing commercial uses in other areas of the community while continuing to build out Hub 1. Determination of which Hub 2 (Neighbourhood Centre) should be developed first should be made based on how build-out of the community has progressed. Currently, it is anticipated that Neighbourhood Centre 1 is best positioned for early commercial delivery given its proximity to the Leitrim and Findaly Creek community to the west.

Target completion of Hub 1 as the first Neighbourhood Centre continues to grow

At around 20,000 residents, it is anticipated there will be enough demand to complete commercial development within Hub 1. This does not account for infill opportunities within Hub 1 that may have been protected for through previous phases of development, which will be pursued further into the future once the community is more established and parking needs are reduced.



Complete the first Neighbourhood Centre and begin developing Convenience Clusters

Once Tewin has reached about 25,000 residents, it is anticipated there will be enough local demand to support completion of the first Neighbourhood Centre. At this time, smaller-scale commercial developments within Convenience Clusters along the Community Spine should also be implemented to embed a mix of uses throughout Tewin. If demand exists for small-scale commercial uses within a Convenience Clusters before this time, it should be able to proceed given it is located within an area contiguous to other development. Such uses will not detract from success within the Community Core or Neighbourhood Centres.



Begin commercial development in Neighbourhood Centre 2 and continue developing out the Convenience Clusters

At around 30,000 residents, it is anticipated that there will be enough local demand to support a new phase of commercial development in the second Neighbourhood Centre, while continuing to build-out Convenience Clusters along the Community Spine. At this time, the community will be approaching full build-out, following which infill of commercial and/or mixed-use development should be explored as feasible.

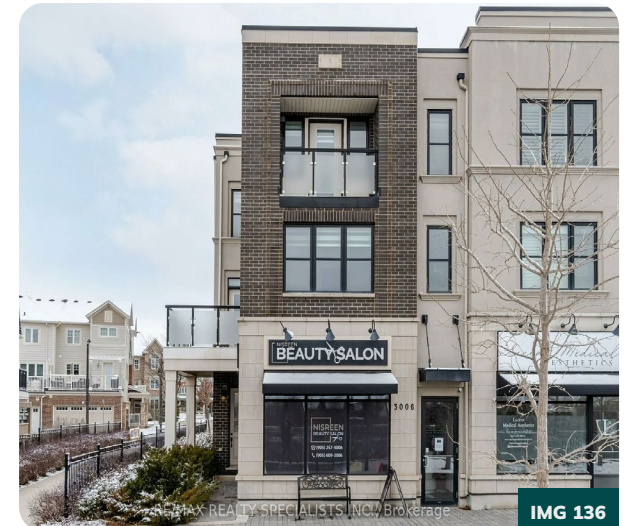
At full-build out, Tewin will be home to at least 41,000 square metres of non-residential space (not including schools and community facilities). This strategy only considers Neighbourhood Centres within Tewin's Secondary Plan area. Given the changing nature of retail, if the remaining Tewin Study Area is brought into the urban area and Tewin's Secondary Plan, a study should be undertaken to confirm market conditions and better capture trends and lessons learned for planning for commercial development in the remaining area.

This phasing strategy has been developed based on current market trends and best practices. Planning for commercial phasing within a new community with a long-term horizon like Tewin can be challenging as market and economic decisions can change rapidly. It is recommended that some flexibility be built into the policy approach secured through the Secondary Plan to allow Tewin to adapt to and respond to changing market trends while securing the most important aspects of sequencing to ensure commercial development within Tewin can thrive and its design as a complete community realized as early as possible.

4.8 Embedded Economy and Commercial Design Guidelines

1. Tewin's economy will be supported through:
 - a. permission for a mix of retail and service uses within all Community Components, prioritizing different types in different areas based on Tewin's Commercial Strategy;
 - permission for a mix of retail and service uses within all Community Components, prioritizing different types in different areas based on Tewin's Commercial Strategy;
 - b. development of maker spaces, co-working hubs, and/or business incubators; and
 - c. opportunities for integrating home-based businesses into home model designs.
 - opportunities for integrating home-based businesses into home model designs.
2. Digital infrastructure at Tewin will support remote work, creative and innovation industries, and distributed employment models.
 - support remote work, creative and innovation industries, and distributed employment models.
3. Secondary and garden suites that can also serve as workplaces or small businesses locations are encouraged, where appropriate.
 - secondary and garden suites that can also serve as workplaces or small businesses locations are encouraged, where appropriate.
4. Development will ensure commercial uses are visible, accessible, and engaging from the public realm to attract foot traffic and support business success through:
 - development will ensure commercial uses are visible, accessible, and engaging from the public realm to attract foot traffic and support business success through:
- a. buildings designed with high-quality materials, articulation, and variation to create and sustain interest;
 - buildings designed with high-quality materials, articulation, and variation to create and sustain interest;
- b. weather protection, transparent, non-reflective glazing and pedestrian-oriented lighting to animate the street and enhance safety; and
 - weather protection, transparent, non-reflective glazing and pedestrian-oriented lighting to animate the street and enhance safety; and
- c. clear signage and accessible entrances.
 - clear signage and accessible entrances.
5. Commercial development will be provided in various sizes and formats, from small neighbourhood shops to larger-format stores, and stand-alone as well as mixed-use developments, This will support a range of tenants and experiences. Large-format retail will only be located in Tewin's Hubs.
 - commercial development will be provided in various sizes and formats, from small neighbourhood shops to larger-format stores, and stand-alone as well as mixed-use developments, This will support a range of tenants and experiences. Large-format retail will only be located in Tewin's Hubs.
6. Commercial areas will be designed to be pedestrian- and transit-oriented, with direct pathways, gathering spaces, bicycle parking, and connections to transit, where comfort is supported through legible and unobstructed routes, design that enables natural surveillance, and the provision of amenities such as lighting, landscaping, seating, and weather protection to enhance experience and support year-round usability.
 - commercial areas will be designed to be pedestrian- and transit-oriented, with direct pathways, gathering spaces, bicycle parking, and connections to transit, where comfort is supported through legible and unobstructed routes, design that enables natural surveillance, and the provision of amenities such as lighting, landscaping, seating, and weather protection to enhance experience and support year-round usability.

OPL Principles Legend ● Health and Happiness ● Equity and Local Economy ● Culture and Community
 ● Travel and Transport ● Sustainable Materials



Live work units will help support and grow small businesses while providing local amenities.



Flexible zoning will help to facilitate local businesses and small-scale manufacturing.



IMG 138

A diverse range of retail and commercial formats will accommodate various business types and meet broader community needs.



IMG 139

Standalone retail and commercial buildings should front directly onto the street to promote an active and engaging public realm.



IMG 140

Small-scale local services may be integrated within low-rise neighbourhoods to support a more complete community.



IMG 141

Convenience centres will be strategically distributed along the Community Spine to enhance accessibility to everyday local services.



IMG 142

Community Core and Neighbourhood Centres will offer a mix of large-format and mixed-use retail spaces serving Tewin and surrounding communities.



IMG 143

Neighbourhood Centres complement the larger Community Core and make it easier for residents to meet their daily needs without traveling far.

» Housing Diversity and Affordability

Tewin will be an inclusive, accessible community offering a wide range of homes suited to people of all ages, incomes, and household sizes.

The community is planned to deliver over 20,000 homes, with more than half located in higher-density areas with the most direct access to transit, Parks, and Community Facilities. The scale of Tewin is significant and its overall planned densities are high compared to Ottawa's historic suburbs. The delivery of a wide-range of housing types and associated pricepoints are embedded into the land use strategy set forth in this CDP and Tewin's Secondary Plan.

The land use framework emphasizes housing diversity in every Community Component, including Neighbourhoods, supported by a flexible street and block pattern, broad land-use permissions, and a focus on placing higher densities where they can benefit most from nearby amenities. This approach will support a thriving, balanced community, particularly for those who rely on more affordable and supportive housing options.

Housing diversity and affordability will be actively pursued through a range of actions tailored to the timing and location of each phase of development. This includes the types of homes provided, construction methods, and partnerships with the City and/or other affordable housing

providers for delivery and ongoing management. Affordable housing will be designed to be inclusive, diverse, and socially connected.

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.

For further details on commitments and actions, refer to Tewin's Housing Affordability Strategy.



Taggart's development 93 Norman Street, Ottawa delivered a 122-unit purpose-built rental apartment offering affordable and large (2+ bedroom) units.



Development should deliver a diverse mix of housing throughout the community and avoid large areas with any one form of development.



Secondary suites and laneway housing will expand the housing mix.



Shared amenity and communal areas will help to foster social connections.

4.9 Housing Diversity and Affordability Guidelines

1. Development at Tewin will deliver
 - housing across a full continuum and mix of typologies to support a variety of households and incomes, including multi-generational families, individuals, seniors, and persons with disabilities.
2. Housing variety will be delivered within
 - all developable land use designations
 - to avoid areas dominated by a single building form.
3. All forms of affordable housing will be encouraged in all areas throughout the community, subject to applicable built form guidance. Building and site designs not otherwise described by this Plan that enable the development of affordable housing may be considered.
4. Where provided, affordable housing
 - will be prioritized in the Minor Corridor
 - designation where the proposed development supports the other objectives of this CDP.
5. Alternative housing models that integrate
 - shared amenities, support aging in place, and foster community will be encouraged.
6. A variety of actions will be undertaken and reported on by the Major Landowners at different phases of
 - Tewin's evolution. Actions, which are detailed in Tewin's Housing Affordability Strategy (see **Appendix A**) will include:
 - a. providing both ownership and rental housing;
 - b. incorporating a mix of unit sizes and typologies in all Community Areas;
 - c. committing to construction innovation;
 - d. building a community with a diverse mix of uses and services to support affordable housing;
 - e. developing partnerships with the City of Ottawa and/or affordable housing providers wherever possible;
 - f. pursuing programs provided by all levels of government to deliver affordable housing;
 - g. working with the City of Ottawa to eliminate barriers and optimize processes for delivering affordable housing; and
 - h. actively sharing knowledge and leveraging expertise on delivering affordable housing with other landowners in the Study Area.

OPL Principles Legend ● Health and Happiness ● Equity and Local Economy ● Culture and Community
 ● Land Use and Nature ● Sustainable Materials



Artistic Impression of the community corridor, featuring larger flexible blocks with pedestrian connections, a mix of townhouses and small apartments along the Spine, and integrated schools, green infrastructure, natural areas, and connected trails.



5.0

Infrastructure and Energy



Overview

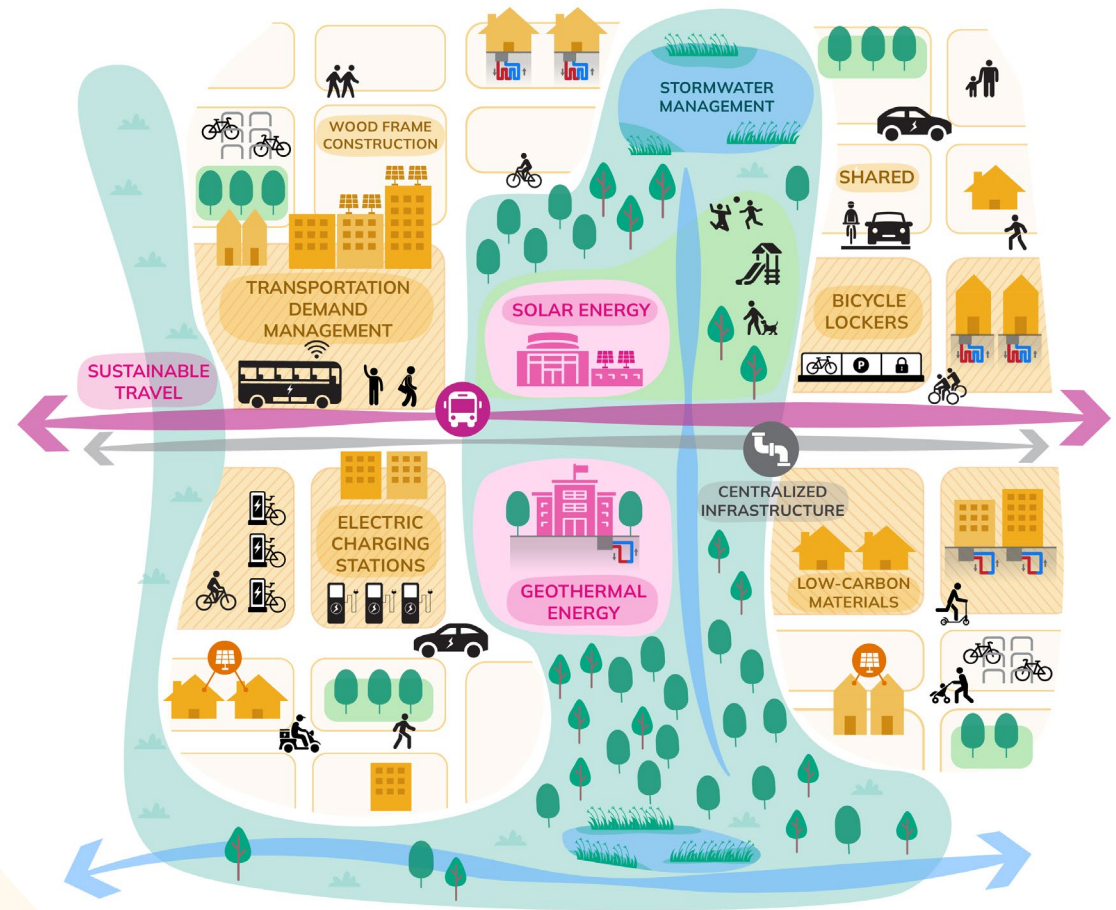
Planning for a Future-Ready, Zero-Carbon Community

Tewin is planned and designed to be one of Canada's most environmentally respectful and sustainable communities. As part of this vision, Tewin will deliver infrastructure and energy solutions that serve the community's planned and projected needs, protect and enhance natural systems, support sustainable travel and lifestyle behaviours, reduce its carbon footprint, and enable Tewin to be a zero-carbon energy community.

Tewin's infrastructure and water management strategy efficiently leverages existing resources and strategically proposes new infrastructure to serve both new and, wherever feasible, existing residents. Driven by the values and leadership of the AOO, Tewin's development will be underpinned by the commitment to protection and stewardship of Mother Earth. Accordingly, the infrastructure strategy seeks to protect and diversify the site's natural areas, protect water resources as they are considered to be the lifeblood of Mother Earth, minimize impacts, and build long-term resilience towards climate change.

It is informed by directions of the City of Ottawa's Official Plan and Infrastructure Master Plan, and guided by Tewin's Master Servicing Plan, herein referred to as Tewin's Master Servicing Study (MSS), and Environmental Management Plan (EMP).

In tandem, Tewin's community energy approach aligns with the City of Ottawa's goal of zero emissions by 2050 through sustainable community infrastructure, building design, occupant behaviour, and development approaches. Strategies will differ in different phases and areas of the community, as guided by Tewin's Community Energy Plan. At every step of development, the Project Team will ensure technical and financial feasibility and form partnerships to advance this progressive project in a sustainable manner.



Objectives for Infrastructure and Energy



Support efficient delivery of urban municipal services and infrastructure for new development, and wherever feasible, existing development.



Strategically locate infrastructure to support development of a transit-supportive community from the early phases, and minimize impacts on the existing community.



Optimize stormwater management techniques to contribute to the character, performance, and amenity of the community.



Create a zero-carbon energy community by catalyzing partners, leveraging technologies, educating residents, and advancing strategies which appropriately consider and respond to the varying nature of development across the Tewin community.

Sustainable by Design

Tewin will implement multiple aspects of sustainability through the intentional design of infrastructure and energy.

By carefully restricting post-development stormwater run-off from the Study Area, Tewin's infrastructure strategy will protect the Ramsay Creek and Bear Brook watersheds. Tewin's stormwater management ponds are an essential part of this protection, while also strengthening the connection between water resources, nature and the community. More broadly, development at Tewin will connect residents to water and wastewater systems through a significant amount of new infrastructure which will extend urban municipal services to the community.

Greenhouse gas emissions derive from many forms, including the ways we heat our homes, the ways we move around, what we eat, and what we buy and dispose of. Tewin is committed to reducing all emissions, meaning sourcing low carbon energy where possible, reducing the energy consumption of homes, choosing lower carbon materials, providing sustainable transportation options for daily trips, and creating a culture of sustainability among residents, businesses, and local institutions.

In these ways, development at Tewin will connect and protect water resources, and be designed to reduce energy consumption and embrace zero-carbon energy, which are both Outcomes under the One Planet Living (OPL) principles.

Additional OPL principles are realized through this CDP's design guidance. The 10 OPL principles have been coded to these guidelines using coloured dots to demonstrate how Tewin has been planned and will be developed to be sustainable by design.

» Infrastructure and Water Management

Tewin's infrastructure and water management strategy is designed to efficiently and effectively support projected growth and provide services within the Study Area. It has been tested under major failure and climate change scenarios to ensure it can withstand these potential future conditions.

Infrastructure design at Tewin will efficiently use available land and resources to balance performance, community experience, and ecological vitality. It will consider the needs of those involved in the construction, operation, and maintenance of municipal services. It will be guided by Tewin's Master Servicing Strategy.

Tewin's strategy is inclusive of, integrated with, and encourages connection with the natural world. It seeks to mitigate downstream impacts from urbanization on existing watercourses through a water management structure that will be designed to restrict stormwater run-off flowrates to pre-development levels. Its stormwater management approach will complement, extend, and enhance ecological vitality within the Open Space System, while supporting people's connections to water. The strategy is also transit-supportive through its strategic location of infrastructure within central areas of the community to focus development within these areas, particularly within early phases.

This strategy is complemented by the City's planned regional off-site water and sanitary expansions that will bring municipal services to Tewin's doorstep. Tewin's servicing strategy will allow for the off-site water and sanitary expansions to be staged so that the infrastructure is right-sized for early and full build-out stages of the community's evolution.



Figure 50. Tewin's Master Servicing Study and preferred infrastructure solutions will support transit-supportive development and activation of key areas within the community while minimizing impacts on existing residents.

A Temporary Pump Station has also been planned to support early development within the Study Area. The preferred location for this interim infrastructure has been identified at the northeast corner of Anderson Road and the Community Spine (**Figure 51**). This central location is important for supporting early phases development. It also is an appropriate for preserving public use of land within the preliminary alignment for a potential Future Regional Mobility Connection that crosses through the Study Area. The design of this Temporary Pump Station should be planned to minimize its impact on the public realm, particularly along the Community Spine, by including landscaping and temporary space for programming and public use along this frontage.

The Temporary Pump Station will service development within Tewin for upwards of 15+ years. When this infrastructure is no longer necessary, the land it is situated on may be considered for development if an alternative location has been preserved for the potential Future Regional Mobility Connection through public streets within another feasible location, as identified in **Figure 52**. Demonstration Planning within this area should plan for preservation of the a potential Future Regional Mobility Connection as every stage of development.

