

TEWIN

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# 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 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 Leitrim 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.

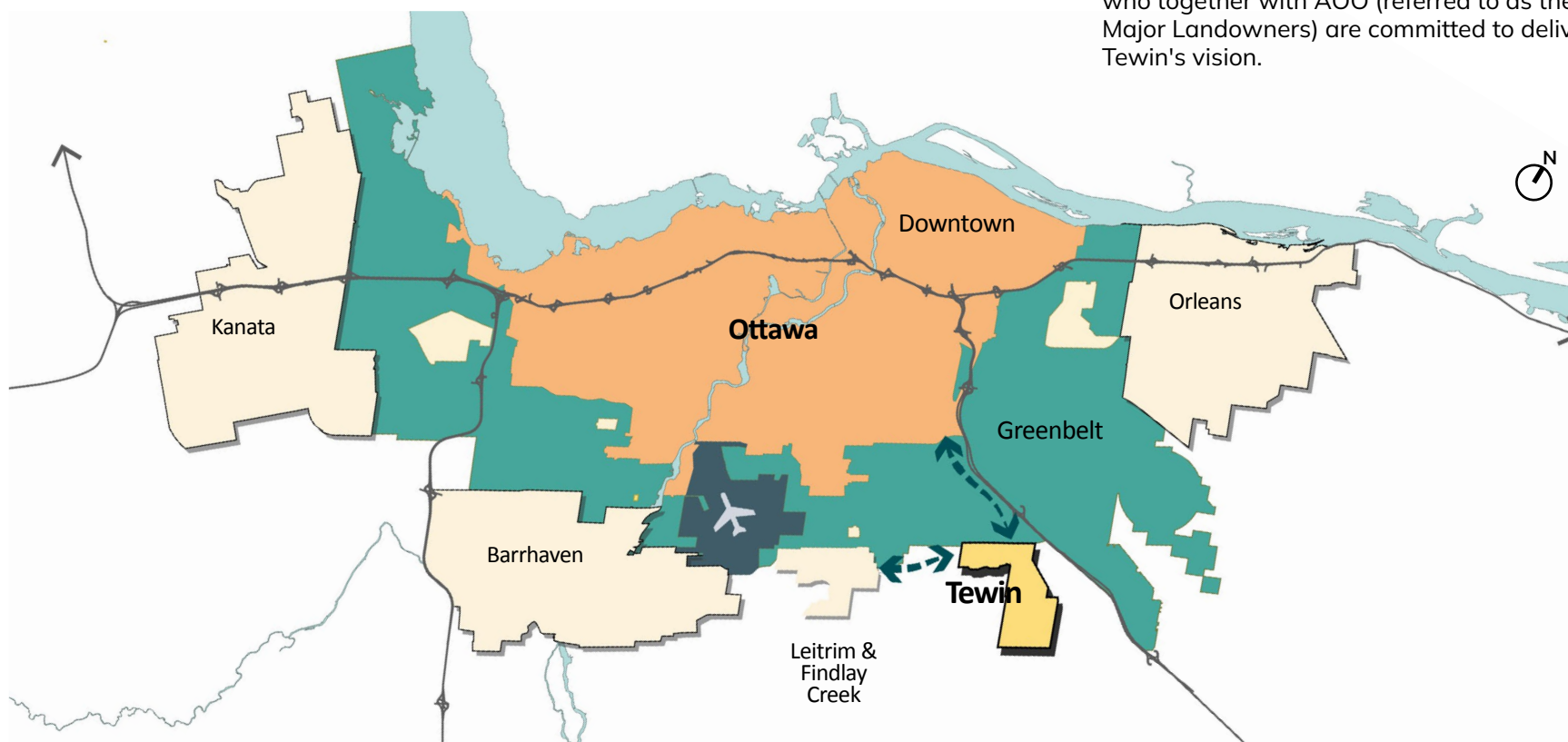


Figure 1. Tewin's location in the context of the broader City

