

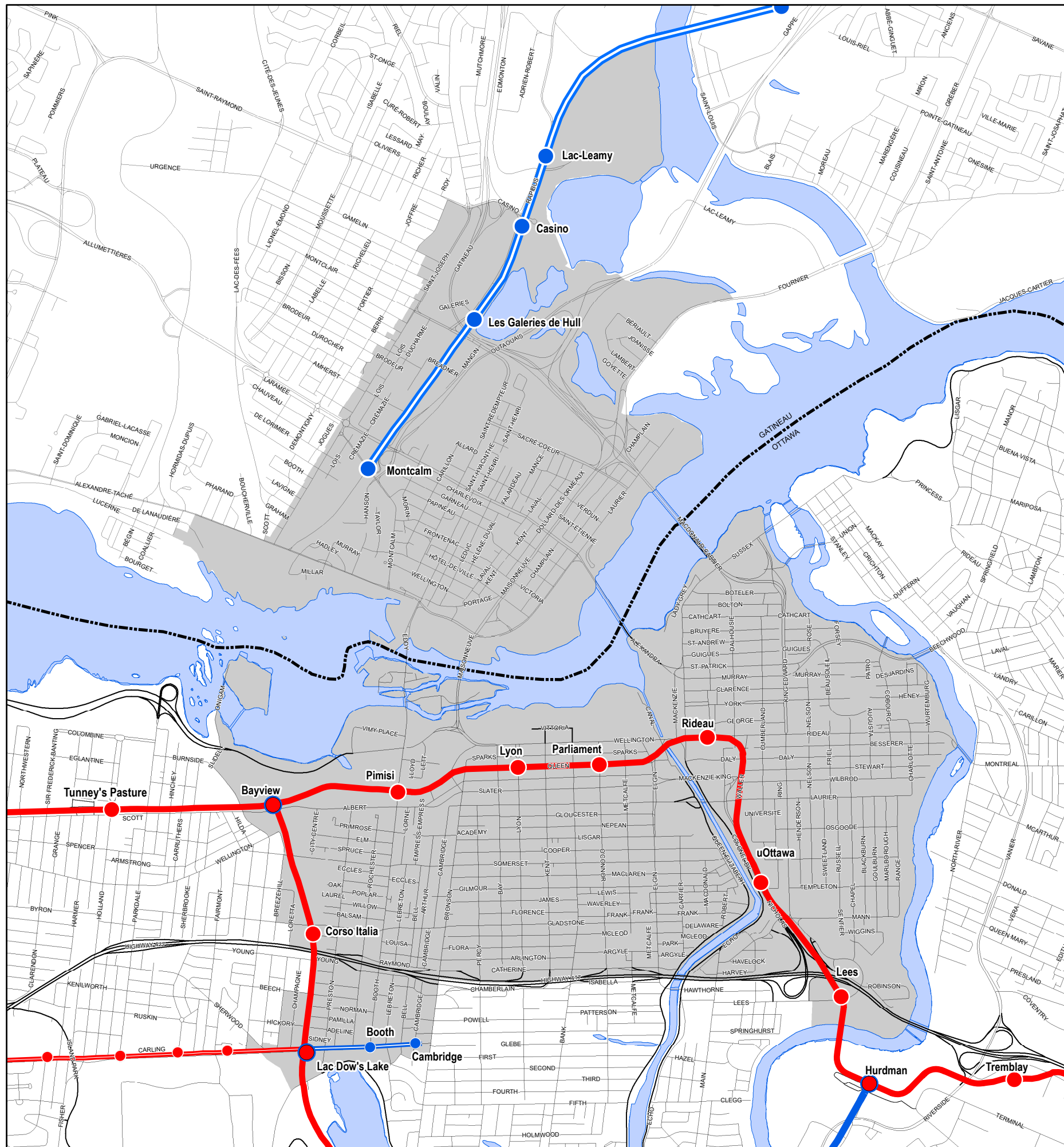


Official Plan / Plan officiel

Annex 1 - Metropolitan Downtown Core
Appendice 1 - Centre-ville métropolitain

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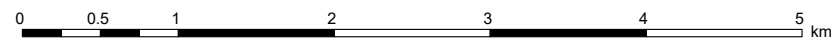
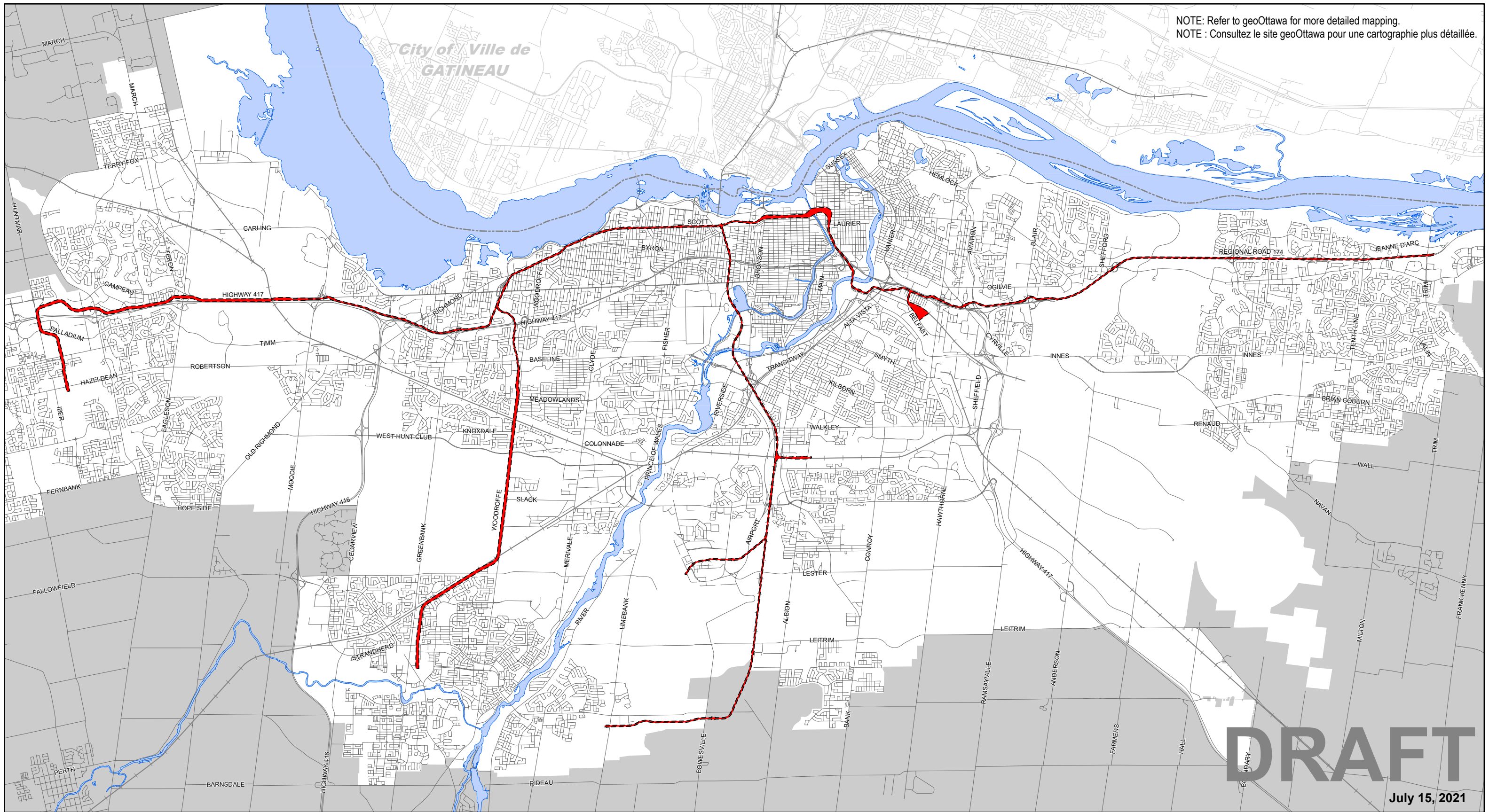
July 15, 2021




Metropolitan Downtown Core /
Centre-ville métropolitain



NOTE: Refer to geoOttawa for more detailed mapping.
NOTE : Consultez le site geoOttawa pour une cartographie plus détaillée.