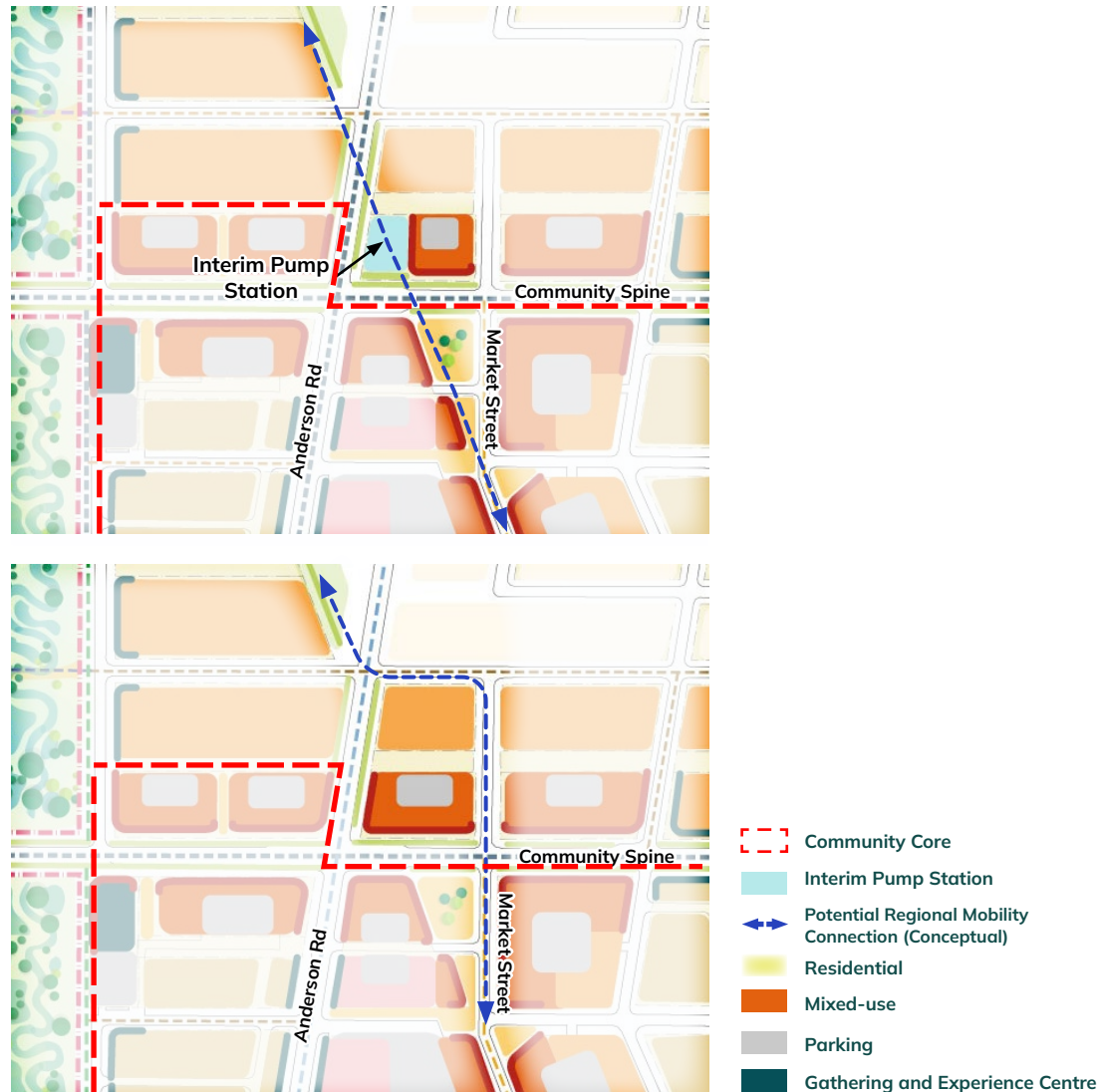


Figure 51. An Interim Pump Station will be developed at the eastern corner of Anderson Road and the Community Spine to serve Tewin for 15+ years. When this Pump Station is no longer required, development may occur in its place given the Future Regional Mobility Connection through can be achieved through Tewin's street and block network

Planning for Resilience

Consistent with the value the Algonquin people place on respect for the earth, the infrastructure and water management strategy seeks to proactively limit the environmental impacts associated with growth, build long-term resilience against climate change, and embed sustainability through design.

This is achieved through a number of measures, including:

1. Floodplain Verification

The 1:350-year floodplain was reviewed based on updated hydrologic analysis to guide infrastructure placement and ensure compliance with flood hazard constraints.

2. Storm Sewer Design

At detailed design, storm sewer systems will be assessed using the 1:100-year return period event, increased by 20% to reflect projected climate intensification. This analysis will confirm that hydraulic grade lines remain below underside of footing elevations, providing adequate flood protection for basements.

3. Overland Flow Management

Macro-level grading has been planned to direct major system overflows toward stormwater management facilities and away from buildings, in line with the City's dual-drainage requirements.

4. Stormwater Facility Resiliency

All stormwater management facilities will be equipped with emergency overflows directed toward watercourses approved to receive them, ensuring controlled discharge paths and minimizing risks to private property in extreme storm events.

5. Sanitary Overflow Protection

To mitigate the risk of basement flooding during pump station failure or extreme inflow events, sanitary overflow provisions have been included as part of the conceptual design, in line with typical approaches.

6. Water System Redundancy

Watermains are looped to ensure system reliability and operational flexibility under emergency conditions, consistent with City design standards for redundancy and pressure management.

7. New Headwater Features

The creation of new headwater features and wetlands in robust ecological corridors, that build in extra water management areas within the Study Area.

8. Protecting Mature Woodlands

Grading and stormwater management approaches have been sensitively designed to ensure existing Mature Woodlands retain necessary water inputs post-development so that they can continue to thrive.

9. Sensitive Materiality and Design

Infrastructure materials and designs have been carefully selected to limit impacts on the Ecological Corridors during and after construction. Examples include trenchless infrastructure crossings of watercourses and culverts designed to promote wildlife passage, amongst others.

Servicing for Existing Residents

Tewin's urban municipal services and infrastructure have been planned with enough capacity to support both existing and new residents.

Potential opportunities for existing residents to connect to upgraded water and wastewater systems will be identified as more information becomes available on the design and construction of these municipal services (Figure 53).

The process for connecting to municipal services will vary depending on the location of each property and where the planned services are ultimately located. Properties that front onto the ultimate locations of the Tewin local municipal services are expected to have the opportunity to connect to this infrastructure, subject to connection charges. In some cases, an extension of the planned system may be available at the cost to benefiting property owners through the City's Local Improvement Process.

Further information will be available and discussions will be had through the Plan of Subdivision approval process. Surrounding residents will receive notice of these applications, at which time additional details can be confirmed by the City.

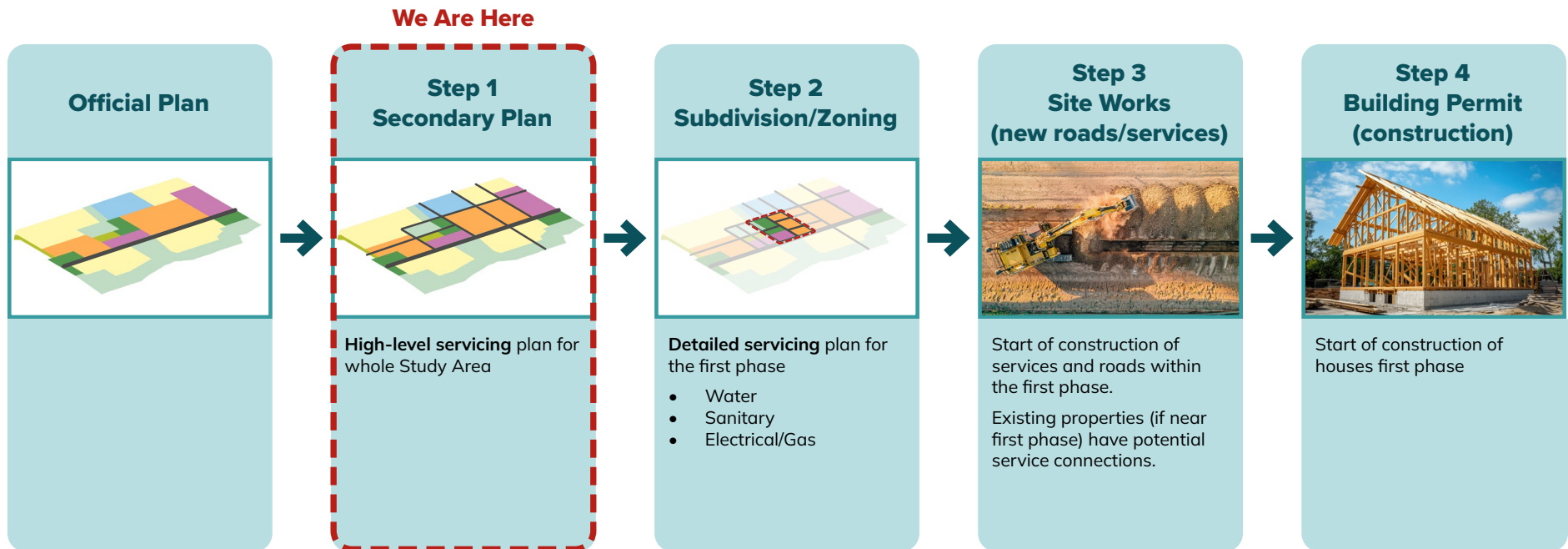


Figure 52. Detailed planning for servicing will occur through the development application process, as is typical across the City.

» Community Energy

Tewin has been planned and will be developed to be a zero-carbon community by catalyzing partners, leveraging technologies, educating residents, and advancing strategies which appropriately consider and respond to the varying nature of development across the Tewin community.

At Tewin, 'zero-carbon' means eliminating emissions from building operations through the use of clean energy sources. Beyond this, Tewin will reduce its carbon footprint through transit-oriented development and building materiality, and encourage residents to do the same by targeting other sources of emissions, including transportation, waste, and lifestyle choices.

Community energy planning at Tewin will be guided by the objectives for sustainable energy and greenhouse gas emissions set out in:

- The City of Ottawa's Energy Evolution Strategy and Climate Change Master Plan;
- The City of Ottawa's Official Plan;
- Bioregional's One Planet Living Framework; and,
- The City of Ottawa's Community Energy Plan Terms of Reference and other guidance and standards as applicable.

The Tewin Community Energy Plan (CEP) prepared in support of this CDP details potential pathways and solutions that will be leveraged at the Site Plan Approval and/or Plan of Subdivision stages.

Strategies

A range of energy efficiency and carbon emission mitigation strategies have been identified to achieve Tewin's proposed energy approach. These apply to four categories.

1. **Community Infrastructure:** Strategies that reduce emissions associated with the delivery of energy in and around the community.
2. **Building Design:** Strategies that reduce energy consumption and reduce emissions at the building scale.
3. **Occupant Behaviour:** Strategies that build awareness about reducing emissions based on behaviour and lifestyle choices.
4. **Embodied Carbon:** Strategies that reduce upfront emissions associated with the materials used during the construction and operation of buildings.
5. **Mobility:** Strategies that reduce car dependency and accommodate electric vehicles.

As planning and detailed design progresses, more information will become available and reported through future CEP Reports/Briefs.

Implementation

Determination of energy strategies that will be implemented at Tewin will need to consider a range of factors related to technical and financial feasibility, including:

- **Typology and density:** The feasibility and use of connected, community-based energy infrastructure will be assessed based on the types of development being proposed and build-out strategies.
- **Location:** High and low-density areas may require different solutions.
- **Timing of delivery:** Technology and innovation is changing, offering different opportunities at each phase of development.
- **Partnerships and funding:** Partnerships and funding opportunities that can contribute to and support lower carbon developments will continue to change as the community develops over time. These can help expedite implementation.

The Tewin Landowners continue to collaborate with Hydro Ottawa and the City of Ottawa to discuss potential strategies that can help Tewin achieve its emission reduction goals.

Development at Tewin will report on how it has considered and implemented its goal for zero emissions and sustainable energy through Community Energy Briefs supporting future Draft Plan of Subdivision and Site Plan Approval processes, when building details and energy supply details are appropriately advanced.

5.1 Community Energy Guidelines

1. Community-based and building-level energy systems, such as solar photovoltaics, battery storage systems, and geothermal will be encouraged and explored early in the planning of Tewin, and again at each phase of Tewin's development, to support the delivery of low-carbon energy to buildings. ●
2. Transportation demand management strategies will be implemented through the development approval process to enable and encourage sustainable travel behaviours. ●
3. Infrastructure supporting low carbon modes of travel will be encouraged in the public realm. This includes electrical conduits and battery storage for charging electric vehicles and bicycles, as well as electric public transit vehicles, bicycle parking, lockers, and repair stations, ●
4. Passive design strategies will be considered for all buildings to optimize building efficiency and comfort, and minimize emissions. ●
5. Development at Tewin should seek to integrate efficient building systems, including emerging heat pump technology, energy efficient appliances, lighting and domestic hot-water equipment. and employ active design strategies to further reduce energy use. ●
6. Development at Tewin will reduce embodied carbon emissions through the use of low-carbon building and infrastructure materials such as low-carbon concrete. Strategies will vary based on the type of development, as outlined in the Tewin Community Energy Plan. ●
7. 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. ●
8. Community Energy Briefs will demonstrate progress towards Tewin's carbon goals and detail the specific energy strategies related to that phase of development. ●

OPL Principles Legend ● Travel and Transport ● Zero Carbon Energy



Blatchford is a leading sustainable community in Edmonton that can serve as a model for Tewin's development given its shared aspirations. Home to up to 30,000 new residents, Blatchford will be a neighbourhood that uses 100% renewable energy, is carbon neutral, significantly reduces its ecological footprint, and empowers residents to pursue sustainable lifestyle choices.



Rooftops present an opportunity to embed sustainability in a space efficient manner through green roofs and solar panels.



Artistic impression of Tewin's community core. A vibrant, connected community featuring diverse housing, the Tewin Experience Centre and an integrated network of all-season trails.



6.0

Implementation



Overview

An evolving community developed through self-sustaining phases

Tewin will be a community that exemplifies its vision, guiding principles, and community design objectives at every stage of its evolution.

It will take 30+ years for Tewin to be fully developed. Thoughtful implementation throughout this time will be critical to achieving Tewin's vision, so that it is not only actualized at the end of the community's development but also at each step along the way. Strategic build-out will also be critical to its ability to support frequent transit and the range of uses required to create a complete community.

Development at Tewin will be planned and carried out through a series of self-sustaining phases that each include a diverse mix of uses and housing types, new parks and community facilities, and a connected active transportation network. Phases will build upon each other to deliver different elements of Tewin's vision in a balanced and holistic manner. The planning framework includes 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 next 30 years.

This CDP and the Tewin Secondary Plan that will complement it are just the first step in the planning process. They seek to establish a vision and long-term framework for change. Future development applications will be required to provide further details on how this framework will be implemented in a comprehensive and coordinated manner which aligns with the directions set out in these documents.



» Tewin's Planning Framework

This CDP will be implemented through its accompanying Secondary Plan, which provides policies that secure the foundational elements of Tewin's vision and set out the path for implementation.

Secondary Plans establish detailed policies to guide growth and change within specific areas and neighbourhoods. While they are intended to implement the broader planning framework of the Official Plan, they may depart from certain policies to address local contexts or advance particular visions. Secondary Plans are typically used where significant physical change is anticipated and desired in a defined area.

Tewin falls within the Future Neighbourhoods Overlay identified in the Official Plan. An Official Plan Amendment (OPA) is required to remove the Overlay and establish area-specific designations that update the underlying Neighbourhoods designation. This is achieved through the adoption of the Secondary Plan for the area.

As statutory policy documents approved under the *Planning Act*, Secondary Plans form part of the Official Plan. The Secondary Plan provides assurance to City of Ottawa staff and Council, Tewin's Major Landowners, interest holders, and community members that the fundamental elements of the CDP will be carried forward as presented herein. Implementing zoning by-laws and future development within the Tewin Secondary Plan boundary must conform to all policies within the Secondary Plan. These stages of the development process will go further to determine details of future development, including local street networks, the exact size and location of parks and community facilities, and building design (Figure 54).

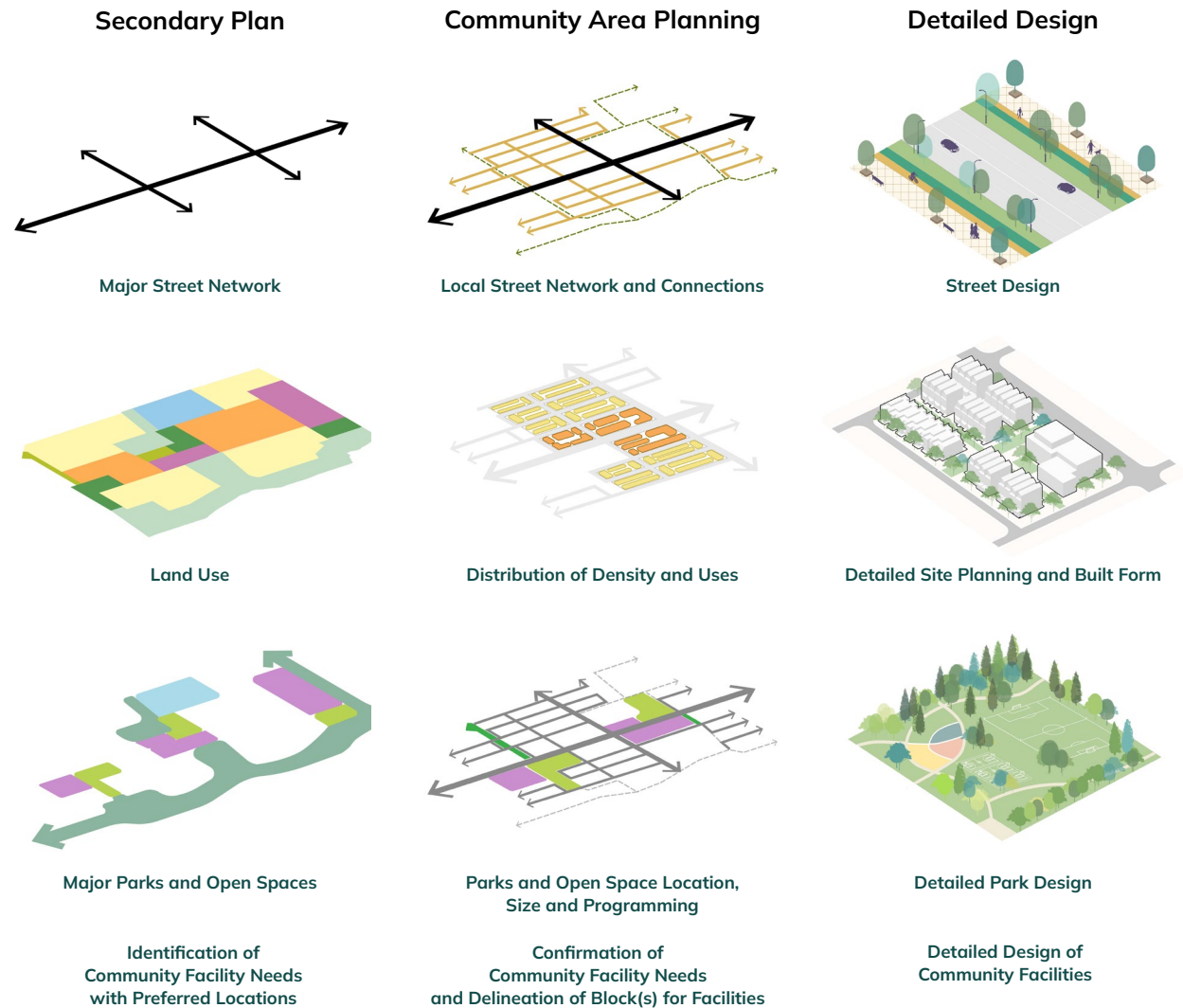


Figure 54. Evolution of planning and design details at each step of the planning and development application process

Supporting Studies

The following studies were completed as part of the Coordinated Process and inform the content and structure of Tewin's CDP and Secondary Plan. They are required through Annex 10, with their terms of reference established in coordination with City staff. They will guide implementation of development and infrastructure at Tewin.

Environmental Management Plan

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

Parks Design Manual

The purpose of the Park Design Manual is to address planning and design objectives pertaining to all future parks and complementary open spaces. The Design Manual provides illustrative guidance on how the parks within the Tewin Open Space System may be uniquely designed and maintained in response to their location, surrounding adjacencies, and site attributes. It provides comprehensive design demonstrations, including recreational amenities and facilities and complementary open space programming opportunities, as well as palettes for theming and maintenance considerations for parks and open spaces in the Study Area.

Master Servicing Study

The Master Servicing Study (MSS) has developed a high-level servicing solution that demonstrates the feasibility of providing the

necessary infrastructure for both the Study Area and external requirements. This includes assessing and detailing the proposed water supply, sanitary collection system, storm drainage system, stormwater and groundwater management, grading, and utility network. The MSS recommended servicing scheme sets the stage for future development, serving as a guide for the subsequent stages of planning.

Mobility Strategy

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

Housing Affordability Strategy

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

Community Energy Plan

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

Financial Implementation Plan

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


Population and Job Projections

Tewin is planning for a population and number of jobs high enough to create a transit-supportive, self-sustaining community.

Planning for lands within the Secondary Plan boundary has anticipated a residential population of 37,300 to 42,550 people in 14,100 to 16,600 units (**Table 4**). This reflects a density of development that meets or exceeds the City's latest minimum density requirements for intensification areas outside of Major Transit Station Areas, reflecting Tewin's commitment to go beyond minimum requirements. Planned densities and associated yields have been used to inform infrastructure and servicing plans, to ensure there will be enough capacity created within the Tewin community.

The Secondary Plan implements the land use mix and minimum densities identified in this CDP, enacting Tewin's commitment to be a transit-supportive, complete, and inclusive community.

