

Tewin Transcript

English – 2025.01.14

Page 1 Title: Welcome to Tewin Open House #3

Tonight's Open House is an opportunity to explore the ideas that are starting to shape the planning of the future community at Tewin and to provide your input.

This Open House is being hosted as part of the coordinated Tewin Planning and Environmental Assessment process. At tonight's event, the Tewin project team will be sharing progress on the development of a Draft Land Use Plan as well as the technical considerations that are informing continued analysis and iteration of the Plan. This work builds on the Preferred Community Design Strategy and Preferred Infrastructure Solutions shared during Open House #2.

We invite you to learn more about the Tewin project and encourage you to approach members of the Tewin project team or City of Ottawa staff who are in attendance to ask questions and provide feedback.

Central to the page is an aerial map of the Tewin study area – generally bordered by Ramsayville Road to the northwest, Leitrim Road to the North, Farmers Way to the east, Thunder Road to the south, and Anderson to the southwest.

At the top right of the image, there is a key map showing Tewin's location in a regional context, highlighting its position in southeast Ottawa. It also points out the NCC Greenbelt north of the Tewin site, and denotes major highways. Tewin is located near the Highway 417 corridor.

At the bottom of this and every page are landmarks for the Algonquins of Ontario, the Taggart Group of Companies, and Caivan Communities

Page 2 Title: Process & Engagement

At the top of the page is a general timeline of the Tewin coordinated planning and Environmental Assessment. The timeline presents key phases of the Tewin Environmental Assessment, starting after 2022, with significant bullets detailing the expected project phasing. It begins with Phase 1: Visioning and Preliminary Opportunities in 2023, then Phase 2: Options Development and Evaluation in Fall 2023, then Phase 3: Draft Preferred Land Use Plan and Infrastructure Options in the fall of 2024, followed by Phase 4: Draft and Final Community Design Plan, Secondary Plan, Supporting Studies, and Council Approval in 2025 and beyond.

There are also a series of public meetings in between each phase of the project. A note reading 'we are here' indicates our place on the timeline, pointing to public meeting number 3 in January 2025.

Simultaneously, other organizations are progressing with the Infrastructure Master Plan, Transportation Master Plan, South Bear Brook Subwatershed Study, and Bear Brook Watershed Study, all of which will contribute meaningful data to the Tewin project.

At the end of the visible portion of the timeline is a Statutory Public Meeting at Planning & Development Committee, followed by an arrow pointing toward the future labeled Subdivision & Zoning Applications.

Subheading: A Coordinated Planning & Environmental Assessment process

Given the scale of Tewin, planning is being advanced through a coordinated Planning and Municipal Class Environmental Assessment (EA) process. This coordinated approach brings together various infrastructure and community planning considerations. The coordinated process involves the alignment of public engagement timelines and technical study review timelines to achieve the requirements of the Planning Act and Municipal Class EA concurrently.

Subheading: Coordination with broader City-led planning and infrastructure projects

The Tewin community and infrastructure planning process is taking place at the same time as other supporting City-led studies and projects. These City-led initiatives include:

The Transportation Master Plan (TMP) - Addresses broader regional transportation infrastructure needs across the city

Infrastructure Master Plan (IMP) - Identifies larger-scale municipal infrastructure to support growth across the city

Bear Brook Watershed Study - Investigates existing environmental conditions of the watershed and identifies key constraints and opportunities

South Bear Brook Subwatershed Study - Reviews existing physical conditions in the subwatershed area including surface and groundwater conditions, natural environment and land uses to evaluate environmental constraints and opportunities and make recommendations for preserving and improving conditions.

Subheading: The multi-disciplinary Tewn lead consultant team

Several bullet points follow this heading, highlighting the project's key consultants and their disciplines

In Planning and Urban Design, the brandmark of Urban Strategies Inc. is shown

In Sustainability, the brandmark of Urban Equation is shown

In Engineering, the brandmark of David Schaeffer Engineering Limited and the brandmark of Paterson Group are shown

In Environmental and Technical support, the brandmark of JFSA Canada Inc., the brandmark of Morrison Hershfield, the brandmark of Kilgour & Associates, the brandmark of Dillon Consulting, and the brandmark of GEO Morphix are shown

In Planning, the brandmark of Wendy Nott Planning & Mediation is shown

In Parks and Open Space, the brandmark of NAK Design Strategies is shown

In Transportation, the brandmark of CGH Transportation is shown

Page 3 Title: What is the Planning Context for Tewin?