 Development Zone of Influence / la Zone d'influence de l'aménagement



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Annex 2 - Development Zone of Influence
Appendice 2 – Zone d'influence de l'aménagement

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Annex 3 - HERITAGE CONSERVATION DISTRICTS
Appendice 3 - DISTRICTS DE CONSERVATION DU PATRIMOINE

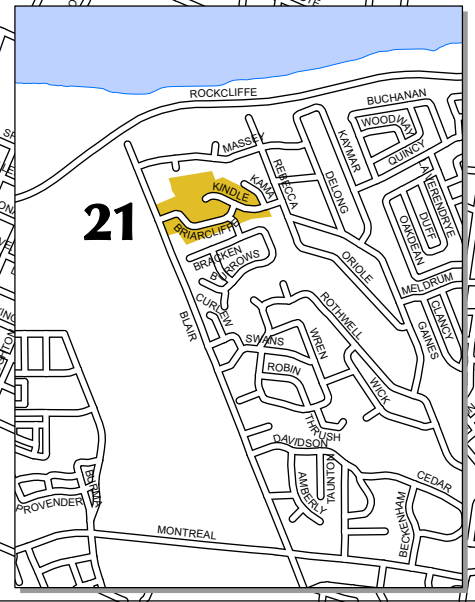
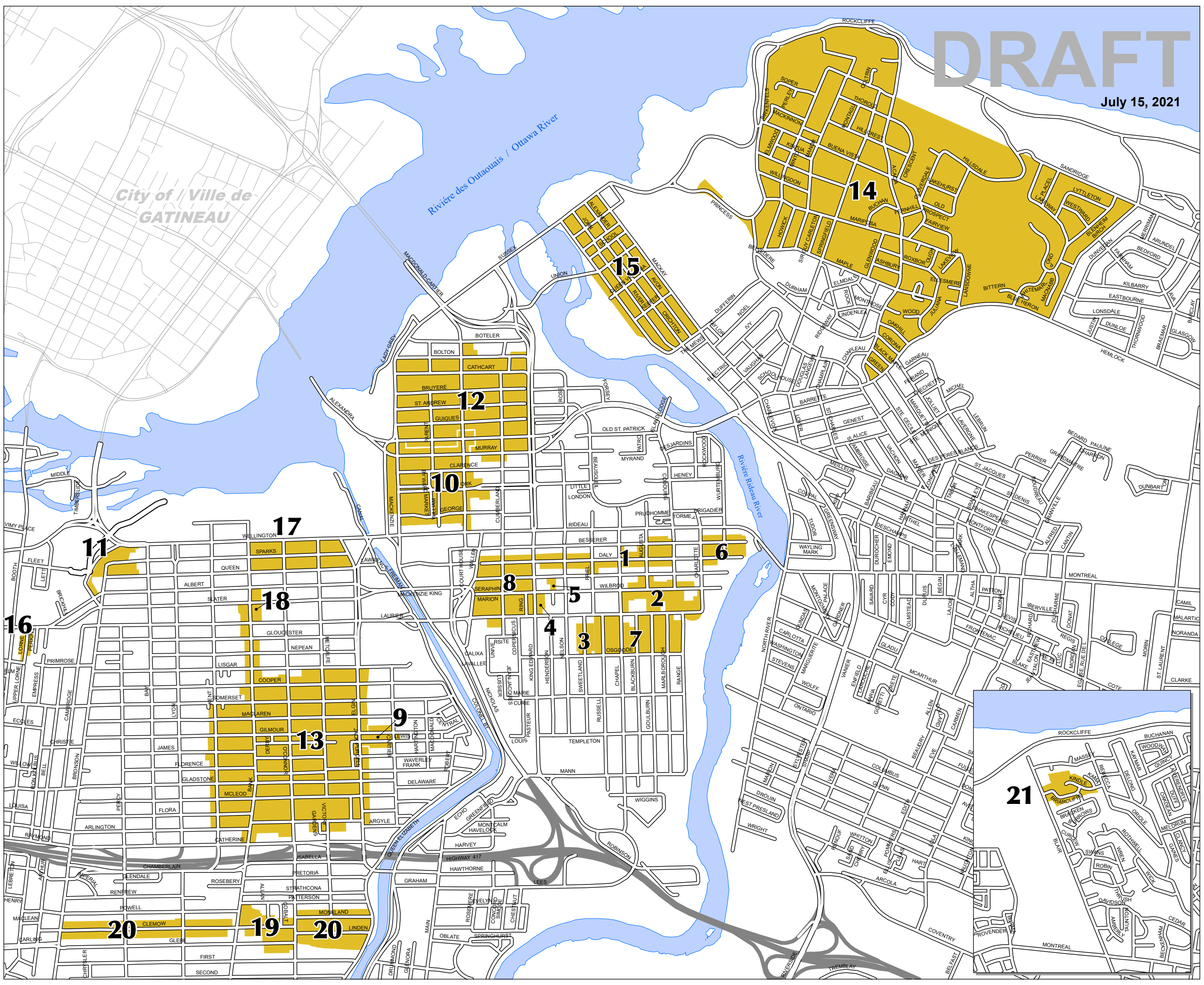
HERITAGE CONSERVATION DISTRICTS / DISTRICTS DE CONSERVATION DU PATRIMOINE

(Part V of Ontario Heritage Act) (Partie V de la Loi sur le patrimoine de l'Ontario)

Daly Avenue	1	Avenue Daly
Wilbrod/Laurier	2	Wilbrod/Laurier
Sweetland Avenue	3	Avenue Sweetland
King Edward Avenue	4	Avenue King Edward
Stewart/Wilbrod	5	Stewart/Wilbrod
Besserer Street / Wurtemberg Street	6	Rue Besserer / Rue Wurtemberg
Russell Avenue / Range Road	7	Avenue Russell / Chemin Range
Sandy Hill West	8	Côte-de-Sable Ouest
Minto Park	9	Parc Minto
Byward Market	10	Marché By
Cathedral Hill	11	Cathedral Hill
Lowertown West	12	Basse-ville ouest
Centretown	13	Centre-ville
Rockcliffe	14	Rockcliffe
New Edinburgh	15	New Edinburgh
Lorne Avenue	16	Avenue Lorne
Sparks Street	17	Rue Sparks
Bank Street	18	Rue Bank
Clemow Estate East	19	Domaine de Clemow Est
Clemow-Monkland Driveway & Linden Terr.	20	Clemow-Monkland et de la terrasse Linden
(See Inset) Briarcliffe	21	Briarcliffe (Voir l'encart)

NOTE:
Annex 4 represents heritage conservations districts existing at the time of printing. Periodic updating of Annex 4 does not require an Official Plan Amendment.

NOTE:
L'appendice 4 désigne les districts de conservation du patrimoine au moment de l'impression du plan ou de la politique. Les mises à jour périodiques de l'appendice 4 ne nécessitent pas de modification au Plan officiel.



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Annex 4: Local Plan Framework

Depending on their context, Local Plans will include the following elements where relevant:

Plan Context

- 1) Identify the community boundaries, and the boundaries of the study area if different;
- 2) Outline goals and measurable targets;
- 3) Describe the relationship of the local plan area to the city, the transect and the broader community including lands that are in close proximity to the local plan area, that are large, vacant or underutilized sites, publicly owned lands or other land suitable for intensification; and
- 4) Describe the relationship between the local plan area and watershed or subwatershed.

Existing Conditions (Social, Health, Economic and Environmental)

- 1) Boundaries of community, entryways;
- 2) Natural heritage features, including surface and ground water features, and their ecosystem services;
- 3) Urban Forest Canopy;
- 4) Urban Heat Island Effects;
- 5) Demographic, health, employment, economic and housing profile;
- 6) Transportation and infrastructure capacities; conditions and alignments;
- 7) Extent and condition of pedestrian and cycling networks including linkages to adjacent communities;
- 8) Elements of valued historic development patterns;
- 9) Views, vistas, landscapes, features, landmarks;
- 10) Existing character of built form - design elements, heritage resources, streetscape characteristics, visual cues;
- 11) Existing elements of a 15 minute neighbourhood including transit, schools, licensed child care facilities, community centres, parks and other greenspace, other community infrastructure, general retail, grocery stores;
- 12) Quality of connections between elements of 15-minute neighbourhoods;
- 13) Floodplains, climate change flood vulnerable areas, unstable soils or bedrock, contamination, and other constraints; and
- 14) Relationship to adjacent neighbourhoods.

Vision, Objectives and Targets

A Vision for the local plan area, as well as objectives and targets relating to all relevant policies and designations of this Plan. In particular these should include:

- 1) Healthy and inclusive community objectives and targets consistent with Subsection 2.2.4 including a specific focus on creating healthy, walkable 15-minute neighbourhoods and building inclusive, all age communities;
- 2) Growth Management objectives and targets consistent with Section 3, including those related to intensification and employment;
- 3) Sustainable transportation objectives and targets consistent with Subsection 4.1;
- 4) Community design that supports climate change and energy efficiency objectives and targets consistent with Subsection 2.2.3;
- 5) Affordable housing objectives and targets consistent with Subsection 4.2; and
- 6) Objectives and targets relating to the urban forest canopy and equitable access to greenspace consistent with the policies in Subsection 4.8.

Constraints and Opportunities

- 1) Shortfalls/deficiencies in existing conditions relative to objectives/targets;
- 2) Opportunities arising from a review of existing conditions this includes, relative to objectives/targets, the identification of features within the Local Plan that will enhance the evolution of the area and/or surrounding area into a 15-minute neighbourhood after the adoption of the Local Plan. These features should enhance the quality of connections that support walkability, and the land uses, including services and amenities , that support the 15-minute neighbourhood concept; and
- 3) Impact assessment where required by this Plan to evaluate the impact of development on cultural heritage resources, natural heritage features resources, and on transportation or other A infrastructure including private individual services.