In addition to population projections, economic analysis of this CDP suggests that Tewin may be able to retain and support upwards of 8,000 jobs at full build-out of the Study Area. These jobs are anticipated to be in several industries, including retail trade and hospitality, personal services and locally focused personal services such as accountants, lawyers, hair-stylists, and physiotherapists.

| Secondary Plan Boundary (445.35 Net Developable Hectares) | | | | | |
|---|--|-------------------------------------|--------------------------|----------------------------|---------------------------------|
|  | Net Residential Area ¹ (ha) | Minimum Density ² (upnh) | Projected Density (upnh) | Planned Units ³ | Planned Population ³ |
| Hub 1 (Community Core) | 13.3 | 150 | 185 | 2,000-2,500 | 3,300 - 4,100 |
| Hub 2 (Neighbourhood Centres) | 10.1 | 120 | 145 | 1,200 - 1,500 | 2,000 - 2,500 |
| Minor Corridor (Community Corridors) | 80.3 | 80 | 105 | 6,400 - 8,500 | 16,800 - 22,300 |
| Neighbourhoods (Neighbourhood Areas) | 110.4 | 40 | 45 | 4,400 - 5,000 | 13,800 - 15,600 |
| Total | 214.2 | | | 14,000 - 17,500 | 36,000 - 44,500 |


| Full Study Area (614.3 Net Developable Hectares) | | | | | |
|---|--|-------------------------------------|--------------------------|------------------------------|-----------------------------------|
|  | Net Residential Area ¹ (ha) | Minimum Density ² (upnh) | Potential Density (upnh) | Potential Units ³ | Potential Population ³ |
| Hub 1 (Community Core) | 13.3 | 150 | 185 | 2,000 - 2,500 | 3,300 - 4,100 |
| Hub 2 (Neighbourhood Centres) | 18.1 | 120 | 145 | 2,200 - 2,600 | 3,700 - 4,400 |
| Minor Corridor (Community Corridors) | 115.6 | 80 | 105 | 9,200 - 12,200 | 24,200 - 32,100 |
| Neighbourhoods (Neighbourhood Areas) | 168.7 | 40 | 45 | 6,700 - 7,600 | 21,200 - 23,900 |
| Total | 315.8 | | | 20,100 - 24,900 | 52,400 - 64,500 |

Table 2. Tewin Population and Density Yields for the Secondary Plan Boundary area and Full Study Area. Only 445.34 of the Study Area, corresponding to the Secondary Plan Boundary area, is planned for development per the Official Plan.

1. The net residential area for each land use designation is based on preliminary analysis of local roads and laneways, and is subject to change through detailed design. The ultimate net residential area will be confirmed for each Community Area through the Demonstration Plan and Plan of Subdivision phase.
2. The Official Plan applies the minimum density requirements as units per net hectare (upnh) on a per-parcel basis. It is recommended that Tewin's Secondary Plan provide additional policies to clarify how density will be calculated and achieved understanding the "per-parcel" approach may not translate to the scale and context of the Tewin community.
3. The range represents an estimate of the mix of units that could be constructed at Tewin. This is based on a series of assumptions to achieve the community vision. Changes in assumptions may result in variations to the ultimate supply of each unit typology and resultant population, while still keeping with the minimum densities.

» Incremental Phasing

Development at Tewin must be thoughtfully coordinated to ensure that each stage builds successfully on the last. The goal is to create a compact, connected, and vibrant community that grows cohesively over time, and to avoid disconnected pockets of growth.

Tewin will be developed over the next 30+ years, beginning in and around the Community Core and moving west and south from there in a contiguous manner. Thoughtful phasing of development and key infrastructure is required throughout this trajectory to ensure Tewin will always be a place that is compact, connected, and livable, and will deliver on its vision with each stage of development. Such phasing will be determined through the Plan of Subdivision process, at which time there will be further detail regarding the type of development being proposed within a given area, and the infrastructure necessary to support it.

Key to supporting Tewin's objective of being a transit-supportive, connected, and complete community is creating a critical mass of development. This will make it possible to deliver a complete mobility network, Open Space System elements, and services and amenities for those living in Tewin within early phases. Infrastructure should be efficiently developed and expanded in a manner which supports this vision.

A central part of Tewin's vision is the land use mix and minimum densities associated with each Community Component (Neighbourhoods, Community Corridor, Neighbourhood Centres,

and the Community Core). Accordingly, and in keeping with the provisions of this CDP, the Secondary Plan will designate approximately half of the developable land in Tewin as either a Corridor or Hub. Phasing should deliver development within multiple Community Components to implement these intentions. This will support livability, density, and access within Tewin as it evolves.

It may not be possible to deliver some elements of Tewin's vision (e.g., commercial uses, apartments, mixed-use development) in the earliest phases. Early development should still align with Tewin's vision by including a variety of housing types at transit-supportive densities and activating uses such as trails and open space. The Tewin Gathering and Experience Centre offers an opportunity to contribute to early amenity. If blocks within a contiguous area are left vacant due to a lack of market demand for designated uses, consideration will be given to interim activation strategies, so these blocks do not feel like gaps in the community fabric.

There are multiple ways that development could come forward within Tewin that would be in keeping with the objectives set out in this CDP. Determining phasing through the Plan of Subdivision process provides for flexibility to respond to future conditions. This takes into account the long-term build-out of this Plan, while ensuring the phasing of development is planned in a comprehensive and holistic manner, and still occurs early on in the development approvals process.

Objectives for Incremental Phasing



Support compact and contiguous development to achieve the densities needed to create complete and connected neighbourhoods at each stage.



Prioritize the Community Core and Community Spine in early phases to bring activity into the primary and most central locations first.



Develop on both sides of the Community Spine to support its activation and transit ridership.



Deliver a mix of housing typologies within each phase to provide a range of housing options.



Deliver non-residential uses at a pace that appropriately yet proactively responds to residential development to support local trips and sustainable travel.

Demonstration Planning

Tewin will be developed through a series of Community Areas that create complete communities and optimize the delivery of public infrastructure. Detailed planning for these areas will first be undertaken through the Plan of Subdivision process, and refined through succeeding development applications.

Given the scale and long-term development horizon associated with this Plan, not everything can or should be determined at this time. The planning framework for Tewin has built in the appropriate degree of certainty to establish its vision while allowing the appropriate level of flexibility for future development to respond to evolution in the context within and beyond Tewin over time. While the CDP and Secondary Plan establish the overall intent for each of Tewin's structuring elements, their exact configuration and design details will be further studied and secured through development of the community.

Demonstration Planning guides the future development of a component of the overall Tewin community, at a finer-grained level of detail than the broader Official Plan and Secondary Plan. The Secondary Plan will require Demonstration Planning through the series of Community Areas identified on **Figure 55**, which have been defined based on servicing catchment areas and Community Component boundaries. This will ensure that this important level of detailed planning can take place in a holistic and coordinated manner, rather than through piecemeal development applications.

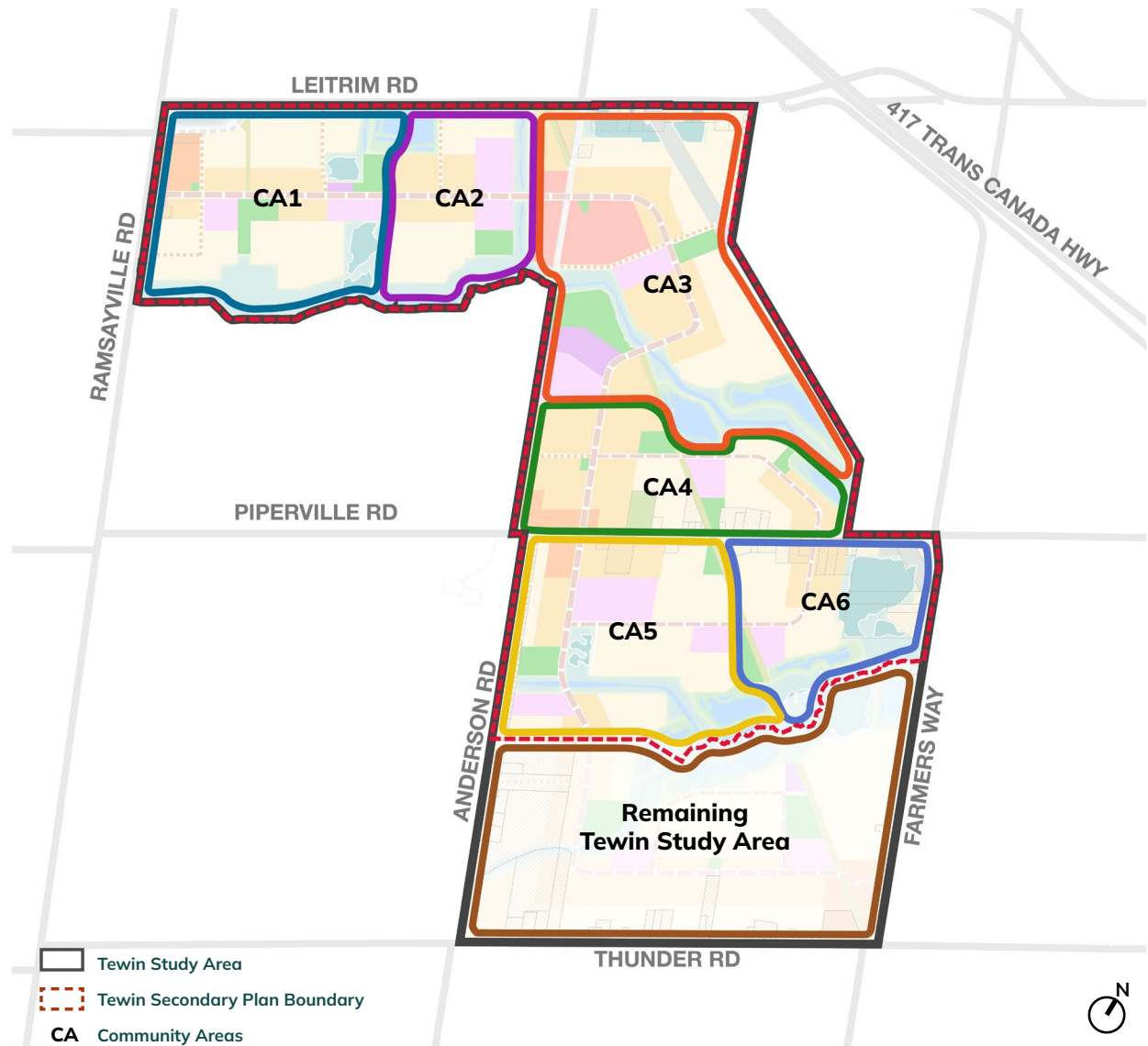


Figure 55. Tewin's Community Areas

Contents

Demonstration Plans will illustrate the following elements across each Community Area:

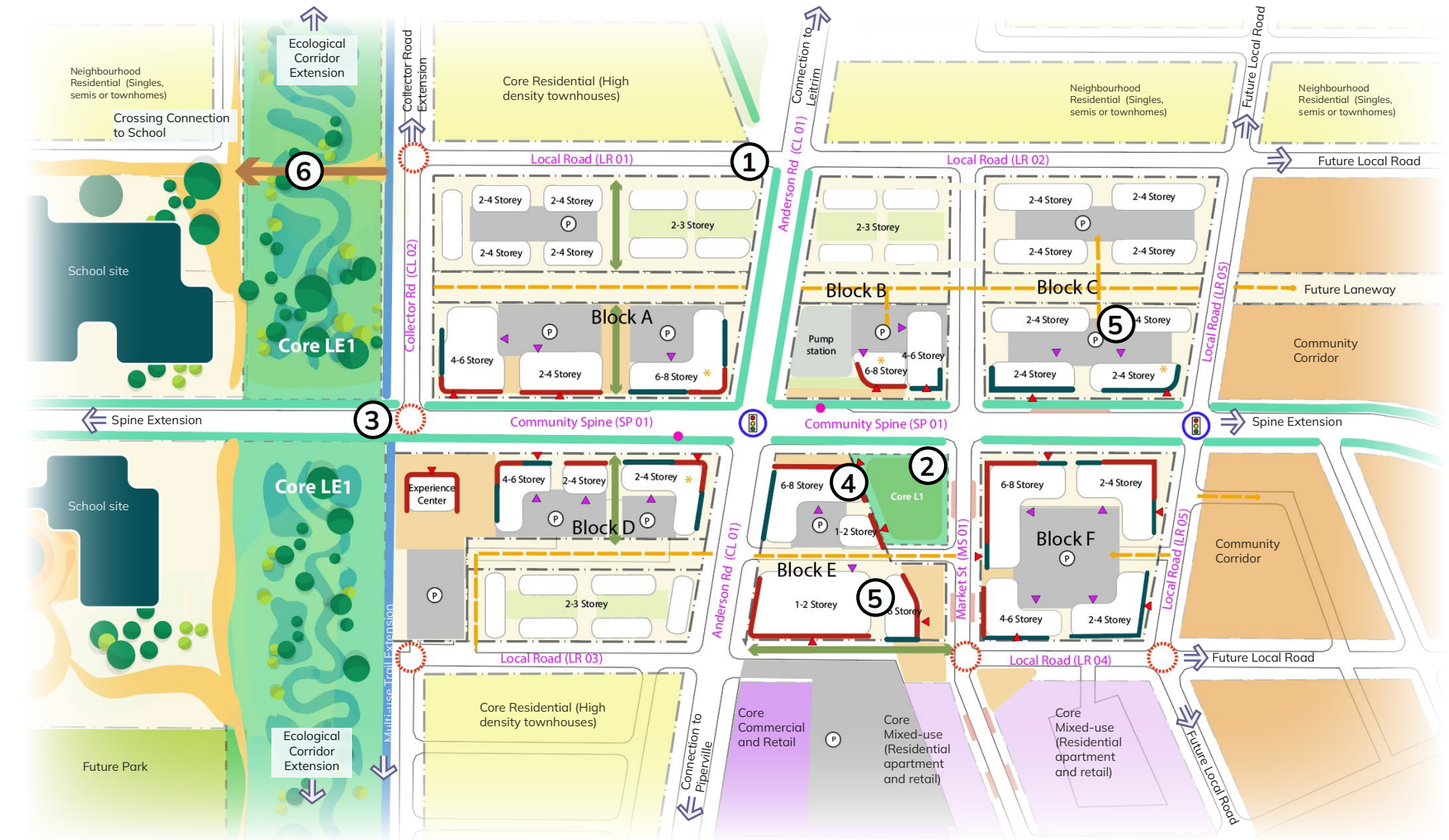
1. **Street and Block Layouts**, including blocks for Parks and other open spaces;
2. **A Public Realm Plan** reflecting all aspects of the Open Space System, including the Ecological Corridor area, size and location of Parks, conceptual location of POPS (where provided), and their relationships to each other as well as adjacent built form;
3. **A Complete Mobility Network** including all Local Streets and Laneways, the full Trail Network, and Midblock Connections, all of which are not currently reflected in the CDP;
4. **Building Concepts**, including uses, frontages, built form, configurations, and how minimum density requirements for each land use designation are achieved across the Community Area;
5. **Pedestrian and Vehicular Access** including general locations for entrances, parking, and loading; and
6. **Relationship to Surrounding Areas** (e.g. open space and mobility connections, block structure, land use designations) to ensure future connections and land use interrelationships have been considered, and Community Core and Neighbourhood Centre areas that are split between two Community Areas are planned for in a cohesive manner.

In addition to these design-related elements, Demonstration Plans will also detail:

7. **Area-specific functional servicing, grading, and drainage plans**;
8. The **retail strategies** that have been or will be further explored within each Community Area;
9. The **affordable housing strategies** that have been or will be further explored within each Community Area;
10. For Community Areas which contain the Community Core or Neighbourhood Centres, a **phasing approach** for these areas indicating how the phasing of dwelling units and non-residential uses will occur; and
11. How **progressive approaches to community design** have been considered and implemented, in keeping with the Tewin Intent and vision.

A Demonstration Plan will be prepared with the first development application (Zoning By-laws and/or Plans of Subdivision) within each Community Area 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 CDP and related Secondary Plan. Each subsequent development application will demonstrate its relationship with the initial Demonstration Plan.

The boundary of Community Areas may be revised provided the general intent and purpose of the Tewin Secondary Plan and CDP are maintained. Where changes to the applicable Demonstration Plan are proposed by a development application, an updated Demonstration Plan will be prepared to reflect revisions and demonstrate conformity and regard for applicable policies and guidelines related to the required criteria.

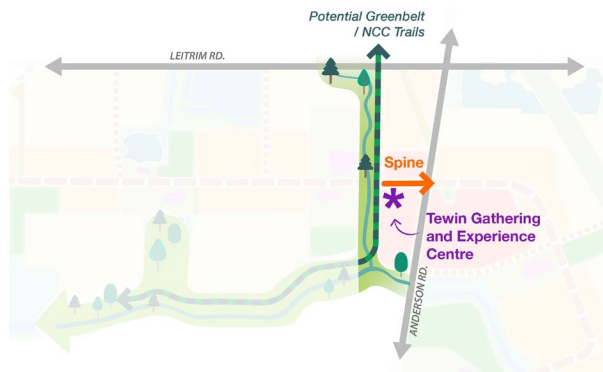


- | | | | | | | | |
|--|--|--|---|--|-------------------------|--|-----------------------------------|
| | Development Parcel | | Multi-use Trail | | Traffic Light | | Future Residential |
| | Development Footprint | | Parking Area (outdoor) | | Pedestrian Crossing | | Future Community Corridor |
| | Proposed Open Space | | Possible Parking Garage (integrated with development) | | Street Design Reference | | Future Core Mixed-use |
| | Proposed Open Space within Development | | Private Laneway/Shared Road | | Loading Area | | Future Core Commercial and Retail |
| | Pedestrian Mid-block Connection | | Main Building Entrance | | Transit Stop | | Future Park |
| | Cycling Facility | | Main Non-Residential Frontage | | Crossing | | |
| | | | Main Residential Frontage | | | | |

Figure 56. Example of Demonstration Plan requirements for illustrative purposes (not intended to reflect actual building design or represent a development proposal for this area)

Delivering Complete Networks and Systems

The development of the Active Mobility network will expand alongside development of the community and Tewin's Open Space System, incrementally creating a connected community where residents can access nature and key destinations on foot or bike at each stage of Tewin's development.



Establishment of the Gathering and Experience Centre

The delivery of the Open Space System and active mobility network is planned to begin with the establishment of Tewin's Gathering and Experience Centre. This initial phase will introduce pedestrian and cycling facilities along the section of the Spine constructed to serve the Centre, as well as a portion of the Ecological Corridor and the trails surrounding it. This first step is critical to providing early access to nature and to position the Gathering and Experience Centre as a new trailhead within the broader NCC trail network that will be connected to the NCC Greenbelt.



Early Neighbourhood Development

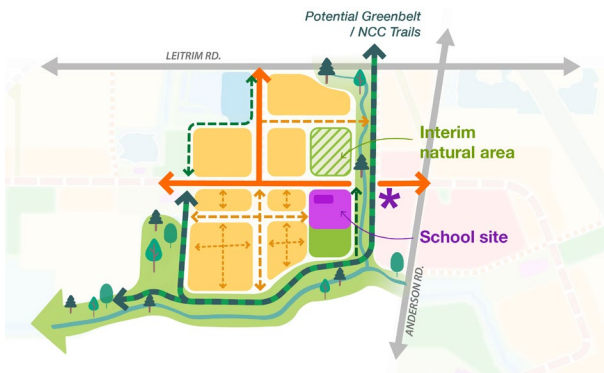
As each neighbourhood develops through sub-phases within a Community Area, the Spine will be extended to serve the area being developed and expand transit service and the active transportation network. New streets and the extension of the cycling network will occur within neighbourhoods concurrently with development, in a manner that prioritizes connectivity at each step. As the Spine expands, trails will be extended to connect with the Spine, creating a continuous network.

Parkland will be dedicated and delivered to support development in accordance with the Planning Act. Until school sites are needed, lands designated for future schools should function as natural areas that complement the Open Space System.



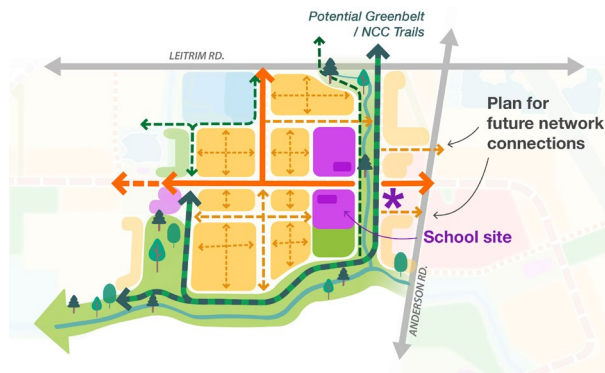
Early Neighbourhood Development (cntd.)

The Ecological Corridor will be holistically designed through Demonstration Planning and the Plan of Subdivision process for each Community Area. It will be conveyed to the City at no cost through the registration of each phase of each subdivision application. This conveyance will ensure complete segments of trails and the Corridor are delivered with each phase in keeping with this Plan's connectivity and active mobility objectives. The timing and implementation of restoration works and/or construction of new features will be required as a condition of Draft Plan approval.



Neighbourhood Build-Out

Overall phasing of the Mobility Network, including public realm improvements and necessary infrastructure requirements, will be coordinated and secured through Subdivision Agreement(s) or other development applications which will provide for incremental 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.



Neighbourhood Build-Out (cntd.)