Tewin is an opportunity to accommodate planned growth within the City of Ottawa through the development of a sustainable new community

Subheading: Bringing the 5 Big Moves of the Official Plan to Life

As a new community of approximately 445 net hectares, Tewin is an opportunity to implement the cross-cutting policy objectives of the 5 Big Moves in a meaningful way. These five policy tenets relate to Growth Management; Mobility; Community and Urban Design; Climate, Energy and Public Health; and Economic Development. Tewin is planned to be a vibrant, liveable and transit-supportive, complete community that can become a model for healthy, sustainable and respectful growth.

Subheading: Ottawa is Growing

Over the next 25 years the city is anticipated to grow by 190,000 households and 402,000 new residents. Ottawa's new Official Plan adopted by City Council outlines a vision for managing this growth, identifying the need for an additional 1,281 hectares of urban land beyond the existing urban boundary to support new homes and communities. Tewin will help to meet this need.

At the bottom of the page is a large, diagrammatic map showing Tewin's location in the context of Ottawa. Tewin is located south of the Greenbelt, east of Findlay Creek, and west of Highway 417. On the diagram, dashed arrows point out Tewin's proximity to Ottawa's inner communities and Findlay Creek. It draws grey lines highlighting the 416 and 417 highways. The Map also highlights Downtown Ottawa, Kanata, Barrhaven, and Orleans, as well as the location of the Macdonald-Cartier Airport.

Page 4 Title: Algonquins of Ontario Principles

Subheading: AOO values, teachings and design principles are underpinning the planning and community design of Tewin

As major landowners, the Algonquins of Ontario (AOO) are an essential partner in this transformational project. Tewin will build capacity, strengthen the Algonquin presence within the city, and deliver a range of socioeconomic benefits for the Algonquin people. Underpinned by Algonquin teachings and values, Tewin will be a place that is inclusive, healthy, respectful, sustainable and connected to the earth.

Subheading: Early engagement with AOO leaders and knowledge keepers took place during a two-day Site Visit and Talking Circle in September 2022

In the center of the page is a banner of four photos capturing moments from the two-day Site Visit and Talking Circle in September 2022.

The first is a photo of Tewin project team members, AOO Elders, and knowledge keepers at the Tewin Site Visit in 2022.

Second to the left is a photo of two AOO members at the Tewin Site Visit in 2022.

The third image shows people walking down a road at the Tewin Site Visit in 2022.

The image furthest right shows a Tewin Team member giving a tour of a forested area with knee-high brush and some coniferous trees in the foreground.

Subheading: AOO design priorities and objectives

Based on the Site Visit and Talking Circle, and through ongoing dialogue and discussions with the AOO, the following six priorities have been identified for Tewin:

Conservation and Access to Nature

- Conserve and enhance valuable landscapes
- Provide natural areas for kids to play and learn
- Integrate educational opportunities

Green Space Connectivity

- Incorporate trails into the natural system
- Connect the Tewin open space network to the Greenbelt

Water

Weave water throughout the community
Showcase water and its natural systems

Trees, Plants and Species

Plant for succession over seven generations
Move away from overly manicured spaces

Sustainable and Integrated Development

Focus on natural systems rather than individual features
Integrate a holistic approach to development

Reconciliation, Healing & Inclusiveness

Strengthen the Algonquin identity and presence
Design the community so that it is open and hospitable to all
Include places for ceremony and healing

Page 5 Title: One Planet Living

Subheading: The One Planet Living framework will be used to guide Tewin to demonstrate leadership across a range of sustainability objectives

The One Planet Living (OPL) framework is a holistic framework for achieving environmental resiliency, sustainable development, and reduced carbon emissions. Tewin will be a One Planet Living endorsed community inspired by the land for all to thrive, demonstrating global leadership within the local context.