Key Plan Components

- 1) A land use plan for the local plan area including the proposed type, scale and phasing of development;
- 2) Description of how development will achieve growth management objectives including residential densities, minimum number of jobs and mix of residential units, consistent with Section 3;
- 3) Projections for population, residential dwellings, and employment and identified by district which has boundaries that consider the transportation network within the Local Plan area and how they may integrate into the City's transportation network model;
- 4) A description of the key elements and approaches relating to services, amenities, and pedestrian connections within a 15-minute walk to residential areas that will be pursued to foster evolution into a 15-minute neighbourhood over time;

- 5) A description of the planned mobility network, including the access points, street layout and design, pedestrian, cycling, transit routes and related infrastructure, as well as planning and design strategies (e.g. traffic calming) to support walking, cycling and transit use in keeping with Subsection 4.1;
- 6) A plan for development consistent with all applicable urban design policies of Subsection 4.6 including sustainable and resilient design;
- 7) A landscape concept plan that incorporates the retention of existing trees and tree planting consistent with the urban forest canopy cover policies in Subsection 4.8;

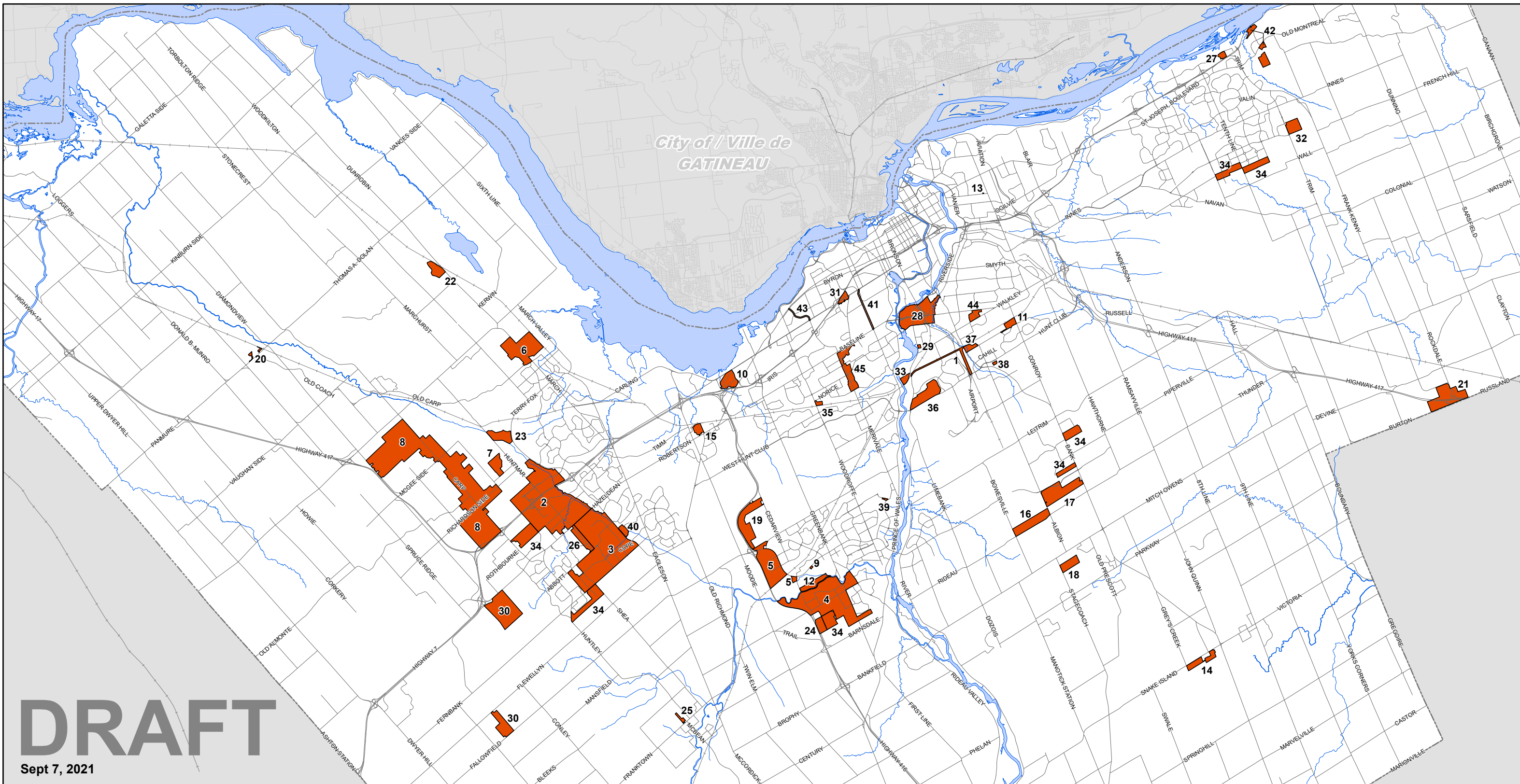
- 8) Affordable housing and housing diversity policies consistent with Subsection 4.2;
- 9) Siting and design of schools consistent with Subsection 4.10;
- 10) Large Scale Institution and Facilities policies consistent with Subsection 4.3;
- 11) An assessment of existing and planned cultural assets;
- 12) A plan for public art that identifies opportunities for public art consistent with the City's Public Art Policy;
- 13) A heritage brief that outlines properties or cultural landscapes designated under Part IV or Part V of the *Ontario Heritage Act* and non-designated properties listed on the Heritage Register;
- 14) Potential extensions of areas subject to view protection;
- 15) Identification of locations, sizes, shapes and functions of future parks, in accordance with applicable policies of Subsection 4.4 (Parks and Recreation). The identification of parks in the Plan does not preclude additional parkland dedication at the time of a planning application and building permit;
- 16) Guidance for each park's specific active recreational or cultural development opportunities such as children's play areas, outdoor rinks, splash pads, pedestrian walkways, and seating areas, or spaces for performance, exhibition, commemoration and ceremony;
- 17) Identification of privately-owned public spaces (POPS) and opportunities for improvements to existing parks;
- 18) Identification of future community infrastructure, including recreation facilities and community centres;
- 19) The location of greenspaces, including natural features, and potential or existing connections to an identified Greenspace Network;
- 20) Priorities and mechanism for greenspace securement;
- 21) A description of climate resiliency design features to adapt to future climate conditions and extreme weather including measures to:
 - a) reduce the impacts of extreme heat and reduce the urban heat island effect consistent with Section 10;
 - b) reduce flood risks in areas adjacent to regulated riverine systems;
 - c) manage stormwater; and
 - d) build resilience to extreme winds, storms and power outages.
- 22) A description of opportunities for energy conservation and efficiency, peak demand reduction, resilience to power disruptions, and local integrated energy solutions that incorporate renewables, district energy, or energy storage, through development of a Community Energy Plan;
- 23) Identification of spaces for local production and storage of food, including community gardens

and edible landscapes; and

24) Any other matters as deemed appropriate by the City.

Implementation Strategy

- 1) A phasing strategy, including timelines for infrastructure and amenities;
- 2) A Financial Plan that will show the cost of capital investments and the source of funding;
- 3) Parkland dedication rates as required by the Parkland Dedication By-law, or any successor by-law;
- 4) Percentage of the cash-in-lieu of parkland collected within the boundary of the secondary plan that may be used to acquire new or improve existing parks, recreation facilities and community centres;
- 5) An agreement among all landowners and developers that ensures the timely conveyance of parkland. A cost sharing agreement may be required;
- 6) The use of Planning Act tools such as community improvement plans, zoning by-laws, site plan review and other development application review processes;
- 7) City incentives, funding mechanisms, and capital investments such as infrastructure capacity improvements, greenspace and public realm management plans;
- 8) Opportunities for partnerships, incentives and funding opportunities with external parties that assist in implementing sustainability initiatives are encouraged, including consideration for alternative development standards for streets, utilities and infrastructure, if appropriate;
- 9) An action plan that identifies projects and priorities for all parties and that links proposed municipal actions to City work programs and budgets;
- 10) Community based initiatives such as tree planting, community gardens, business improvement areas or cooperative housing projects;
- 11) Guidelines for evaluating development applications in terms of whether they conform to the Local Plan;
- 12) Guidelines for determining when and how a plan may need to be modified with or without Council approval.



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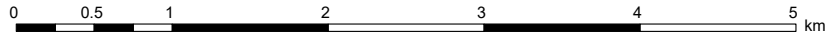
Areas Subject to Area-Specific Policies /
Secteurs assujettis à des politiques propres aux secteurs

The number for each policy area shown on this Annex corresponds with the policy areas listed in numerical order in Volume 2C – Area-Specific Policies of the Official Plan /
Le chiffre pour chaque secteur désigné indiqué dans cette annexe correspond aux secteurs désignés répertoriés par ordre numérique dans le volume 2C – Politiques propres aux secteurs du Plan officiel