This incremental approach will produce a fine-grained, continuously connected network that functions effectively at each stage of development, while also integrating with the wider system as it fills out over time. This pattern will be repeated with each successive phase, ensuring the network evolves alongside the community it serves.

» Ongoing Placekeeping and Stewardship

The Tewin community will require sustained stewardship and adaptive management throughout its development and maturity, and an approach to design that prioritizes placekeeping. Everyone will have a role to play in achieving this.

Implementation working group(s) should be established to deliver on this sustained vision stewardship and adaptive management and convene groups that have distinct roles to play in its success. Such group(s) should convene the City, Staff, Tewin's Major Landowners and developers, Algonquin community representatives, representatives from the community, and/or other interest holders (e.g. conservation authorities, local businesses, school boards and education representatives, non-profit and social service organizations).

These groups should meet regularly throughout Tewin's development to identify and coordinate opportunities for local stewardship and community building, and advance the shared vision of Tewin as a sustainable and inclusive community.

Beyond City-led programming alone, the TIWG will foster a partnership model where:

- Algonquin representatives, community organizations and residents **co-design** and lead programming;
- **Local volunteers** contribute to event planning, stewardship, and activation;
- Schools and community facilities become **hubs for programming and community connection**;
- **Emerging community leaders** are supported to initiate and lead activities;
- There are **community feedback loops** creating regular opportunities for residents to share ideas, feedback, and desires for programming and stewardship;
- There is an embrace of **pilot programs and experimentation** to test new programming and stewardship approaches, learning from experience, and scaling what works; and
- **Commemoration and storytelling** share stories of community life, stewardship successes, and lessons learned.

Priority Areas

1. Algonquin Cultural Commemoration and Programming

Tewin will be a place where Algonquin culture, presence, values, histories and knowledge are celebrated, visible, and woven throughout community life. In partnership with the AOO, a Commemoration Plan will be advanced early in the development.

The plan will include:

- **Community Naming** – Parks, trails, and public spaces named in the Algonquin language or honouring Algonquin history and significance;
- **Interpretation and Wayfinding** – Signage, public art, and interpretation throughout Tewin honouring Algonquin history, place names, and significant sites;
- **Public Art and Place-Making** – Commissioned artwork and design elements celebrating Algonquin artistic traditions and contemporary Indigenous artists;
- **Knowledge-Keeper Engagement** – Opportunities for Algonquin elders and knowledge-keepers to teach, guide programming, and share practices;
- **Educational Programs** – School and community programming teaching Algonquin history, language, ecological knowledge, and contemporary culture; and
- **Seasonal Cultural Celebrations** – Community festivals, ceremonies, and celebrations marking the Algonquin calendar and cultural practices.

2. Parks Programming and Community Activation

Tewin's parks will be vibrant, well-programmed community gathering spaces that foster social connection, support active and healthy lifestyles, and celebrate the community's relationship with nature and the land. The TIWG could coordinate a year-round, community-centred programming calendar, to include some or all of the following kinds of activities:

- **Open Space Design** – Establishing processes that support the co-design of public spaces to strengthen the sense of ownership and stewardship amongst local community;
- **Community Gardening** – Identifying lands and facilitating the establishment of community gardens that support connection to the land, and traditional methods and local systems of food production;
- **Active Recreation Programming** – Structured and drop-in activities within Tewin's parks and facilities, with an emphasis on year-round outdoor experience and activities;
- **Seasonal Community Gatherings** – Celebrations marking seasonal changes, cultural festivals, and community milestones that bring residents together;
- **Cultural Events** – Performances, markets, exhibitions, and creative workshops that activate public spaces and elevate the experience of the community as a place

founded on Algonquin values and principles; and

- **Nature-Based Learning** – Educational programs exploring local ecology, wildlife, seasonal changes, and environmental stewardship

3. Water and Natural Area Stewardship and Programming

Tewin's Ecological Corridor, Stormwater Ponds, Trails, and the connection to the Natural Land Trust will be actively stewarded as living systems that support biodiversity, provide educational and recreational opportunities, and anchor the community's relationship with the land. The TIWG could support long-term ecological stewardship, and include:

- **Community Stewardship Partnerships** – Engaging residents, naturalist groups, schools, and Indigenous knowledge-keepers in ongoing care and monitoring of natural areas (invasive species management, native plantings, habitat restoration);
- **Ecological Education Programs** – Educational initiatives deepening community understanding of local ecosystems, plants/species of importance, wildlife, water systems, and ecological interdependence and their relationship to Algonquin traditions (guided nature walks, schoolyard naturalization, information and cultural interpretation);
- **Seasonal Trail Programs** – Year-round trail activation and maintenance programs, ensuring accessibility in all seasons and supporting community use (winter activities,

spring restoration walks, autumn ecology explorations);

- **Woodland, Wetland and Stormwater Pond Stewardship** – Programming that celebrates the ecological and hydrological functions of these features while creating opportunities for community connection and learning (viewing areas, interpretation, seasonal observation programs); and
- **Wildlife-Friendly Practices** – Community education and initiatives supporting habitat connectivity and wildlife coexistence (native plant gardens, light pollution reduction, wildlife corridor protection) These should integrate traditional Algonquin land management and stewardship practices.

4. One Planet Living Principles

Tewin will continue to advance One Planet Living principles and framework more broadly in part through community engagement, programming, and behavioural change initiatives that make sustainable choices easy, appealing, and a part of everyday life. All residents of Tewin will receive a Community Knowledge Package to introduce them to Tewin's unique community stewardship aspirations and expectations. To build on this, the 10 OPL Principles can be advanced through accessible, community-centred programming woven into the three themes above, and include some or all of the following kinds of elements.



Health and Happiness:

- Outdoor recreation programming fostering nature connection and physical activity
- Community health and wellbeing programs with a focus on active living and connections to nature
- Active transportation celebrations and community cycling/walking events



Sustainable Water:

- Restoration projects and monitoring programs engage residents in watershed health
- Community education on water conservation and stewardship
- Stormwater pond and wetland programming celebrating water systems



Culture and Community:

- Arts, music, and cultural programming celebrating Algonquin culture and community diversity
- Intergenerational storytelling and knowledge-sharing programs
- Community festivals and seasonal gatherings



Equity and Local Economy:

- Equitable hiring and procurement practices, and training and apprenticeship opportunities for Algonquin people
- Community business and local vendor programs in public spaces (local markets, pop-ups)
- Employment and skill-building initiatives connected to community stewardship and programming



Travel and Transport:

- Active transportation ambassador programs promoting walking and cycling
- Community cycling events, bike repair workshops, and skills-building programs
- Carpooling and shared mobility initiatives, including the development of a Tewn Concierge to connect people to different modes of travel.



Land Use and Nature:

- Community stewardship and restoration programs (as outlined above)
- Ecological education and nature-based learning
- Indigenous knowledge and land stewardship programming



Sustainable Food:

- Community gardens and food growing programs in Parks and open spaces, such as the Harvest Walk
- Farm-to-table programming and partnerships with local producers
- Food security programs and education on sustainable food systems
- Traditional food and medicine programs to educate students and residents about the foods and medicines that can be found in natural areas throughout the community



Sustainable Materials and Zero Waste:

- Community repair and reuse programming (repair cafés, swap events)
- Waste reduction and composting education and community initiatives
- Sustainable procurement practices for community programming and facilities



Zero Carbon Energy:

- Community education on energy efficiency and renewable energy
- School and community facility energy literacy programs

Development Approvals and Agreements

This CDP is the culmination of over four years of engagement, planning, and collaboration with City Staff and community members. But it is only the first step in advancing development of the Tewin community over the next 30+ years.

Many stages of planning and infrastructure work, and associated public consultation, will take place before any development occurs at Tewin. This work will be phased to support incremental development of the community over time.

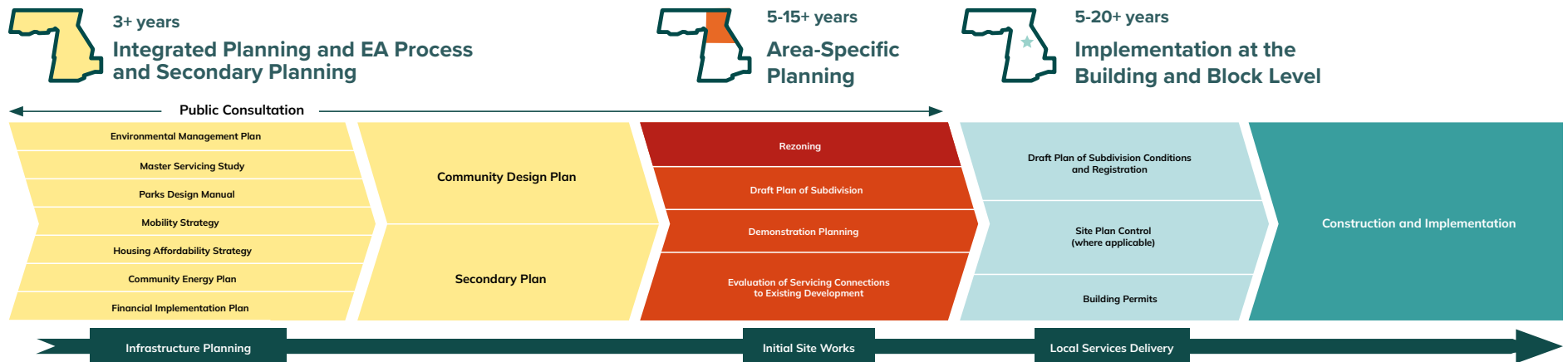
Tewin's CDP and Secondary Plan have been informed by a number of supporting technical studies that have been prepared in accordance with their respective Terms of Reference. These studies are referenced and reflected throughout the sections of this CDP, but contain more details regarding design approach and recommendations, as well as implementation. Together, they will guide future development within Tewin.

A Financial Implementation Plan will also support Tewin's implementation and ensure "Tewin pays for Tewin" in keeping with the Tewin Intent. The Financial Implementation Plan outlines a suite of financial mechanisms that will come together to deliver the proposed infrastructure in this way, including:

- Development Charges (city-wide and area specific) and other financial mechanisms are proposed to facilitate growth costs associated with large-scale infrastructure supporting Tewin's growth, to avoid City and existing taxpayers paying for costs that serve growth. Developers will front-end many of these large-scale infrastructure projects, to ensure the pace of infrastructure is appropriate with the pace of development.
- All local services, including roads, watermains, sewers, ecological corridors, and stormwater management facilities, will be fully funded by the developers.

- The generation of new tax base collected from the new homes and businesses at Tewin will support operating, maintenance, and renewal costs.

Following approval of the Tewin Secondary Plan, landowners will prepare Zoning By-Laws and Draft Plan of Subdivision (DPOS) applications in an incremental manner, starting in and around the Community Core. Rezoning will implement the regulations required to enable development on the Tewin lands in keeping with the vision of this CDP and policies of the Secondary Plan. The DPOS process will subdivide large areas of land into streets and blocks to organize development, confirm the size and location of elements within the Open Space System, and plan for its servicing. This process will include Demonstration Planning, as described in Section 6.0, to provide additional planning details for sub-areas within Tewin in a comprehensive manner. Public consultation will be a key element in developing of these plans.



At this stage, on-site infrastructure requirements and layouts will be finalized. Area-wide infrastructure planning and site preparations would continue to enable local development. In conformity with the Official Plan (Section 4.9.7.1(9)), the City, Conservation Authorities, and other public agencies (as required) are expected to implement specific requirements from other integrated and long-term planning process, such as watershed and subwatershed studies, through this process and this may result in refinements to the Open Space System, infrastructure design, and/or stormwater management objectives.

The final stage of the approvals process includes detailed design, as established through DPOS, Site Plan Control, and/or building permits. Site Plan applications, where applicable, will be prepared for individual development sites and blocks prior to building permits being issued, so that construction can begin. Final building designs—including scale, appearance, materials, servicing, and related considerations—will be determined at this stage. The detailed design of Parks and open spaces will also be undertaken as a condition of the DPOS.

Across Tewin, development stages will overlay as new Community Areas begin rezoning and DPOS while other Community Areas move forward into construction following Site Plan Approval and/or issuance of permits.

Agreements and Monitoring

The City's approval of all plans of subdivision, plans of condominium, site plan and severance applications within the Tewin Study Area will include a condition that requires private cost sharing agreements for major infrastructure and other projects and associated soft costs (e.g. studies, consultant costs, and other related soft costs) required for development of the Tewin community. Such agreements will be implemented between landowners for any development within the Tewin Study Area to ensure that the costs to develop Tewin are distributed fairly among benefiting landowners.

A Private Master Parkland Agreement will also be established by Tewin's Major Landowners to create a mechanism which 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 Tewin's parks, 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 development of the parks and associated studies and plans, as well as the proportionate share of the costs for each landowner, where applicable.

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. To secure this, Tewin's Major Landowners shall be required to enter into a Transit Service Agreement 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.

Transportation demand management strategies shall be implemented with each phase of development to enable and encourage sustainable travel behaviours and minimize car ownership. 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.

» Updating the Community Design Plan

Tewin's planning documents have been prepared through an extensive process involving technical input, Environmental Assessment, and public consultation. Development is expected to proceed in a manner that is consistent with the plans, guidelines and recommendations contained in these documents in order to ensure that the policies of the Ottawa Official Plan, the Tewin Secondary Plan, and the provisions of the Tewin CDP are implemented.

Due to the scale of the Tewin community, and the fact that it is not possible to anticipate every circumstance or issue that may arise over the course of its development, the CDP concentrates on defining the character and function of comprehensive systems and strategies for Open Space; Mobility; Land Use and Built Form; Energy, Infrastructure and Water Management; and Phasing and Implementation. These systems and strategies are supported by an extensive set of CDP guidelines, structure plans, and visualizations. Together all of this content establishes the framework upon which the Demonstration Planning process at Tewin will build, as described previously in this section of the Plan.

All key aspects of the systems and strategies of the CDP are also included in the schedules and policies of the Tewin Secondary Plan. This means that almost any variation to the Tewin CDP that in another Ottawa CDP would be considered a “major modification” will, at Tewin, require amendment to the Secondary Plan. This requires a statutory Planning Act process, full public review and approval by City Council.

Generally speaking, there is also no need to articulate a process for making the kinds of “minor modifications” to the Tewin CDP as happens in other Ottawa communities, as the Tewin CDP has been designed as a comprehensive yet flexible framework to guide the preparation of more detailed Demonstration Plans at a later stage. This means at Tewin, the Plan of Subdivision and Demonstration Planning process is in effect the process for making “minor modifications” to the CDP.

There are three exceptions to the processes described above pertaining to modification of the CDP. In each case, the General Manager, Planning, Development and Building Services, may use their discretion to require that the CDP be updated in whole or in part, as follows:

1. If any of the studies that support the CDP are updated in a way that changes the content of the systems or strategies of the CDP but does not also necessitate a statutory amendment to the Secondary Plan;
2. In the event of a new Environmental Assessment process that results in a significant deviation from the Tewin infrastructure and/or water management strategy; and/or
3. In the event of any other significant deviation from the CDP that would not also necessitate Secondary Plan amendments.

Image Credits

| IMG# | Page | Description | Credit |
|------|------|--|---|
| 5 | 10 | Westbrook Village, Vancouver, BC | University of British Columbia |
| 6 | 10 | Westbrook Village, Vancouver, BC | University of British Columbia |
| 7 | 31 | Westbrook Village, Vancouver, BC | Zolo |
| 8 | 31 | Westbrook Village, Vancouver, BC | The Campus Resident |
| 9 | 31 | Brooklyn Botanic Garden, NY, USA | Michael Van Valkenburgh Associated Inc |
| 10 | 31 | Mer Bleue Bog, Ottawa, ON | Katherine Fletcher |
| 12 | 31 | Westbrook Village, Vancouver, BC | Richard Findlay Landscape Architect Inc |
| 13 | 37 | N/A | Pacific Land Group |
| 17 | 39 | Tablas de Daimiel, Ciudad Real, Spain | Daimiel Turismo |
| 18 | 41 | Gatineau Park, Chelsea, Quebec | Flickr |
| 26 | 47 | Civic Park Warragul, Australia | Landezine: Fitzgerald Frisby Landscape Architecture |
| 29 | 52 | Alief Neighbourhood Center, TX, USA | Texas Monthly |
| 30 | 52 | Wesbrook Community Centre, UBC | UBC Properties Trust |
| 32 | 53 | Wesbrook Community Centre, UBC | UBC University Neighbourhoods Association |
| 33 | 54 | Central Park, Denver, CO, USA | Central Park Denver |
| 35 | 55 | CF Don Mills, Toronto, ON | Cadillac Fairview |
| 36 | 55 | Pike Place Farmer's Market, Seattle, WA, USA | King County Balanced You |
| 37 | 56 | Rambla de Prim, Barcelona, Spain | City of Richmond Hill |
| 38 | 56 | Liberty Village, Toronto, ON | Google Maps |
| 39 | 58 | Central Park, Denver, CO, USA | Google Maps |
| 40 | 58 | Stapleton, Colorado, USA | Google Maps |
| 42 | 63 | Algonquin College, Ottawa, ON | Algonquin Students' Association |
| 43 | 63 | Alice West Fleet Elementary School, VA, USA | ArchDaily |
| 44 | 63 | Community Garden, MD, USA | Maryland Gov |
| 45 | 65 | Ottawa, Ontario | Eh Canada Travel |
| 45 | 65 | Conroy Rd, Ottawa, ON | CBC |

| IMG# | Page | Description | Credit |
|-------------|-------------|---|---|
| 47 | 65 | Toronto, ON | National Park Planner |
| 48 | 65 | N/A | National Capital Commission |
| 49 | 65 | N/A | Sudbury.com |
| 50 | 65 | Mississauga, ON | Ontario Conservation Area |
| 51 | 71 | Dexter Ave, Seattle, WA | National Association of City Transportation Officials |
| 52 | 71 | Westbrook Village, Vancouver, BC | Govancity |
| 53 | 71 | Fort Street, Victoria, BC | City of Victoria |
| 54 | 71 | Victoria, BC | City of Victoria |
| 55 | 71 | Reed's Crossing, Portland, OR, USA | Livabl |
| 56 | 71 | South Marine, Vancouver, BC | Filer&Welch Real Estate |
| 58 | 78 | Lansdowne Rd, Victoria, BC | Times Colonist / Darren Stone |
| 59 | 79 | Greystone Village, Ottawa, ON | Hobin Architecture |
| 60 | 79 | Victoria, BC | City of Victoria |
| 61 | 81 | Market Street, Toronto, ON | DTAH |
| 62 | 81 | 360 Kennedy Lane, Ottawa, ON | Kindred Works |
| 63 | 81 | Edmonson Park, NSW, Australia | NSW Government |
| 64 | 81 | Heritage Park Lane, North Vancouver, BC | REW |
| 65 | 83 | Westbrook Village, Vancouver, BC | Google Maps |
| 66 | 83 | Garrison Crossing, Chilliwack, BC | Zolo |
| 67 | 83 | s-Hertogenbosch, Netherlands | Bicycle Dutch |
| 68 | 85 | Kelly Farm Drive, Ottawa, ON | Google Maps |
| 69 | 85 | Kelly Farm Drive, Ottawa, ON | Google Maps |
| 70 | 85 | Ottawa, ON | Google Maps |
| 71 | 87 | Rapidbus, Vancouver, BC | site visit? |
| 72 | 87 | Dexter Ave, Seattle, WA, USA | National Association of City Transportation Officials |
| 73 | 87 | Vancouver, BC | City of Vancouver |
| 74 | 89 | Esse Apartments, VIC, Australia | Apartments.com.au |

| IMG# | Page | Description | Credit |
|-------------|-------------|---|---|
| 75 | 89 | Peaks + Plains, Calgary, AB | RNDSQR |
| 76 | 91 | Wesbrook Village, UBC | The University Homes |
| 77 | 94 | N/A | Pixabay |
| 80 | 95 | Wesbrook Village, UBC | UBC Properties Trust |
| 81 | 96 | Leaside, Toronto | Google Maps |
| 82 | 96 | Cultus Lake Park Village, South Chilliwack, BC | Diverse Properties |
| 83 | 96 | Westbrook Village, Vancouver, BC | Google Street View |
| 84 | 96 | Northwoods Village, BC | Connect Landscape Architecture |
| 85 | 97 | Westbrook Village, Vancouver, BC | Google Maps |
| 86 | 97 | Edmonson Park, NSW, Australia | NSW Government |
| 89 | 103 | Wesbrook Village, UBC | 604 Now |
| 90 | 103 | Hobsonville Point, Auckland, New Zealand | Waimakiriri District Council |
| 91 | 104 | University High Street, SFU, BC | SFU Community Trust |
| 92 | 104 | Port Credit Village, Mississauga, ON | Slokker |
| 93 | 104 | Reed's Crossing, Portland, OR, USA | Livabl |
| 94 | 115 | Spoorpark Tilburg, Netherlands | World Landscape Architecture |
| 95 | 115 | Awen' Gathering Place, Collingwood, ON | Toronto Society of Architects / Brook McIlroy |
| 96 | 115 | Southlands Red Barn, Southlands Tsawwassen, Delta, BC | Instagram |
| 97 | 115 | Southlands Tsawwassen Farmers' Market, BC | X.com / Bob Ransford |
| 98 | 115 | Tsawwassen, BC | Vancouver Sun / Andrew Latreille |
| 99 | 115 | The Parklands of Floyds Fork, Louisville, USA | Landezine |
| 100 | 119 | Cultus Lake Park Village, South Chilliwack, BC | Diverse Properties |
| 101 | 119 | Westbrook Village, Vancouver, BC | Google Street View |
| 102 | 119 | N/A | TransLink and MOTI |
| 103 | 121 | Tsawwassen, BC | The Field Collective |
| 104 | 121 | Vancouver ON | Landezine |
| 105 | 121 | Westbrook Village, Vancouver, BC | Michael Sullivan |