A One Planet Living Action Plan (OPAP) is being created for Tewin to define specific and measurable sustainability commitments at various stages of the project, including at the planning, site design, construction and community life stages. While these sustainability commitments will implement all 10 principles of the OPL framework illustrated on the graphic to the right, there are expected to be five key areas of focus for the Tewin OPAP, as follows:

Zero Carbon

Culture and Community

Sustainable Water

Land Use and Wildlife, and

Sustainable Transport

In June 2024, a series of preliminary opportunities relating to these areas of focus were presented for public feedback. They included:

Embedding Algonquin culture and placekeeping principles into the community design

Ensuring nature is visible and accessible to all who live in, work in and visit Tewin

Weaving water throughout the community in visible, connected and functional ways

Developing a complete community that allows the option for daily needs to be met locally

Planning and designing Tewin to be a zerocarbon community over the long-term

These preliminary opportunities and the inputs received have been used to inform development of the Draft Preferred Land Use Plan presented on the following panels.

Draft outcome statements have also been drafted to illustrate what Tewin would be like when the full set of 10 OPAP principles are implemented. These outcome statements are presented for feedback on the next panels.

The page features an illustration of the ten One Planet Living principles. The graphic has the shape of a simple flower with 10 flower petals, representing (1) Health &

happiness, (2) Equity & Economy, (3) Culture & Community, (4) Land Use & Wildlife, (5) Sustainable Water, (6) Local & Sustainable Food, (7) Sustainable Materials, (8) Sustainable Transport, (9) Zero Waste, and (10) Zero Carbon.

Page 6 Title: Vision & Community Objectives

Tewin - which will ultimately be home to approximately 35,000 to 45,000 people from diverse backgrounds - will be unlike any other community. It will be a peoplecentred place that seeks to create the conditions for well-being. Tewin will be underpinned by a commitment to being solutions-oriented and to considering progressive approaches to community design.

Subheading: Community Design Objectives

The key objectives for Tewin are to create a community that is:

Anchored in Algonquin wisdom, principles and placekeeping;

A benchmark for community design, demonstrating achievement of the 5 Big Moves identified in the Ottawa Official Plan;

Mobility-oriented and supportive, promoting a broad range of active forms of movement, where personal vehicles are accommodated but are optional;

Characterized by a meaningful mix of housing, community amenities, jobs and services in order to achieve a complete, future-ready community;

Designed to protect and integrate alongside valuable natural areas and agricultural lands; and

Affordable, inclusive, healthy, welcoming and accessible.

Central to the page is a graphic illustration of the Tewin vision – a community built around transit and integrated with nature where people can walk to meet their daily needs. This visual includes a series of short notes describing what the Tewin vision is: (1) Well connected to transportation hubs and employment centres, (2) Provides opportunities for local urban agriculture, (3) Integrates gathering spaces for ceremony and celebration, (4) Future-proofed intelligent city design, (5) Defined by Nature, connected to the Greenbelt, (6) Incorporates green buildings and infrastructure, (7) Integrated and sustainable water management, (8) Diverse mix of uses and multi-generational housing types, (9) Dense, Compact, and integrated neighbourhoods, (10) Walkable, bikeable, accessible and age-friendly, and (11) Build around transit from day one.

Page 7 Title: The Site Today

Through site visits, field work, research and outreach to local residents and business owners, the Tewin project team continues to grow our understanding of the Study Area

The Tewin Study Area is approximately 830 hectares in size. Much of the lands within the Study Area are undeveloped today, although there are important clusters of residential properties, businesses and services located primarily along the main road corridors. The remainder of the lands are predominantly characterized by forests, agricultural fields, natural lands, utility corridors, a golf course, and other parks and open spaces.

Central to the page is a map of the Tewin Study Area as it exists today, highlighting existing homes and businesses. It notes the general location of an existing park, the golf and country club, commercial areas, as well as two utility corridors which cut diagonally across the site.

Page 8 Title: The Site Today (continued)

The Community Design Plan for Tewin will need to consider the existing features and characteristics of the lands.

Existing Properties: Establishing appropriate relationships with existing residential properties, businesses and parks

A precedent image is included. It depicts a road on site flanked by existing properties, farmland, and other uses.

Water: Improving and/or re-naturalizing water features and systems

A precedent image is included. It depicts a meandering stream with lush vegetation surrounding it. There are trees in the background.

Cultural Heritage: Identifying potential archaeological or cultural resources

A precedent image is included. It depicts two AOO representatives walking together at the Tewin Site Visit in 2022.