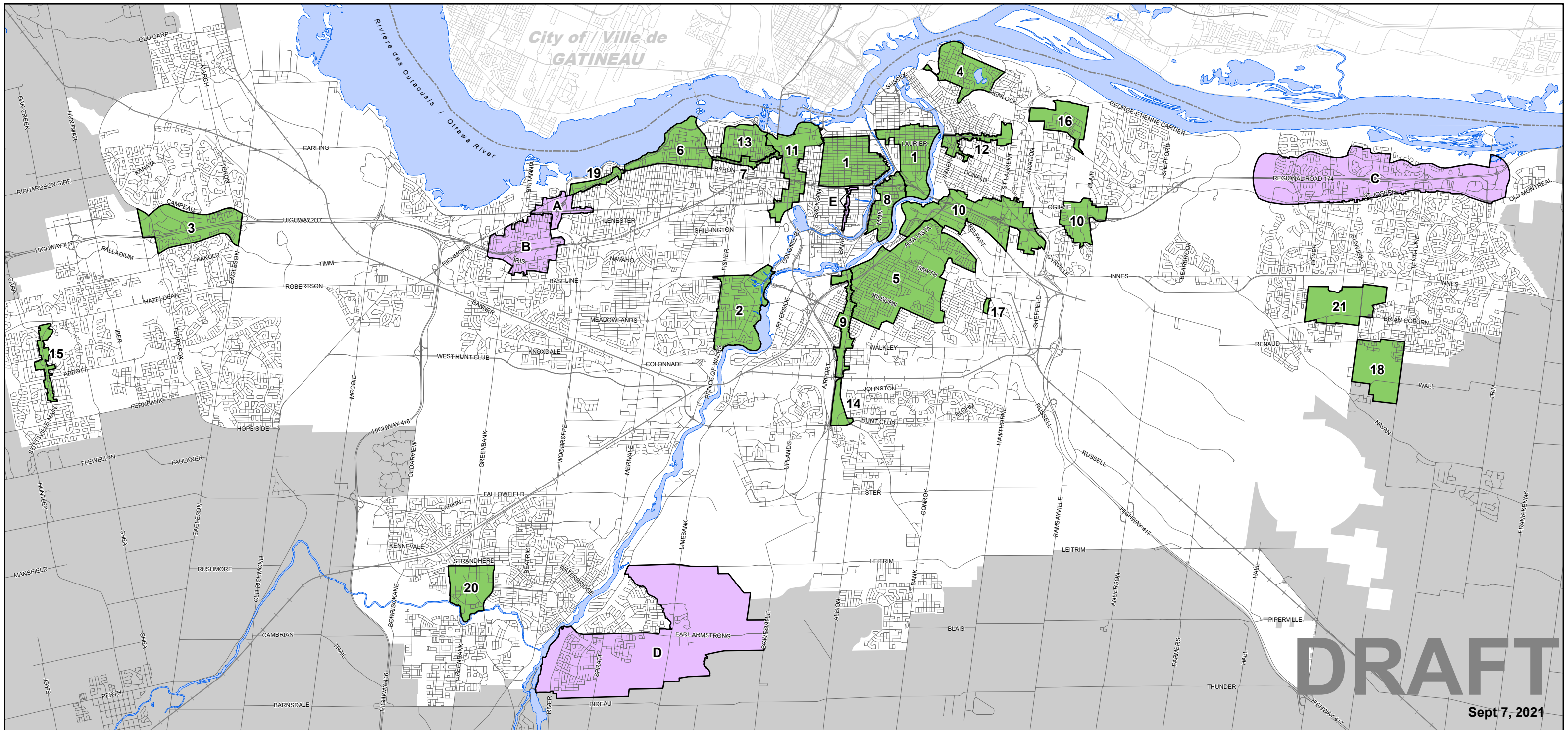


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**Annex 5 - Urban and Rural Areas Subject to Area-Specific Policies
Appendice 5 – Zones urbaines et rurales soumises à des politiques sectorielles**



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SECONDARY PLANS / PLANS SECONDAIRES

Implementation / Implémentation Original Secondary Plan Adoption Year / Année de mise en œuvre
*2021 - denotes former Secondary Plan amended and adopted with this Official Plan / Ancien plan secondaire, modifié et adopté avec le présent Plan officiel

- 1** Central and East Downtown Core / Centre-ville et centre-est *2021 (1974,1986,2006,2016)
- 2** Carleton Heights *2021 (1986)
- 3** Kanata Town Centre / Centre-ville de Kanata *2021 (1994)
- 4** Rockcliffe Park *2021 (1995)
- 5** Alta Vista / Faircrest Heights / Riverview Park *2021 (2000)
- 6** Richmond Road / Westboro / Chemin Richmond / Westboro *2021 (2008)
- 7** Wellington Street West / Rue Wellington ouest *2021 (2011)
- 8** Old Ottawa East / Vieil Ottawa-Est *2021 (2011)
- 9** Bank Street South / Rue Bank sud *2021 (2012)
- 10** Inner East Line 1 and 3 Stations / Stations des Lignes 1 et 3 du secteur intérieur est *2021 (2013,2015)
- 11** West Downtown Core / Centre-ouest *2021 (2013, 2016, 2021)

- 12** Montreal Road District / District du chemin Montréal *2021 (2014)
- 13** Scott Street / Rue Scott *2021 (2015)
- 14** South Keys *2021 (2015)
- 15** Stittsville Main Street / Rue Stittsville Main *2021 (2015)
- 16** Wateridge Village / Village des Riverains *2021 (2015)
- 17** Elmvale Acres *2021 (2017)
- 18** Mer Bleue Developing Neighbourhood / Quartier Mer Bleue (en développement) *2021 (2017)
- 19** Sherbourne and New Orchard / Sherbourne et New Orchard *2021 (2018)
- 20** Barrhaven Downtown / Centre-ville de Barrhaven *2021 (2019)
- 21** East Urban Community Phase 3 / Phase 3 de la Collectivité urbaine de l'Est *2021 (2021)

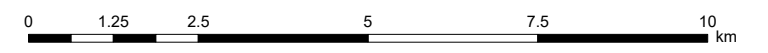
PLANS IN PROGRESS / PLANS EN PRÉPARATION

- A** Lincoln Fields Station / Station Lincoln Fields
- B** Pinecrest - Queensview Stations / Stations Pinecrest et Queensview
- C** Outer East Line 1 and 3 Stations / Stations des Lignes 1 et 3 du secteur extérieur est
- D** Riverside South / Riverside-sud
- E** Bank Street in the Glebe / Rue Bank (quartier Glebe)

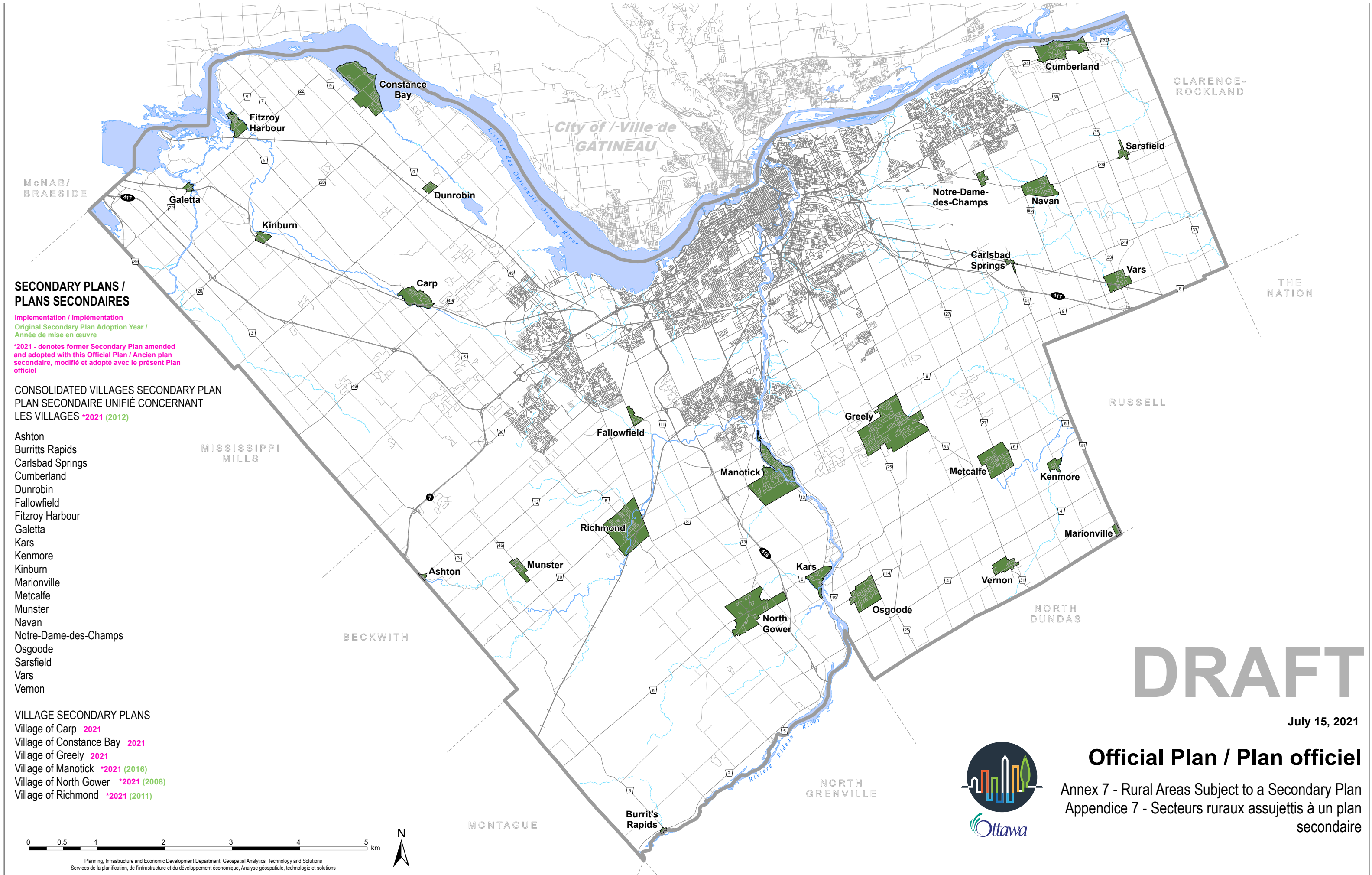


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Annex 6 - Urban Areas Subject to a Secondary Plan
Appendice 6 – Secteurs urbains assujettis à un plan secondaire



Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique, Analyse géospatiale, technologie et solutions



SECONDARY PLANS / PLANS SECONDAIRES

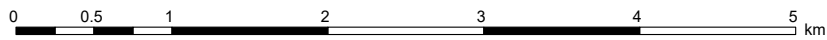
Implementation / Implémentation
 Original Secondary Plan Adoption Year / Année de mise en œuvre
 *2021 - denotes former Secondary Plan amended and adopted with this Official Plan / Ancien plan secondaire, modifié et adopté avec le présent Plan officiel

CONSOLIDATED VILLAGES SECONDARY PLAN / PLAN SECONDAIRE UNIFIÉ CONCERNANT LES VILLAGES *2021 (2012)

- Ashton
- Burritts Rapids
- Carlsbad Springs
- Cumberland
- Dunrobin
- Fallowfield
- Fitzroy Harbour
- Galetta
- Kars
- Kenmore
- Kinburn
- Marionville
- Metcalfe
- Munster
- Navan
- Notre-Dame-des-Champs
- Osgoode
- Sarsfield
- Vars
- Vernon