## » 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.

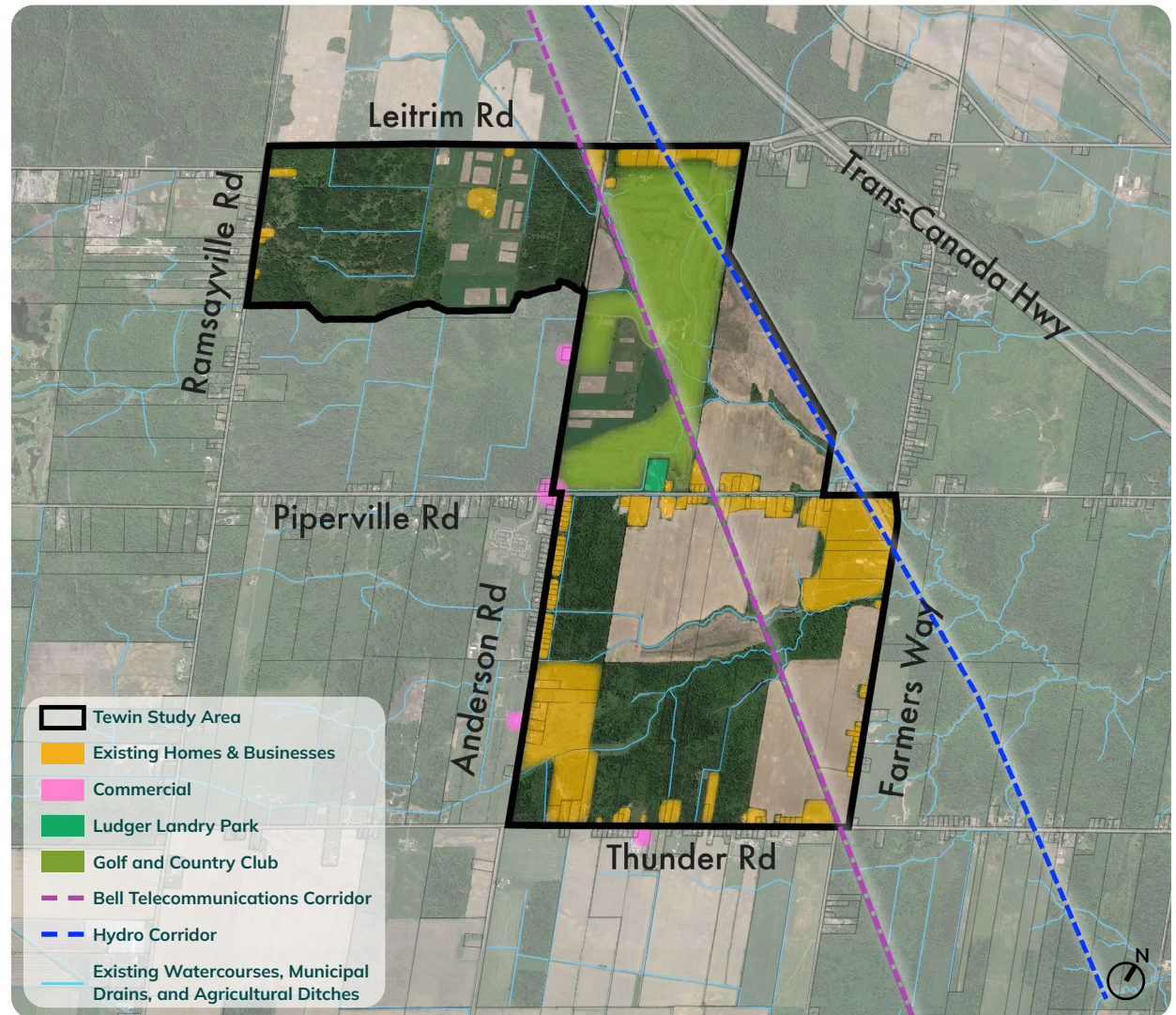


Figure 2. Existing Land Uses



# » 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, Cemetery Management Facilities, utility areas and water corridors, 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 in April 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.**