Natural Heritage Features: Identifying important natural features, woodlots and ecological habitats

A precedent image is included. It depicts a forested area in the wintertime.

Mobility Network: Understanding the existing street and trail network

A precedent image is included. It depicts a rural road in the summer with no visible buildings.

Geotechnical Conditions: Working with the land uses and soils to support community development

A precedent image is included. It depicts a field, a ditch, and vegetation along a rural road.

Subheading: A series of technical studies were prepared early on in the study process to identify key constraints and opportunities

As part of Phase 1, technical studies and reports were prepared by the Tewin consultant team and have been submitted to the City of Ottawa, Conservation Authorities, and other applicable agencies for technical review. These Existing Conditions Reports provide detailed information about the physical, social and environmental conditions of the lands. The studies include:

Existing Conditions and Preliminary Opportunities Summary Report (Urban Strategies)

Mobility Existing Conditions and Preliminary Strategy (CGH Transportation)

Natural Heritage Existing Conditions Report (Kilgour)

Water Budget Analysis and Field Monitoring Report (JFSA)

Hydrologic Impact Assessment (JFSA)

Geomorphology Study (GEO Morphix)

Hydrogeological Study (Dillon Consulting)

Geotechnical Study (Paterson Group)

Background Review and Drainage Characteristics of Ramsay Creek -Tewin Secondary Plan Area (Geo Morphix)

The reports above may be accessed at the following URL: tewin.ca/news-events/

Page 9 Title: Recap: Developing a Preliminary Community Structure for Tewin

At Public EA Meeting #2 in June 2024, the Team presented a number of Alternative Community Design Strategies to define the Tewin community structure. The Strategies and preliminary evaluations were presented for feedback. The evaluation was based on a set of criteria derived from AOO Priorities, Community Design Objectives, the City of Ottawa Official Plan, and the One Planet Living Framework. The criteria described the characteristics of a community that successfully implements the vision for Tewin.

A table is included, which defines the ‘criteria to be used for the evaluation of design strategies.’ It breaks down five main categories, or areas of analysis, into sub-categories of evaluation as follows:

(1) DEVELOPMENT & LAND USE

Planned and designed to support a sustainable future in accordance with AOO values and Design Guidelines as well as One Planet Living Principles (built form, land use, transit, densities, biodiversity, health and wellbeing, etc.)

Creates vibrant mixed-use centres that are a focus for community activity

Accommodates a mix of land uses that support convenient access to a range of services and amenities

Integrates with existing homes and businesses

(2) TRANSPORTATION & MOBILITY

Creates a transportation network that facilitates efficient transit operation and coverage

Supports complete streets and active mobility, including pedestrian and cycling connectivity

(3) NATURAL SYSTEM, PARKS, RECREATION & OPEN SPACES

Centres the Tewin community on natural systems including watercourses, wetlands, trees and plants

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

Allows for watercourse naturalization to support a resilient natural system

Delivers parks and community facilities that are highly usable, accessible and activated

Enhances the natural environment and ecological system for future generations

(4) SERVICING

Optimizes stormwater management techniques that contribute to the character of the Tewin Community

Supports the efficient delivery of servicing

(5) PHASING & IMPLEMENTATION

Reduces capital costs

Reduces operating costs

Optimizes the phased delivery of infrastructure and amenities, including in the early phases

A second table, below the first, describes a series of short-hand symbols used to summarize and rank the outcome of each option. This table is titled 'What do the circles / partial circles mean?' and contains the following:

A full circle represents the most desirable outcome with the greatest positive benefits and negligible or low negative impacts. The strategy provides the most benefit(s) with the fewest or no negative impacts.

A three-quarters circle represents a good outcome with positive benefits and slight negative impacts. The strategy is generally positive, though there are one or more aspects that are not desirable and/or require mitigation.

A semi-circle represents a less desirable outcome with reasonable positive benefits and some negative impacts. The strategy is net-neutral, with positive benefits balanced by negative drawbacks.

A quarter circle represents the least desirable outcome with limited positive benefits and significant negative impacts. The strategy is net-negative, with drawbacks outweighing benefits. There may be a single critical failure despite otherwise positive or acceptable aspects.