VILLAGE SECONDARY PLANS

- Village of Carp **2021**
- Village of Constance Bay **2021**
- Village of Greely **2021**
- Village of Manotick ***2021 (2016)**
- Village of North Gower ***2021 (2008)**
- Village of Richmond ***2021 (2011)**



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Annex 7 - Rural Areas Subject to a Secondary Plan
 Appendice 7 - Secteurs ruraux assujettis à un plan secondaire





Official Plan / Plan officiel

Annex 8A - Watersheds and Subwatersheds Appendice 8A - Bassins et sous-bassins hydrographiques

Watershed / Bassin hydrographiques

Watershed / Bassin hydrographiques

Watershed / Bassin hydrographiques

Watershed / Bassin hydrographiques

Watershed / Bassin hydrographiques

- Lower Mississippi / Bas-Mississippi**
- 1 Lower Madawaska / Madawaska inférieure
 - 1 Mississippi Downstream Reach / Aval de Mississippi
 - 2 Cody Creek Downstream / Aval de la ruisseau Cody
 - 3 Cody Creek Headwaters / Cours supérieur du ruisseau Cody
 - 4 Appleton Creek / Ruisseau Appleton
 - 5 Glen Isle Creek / Ruisseau Glen Isle

- Carp**
- 1 Carp Downstream Reach / Aval de la rivière Carp
 - 2 Carp Downstream Reach Tributary / Affluent de la rivière Carp
 - 3 Carp Mid Channel 1 / Carp mi-chenal 1
 - 4 Carp Mid Channel 2 / Carp mi-chenal 2
 - 5 Corkery Creek / Ruisseau Corkery
 - 6 Carp Mid Channel 3 / Carp mi-chenal 3
 - 7 Huntley Creek / Ruisseau Huntley
 - 8 Feedmill Creek / Ruisseau Feedmill
 - 9 Carp Upstream Reach / Amont de la rivière Carp
 - 10 Poole Creek / Ruisseau Poole

- Ottawa West / Ottawa-Ouest**
- 1 Ottawa West 1 / Outaouais-ouest 1
 - 2 Mississippi Snye / Faux chenal Mississippi
 - 3 Ottawa West 2 / Outaouais-ouest 2
 - 4 Constance Tributary 1 / Affluent du ruisseau Constance 1
 - 5 Constance Tributary 2 / Affluent du ruisseau Constance 2
 - 6 Constance Creek / Ruisseau Constance
 - 7 Ottawa West Constance / Constance d'Outaouais-ouest
 - 8 Constance Tributary 3 / Affluent du ruisseau Constance 3
 - 9 Harwood Creek / Ruisseau Harwood
 - 10 Shirley's Brook / Ruisseau Shirley's Brook
 - 11 Ottawa West 3 / Outaouais-ouest 3
 - 12 Kizell Drain - Watt's Creek / Rigolet Kizell - Ruisseau Watts

RIDEAU VALLEY CONSERVATION AUTHORITY /
OFFICE DE PROTECTION DE LA NATURE DE LA VALLÉE DE LA RIVIÈRE RIDEAU

- Subwatershed / Sous-bassin hydrographiques**
- 1 Ottawa - Crystal Bay / Baie Crystal d'Outaouais
 - 2 Stillwater Creek / Ruisseau Stillwater
 - 3 Graham Creek / Ruisseau Graham
 - 4 Ottawa Britannia Bay / Baie Britannia d'Outaouais
 - 5 Pinecrest Creek / Ruisseau Pinecrest
 - 6 City Core West / Centre urbain-ouest
 - 7 City Core East / Centre urbain-est
 - 8 Rideau Canal / Canal Rideau

- Jock**
- 1 Monahan Drain / Rigolet Monahan
 - 2 Jock Downstream Reach / Aval de la rivière Jock
 - 3 Flowing Creek / Ruisseau Flowing
 - 4 Jock Mid Reach / Tronçon de mi-chenal de la rivière Jock
 - 5 Leamy Creek / Ruisseau Leamy
 - 6 Jock Tributary / Affluent de la rivière Jock
 - 7 Simpson Drain / Rigolet Simpson
 - 8 Hobb's Drain / Rigolet Hobb's
 - 9 Van Gaal West Main / Installation de drainage Van Gaal, partie Ouest principale
 - 10 Jock Upstream City Reach / Rivière Jock en amont de la ville
 - 11 King's Creek / Ruisseau King's
 - 12 Nichols Creek / Ruisseau Nichols

- Lower Rideau / Bas-Rideau**
- 1 Rideau River - Falls / Rivière Rideau - Chutes Rideau
 - 2 Rideau Reach 2 / Tronçon 2 de la rivière Rideau
 - 3 Rideau Reach 2 Tributary / Affluent de tronçon 2 de la rivière Rideau
 - 4 Sawmill Creek / Ruisseau Sawmill
 - 5 Nepean Creek / Ruisseau Nepean
 - 6 Hunt Club Creek / Ruisseau Hunt Club
 - 7 Black Rapid's Creek / Ruisseau des rapides Black
 - 8 Rideau Reach 3 / Tronçon 3 de la rivière Rideau
 - 9 Barrhaven Creek / Ruisseau Barrhaven
 - 10 Mosquito Creek / Ruisseau Mosquito
 - 11 Rideau River - Long Island / Rivière Rideau - Long Island
 - 12 Mud Creek (Rideau) / Ruisseau Mud (Rideau)
 - 13 Taylor Creek (Steven's) / Ruisseau Taylor (Steven's)
 - 14 Steven's Creek / Ruisseau Steven's
 - 15 Cranberry Creek / Ruisseau Cranberry
 - 16 Rideau River - Kars / Rivière Rideau - Kars
 - 17 Rideau east of Steven's Creek / Rivière Rideau-Est en amont de la ville
 - 18 Doyle Creek / Ruisseau Doyle
 - 19 Brassill's Creek / Ruisseau Brassill

Watershed / Bassin hydrographiques

Watershed / Bassin hydrographiques

Subwatershed / Sous-bassin hydrographiques

- Ottawa East/est**
- 1 Ottawa East of Core 2 / Outaouais-est noyau 2
 - 2 Ottawa East of Core 1 / Outaouais-est noyau 1
 - 3 Voyageur Creek / Ruisseau Voyageur
 - 4 Bilberry Creek / Ruisseau Bilberry
 - 5 Taylor Creek (Ottawa) / Ruisseau Taylor (Outaouais)
 - 6 Ottawa East 1 / Outaouais-est 1
 - 7 Cardinal Creek / Ruisseau Cardinal
 - 8 Beckett's Creek / Ruisseau Beckett's
 - 9 Ottawa East 2 / Outaouais-est 2

- Ruisseau Green's Creek**
- 1 Green's Creek Downstream Reach / Aval de ruisseau Green's
 - 2 Cyrville Drain / Rigolet Cyrville
 - 3 Green's Creek Mid Reach / Ruisseau Green's mi-chenal
 - 4 Mud Creek (Green's Creek) / Ruisseau Mud (Green's)
 - 5 Black Creek / Ruisseau Black
 - 6 Borthwick Creek / Ruisseau Borthwick
 - 7 Green's Creek Headwaters / Cours supérieur du ruisseau Green's
 - 8 Mather Award Drain / Rigolet Mather Award
 - 9 McEwan Creek / Ruisseau McEwan
 - 10 Ramsay Creek / Ruisseau Ramsay

SOUTH / SUD NATION

**SOUTH NATION RIVER CONSERVATION AUTHORITY /
OFFICE DE PROTECTION DE LA NATURE DE LA RIVIÈRE SOUTH NATION**

Subwatershed / Sous-bassin hydrographiques

- Bear Brook**
- 1 McKinnon's Creek / Ruisseau McKinnon
 - 2 Bear Brook Mid 2 / Bear Brook mi-chenal 2
 - 3 North Indian Creek / Ruisseau Indien-nord
 - 4 Savage Drain / Rigolet Savage
 - 5 Bear Brook Headwaters / Cours supérieur de Bear Brook
 - 6 Bear Brook Mid 3 / Bear Brook mi-chenal 3
 - 7 Shaw's Creek / Ruisseau Shaw's
 - 8 South Indian Creek / Ruisseau Indien-sud

Watershed / Bassin hydrographiques

Watershed / Bassin hydrographiques

- Castor**
- 1 Findlay Creek (North Castor) / Ruisseau Findlay (rivière Castor-nord)
 - 2 North Castor Downstream Reach / Aval de la rivière Castor-nord
 - 3 York and Fifth Concession Drains / York et concession 5 Rigolets
 - 4 Shield's Creek (North Castor) / Ruisseau Shield's (rivière Castor-nord)
 - 5 McCooeye, Cassidy, Graham Walker Drains / Rigolets de McCooeye, Cassidy, Graham Walker
 - 6 Grey's Creek / Ruisseau Grey's
 - 7 Upper Castor Downstream Reach / Aval de la rivière Castor supérieure
 - 8 Central Castor River / Rivière Castor-Centre
 - 9 Main Castor Upstream / Amont de la Rivière Castor principale
 - 10 Main Castor Downstream / Aval de la rivière Castor principale
 - 11 Cheney Drain / Rigolet Cheney