| IMG# | Page | Description | Credit |
|-------------|-------------|---|--|
| 106 | 121 | Richmond, BC | TripAdvisor |
| 107 | 121 | Wesbrook Village, UBC | Kitslano.ca |
| 108 | 121 | Ottawa, Ontario | Q4A Architect |
| 109 | 127 | River & Rich, Columbus, OH, USA | Edge LA |
| 110 | 127 | Langley, BC | Township of Langley |
| 111 | 127 | San Francisco, CA, USA | David Baker Architects / Bruce Damonte |
| 112 | 127 | Port Credit Village, Mississauga, ON | Slokker |
| 113 | 127 | Plano Market Square, TX, USA | Plano Magazine |
| 114 | 127 | Brightwater, Mississauga, ON | Google Maps |
| 115 | 132 | Hobsonville Point, Auckland, New Zealand | New Ground Living |
| 116 | 132 | Wesbrook Village, UBC | UBC Campus + Community Planning |
| 117 | 132 | The Granary at Southlands, BC | E-Architect |
| 118 | 133 | 360 Kennedy Lane, Ottawa, ON | Kindred Works |
| 119 | 133 | Mason on Mariposa, San Francisco, CA, USA | David Baker Architects / Craig Cozart |
| 121 | 133 | Mississauga, ON | superkul.ca |
| 122 | 133 | Mississauga, ON | tcteam.ca |
| 123 | 135 | Ottawa, ON | Google Maps |
| 124 | 135 | Greystone Village, Ottawa, ON | Google Maps |
| 125 | 137 | Kidbrooke Village, London, UK | Townshend Landscape Architects |
| 126 | 137 | Victoria, BC | City of Victoria |
| 127 | 139 | Western Harbour, Malmö, Sweden | Visit Sweden |
| 128 | 139 | Bois Franc, Montreal, Quebec | Google Maps |
| 129 | 140 | UBC Vancouver, BC | Heatherbrae Builders |
| 130 | 140 | Wesbrook Professional Centre, UBC, BC | UBC Properties Trust |
| 131 | 140 | Co-Working Space, Kanata, ON | Head Office Ottawa |
| 132 | 143 | Tsawwassen, BC | Aplin Martin Consultants |
| 133 | 143 | Garrison Crossing, Chilliwack, BC | Omega & Associates Engineering |

| IMG# | Page | Description | Credit |
|-------------|-------------|---|------------------------------|
| 134 | 143 | Westbrook Mall in Westbrook Village | Google Maps |
| 135 | 143 | Mahogany Village, Calgary, AB | Reeves & Associates |
| 136 | 146 | Oakville, ON | Zolo |
| 137 | 146 | Maker Space, Seattle, WA, USA | Multifamily Executive |
| 138 | 147 | Brightwater, Mississauga, ON | Google Maps |
| 139 | 147 | Port Credit Village, Mississauga, ON | Frank Leo & Associates |
| 140 | 147 | Harold Dent Trail, Oakville, ON | CIR Realty |
| 141 | 147 | UBC Vancouver, BC | Live at UBC |
| 142 | 147 | Westman Village, Calgary, AB | Realtor |
| 143 | 147 | Ferguson Road, Nanaimo, BC | Holmes Realty LTD |
| 144 | 148 | Norman Street, Ottawa, ON | Taggart |
| 145 | 148 | Auckland, New Zealand | Google Maps |
| 146 | 149 | Laneway House, Toronto, ON | Zillow |
| 147 | 149 | Community Living Room, Regent Park, Toronto, ON | Centre for Social Innovation |
| 148 | 159 | Blatchford, Edmonton, AB | City of Edmonton |
| 149 | 159 | Dortmund, Germany | Sika Group |



Algonquins of Ontario

TAGGART
GROUP OF COMPANIES

CAIVAN
COMMUNITIES

TEWIN

Community Design Plan

Appendix A - Background and Process

»» Tewin in Context

The Tewin Lands ("the Study Area") represent a unique city-building opportunity to demonstrate leadership. At 838 hectares in size and with limited existing development, the scale, location, and context of Tewin enables the creation of a community that is meaningful and enduringly sustainable, by design.

The Study Area is located in southeast Ottawa just outside the Greenbelt and west of Highway 417. It is contained within a larger area known as Edwards - Carlsbad Springs, which is

home to a number of existing communities and villages, including Edwards to the south, Piperville to the east, and Carlsbad Springs further east beyond the 417. It is surrounded by existing and emerging employment areas, including the Airport to the northwest, St. Laurent corridor to the north, and Boundary Road employment area to the east.

The Study Area was identified in the 1970s as a potential growth area, intended to create Ottawa's fourth suburban community outside of

the Greenbelt, in addition to Kanata, Barrhaven and Orleans. Since this time, a number of other new communities have developed, including Leirtrim and Findlay Creek.

Prior to the AOO's acquisition of the majority of the area surrounding and including Tewin, the land was under the jurisdiction of the Province of Ontario, which held the land for the development of a new community. Much of the remaining land within the Study Area is owned by Taggart Group of Companies and Caivan Communities, who together with AOO (referred to as the Major Landowners) are committed to delivering Tewin's vision.

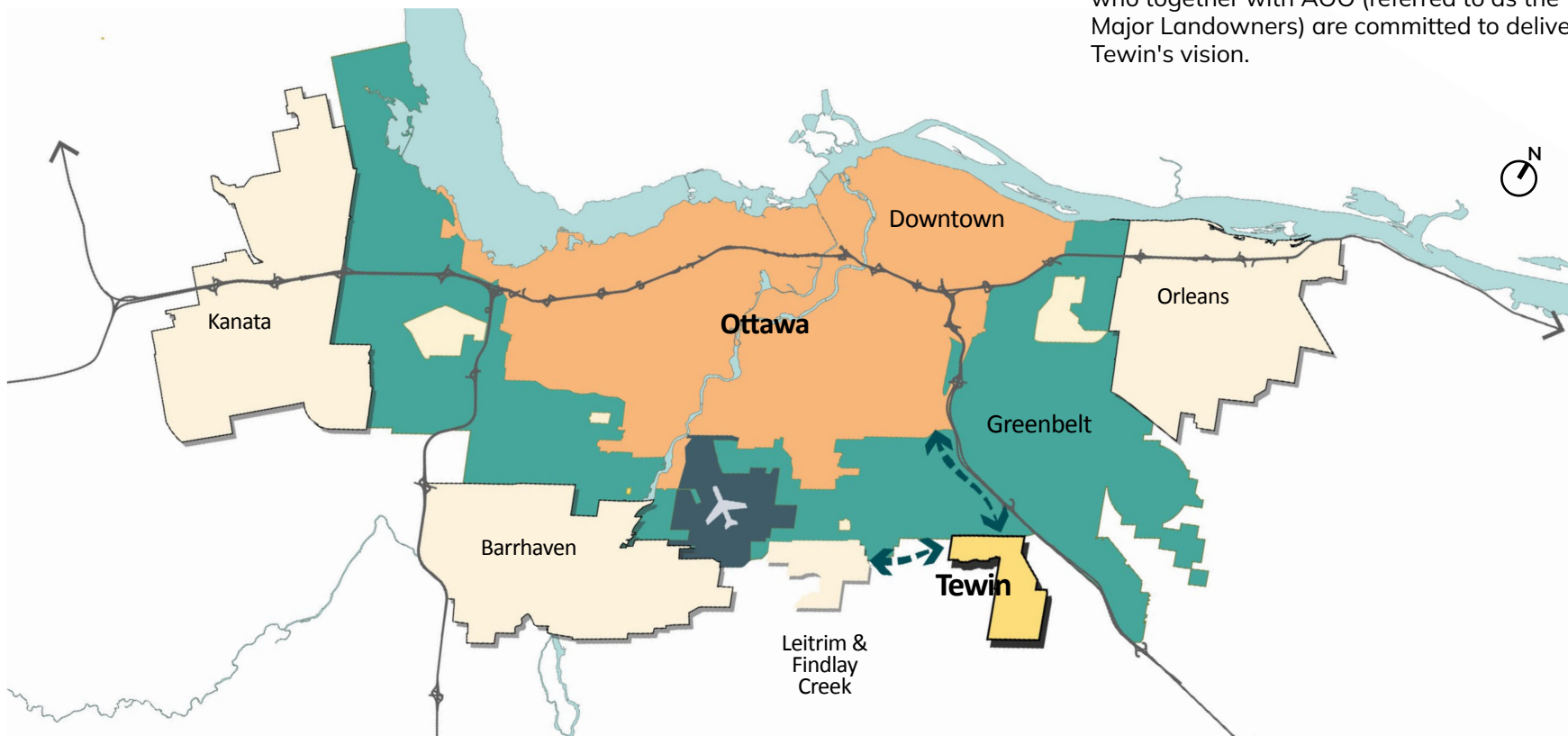


Figure 1. Tewin's location in the context of the broader City

» The Lands Today

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

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

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

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

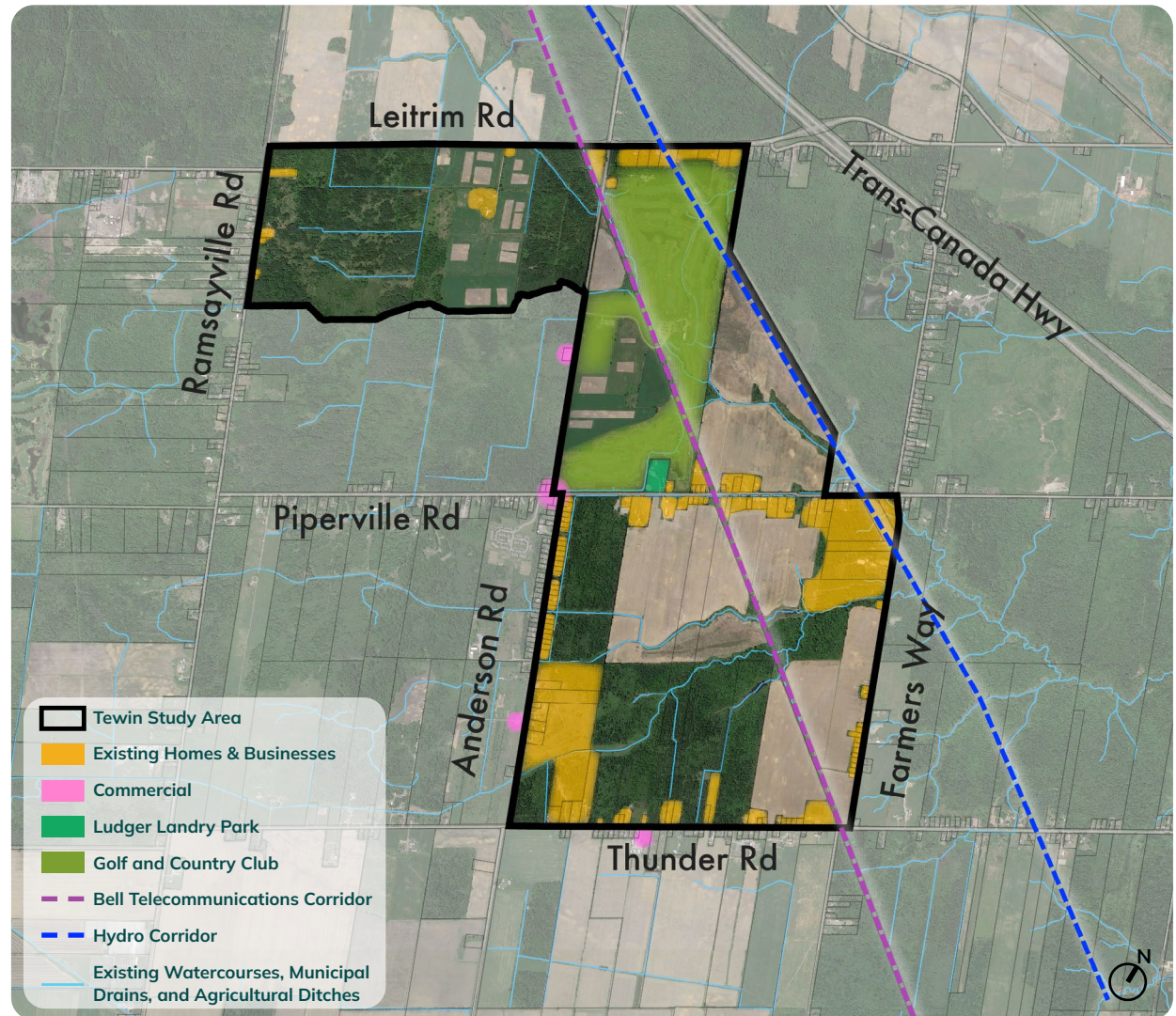


Figure 2. Existing Land Uses

» Municipal Policy Context

Tewin is designed to implement a series of main guiding Official Plan policies and sections. Furthermore, several sections and policies of the Official Plan are Tewin-specific, reflecting its unique role in the growth of the city. A summary of these key policies and sections is included below.

The Five Big Moves

The Official Plan states that the Five Big Moves “include broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century.” These Big Moves were established prior to and refined throughout the development of the 2022 Official Plan to ensure the ultimate Official Plan and its policies aligned with an holistic vision for the long-term direction of the City. The Five Big Moves include:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of trips in the city will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

Importantly, the OP prioritizes growth through intensification, while also identifying the need for 1,281 developable hectares of new urban land. Tewin is part of the 1,281 new developable hectares identified by the OP, and will make efficient use of the new greenfield area and support future intensification as the community evolves.

Tewin is designed around a central Community Spine planned to support frequent bus transit in dedicated lanes. Close to 95% of homes are within 400m of a bus stop, which is approximately a 5-minute walk, making transit a very convenient choice for residents. Sidewalks and a comprehensive network of trails further round out the options for active transportation as viable travel modes within Tewin.

Tewin will be the densest suburban community outside the Greenbelt and will feature mixed-use areas that provide urban style living with diverse housing options and services.

The community embeds impactful sustainability into its design and is targeting to become a One Planet Living community, which requires communities to achieve zero-operational carbon.

The Community Core, Neighbourhood Centres, convenience retail, and home-based business will allow people to work close to where they live, and support Tewin as a complete, 15-minute community. The CDP anticipates approximately 8,000 jobs within the Study Area.

Suburban Transect

Tewin is contained in the Suburban Transect as identified on Schedule A - Transect Policy Areas.

Table 3b, as amended by OPA 46, requires a minimum residential density between 40 and 150 units per net hectare in the Suburban Transect based on the underlying designation.

The CDP is designed to implement to the minimum residential target in the Suburban transect as proposed to be amended by OPA 46 by requiring each land use designation to achieve the minimum average residential density across a Community Area at full buildout.

Section 5 of the OP presents the vision and policies for the Suburban Transect. It calls for future neighbourhoods in the suburban transect to build in sustainable design attributes for dense and connected networks, learning from the many years of the work through the Building Better Suburbs program. Section 5 identifies the general characteristics of urban versus suburban built form and site design in OP Table 6 (**Figure 3** on next page), and outlines the minimum and maximum height by designation for the Suburban Transect in OP Table 7 (**Figure 4** on next page).

*Notwithstanding the location of Tewin within the Suburban Transect, the form of development required by the Secondary Plan will more closely align with the Urban column of Table 6. The planned built form of the designations contained in the CDP (**Figure 5** on next page) generally aligns with the permitted built form for the designations in OP Table 7.*

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

Figure 3. OP Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design

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

Figure 4. OP Table 7 – Minimum and Maximum Height Overview Based on Official Plan Policy

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

*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 receptors, and all public streets.

Figure 5. Tewin Secondary Plan Table 1: Density and Height Requirements by Land Use Designation

Provide direction for new development in the Suburban Transect

The OP establishes policies for greenfield development in the Suburban Transect in subsection 5.4.4, providing a comprehensive list of community design policies to achieve a walkable, transit oriented, healthy, vibrant, and connected community.

Tewin is intentionally designed to implement all of the criteria of policy 5.4.4.1

Future Neighbourhood Overlays

Tewin is identified with the Future Neighbourhood Overlay – New Tewin Community on Schedule C-17 – Urban Expansion Areas.

The Future Neighbourhood Overlay is applied to lands that have been added to the urban boundary to accommodate City growth in the Suburban Transect. The Future Neighbourhood Overlay is intended to guide development in these areas towards creating walkable 15-minute neighbourhoods that are well served by rapid transit.

Policy 5.6.2.1.1 states “Development may only receive draft approval or final approval on land within the Future Neighbourhoods Overlay once the overlay has been removed through an Official Plan amendment. Removal of the overlay can only occur once the policies of this section have been satisfied.”

Policy 5.6.2.1.2 states “The underlying designation within the Future Neighbourhoods

Overlay is Neighbourhood. Through the Official Plan amendment to remove the overlay, other designations may be established, where applicable, and shall be consistent with designations of the parent OP”.

Policy 5.6.2.1.5 states “A community design plan including applicable studies per section 12 shall be approved by Council and that approval may be concurrent with the adoption of an Official Plan Amendment which would remove the Future Neighbourhood Overlay and establish a Secondary Plan for the lands.”

The Tewin Community Design Plan was first submitted for Staff review on October 10th, 2025, and resubmitted on March XX, 2026, for approval to remove the Future Neighbourhood Overlay and establish the designations as proposed in the Tewin Secondary Plan.

Policy 5.6.2.1.14 applies specifically to Tewin, stating “the new Tewin community will consist of a net developable area of 445.35 hectares. A preliminary location for Tewin is shown on Schedule C17. The exact boundary will be adjusted/finalized through the approval of the community design plan and applicable studies. There shall be no net increase in the developable area resulting from the adjustments to the boundary.”

The Tewin Study Area corresponds to the location shown on Schedule C17. Extensive studies and planning have identified the optimal location of the 445.35 net developable hectares, which now form the extent of the Tewin Secondary Plan area.

Tewin Annexes

As directed by Council, Annex 10 - ‘Tewin Community Design Planning Process and Studies’ (the “Tewin Annex”) was developed in collaboration between City staff and the Tewin Project Team during the period between the Planning and Housing Committee Meeting when direction was provided to add Tewin to the urban boundary, and the Council Meeting when the Official Plan was adopted with Tewin included on Schedule C17. The Tewin Annex identifies the preliminary list of integrated studies and background work required to prepare a CDP and secondary plan that achieve the vision contained in the Tewin Annex. It also notes that a detailed Terms of Reference for these studies and plans will be produced in collaboration with the proponent. The Tewin Annex outlines the required baseline work, design context, supporting studies, final plans, and financial elements. It also identifies the intent to proceed with the coordinated Planning Act and Municipal Class Environmental Assessment (the “Coordinated Process”) to streamline the review and approval process, and reduce duplication in consultation efforts, technical reports and analyses, and land use and environmental protection decisions.

Annex 12 - ‘Principles for the Tewin Financial Memorandum of Understanding’ outlines the Tewin MOU principles for financial commitments and financial mechanism through which Tewin’s Major Landowners will fund capital projects required to support Tewin. Annex 12 outlines service needs and funding mechanisms for achieving the commitment of fully paying for the services benefiting the new community.

The technical and financial requirements identified in Annex 10 - and Annex 12- have been submitted alongside the CDP.

Tewin Terms of Reference

The Tewin Community Design and Planning Terms of Reference (the “Planning TOR”) describe the context in which the need for, and general scope of, the Tewin Secondary Plan was to be undertaken. The Planning TOR was developed and approved by the City following the provincial approval of the Ottawa OP in November 2022.

The Planning TOR identifies the Coordinated Process as the approach to coordinate the infrastructure and approval requirements, specifically identifying Municipal Environmental Assessment Class EA Manual’s Approach #4 – Integration with the Planning Act, as the selected approach.

The Planning TOR identifies specific Environmental Assessment Studies that will be included in the preparation of the development plan, and identifies a multi-year, three phase planning process to be carried out.

The Tewin Planning Terms of Reference have been sufficiently followed and completed such that the CDP can be submitted to the City for review and Council adoption.