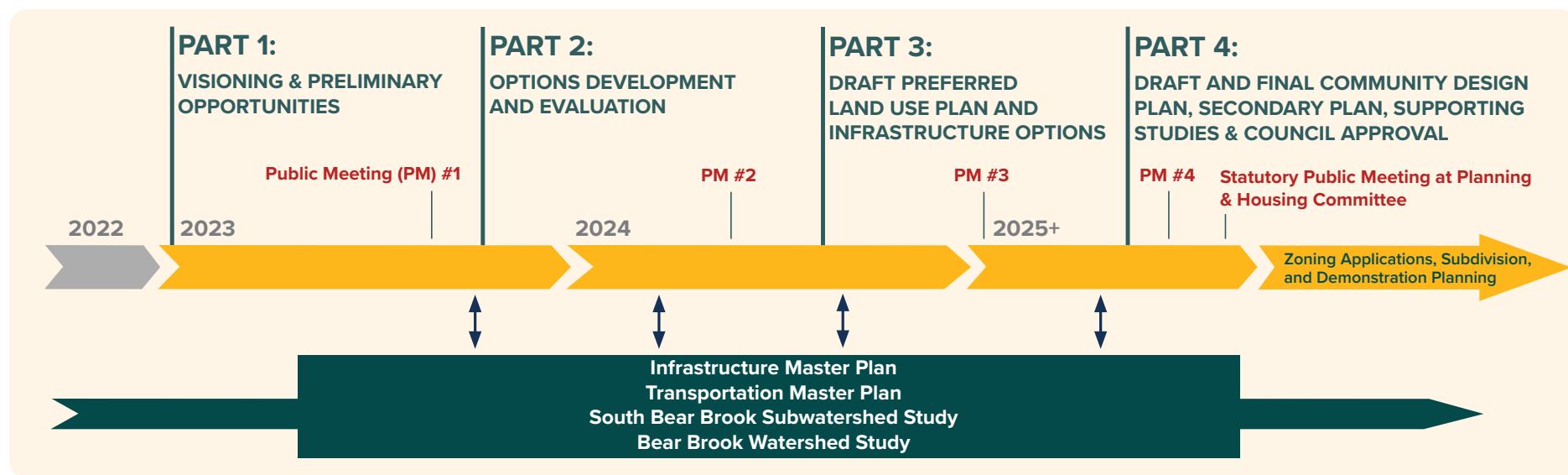
The process began following Ottawa City Council adoption of the Official Plan in November 2021, which was subsequently approved by the Minister of Municipal Affairs and Housing in November 2022. This Official Plan accommodates a residential land supply sufficient to 2046. The 'Suburban Transect' and '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

IMG 1



## 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.

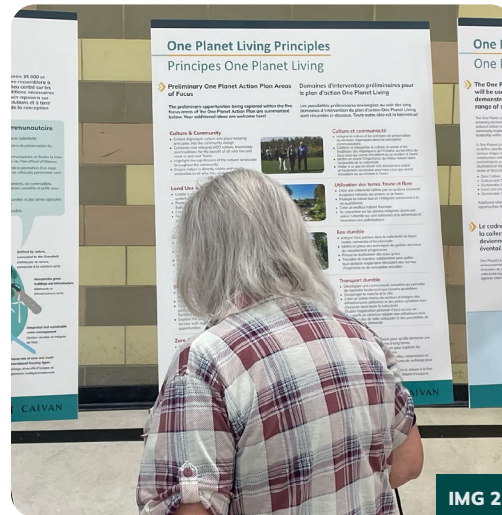
A series of evaluation criteria were also developed and presented for feedback, as a way to assess the Alternative Design Strategies and Infrastructure Solutions (**Table 1**). The criteria selected were based on Tewin's guiding principles, as well as directions from the City of Ottawa's Official Plan, and the OPL framework. Together, the criteria described the features of a community that successfully implemented the Vision for Tewin.