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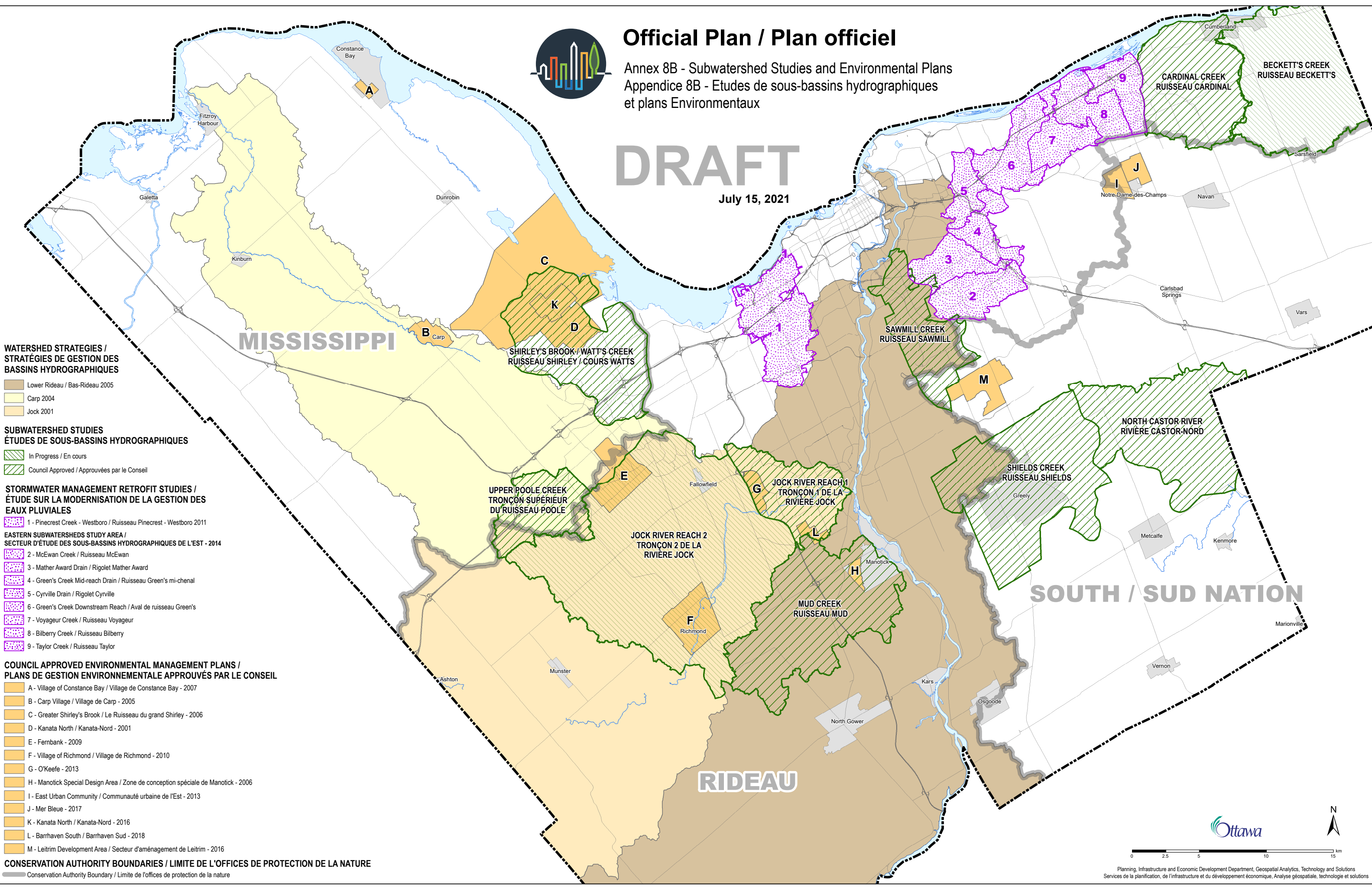


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Annex 8B - Subwatershed Studies and Environmental Plans
Appendice 8B - Etudes de sous-bassins hydrographiques et plans Environnementaux

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WATERSHED STRATEGIES / STRATÉGIES DE GESTION DES BASSINS HYDROGRAPHIQUES

- Lower Rideau / Bas-Rideau 2005
- Carp 2004
- Jock 2001

SUBWATERSHED STUDIES / ÉTUDES DE SOUS-BASSINS HYDROGRAPHIQUES

- In Progress / En cours
- Council Approved / Approuvées par le Conseil

STORMWATER MANAGEMENT RETROFIT STUDIES / ÉTUDE SUR LA MODERNISATION DE LA GESTION DES EAUX PLUVIALES

- 1 - Pinecrest Creek - Westboro / Ruisseau Pinecrest - Westboro 2011
- 2 - McEwan Creek / Ruisseau McEwan
- 3 - Mather Award Drain / Rigolet Mather Award
- 4 - Green's Creek Mid-reach Drain / Ruisseau Green's mi-chenal
- 5 - Cyrville Drain / Rigolet Cyrville
- 6 - Green's Creek Downstream Reach / Aval de ruisseau Green's
- 7 - Voyageur Creek / Ruisseau Voyageur
- 8 - Bilberry Creek / Ruisseau Bilberry
- 9 - Taylor Creek / Ruisseau Taylor

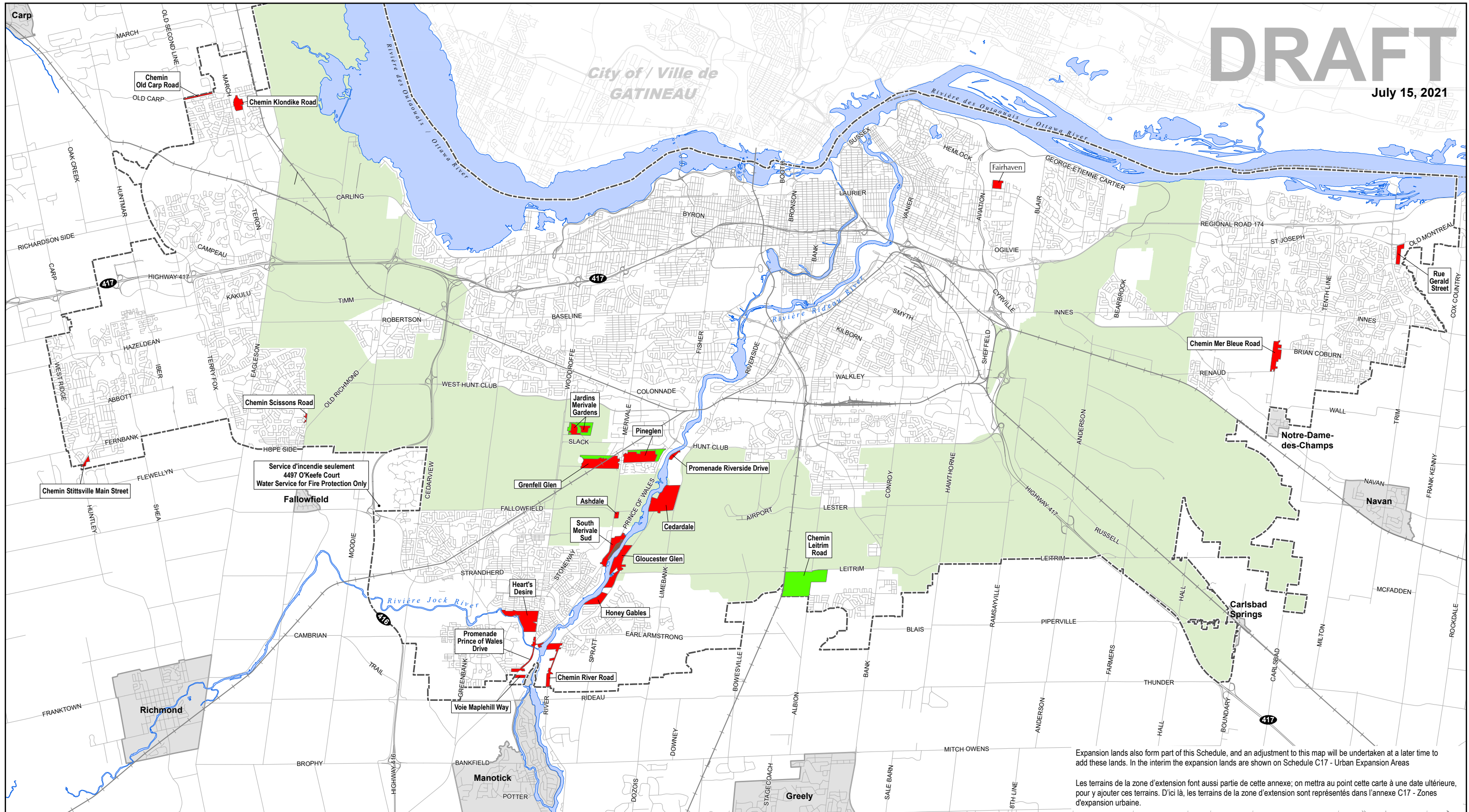
COUNCIL APPROVED ENVIRONMENTAL MANAGEMENT PLANS / PLANS DE GESTION ENVIRONNEMENTALE APPROUVÉS PAR LE CONSEIL

- A - Village of Constance Bay / Village de Constance Bay - 2007
- B - Carp Village / Village de Carp - 2005
- C - Greater Shirley's Brook / Le Ruisseau du grand Shirley - 2006
- D - Kanata North / Kanata-Nord - 2001
- E - Fernbank - 2009
- F - Village of Richmond / Village de Richmond - 2010
- G - O'Keefe - 2013
- H - Manotick Special Design Area / Zone de conception spéciale de Manotick - 2006
- I - East Urban Community / Communauté urbaine de l'Est - 2013
- J - Mer Bleue - 2017
- K - Kanata North / Kanata-Nord - 2016
- L - Barrhaven South / Barrhaven Sud - 2018
- M - Leitrim Development Area / Secteur d'aménagement de Leitrim - 2016

CONSERVATION AUTHORITY BOUNDARIES / LIMITE DE L'OFFICES DE PROTECTION DE LA NATURE

- Conservation Authority Boundary / Limite de l'offices de protection de la nature





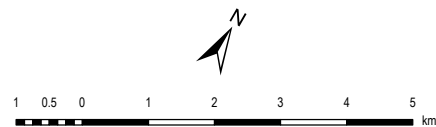
Expansion lands also form part of this Schedule, and an adjustment to this map will be undertaken at a later time to add these lands. In the interim the expansion lands are shown on Schedule C17 - Urban Expansion Areas

Les terrains de la zone d'extension font aussi partie de cette annexe; on mettra au point cette carte à une date ultérieure, pour y ajouter ces terrains. D'ici là, les terrains de la zone d'extension sont représentés dans l'annexe C17 - Zones d'expansion urbaine.