» The Process

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

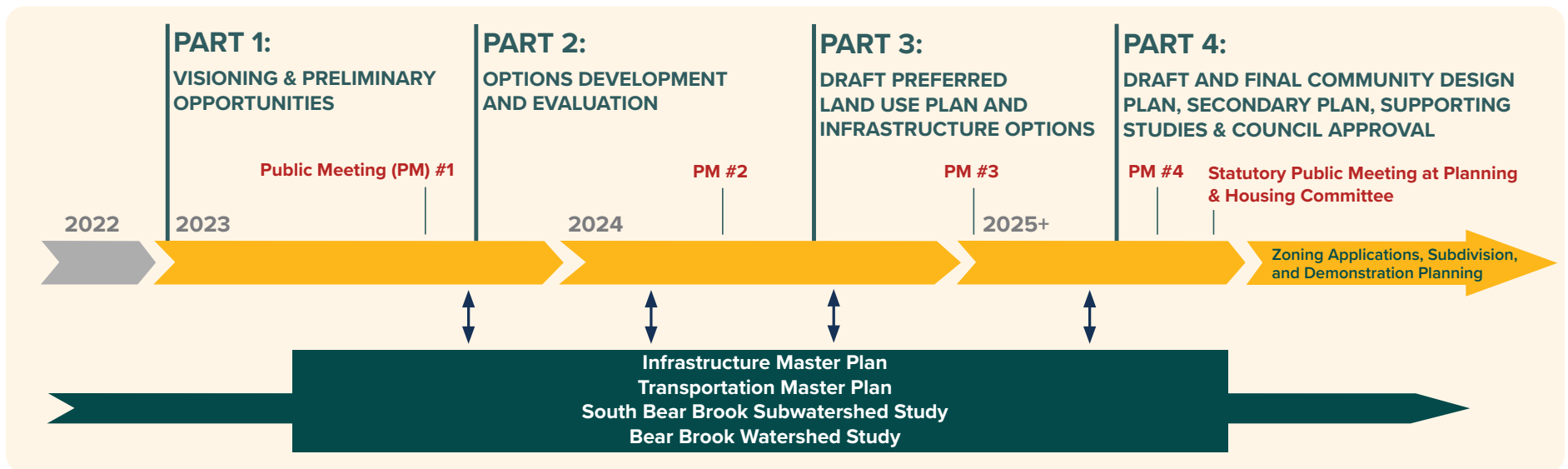
The process began following Ottawa City Council adoption of the Official Plan in November 2021, which was subsequently approved by the Minister of Municipal Affairs and Housing in November 2022. This Official Plan accommodates a residential land supply sufficient to 2046. The 'Suburban Transect' and 'Neighbourhoods' designations are intended to accommodate that growth. The Official Plan also applies a 'Future Neighbourhoods Overlay' to "lands that have been added to the urban boundary to accommodate City growth in the Suburban Transect". These areas are intended to accommodate a range of homes and supportive uses to create 15-minute communities.

The Official Plan identified Tewin as a Future Neighbourhood Overlay - New Tewin Community, requiring a suite of detailed plans and studies be completed to plan for its future, including this Community Design Plan. The process to undertake these studies was initiated publicly in October 2023.

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 requirements of the *Planning Act* and *Environmental Assessment Act*. This approach allowed emerging community design strategies and technical infrastructure decisions to inform one another.

Engagement has been a core element of the planning process. The community and interest-holders have been informed and engaged at key stages through a variety of methods including on-line engagement, smaller interest-holder and agency sessions and large public events. The approach has enabled dialogue and feedback at each stage of the process, as described later in this **Appendix**.

The process has culminated in a preferred Land Use Plan and Infrastructure Solutions to support the long-term planning and evolution of Tewin. Upon City Council approval of the supporting Secondary Plan, the next stage of development planning applications will begin to implement the vision for Tewin.



A Commitment to Collaboration

The process was informed by a joint commitment between the Tewin Project Team and City of Ottawa staff to work collaboratively toward implementing the vision for Tewin. The commitment was captured through nine strategic intentions, known as "The Tewin Intent", which were used to guide decision-making throughout the process.

The Tewin Project Team is comprised of representatives from the AOO, Taggart, Caivan, Urban Strategies Inc, and a full set of technical consultants that prepared the various supporting studies. This group was responsible for project content and advancement, including project management, planning, design, consultation, and technical matters, as well as community engagement.

The City of Ottawa Project Team is comprised of key City of Ottawa Staff responsible for providing input and review into the Plan directions and supporting technical works, from the following departments:

- Planning, Development, and Building;
- Recreation, Culture, and Facility Services;
- Infrastructure & Water Services;
- Strategic Initiatives;
- Transit Services;
- Ottawa Public Health; and
- Emergency and Protective Services.

They provided input at key stages throughout the process and acted as conduits to their respective departments. They also supported community engagement activities and coordinated with other agencies throughout the process.

Tewin Intent

1. Bold and Innovative Thinking

Tewin is about creating a new kind of community, a future-focused model for smart, healthy and sustainable development. It will demonstrate bold ideas, innovative approaches, creative solutions, efficient use of land and resources, and other future focused ideas and opportunities.

2. Integrating Algonquin Values and Principles

Algonquin principles, values and teachings will guide the planning, consultation, design and development process for Tewin. The integration of Algonquin principles and design intentions will ensure the community is nature-based and sensitive to Mother Earth while creating capacity-building and economic development opportunities for the Algonquin peoples.

3. Sustainability and Resilience

Tewin will be guided by the One Planet Living framework and Algonquin values of respect for the earth, and will proactively address climate mitigation and adaptation.

4. Systems-Based Environmental Planning

Tewin will implement a systems-based approach to natural heritage protection, environmental management, and water management. Natural features are regarded as opportunities rather than constraints, will be woven into the fabric of the community, and will be central to its design and character.

5. Alternative Design Solutions

Tewin will consider alternative design and engineering standards that prioritize natural systems, pedestrians, cyclists and transit users and efficiently use available land and resources.

6. Cost-Effectiveness and Efficiency

Tewin will demonstrate best practices in efficient and compact development by exploring opportunities to optimize the community's efficiency through a range of strategies, including prioritizing space-efficient modes of transportation.

7. Integrated Planning Process

The planning process for Tewin was designed to bring together various planning, environmental, transportation, urban design, infrastructure, economic, financial, social and technical considerations.

8. Collaboration and Problem Solving

The Tewin Project Team and City of Ottawa Project Team committed to working collaboratively, and to plan with a spirit of joint problem-solving.

9. Communication and Transparency

The Tewin and City of Ottawa Project Teams committed to open and transparent communication throughout the project, sharing information in a timely manner between groups as decisions were made to ensure all parties were provided with pertinent details.

Comprehensive Engagement

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

The multi-year engagement program for the Tewin planning process engaged a diverse group of community and technical interest holders and Rightsholders, including:

- members of the **AOO communities**, including the **Algonquin Negotiation Representatives**, who were integral in establishing Tewin's vision and ensuring framework development was aligned with this vision;
- the **Tewin Community Advisory Committee**, made up of 7 community members who reviewed and provided input on materials and messaging in advance of public events;
- **Local Groups and Organizations**, including residents, businesses, and environmental groups, who participated in focused meetings with the Tewin Project Team on matters of relevance to their interests;
- **Broader Indigenous Communities**, with communications led by the City of Ottawa Project Team as directed by Council, to share information and seek feedback on Plan advancement;

- **Technical Agencies**, including the South Nation Conservation (SNC), Rideau Valley Conservation Authority (RVCA), the National Capital Commission (NCC), Hydro Ottawa, and Ottawa's four (4) School Boards;
- **City Council**, who helped confirm directions for Tewin at key stages through individual and small group information sessions; and
- the **Broader Public**, who were engaged through open houses, webinars, and on-going online updates to provide information on the project, solicit feedback on preferred directions, identify gaps or concerns, and respond to questions.

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

Feedback from key interest holders and the community informed the development of community design concepts and refinements throughout the process. Key opportunities and considerations identified through engagement include:



An Integrated, Four-Part Process

Community planning and infrastructure design for Tewin advanced through a coordinated Planning Act and Municipal Class Environmental Assessment (MCEA) process. The MCEA process sets out requirements to allow for specific municipal road, water, wastewater, and transit undertakings to proceed in compliance with Ontario's Environmental Assessment Act.

The coordinated Planning Act and MCEA process involved evaluation of options for various aspects of the Tewin community in order to recommend preferred plans. Technical studies and consultation activities were undertaken in a way that supported compliance with both pieces of legislation.

Part 1: Visioning and Preliminary Opportunities

The first part of the process involved collecting background information and data to understand the Study Area and its opportunities and constraints. This captured the scope of Phase 1 of the MCEA process, which requires infrastructure problems and opportunities to be defined. Early multi-disciplinary workshops were held to discuss findings and identify the One Planet Living (OPL) principles and strategies that had the greatest potential to elevate the distinct physical and cultural aspects of the Study Area.

Key to developing this understanding was the walking tour and talking circle that was held with Elders, Knowledge-Keepers, and community members from the Algonquins of Ontario (summarized in **Section 1** of this Report). A number of discussions were also held with project partners, interest-holders and members of the public to share findings and gather input on opportunities and constraints. Part 1 concluded with a Public Open House where a series of community design opportunities were presented for feedback. Input gathered was used to finalize the vision, guiding principles, and community objectives for Tewin, and move forward on exploring the opportunities identified.



Tewin Site Tour with AOO Elders and Knowledge Keepers

Part 2: Options Development and Evaluation

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

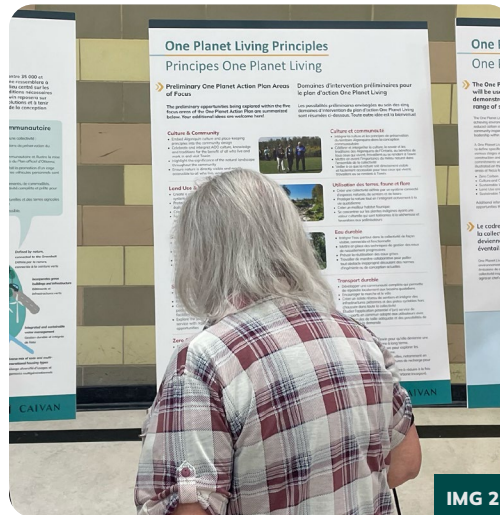
Community Design Strategies were prepared for key elements of Tewin's community structure, providing options for mobility, land use, and Parks and open spaces. Alternative Infrastructure Solutions for water, sanitary, stormwater management, and transportation for the new community were also considered. The options explored various approaches to addressing the technical constraints of the Study Area while integrating OPL strategies and what was heard and concluded in Part 1 of the process. The alternatives were developed in consultation with City Staff and benchmarked against local best practices as the baseline from which the Tewin community would demonstrate its commitment of being a leader in progressive community design.

A series of evaluation criteria were also developed and presented for feedback, as a way to assess the Alternative Design Strategies and Infrastructure Solutions (**Table 1**). The criteria selected were based on Tewin's guiding principles, as well as directions from the City of Ottawa's Official Plan, and the OPL framework. Together, the criteria described the features of a community that successfully implemented the Vision for Tewin.

| EVALUATION CRITERIA | |
|--|---|
| DEVELOPMENT & LAND USE | <ol style="list-style-type: none"> 1. Planned and designed to support a sustainable future in accordance with AOO values and Design Guidelines as well as OPL Principles. 2. Creates vibrant mixed-use centres that are a focus for community activity 3. Accommodates a mix of land uses that support convenient access to a range of services and amenities 4. Integrates with existing homes and businesses |
| TRANSPORTATION & MOBILITY | <ol style="list-style-type: none"> 5. Creates a transportation network that facilitates efficient transit operation and coverage 6. Supports complete streets and active mobility, including pedestrian and cycling connectivity |
| NATURAL SYSTEM, PARKS, RECREATION & OPEN SPACES | <ol style="list-style-type: none"> 7. Centres the Tewin community on natural systems including watercourses, wetlands, trees and plants 8. Supports a connected network of Parks and natural areas that provide access for residents, protects wildlife habitat and connects future Algonquin Natural Land Trust east of the site 9. Allows for watercourse naturalization to support a resilient natural system 10. Delivers Parks, Schools, and Community Facilities that are highly usable, accessible and activated 11. Enhances the natural environment and ecological systems for future generations |
| SERVICING | <ol style="list-style-type: none"> 12. Optimizes stormwater management techniques that contribute to the character of the Tewin Community 13. Supports the efficient delivery of servicing |
| PHASING & IMPLEMENTATION | <ol style="list-style-type: none"> 14. Reduces capital costs 15. Reduces operating costs 16. Optimizes the phased delivery of infrastructure and amenities |

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

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



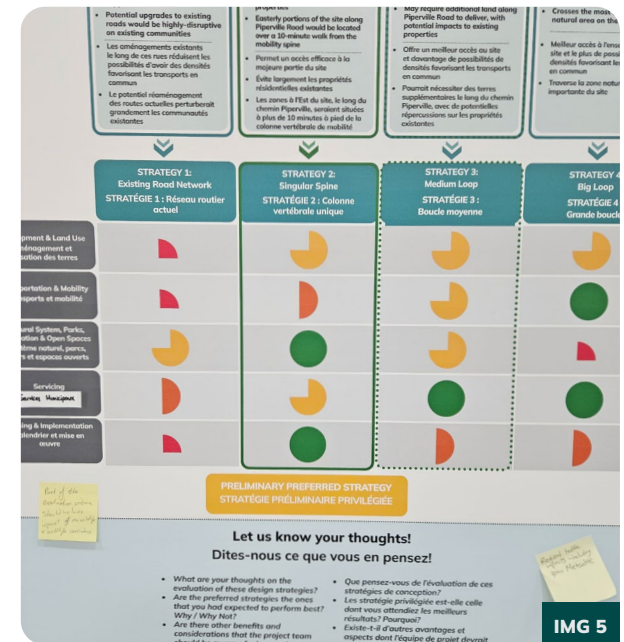
IMG 2



IMG 4



IMG 3



IMG 5

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

Part 3: Draft Preferred Land Use Plan and Infrastructure Options

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

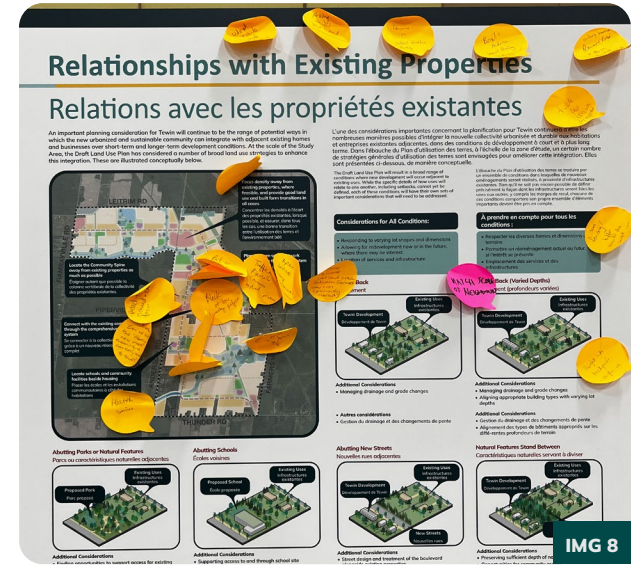
Resulting from this work was a preliminary Land Use Plan and options for supporting infrastructure which reflected the best-performing Alternative Community Design Strategies and more detailed technical work. This information was presented at a series of community and interest-holder events, including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

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

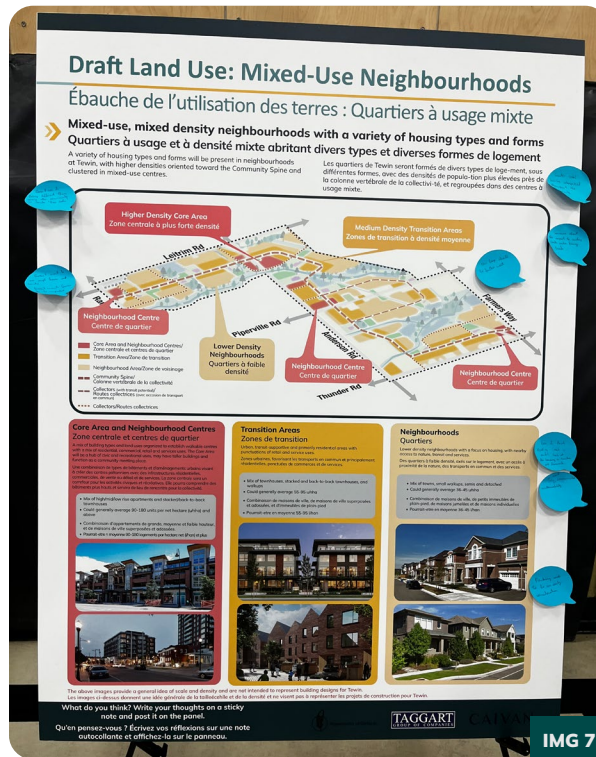
Part 4 of the process involved refining and organizing the project components to determine detailed transportation, infrastructure, energy, and environmental management concepts, as well as a final preferred Land Use Plan. The culmination of this work is reflected in this CDP and the associated Secondary Plan, as well as the supporting technical studies. Engagement events will be held in Fall 2025 to present these refined materials for public feedback, prior to seeking Council Approval.



IMG 6



IMG 8

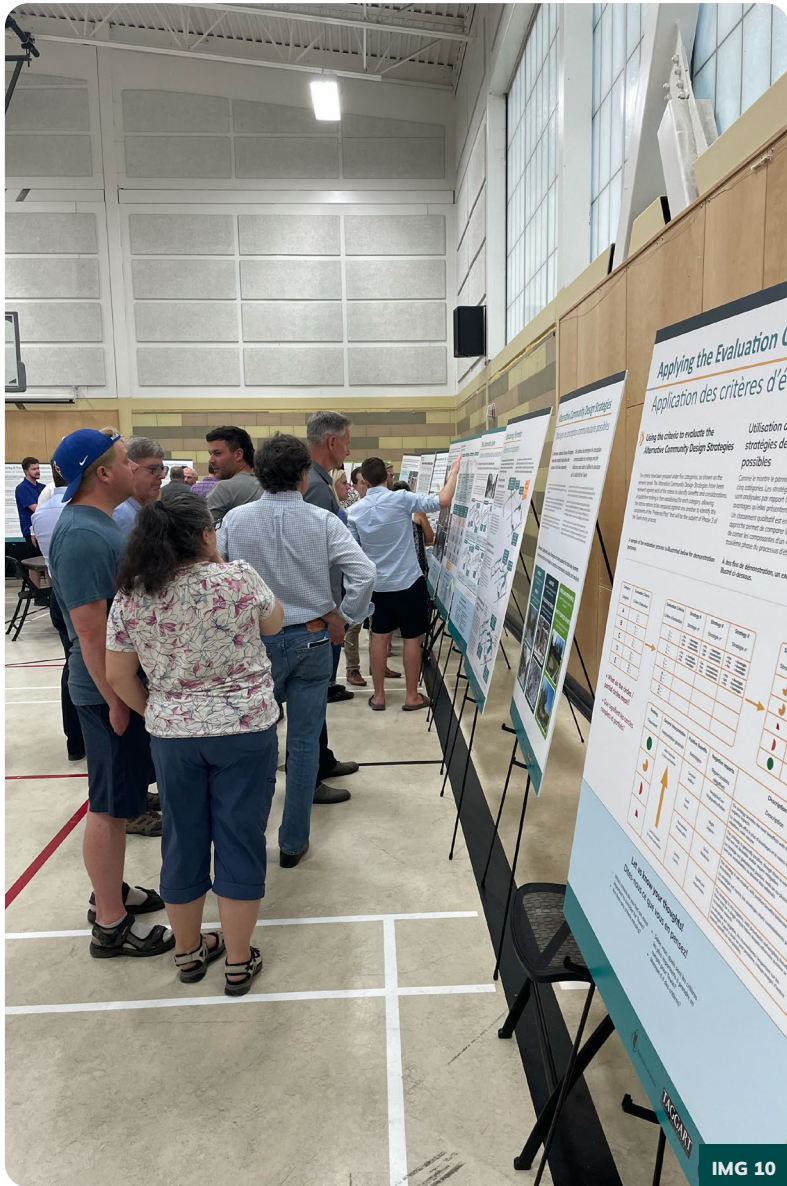


IMG 7



IMG 9

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



IMG 10



IMG 11



IMG 12

TEWIN

Community Design Plan

Appendix B - Defining the Secondary Plan

» Determining the Secondary Plan Boundary

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

Tewin's 838 hectare Study Area was first delineated in 2021, following Council's decision to expand the Urban Boundary to include Tewin. Its delineation was informed by a desktop constraints analysis for a broader area, and sought to excluded the Natural Heritage System Core Area located west of Highway 417, as illustrated on Schedule C11-C – Natural Heritage System (East).