EVALUATION CRITERIA	
<b>DEVELOPMENT &amp; LAND USE</b>	<ol style="list-style-type: none"> <li>1. Planned and designed to support a sustainable future in accordance with AOO values and Design Guidelines as well as OPL Principles.</li> <li>2. Creates vibrant mixed-use centres that are a focus for community activity</li> <li>3. Accommodates a mix of land uses that support convenient access to a range of services and amenities</li> <li>4. Integrates with existing homes and businesses</li> </ol>
<b>TRANSPORTATION &amp; MOBILITY</b>	<ol style="list-style-type: none"> <li>5. Creates a transportation network that facilitates efficient transit operation and coverage</li> <li>6. Supports complete streets and active mobility, including pedestrian and cycling connectivity</li> </ol>
<b>NATURAL SYSTEM, PARKS, RECREATION &amp; OPEN SPACES</b>	<ol style="list-style-type: none"> <li>7. Centres the Tewin community on natural systems including watercourses, wetlands, trees and plants</li> <li>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</li> <li>9. Allows for watercourse naturalization to support a resilient natural system</li> <li>10. Delivers Parks, Schools, and Community Facilities that are highly usable, accessible and activated</li> <li>11. Enhances the natural environment and ecological systems for future generations</li> </ol>
<b>SERVICING</b>	<ol style="list-style-type: none"> <li>12. Optimizes stormwater management techniques that contribute to the character of the Tewin Community</li> <li>13. Supports the efficient delivery of servicing</li> </ol>
<b>PHASING &amp; IMPLEMENTATION</b>	<ol style="list-style-type: none"> <li>14. Reduces capital costs</li> <li>15. Reduces operating costs</li> <li>16. Optimizes the phased delivery of infrastructure and amenities</li> </ol>

**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.



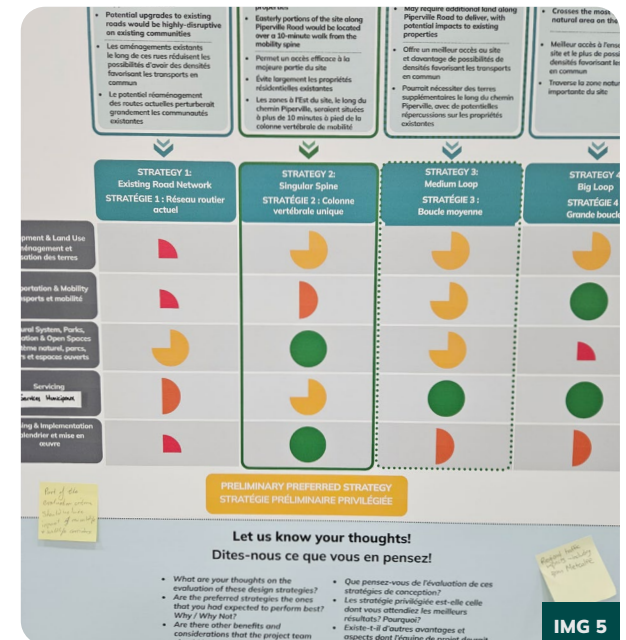
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IMG 4



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 Tewin was sustainable by design.

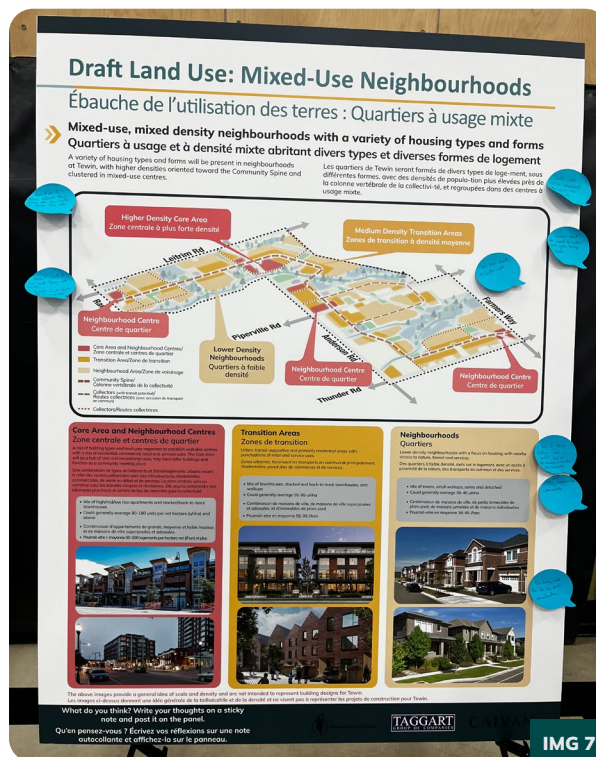
Resulting from this work was a preliminary Land Use Plan and options for supporting infrastructure which reflected the best-performing Alternative Community Design Strategies and more detailed technical work. This information was presented at a series of community and interest-holder events, including 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 7



IMG 8



IMG 9

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





IMG 10



IMG 11



IMG 12