PRIVATE SERVICES ENCLAVES IN THE URBAN AREA / ENCLAVES DE SERVICES PRIVÉS DANS LA ZONE URBAINE

- Private Wells and Wastewater Systems / Puits privés, Systèmes d'eaux usées privés
- Private Wells and Public Wastewater Systems / Puits privés, Système d'eaux usées public
- Public Water and Private Wastewater Systems / Système d'aqueduc public, Systèmes d'eaux usées privés

- Urban boundary / Limite urbaine
- Greenbelt / Ceinture de verdure



Official Plan / Plan officiel

Annex 9 - Private Services Enclaves in the Urban Area
Appendice 9 – Enclaves de services privés dans la zone urbaine

Annex 10: Tewin Community Design Planning Process and Studies

To address the Plan's objectives of creating a new 21st century urban community in the Suburban Transect that reflects Algonquin design and placemaking principles, makes a national statement about the design of new communities and establishes a North American benchmark for community design based on the principles of the Five Big Moves and premised on the aspiration to make this a fundamentally different suburban community than those of the late 20th and early 21st centuries, the planning of the new community will require a suite of integrated studies, culminating in a Community Design Plan, a Secondary Plan, and a Financial Implementation Plan. In order to prepare a community design plan, various constraints and issues need to be addressed. Below is preliminary list of studies and plans that provide the basis for this work. This list is in addition to other requirements of the Official Plan including those of Subsection 5.6.2 Future Neighbourhood and Section 12 Local Plans.

A detailed Terms of Reference for these studies and plans will be produced in collaboration with the proponent.

It is understood that many of the elements identified below will progress in an iterative manner so that the Community Design Plan responds appropriately to the baseline work while also ensuring the community design process provides appropriate inputs to the broader transportation, infrastructure and environmental studies that the City will undertake for lands including and beyond Tewin. The intent where possible is to proceed with the integrated *Planning Act* application and Municipal Class Environment Assessment (EA) process. Proceeding in this manner results in a more streamlined approach allowing for a harmonized review and approvals process. Through this integrated approach the requirements of both the *Planning Act* and *Environmental Assessment Act* still must be met. The integrated approach provides the opportunity to reduce duplication by simultaneously complying with the *Planning Act* and Municipal Class EA processes, including public/stakeholder notification and consultation requirements, technical reports and analyses, and land use planning and environmental protection decisions.

The list below is not intended to provide a strict sequential order of process and studies. Some steps and studies can occur concurrently while others will require the completion of certain studies in order to proceed.

Baseline work

- 1) Establish community design principles in conformity with Algonquin placekeeping, the City's Five Big Moves and the One Planet Living (or similar) framework.
- 2) Natural Heritage Inventory
 - a) Ontario Wetland Evaluation System (OWES)
 - b) Ecological Land Classification (ELC)
 - c) Significant Wildlife Habitat
 - d) Species at risk (SAR)
 - e) Headwater Drainage Feature (HDF)
 - f) Aquatic habitat

- 3) Geotechnical Studies
 - a) Subsurface soil and rock conditions
 - b) Slope stability
 - c) Landslide risk
 - d) Erosion Assessment

- 4) Hydrotechnical
 - a) Water budget
 - b) Ground water studies
 - c) Bear Brook (main channel and its tributaries)
 - i) Hydrology model
 - ii) Hydraulic analysis
 - iii) geomorphology
 - d) Ramsay Creek
 - i) Hydrology model
 - ii) Hydraulic analysis

- 5) Constraints and Considerations Mapping:
 - a) Natural Hazard
 - i) Flood plain
 - ii) Unstable slope setback
 - iii) Geotechnical
 - iv) Bank erosion/geomorphological
 - v) Landslide risk
 - vi) Soils
 - b) Natural Heritage
 - i) Provincially Significant Wetlands
 - ii) Aquatic setbacks
 - iii) Species at Risk Habitat
 - iv) Significant wildlife habitat
 - v) HDF location & categorization
 - vi) Significant woodlands

- 6) Bear Brook Surface Water Drainage
 - a) Evaluate cumulative impacts of future development on Bear Brook;
 - b) Assess and identify capacity of existing downstream infrastructure and determine level of service;
 - c) Identify mitigation requirements to accept controlling events; and
 - d) Establish process by which to secure stormwater outlets for development.

- 7) NCC and MTO consultation (regarding infrastructure and transportation connections)

- 8) South-East Ottawa Transportation Network Study

- 9) Infrastructure Master Plan (City IMP) supporting technical studies

- 10) Bear Brook Watershed Study supporting technical studies

Design Context

- 1) Preliminary community vision and structure.
- 2) Confirm the final Tewin CDP area and identify constraints to potential future growth.
- 3) Bear Brook Watershed Study.
- 4) Identify infrastructure and transportation connections.

Supporting Studies

- 1) South Bear Brook / Ramsay Creek Subwatershed Study and Plan.
- 2) Local *Drainage Act* Studies.
- 3) Bear Brook Municipal Drain improvements (*Drainage Act* and the *Conservation Authorities Act*).
- 4) Off-site water and wastewater projects (Ontario and Canadian impact assessment studies and approvals, as required).
- 5) Off-site roads and transit projects (Ontario and Canadian impact assessment studies and approvals, as required).

Final Plans

- 1) Community Design Plan
 - a) Environmental Management Plan (EMP)
 - b) Community Energy Plan (CEP)
 - c) Master Servicing Plan (MSS)
 - d) Tewin Community Transportation Plan (TCTP)
- 2) Financial Implementation Plan
- 3) Secondary Plan

Financial:

Central to the inclusion of new lands is the provision of infrastructure to service future development and the ability of the proponents to fund this infrastructure to ensure that “Tewin pays for Tewin”. Therefore, the preparation of a funding strategy or methodology is required. The underlying purpose of this strategy is to identify the method to be used to fund the infrastructure costs such as those defined as local or internal services (developer funded costs) versus area-specific and/or city-wide development charges versus tax/user rates. Additional information will be provided to identify the location and timing of various capital projects, together with the purpose and primary beneficiaries, both internal and external to the development. The strategy should outline financing policies and potential agreements for cost sharing

such as front-ending and crediting agreements.

The funding methodology or strategy should address the following financial elements:

- a) provide overall funding strategy recommendations for consideration;
- b) population and employment forecast associated with this development;
- c) external capital infrastructure funding requirements;
- d) capital financing alternatives;
- e) potential impact on existing taxpayers over the planning horizon; and
- f) the proposed timing of infrastructure projects.

Annex 11: Official Plan Amendments

2022

Number	By-law #.	Application Name / Address	Intent	Changes to Volume 1	Changes to Volume 2	Date Adopted	Status
001							
002							
003							

Annex 12: Principles for the Tewin Financial Memorandum of Understanding

Preamble: Commitments from Tewin

The below provides insight into the understanding from Tewin landowners for their financial commitments:

WHEREAS Council has directed staff to add the Tewin area into the urban boundary to create a new 21st century suburban community that reflects Algonquin design and placekeeping principles; and

WHEREAS the Annex 10: Tewin Community Design Planning Process and Studies lists the preliminary list of studies and plans that provide the basis for developing the Tewin area; and

WHEREAS Tewin will fund the above studies in Annex 10 except for the Infrastructure Master Plan; and

WHEREAS Tewin will complete and fund the applicable required studies including a Community Design Plan, a Master Servicing Plan, Environmental Management Plan, required transportation studies as part of the approval of the secondary plan; and

WHEREAS these studies will identify the required transportation and infrastructure services to support the development of the Tewin community, including a Financial Plan; and

WHEREAS Tewin has committed to fully pay for the services benefitting this new community, ensuring no financial burden or risk to the City;

THEREFORE BE IT RESOLVED THAT Tewin and the City will enter into a Memorandum of Understanding identifying the funding mechanisms that will be utilized by the benefitting landowners who will pay for those services with no financial burden to the City or the City taxpayers, consistent with the City's gating policies.

A. Intent

The Principles for the Tewin Financial Memorandum of Understanding (MOU) document states



the principles by which both parties, the Tewin landowners and the City of Ottawa, agree to inform the development and execution of an Tewin Financial MOU for future agreements in relation to the development of Tewin lands.

The intent of this document is to outline the Tewin Financial MOU principles for financial commitments and financial mechanism in which the Tewin landowners will fund capital projects required to support this urban growth area.

Tewin landowners will pay for the Tewin development through a suite of funding mechanisms identified in Section B.

A separate Memorandum of Understanding will also be prepared with the intent of outlining the City staff positions or consultant assignments required to manage the Tewin development, the cost for which will be covered by the Tewin landowners.