Through the Official Plan Review process, Schedule C-17 – *Urban Expansion Areas* was amended to include the Tewin Study Area and identify it as *Future Neighbourhood Overlay – Category 2*. This amendment accompanied implementation policies, all of which were adopted as part of the Official Plan in October 2021.

While this CDP applies to the entire 838-hectare Study Area (as directed by Policy 5.6.2.1.9), Policy 5.6.2.1.14 of the Official Plan is clear that the Tewin Secondary Plan must be limited to a 'net developable area' of 445.35 hectares. Net developable area refers to land that can be developed to contribute to population growth within the Secondary Plan, and is not constrained by existing or future natural areas, public or private infrastructure, or utility uses. City of Ottawa Planning Staff provided guidance on how to determine Tewin's net developable area based on the methodology used for other similar study areas throughout the city.

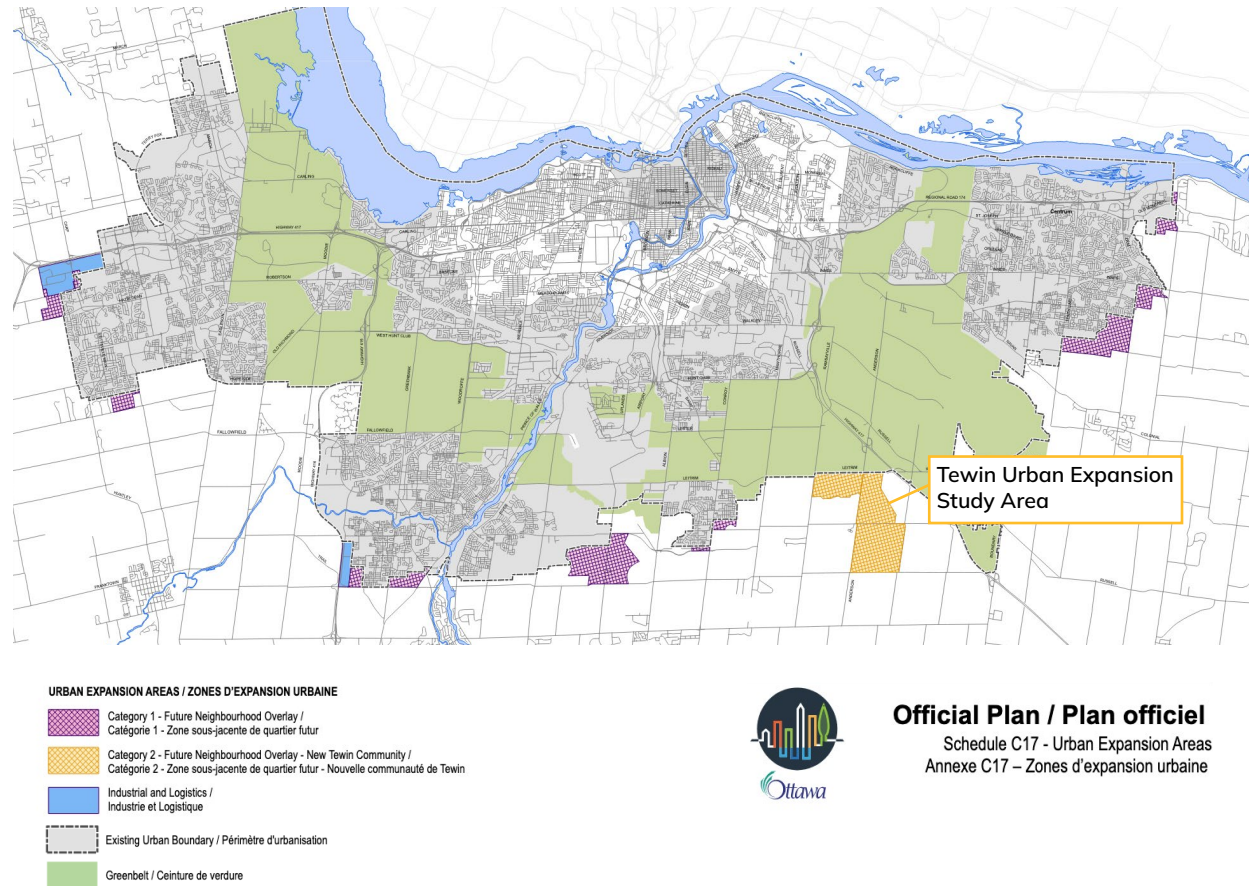


Figure 1. Schedule C-17 Urban Expansion Areas, showing the Tewin Study Area as Future Neighbourhood Overlay, New Tewin Community

Step One: Identify Undevelopable and Protected Areas

Following Council's adoption, the Tewin Project Team initiated the required set of Existing Conditions Studies. These studies – which are approved and available [online](#) – examined lands within the *Natural Heritage Features Overlay* (Schedule C11-C), along with other natural features, natural hazard lands, and on-site constraints. Tewin's Environmental Management Plan (EMP) further investigated environmentally sensitive lands to be protected and in some cases, modified and enhanced, to fulfill ecological functions.

This analysis identified 223 hectares of land that is undevelopable or requires protection (**Figure 49**), including:

- Natural Heritage Features that require protection to support the integrity of the City's Natural Heritage System and Tewin's Ecological Corridor (refer to Tewin's EMP for more details);
- Existing Major Roadways, including protections for future widenings;
- Utility and Hydro Corridors; and
- Existing Parks.

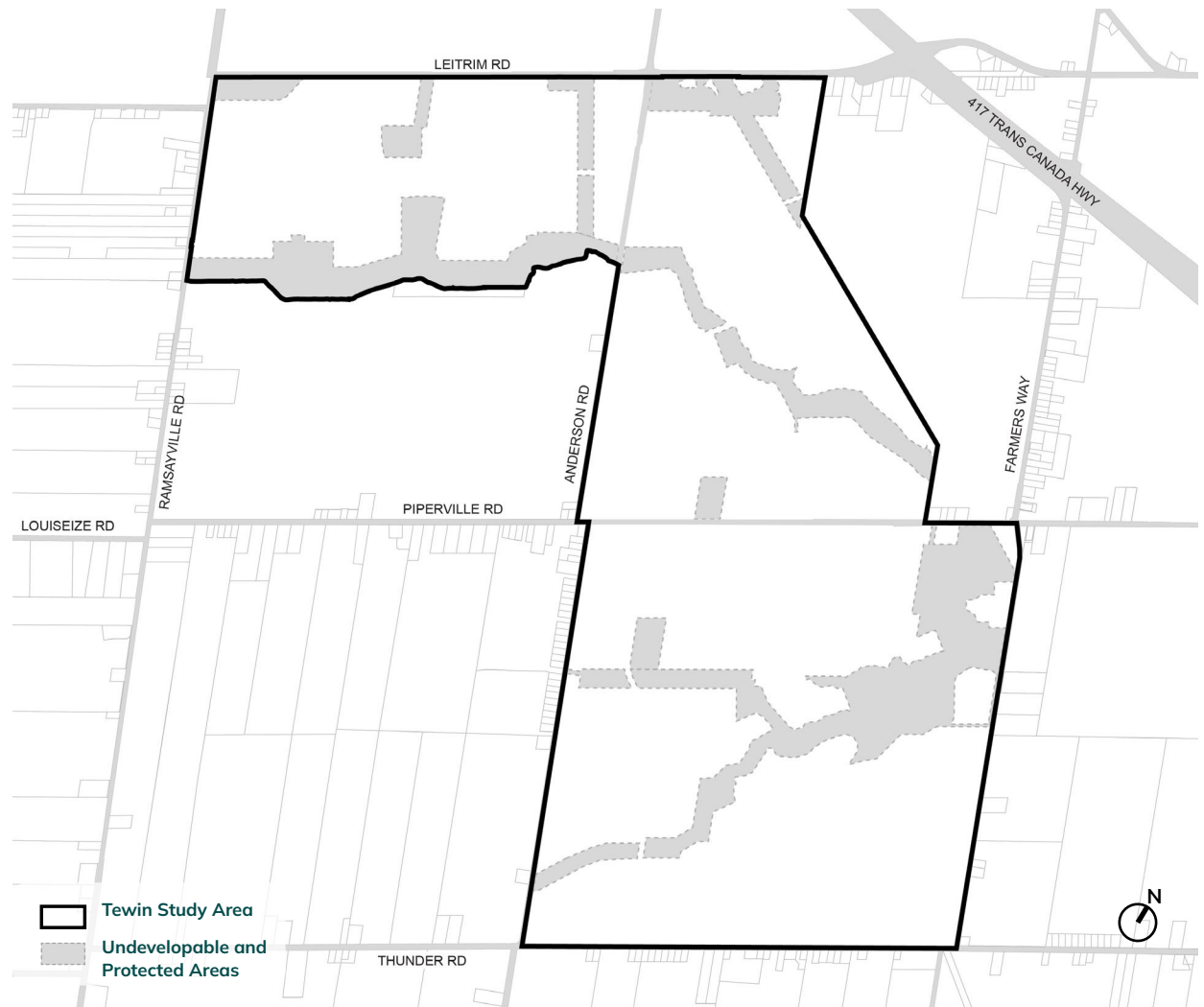


Figure 2. Non-developable areas within the Tewin Study Area; total 223 hectares

Step Two: Identify Small Lots

The Study Area includes several small (less than 2 hectares) lots with existing residential or commercial uses, owned by independent landowners. While owners of some of these parcels may eventually choose to consolidate and/or redevelop as part of the Tewn vision, they are not expected to redevelop or intensify at a scale that would contribute significantly to growth. As such, they have not been counted as part of the calculation of Tewn's net developable area, per the City of Ottawa's methodology. Nevertheless, infrastructure planning has incorporated sufficient capacity in the trunk sewer system to accommodate a future scenario in which these lands are fully redeveloped in accordance with the land use vision set forth in this CDP.

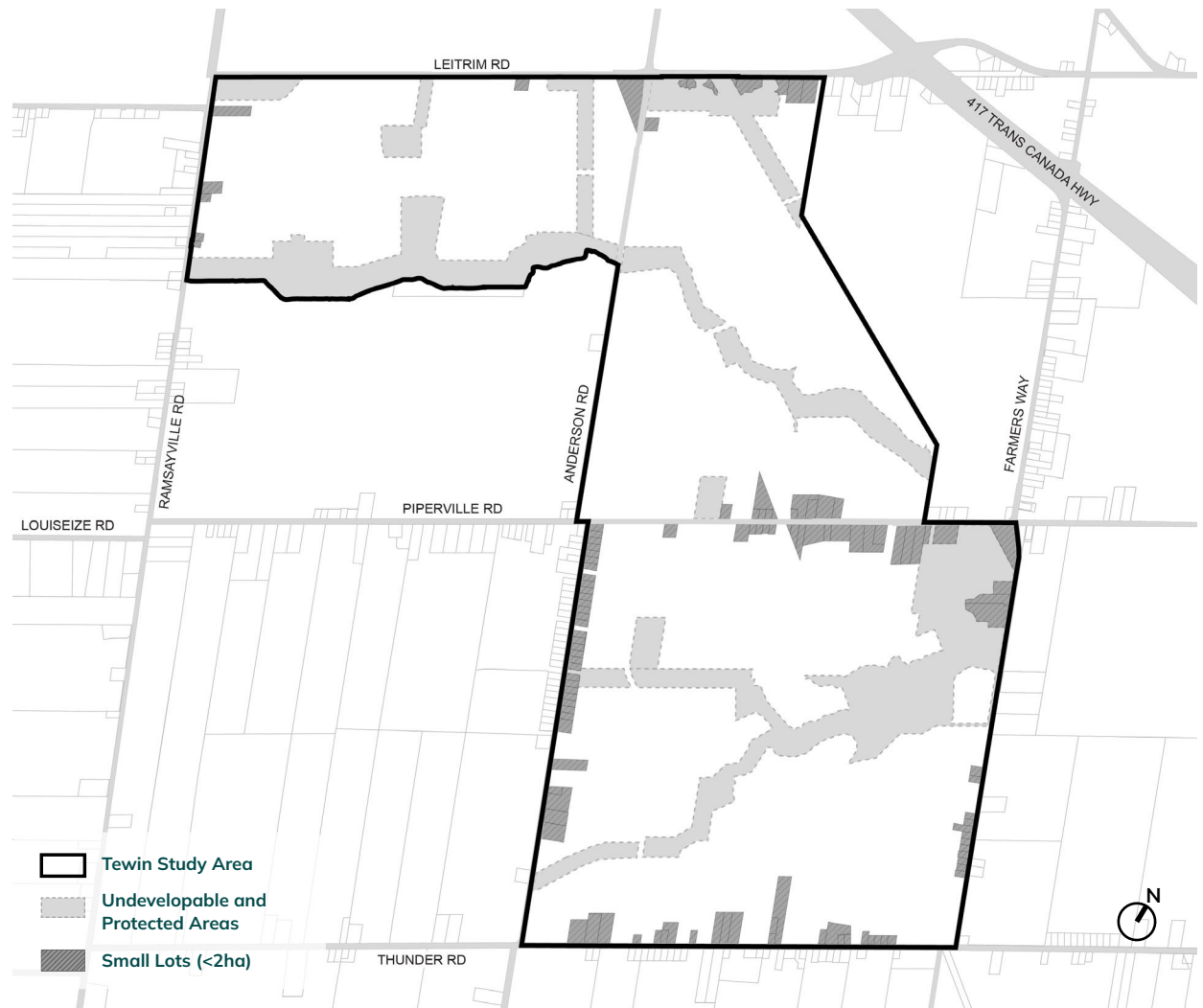


Figure 3. Small (<2ha), separately owned, and developed parcels are part of the CDP, and those inside the 445.35 ha developable area are part of the Secondary Plan. However, they are not counted as developable area as they are not anticipated to change as part of Tewn.

Step Three: Delineate a contiguous Secondary Plan boundary based on the permitted Net Developable Area

A total of 615 hectares of net developable land is identified within the Tewin Study Area. From this total, the 445.35 hectares of net developable area is permitted by the Official Plan. The area to be included within the Secondary Plan was selected to appropriately capture the largest contiguous parcel of land and associated infrastructure and natural areas needed to support it. This encompasses the northern portion of the Study Area, where municipal services are planned to be efficiently extended to Tewin.

The net developable area within the Secondary Plan will accommodate the following land uses:

- Residential and mixed-use areas
- School sites
- Parks and open space connections
- Community and recreational facilities
- New roads
- Stormwater ponds
- Water storage facilities

While small existing lots (<2 hectares) have not been factored into the calculation of the net developable area, they have been included within the Secondary Plan boundary to comprehensively plan for the evolution of this area. Existing uses on these lands will be permitted to continue, regardless of their inclusion within the Secondary Plan.

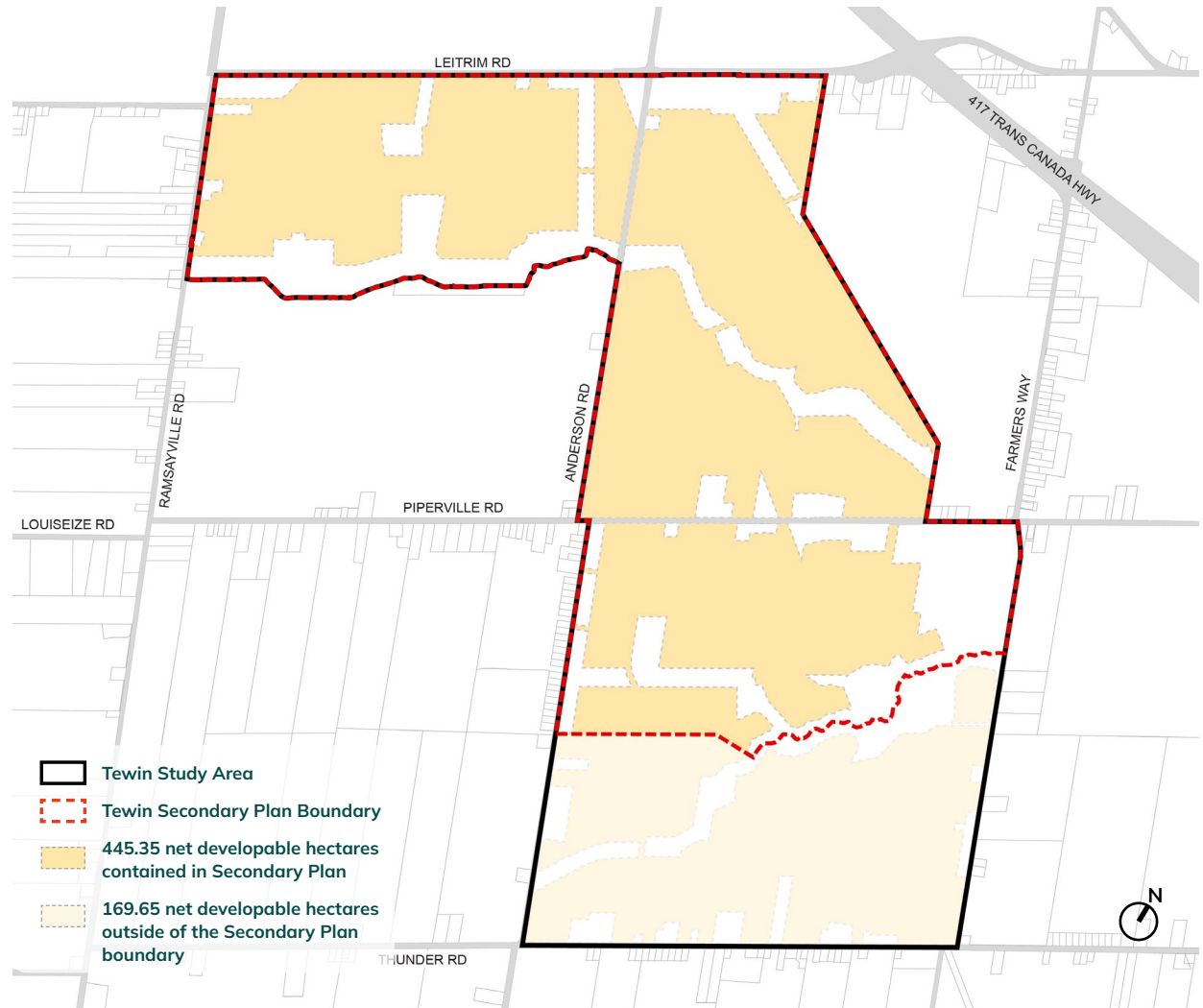


Figure 4. Determining the Tewin Secondary Plan based on the Net Developable Area within the Study Area

Identifying Land Use Designations

Land use designations have been identified for the Secondary Plan area based on each of the Community Components and Open Space System elements identified within this CDP. They generally align with existing designations within the City's Official Plan, with some new land use designations and recommended policy modifications and additions to fully capture Tewin's vision.

The Official Plan recognizes that urban designations "are not based on land use, but, rather, on their urban function". This approach aligns with Tewin's vision of creating a complete, transit-oriented community. Rather than separating uses from one another, Tewin's land use approach (**Figure 52**) seeks to maintain flexible land use permissions while being clear on the intended use, function, and scale of development within any of its components, protecting natural systems, and providing Parks, Schools, and community facilities.

Implementation of Tewin's Secondary Plan will amend various schedules of the Official Plan (B7, C2, C3, C4, C7-A, C11-C, C12, C16, and C17) to implement its vision within the broader city framework, and introduce Secondary Plan schedules that provide additional details within its boundary. **Table 3** provides an overview of how the CDP's various components will translate into Secondary Plan designations.

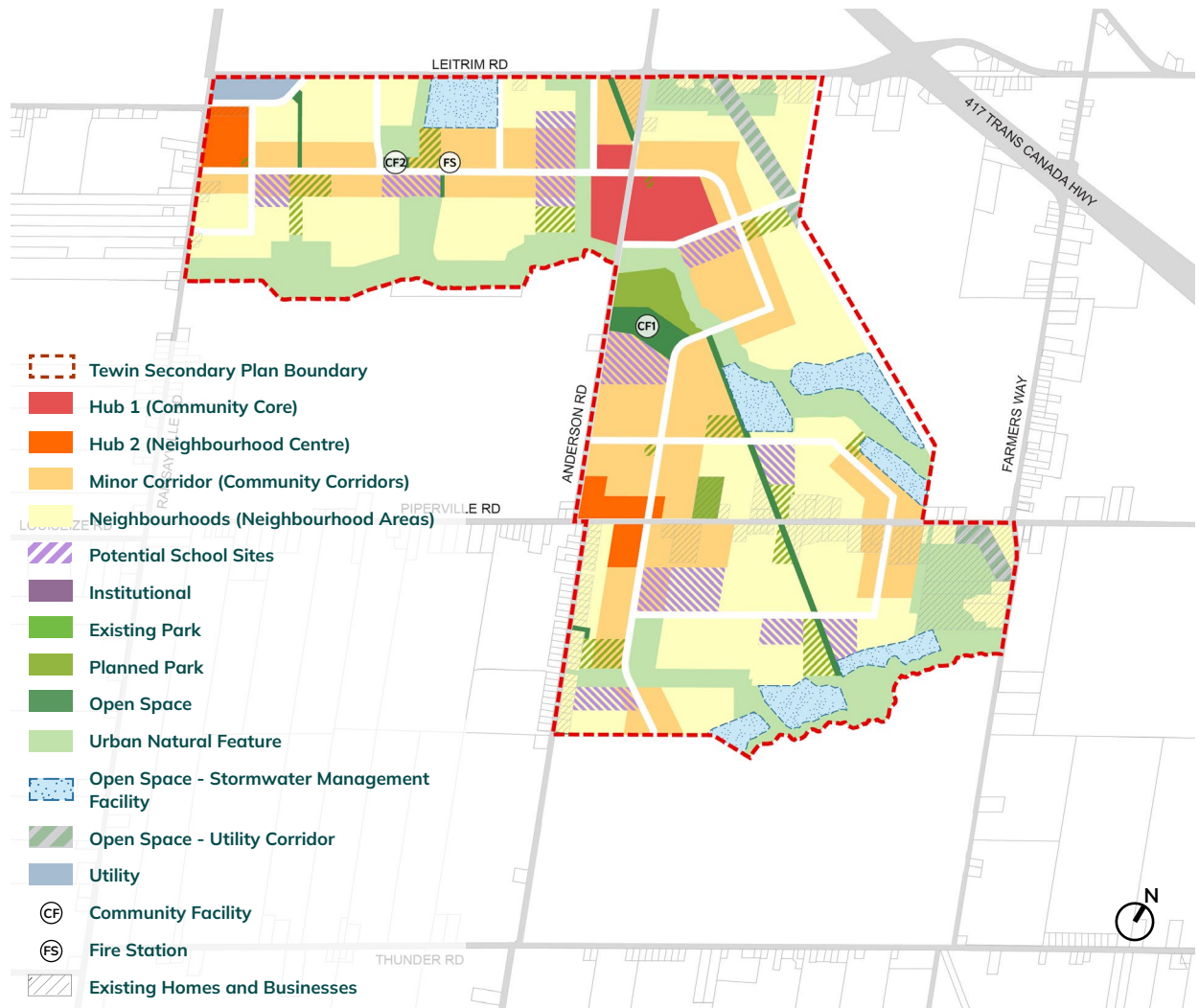


Figure 5. Land Use Designation Recommendations for Tewin's Secondary Plan

| CDP Component | Recommended Designation(s)/Overlay(s) | |
|-----------------------------|---|--|
| | Parent Official Plan | Secondary Plan |
| Open Space System | | |
| Ecological Corridor | Greenspace - Urban Natural Feature | Ecological Corridor |
| Parks | Greenspace - Park (once secured) | Community Park/ Park/ Planned Park with underlying designation |
| Linear Open Spaces | Greenspace - Open Space | Open Space Connection; Open Space Connection - Utility Corridor; or Open Space Connection - Harvest Walk |
| School Sites | N/A | "Potential School Sites" with underlying land use designation |
| Community Facilities | Large central community facility site designated Open Space | Schedule B Open Space: Community Facilities Schedule E Land Use Designation: Large central community facility site designated Open Space; otherwise retain underlying designation |
| Stormwater Ponds | N/A | Open Space: Stormwater Management Ponds |
| Mobility Network | | |
| Arterials | Arterial | Arterial |
| Community Spine | Collector | Community Spine |
| Loop Street | Collector | Loop Street |
| Neighbourhood Collectors | Collector | Neighbourhood Collector |
| Key Local Connections | N/A | Key Local Connections |
| Community Components | | |
| Community Core | Hub / Design Priority Area | Hub 1 (Community Core) |
| Neighbourhood Centres | Hub | Hub 2 (Neighbourhood Centres) |
| Community Corridors | Corridor | Minor Corridor / Community Corridors |
| Neighbourhood Areas | Neighbourhood | Neighbourhoods |
| Existing Properties | Varies | Existing Properties Overlay with underlying designation |

Table 1. Implementing the CDP through Official Plan and Secondary Plan Designations

Hubs

Section 6.1 of the Official Plan describes the purpose of Hubs:

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

It is recommended that the Hub designation be applied to Tewin's Community Core and Neighbourhood Centres. Both components are intended to support a diverse mix of uses and housing types, and the highest densities within the Plan area. They are also positioned along the Community Spine and planned to be served by the "frequent street transit stops", as identified for the Hub designation. The Secondary Plan will include site-specific policies which distinguish the character, intensity, and focus of these complementary yet distinct areas.

Minor Corridors

Section 6.2 of the Official Plan describes the purpose of the Corridors:

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

This designation includes two sub-designations: Mainstreet Corridors and Minor Corridors. They are differentiated by the degree of mixed-use development anticipated within them and the maximum depth that they are permitted to comprise along the streets they front.

It is recommended that the Minor Corridor designation be applied to the Community Corridor areas, with some modifications. The Community Corridors will provide transit-supportive densities that are lower than the Core and Neighbourhood Centres but still support frequent transit service. While they will include some commercial and mixed-use developments, the focus will be on local-serving uses, which is better aligned with the Official Plan's vision of Minor Corridors.

In the Official Plan, Minor Corridors are to have a maximum depth of 120 metres. It is recommended that Tewin's Secondary Plan provide site-specific direction to enable Tewin's Corridor area to extend beyond this depth, as depicted in the Land Use Plan. This is a key component of Tewin's vision, ensuring density is more strategically distributed throughout the community to provide a broader mix of housing and support frequent transit service.

Additionally, the Official Plan states the maximum height along Minor Corridors should be 6 storeys. It is recommended that Tewin's Secondary Plan provide site-specific direction to enable heights up to 8 storeys along the Community Spine as this reflects a 1:1 street to building relationship, which supports a comfortable, human-scale public realm.

Neighbourhoods

Section 6.3 of the Official Plan describes the purpose of Neighbourhoods:

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan [...] to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

It is recommended that the Neighbourhoods designation be applied to Tewin's Neighbourhood Areas, with policies that require a mix of densities and typologies. It is further recommended that home-based businesses and other neighbourhood-level commercial uses be permitted these areas, in alignment with the Official plan.

Existing Properties

The parcels within the Secondary Plan boundary will form part of the Urban Area, and will be redesignated with urban designations, including Neighbourhoods and Minor Corridor. However, recognizing the nature of these existing properties – many of which are small lots and all of which contain existing rural uses – it is recommended that an overlay be applied to these properties, with associated policies that allow for existing uses to continue regardless of the new land use designations.

Urban Natural Features

Section 7.3.1 of the Official Plan states,

Urban Natural Features are primarily publicly-owned urban natural areas that are managed for conservation or passive leisure uses.

This definition is reflective of Tewin's Ecological Corridor, which will contain a number of features and functions. As such, it is recommended that Tewin's Secondary Plan recognize the Ecological Corridor through this Greenspace designation, which is associated with the appropriate suite of policies to protect and enhance its elements. It is recommended that the Secondary Plan contain policies that permit strategic infrastructure crossings, as detailed in Tewin's Environmental Management Plan and Master Servicing Study, and further identified through future Plan of Subdivision application processes. Other modifications may be required to its policies to better capture Tewin's vision for the Ecological Corridor, as articulated within its Environmental Management Plan.

Parks and Schools

Parks and Schools are uses that are permitted across all of the land use designations being recommended at Tewin. Given that the provision of and need for these uses are tied to the amount of development that is ultimately implemented at Tewin, the details regarding the exact size, location, and timing of delivery for these uses will be determined through the development application process.

These areas comprise a large portion of the Community Open Spaces component of the Open Space System identified within this CDP. As such, it is recommended that their anticipated size and location be captured on a Secondary Plan schedule depicting the Open Space System, along with a policy that permits refinements through the development application process as area-specific designs evolve.

When it comes to the Land Use Designation schedule of the Secondary Plan, it is recommended that these sites be identified using a symbol and boundary on top of their underlying land use designation, which should be determined based on the surrounding context. This approach will support clarity at the time of development, protecting space for these uses unless it is determined through the appropriate process that some or all of that space is not required, at which time a broader mix of uses based on the underlying designation would be permitted on those lands.

Community Facilities

This CDP contemplates two community centres, one library, and one fire station within the Secondary Plan boundary.

One community centre and library have been co-located next to the central Community Park and Community Core, marking an important location for gathering within Tewin and a key linkage within the Open Space System. Given its importance, it is recommended that these lands be designated Institutional to appropriately protect for the proposed land use. This would be a Tewin-specific designation that aligns with policies of the Official Plan regarding the location of recreation facilities.

The preferred location for one additional facility has been identified along the Community Spine adjacent to a planned Park, forming a key link within the Open Space System. It is recommended that this site be designated "Open Space", as community facilities are a permitted use under this designation. Additional community facilities will be required and provided through Tewin's development. The precise location of the identified facilities and any others will be determined through Community Area planning and Demonstration Plans. It is recommended that community facilities be permitted across all designations (with some limitations within Neighbourhoods) in support of the Official Plan's objective of creating 15-minute communities.

The preferred location for the Fire Station is located within the Minor Corridor designation. It is recommended that emergency services be permitted within this designation, and the preferred location of the Fire Station be identified (via symbol) on the Land Use Designation Schedule.

Mobility Network

Development at Tewin will significantly change the Mobility Network through a number of new streets and connections, in addition to improvements to and reconfigurations of existing streets. It is recommended that the Secondary Plan secure key streets and connections through an area-specific Mobility Network schedule and related policies, with flexibility for the entire network to be further articulated through area-specific planning.

The Community Spine and Loop Streets are foundational components within the Mobility Network. It is recommended that they be recognized as special streets within the Secondary Plan to recognize their unique character and function, while still reflecting their role as a Major Collector / Collector within the street network.

Key local connections identified in this CDP do not represent the entire local street network but rather the most essential links to deliver on the connectivity and active mobility objectives of this Plan. These lines are conceptual and can be delivered through development through a range of design approaches. As such, it is recommended that they be identified on the Mobility Network schedule with associated policies which secure their intent while providing flexibility on how they are designed and implemented.

Comprehensive Planning for the Full Study Area

This CDP and its supporting studies planned comprehensively for the full Study Area, per the provisions of the Official Plan and direction of City Staff. This process enabled the most appropriate 445.35 ha of developable land to be identified as the basis for the Secondary Plan, while thoroughly considering the characteristics, infrastructure needs and planning potential for the broader context of the Study Area. The applicable Environmental Assessment work for all potential infrastructure and transportation elements was also completed for the full Study Area.

Section 5.6.2 and Annex 10 of the Official Plan provide direction for the preparation of technical studies, this CDP, and the associated Tewin Secondary Plan. City Staff directed that all studies and reports, aside from the Secondary Plan, be prepared for the entire Tewin Study Area. This work has been completed in accordance with Annex 10 and the agreed upon terms of reference for each of the required technical reports. This technical analysis identified a total of 615 net developable hectares within the Study Area, 169.65 hectares more than is permitted to be included within the Secondary Plan area per Policy 5.6.2.1.14.

Should there be a need identified in the future to consider additional urban lands, this CDP, its associated studies, and the EA provide comprehensive baseline information.

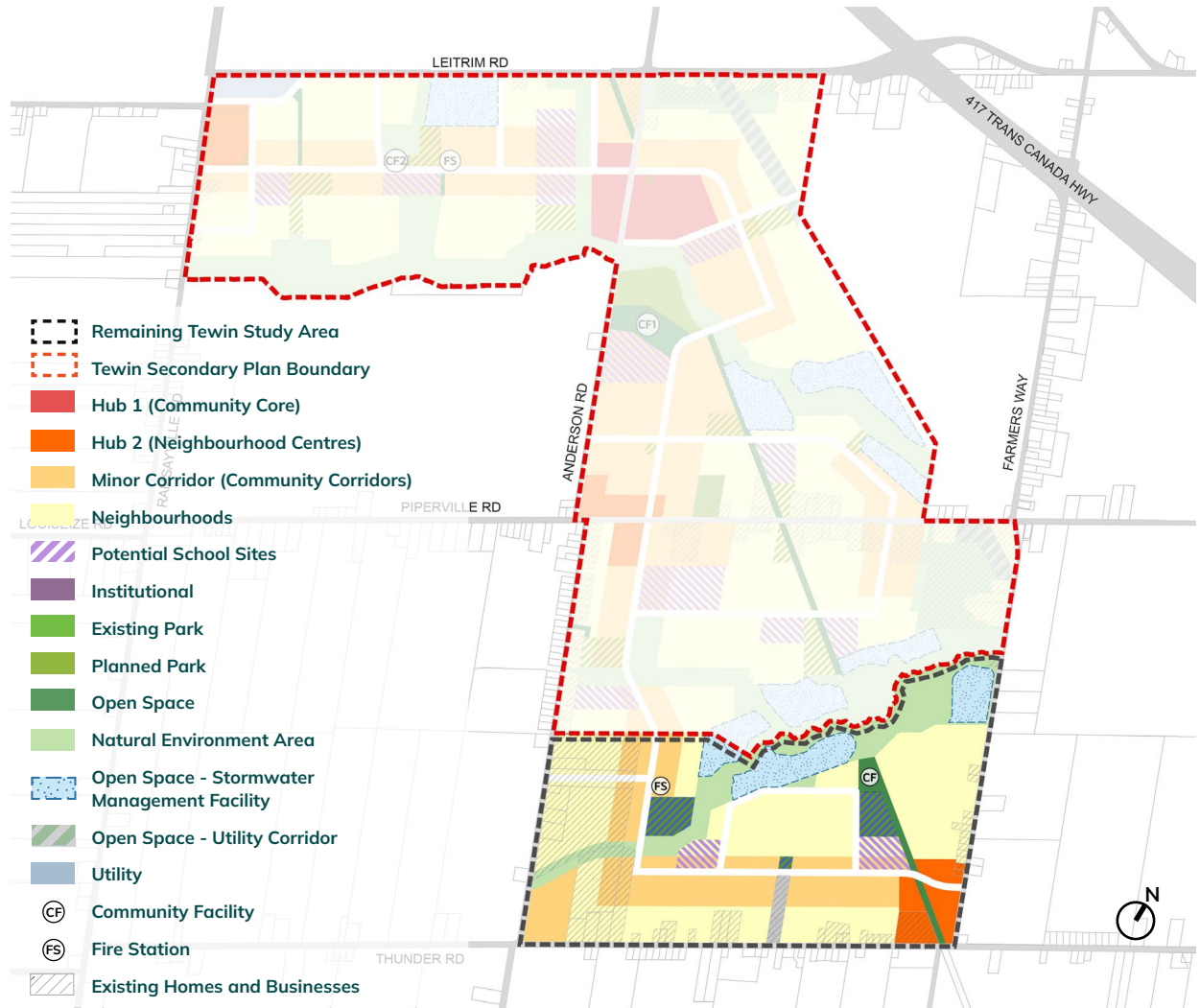


Figure 6. Appropriate land use designations for the remaining Tewin Study Area, as determined through the Coordinated Process

TEWIN

Community Design Plan

Appendix C - Variations from OP

» CDP and Secondary Plan Variations from Official Plan

The Tewin Secondary Plan and CDP generally conform with the OP, with the planning framework for Tewin representing an elaboration and refinement of existing policies and designations. Outright variations from the OP are introduced where necessary to implement several unique facets of the Tewin vision.

The following is a summary of the specific ways in which the Tewin CDP and/or Secondary Plan vary from the OP. Justification or an explanation is provided for each variation, as applicable.

- Allowing for a multi-use trail to take the place of a sidewalk where there would otherwise be a redundancy (4.1.2.11.b).

This supports compact community design and maintains the OP intent for building a complete and connected active transportation network.

- Creating a range of canopy coverage by park typology versus the 40% target established by OP Policy 4.4.6.1(f).

Explanation from NAK

- Not requiring transitions in height or massing between different types or land use designations, unless adjacent to a residential property within the Existing Homes and Businesses Overlay, provided that adequate sunlight, privacy, and comfort are maintained, to support housing diversity and inclusive community design. This differs from the built form transition policies established in OP section 4.6.6.

The Secondary Plan, as supported by the CDP, establishes a direction for transition, height, and density that is Tewin-specific and reflective of the community design objectives. The approach to transition and land-use compatibility varies by whether or not new development is adjacent to a property within the Existing Homes and Businesses Overlay. The policies of Secondary Plan section 5.2.1 - Built Form Compatibility provide direction for implementation, requiring new development to implement transition through a variety of methods where it is

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

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

- Locating Schools in relation to the Open Space System and transit, and not centrally and integrated within neighbourhoods (4.10.1.2.d)

The proposed location of School sites represents a balance between their function of as an extension of the Open Space System and the direction for them to be located centrally within neighbourhoods. The approach at Tewin aligns with the vision of a community integrated within nature, and accordingly, School sites are located where they can connect to the OSS and are not fully surrounded by residential areas.

- Building a ‘Suburban’ community design that aspires to the ‘Urban’ column in OP Table 6: ‘General Characteristics of Urban Built Form and Suburban Built Form and Site Design’

Tewin is located in the Suburban Transect but is targeting an urban character aligning with the community objectives and vision. This approach is supported by the OP.

- Permitting up to 8 storeys in the Minor Corridors (5.4.1.2.b).

Policy 5.4.1.2.b.ii allows Secondary Plans to permit buildings above 7 storeys. 8-storeys is appropriate in a community where density is supported, such as Tewin. This will also establish a 1:1 height to width ratio for the Community Spine.

- Establishing Hub 1 (Community Core) and Hub 2 (Neighbourhood Centres) designations to differentiate these areas (6.1).

The Community Core is a key, unique feature within Tewin and is targeted for the tallest buildings, highest densities, and greatest mix of uses. Sub-designations for the Community Core and Neighbourhood Centers clarifies this intent and facilitates their implementation.

- Permitting the Minor Corridor designation to extend beyond 120 metres from the centreline of a Street (OP 6.2.1.1.a).

Policy 6.2.1.1.c notes that Secondary Plan boundaries prevail. The Tewin Secondary Plan can establish alternate boundaries for the Minor Corridors. 120 metres is desirable and

appropriate in a community like Tewin where density is encouraged in proximity to transit.

- Directing large-scale non-residential uses to the Community Core and Neighbourhood Centres and not within Neighbourhoods (OP Policy 6.3.1.4.e)

6.3.1.4: “The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including: (e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions;”

Large-scale non-residential uses will be more accessible and better served by local community infrastructure in the Neighbourhood Centres and Core.

- Encouraging, where provided, medium- and high-density development to be adjacent to the Open Space System, in addition to Corridors, to provide equitable access to the Open Space System (6.3.1.5).

Policy 6.3.1.5 does not specify that density is to be allocated with a focus on open space, but the above approach aligns with the Tewin vision

- Permitting development adjacent to the Natural Environment Area / Ecological Corridor without a traditional buffer/setback (OP 7.3.3.e).

At Tewin, the traditional buffers that would be present surrounding natural heritage features are already factored into the width of the Ecological Corridor and are filled with

more ecologically valuable features. Additional buffers beyond these new ecological features are not required. Development abutting the Ecological Corridor will be subject to an EIA. Close relationships between development and the Ecological Corridor are anticipated and appropriate at Tewin.

- Implementing minimum average densities from OPA 46 (not yet in force) and interpreting minimum density calculations based on the total net developable area within each land use designation by Community Area.

The Tewin Secondary Plan conforms to the minimum residential target in the Suburban transect as proposed to be amended by OPA 46 by requiring each land use designation to achieve the minimum average residential density across a Community Area at full buildout. The absolute minimum density of any residential use is 26 units per net hectare. This approach to minimum density is appropriate for Tewin as it allows for some flexibility in built form in the short-term while still meeting the intent of the OP, as proposed to be amended by OPA 46, to build compact and transit supportive communities at a minimum density by designation in each “phase”.

- Requiring Demonstration Planning by Community Area with the first Plan of Subdivision within each Community Area (not contemplated by the OP).

This balances the need to establish the proposed community structure through development phases while allowing for an element of flexibility and potential evolution over the long term.

- Measuring density by designation by Community Area and not per parcel (OP Table 3b per OPA 46).
- Absolute minimum of 26 upnh but minimum average of 40

The Tewin Secondary Plan conforms to the minimum residential target in the Suburban Transect as proposed to be amended by OPA 46 by requiring each land use designation to achieve the minimum average residential density across a Community Area at full buildout. The absolute minimum density of any residential use is 26 units per net hectare. This approach to minimum density is appropriate for Tewin as it allows for flexibility in built form over the long-term while still meeting the intent of the OP, as proposed to be amended by OPA 46, to build compact and transit supportive communities at a minimum density by designation in each “phase”.