1. Transit Infrastructure

Tewin will fully cover the City portion of any new rapid transit infrastructure and phased-in operating cost for a future O-Train or Transitway facility, or other form of rapid transit. The City share of the capital infrastructure would be funded from the Area-Specific Development Charge (ASDC). The operating phase-in costs would be paid as set out in the Transit Service Agreement.

2. Transit Service

The proponent agrees to enter into a Transit Service Agreement with the City of Ottawa that is satisfactory to the GM, PIED, the GM, Transit Services, and the City Treasurer.

The agreement will include, at a minimum:

- That the City undertakes to operate the transit service for the Tewin area as part of the regular OC Transpo system, with regular OC Transpo fares applying
- A definition of the service level to be provided at “Day One” of the development
- A definition of the triggers for service level increases as development continues
- An undertaking by the proponent to fund at “Day One” 100 percent of operating and capital costs of the agreed service, less the share of operating costs covered by customers’ fares and the share of capital costs covered from other sources

- (For greater certainty, the operating costs will include staffing, maintenance, fuel, customer service costs, and other routine costs, and the capital costs will include the purchase of new and replacement buses, the construction of maintenance facility space, the installation of charging stations (for zero-emission buses), supporting infrastructure, and other routine costs.)
- A threshold and mechanism to progressively reduce over time the initial 100 percent funding by the proponent to a long-term future stable-state where the operating and capital costs of the service from the Tegin area will be covered by customers' fares, property taxes, and contributions from senior levels of government (e.g., gas taxes) in the same way as all other transit services in the City
 - (The mechanism will ideally be based on time, the rate of development and occupancy of the area, population and employment in the area, transit ridership to and from the area, and other similar inputs)
- Provision for the agreement and the mechanism to be updated when major influences occur, such as a decision to build a rapid transit facility or to permit additional urban development nearby
- Commitment by the proponent to construct all streets on which buses are planned to run to City standards, including bus stops and shelters, and avoiding temporary arrangements that would discourage people from choosing transit
- Payment mechanisms

The agreement will be consistent with the principles of this document and will ensure appropriate cost-sharing between the proponents and the City, recognising the principles that Council has adopted.

B. Funding Mechanisms

The City will be charging applicable collection mechanisms to the Tegin area, including an Area Specific Development Charge, City-wide Development Charge, Front-ending Agreements, and applicable Community Benefit Charge when it comes into force.

1. Area-Specific Development Charge (“ASDC”)

An ASDC will be used to fund the cost of infrastructure that benefit the Tegin study area. There may be more than one ASDC to fund specific projects within the broader Tegin project. The projects funded by the ASDC will include roads, transit, water, stormwater, and wastewater infrastructure that are identified to service the Tegin study area (Schedule C17 in the New OP). The benefitting Tegin landowners will be directly responsible for the costs of the identified

services and to front-fund infrastructure implementation in accordance with gating requirements that will be established as part of the new Official Plan.

Once in place, the ASDC will ensure that area landowners within Tewin (Tewin landowners) will be directly responsible for the costs of the new services. The ASDC By-law will need to be advanced in concert with an update of the City-wide Development Charge By-Law.

The City will identify any infrastructure, transportation and transit upgrades beyond the immediate growth area, and engage in discussions regarding the recovery of portions of these infrastructure costs from the Tewin ASDC. This is to capture the projects that would not otherwise have been funded by the City should Tewin not have been approved, or captured as a viable project at the time Tewin was approved.

For example, while transit infrastructure provides a City-wide benefit and is largely funded from a City-wide charge, the transit improvements located within the Tewin Area would be covered by the ASDC. Network improvements outside the Tewin area, but that benefit the Tewin area, could be cost-shared between ASDC and City-wide DCs. The City would make this determination on a case-by-case basis.

Infrastructure projects associated with the Tewin development will be covered by the Tewin ASDC, rather than the “Outside Greenbelt Development Charge”. In instances where there is a project with Tewin and City-wide benefit, both funding sources could be used together to fund that specific project. Calculations will be determined by the City based on level of benefit.

2. Developer Cost Sharing Agreement and Front-Ending Agreement

Concurrent to the advancement of an ASDC, Tewin Landowners will establish and execute a Cost Sharing Agreement that will bind the owners to front-end funding of Tewin infrastructure projects. Subject to further negotiations and consideration in the IMP section of the document in Section C, the proponent front-ending of infrastructure will ensure the timely delivery of infrastructure within the Tewin Area, consistent and in accordance with the Tewin-specific gating policies that will be adopted by Council through the Tewin Secondary Plan. This will reduce financial risk to the City in the case of a potential appeal of the ASDC By-law.

As part of the broader Tewin project, there may be multiple front-ending agreements for different works.

In any front-ending agreement for infrastructure, the City does not commit to a future lump sum

repayment, advance payments or interest pay out. The City would adopt a front-end funding policy similar to what is in place for area-specific stormwater facilities where the cost of works is refunded to the developer as revenues are collected from the designated benefitting area. In the instance where not enough revenues are collected for payment, a Development Charge Credit of the equivalent amount would be offered by the City in lieu of payment.

3. City-wide Development Charges

Tewin landowners will remain obligated to pay the City-wide Development Charge, which will be updated to include any City-wide growth requirements (ROPEC upgrades, water purification plans, soft services, etc.). The City-wide DC will be utilized as a basis to recover the cost of arterial road projects and transit works surrounding the Tewin Area, with both City-wide and Tewin specific benefits.

The City-wide DC and the Area-Specific DC will work in tandem to ensure that all infrastructure costs – including those which benefit the City as a whole as well as Tewin specifically – will be fully funded and implemented.

4. Community Benefits Charge

The Community Benefits Charge (CBC) By-law is not yet in effect in the City of Ottawa and is currently being developed by staff as per the Council approved Framework detailed in report [ACS2021-PIE-GEN-0001](#). Upon the enactment of the CBC By-law, the charge will apply to applicable development projects in the Tewin area.

Process and Council Decision-Making

Key to the Tewin development are the studies and plans listed in Annex 10 of the New Official Plan, including the Infrastructure Master Plan (IMP) and the transportation studies for Tewin.

1. Infrastructure Master Plan (IMP)

The Infrastructure Master Plan is one of the pre-requisite City plans that will be undertaken concurrently with the Tewin studies, and input can be provided by Tewin landowners as part of the stakeholder engagement process. Recognizing potential major impacts of Tewin on the City's Central water and sewer systems, the City will consult and seek input with Tewin landowners to identify the off-site water and sewer infrastructure, and potentially some on-site infrastructure (i.e., water storage facility connected to the central system) once we have

consolidated draft component plans.

The City will determine appropriate sizing of off-site infrastructure in consideration of a potential build-out condition and Tegin landowners will front-end the full costs.

Initial cost estimates for off-site (and some of the on-site) infrastructure will be determined outside of a Tegin-specific master planning process. In particular, initial Class D estimates for off-site water and sewer will be determined through the IMP. Class C estimates will follow through a Class EA and functional design process. More refined estimates will be established through the City's design and construction process.

Council ultimately approves the IMP as well as City-led Class EA studies of major off-site (and potentially some on-site) water and sewer infrastructure.

2. Transportation Studies

The relevant transportation studies for Tegin include the "South-East Ottawa Transportation Network Study" and "Tegin Community Transportation Plan", both of which will be undertaken by the Tegin team. These studies will provide input to the City's Transportation Master Plan. Since the network study will inform the transportation plan (and vice versa), they would both occur as part of the development of the Community Design Plan for Tegin.

3. Annex 10 of the New Official Plan

The Annex 10 of the New Official Plan illustrates how infrastructure projects will be identified through the Tegin Secondary Planning process. These will be funded through the Tegin Area-Specific Development Charge and the Landowner Cost Sharing Agreement.

As illustrated in Annex 10 of the New Official Plan, planning for Tegin is proposed to be advanced through an integrated Planning Act application and Municipal Class Environment Assessment (EA) process. This study process will identify all the transportation and infrastructure projects that will be required to support the development of the Tegin community. A Financial Plan will also be prepared as part of the Tegin master planning process to identify the costs and facilitate the commencement of the ASDC background study. All of the studies, including the Financial Plan, will be subject to Council approval at the time of adoption of the Community Design Plan.

A detailed ASDC background study will be undertaken to establish the ASDC funding structure



and rates for new residential and commercial development. The ASDC study would be completed in conjunction with Council approval of the Tewin Secondary Plan, so that the Secondary Plan is supported by a clear and effective funding strategy that ensures Tewin pays for Tewin.

An ASDC By-law would be established based on the ASDC background study. The By-law would require all Tewin benefiting landowners to provide front-end funding for the costs to service and deliver infrastructure to their lands. The executed landowner Cost Sharing Agreement will be in place to mitigate any risk to the City concurrent with approval of the Tewin Secondary Plan. In tandem with the preparation of the ASDC By-law, the City's base DC By-law will be updated to identify the projects with City-wide benefits that would be applicable to Tewin.

The City and the benefitting landowners would enter into a Front Ending Agreement whereby the upfront costs of the infrastructure would be borne by the developers and will not require borrowing/financing costs on the part of the City.

The funding strategy outlined above necessitates several stages of Council approval, including approval of the Community Design Plan, associated servicing projects, the Tewin Secondary Plan, the ASDC Bylaw and the Financial Implementation Plan as per Annex 10. In addition, Tewin's implementing zoning by-laws would be expected to contain Holding provisions that Council would be required to remove once all necessary requirements have been satisfied in order to facilitate development.

The general process outlined in Annex 10 of the New Official Plan would ensure that infrastructure for Tewin would be funded by the development and implemented according to the principles outlined above.