Page 10 Title: Recap: Alternative Community Design Strategies

Subheading 1: Summary of the Alternative Community Design Strategies

Subheading 2: The Community Spine

The Community Spine is intended to be a central main street connecting the community's various neighbourhoods. It will be animated by higher densities, a greater mix of uses, and support a broad range of mobility (transit, walking, cycling, cars).

Strategy 1

Strategy 1 includes a diagram which suggests using Leitrim Road, Anderson Road, Piperville Road, and Thunder Road as a possible main transit route.

Existing development patterns along these streets limit opportunities to achieve transit-supportive densities

Potential upgrades to existing roads would be highly-disruptive on existing communities

Strategy 2 – the preferred option

Strategy 2 includes a diagram which suggests a main transit route through Tewin, it implies a possible transit route through the general centre of the Site in the shape of a Z.

Provides efficient access to most of the site

Largely avoids existing residential properties

Easterly portions of the site along Piperville Road would be located over a 10-minute walk from the mobility spine.

Strategy 3 – the second-most preferred option

Strategy 3 includes a diagram which suggests a transit route through Tewin, it implies a possible transit route through the general centre of the Site in the shape of a Z and includes an additional loop in the northeast of Tewin, connecting a portion of the community not served by Strategy 2.

Provides greater access to the site and more opportunities for transit-supportive densities

May require additional land along Piperville Road to deliver, with potential impacts to existing properties

Strategy 4

Strategy 4 includes a diagram which suggests a transit route through Tewin, it implies a possible transit route through the general centre of the site's early phasing to the north, deviating from other strategies by then running parallel to the existing utility corridor which cuts diagonally across the site to Thunder Road. This option includes an additional loop southwest of Tewin, connecting a portion of the community served using Strategies 2 and 3.

Greatest access through the site and most opportunities for transit-supportive densities

Crosses the most significant natural area on the lands

Subheading 2: Development and Land Use

Mixed use centres are intended to be vibrant activity nodes that can include retail, services, amenities, and other features and uses that are supportive of a community where daily needs can generally be met within a 15-minute walk.

Strategy 1

Strategy 1 suggests one larger cluster of apartments and businesses, colloquially termed the 'Mixed-Use Center', south of the intersection of Anderson Road and Leitrim Road.

Not supportive of a 15-minute community throughout the site as many areas are not within walking distance to a mixed use centre

Difficult to deliver in early phases due to larger scale and limited flexibility

Strategy 2

Strategy 2 suggests two 'Mixed-Use Centers', one located south of the intersection of Anderson Road and Leitrim Road and another south of Ramsayville Road and Leitrim Road.

Similar issues as Strategy 1 in terms of creating a 15-minute community, though to a lesser degree

Economic vitality may be a challenge as the two centres may compete for market share

Strategy 3 – the preferred option

Strategy 3 suggests one large Mixed-Use Center and a series of smaller mixed-use center. The large cluster is located south of the intersection of Anderson Road and Leitrim Road, and the small clusters are distributed across the site proximal to the Mobility Spine.

Supports a walkable 15-minute community throughout the site

Supports a greater variety of commercial nodes, while maintaining benefits of clustering for the larger centre

Strategy 4

Strategy 4 suggests a continuous cluster of buildings along the community spine throughout the Tewin Study Area.

Highly dispersed approach does not allow for a strong clustering of uses

Lacks a strong focal point for community activity

Supports a 15-minute community

Subheading 2: Parks and Open Space

Parks and open spaces will provide spaces for residents and visitors, as well as wildlife, to connect to each other and the natural environment. Parks and open spaces will provide cultural and recreational amenities, and contribute to community health and wellness.

Strategy 1 – the preferred option

Strategy 1 suggests a series of potential parks from large to small, distributed throughout Tewin and connected to the natural system.

Promotes equitable park access with more than 90% of residents within a 400m walk to a park

Aligns with the AOO principle of functionally weaving the natural system into the fabric of the community

Strategy 2

Strategy 2 suggests two potential large parks within Tewin one east of Anderson and south of the Mobility Spine, and the other at the intersection of Thunder Road and Farmer's Way.

Simplified and most cost-effective maintenance and operations

Does not promote convenient access to open space for all residents

Does not create linkages with natural spaces

Strategy 3

Strategy 3 suggests a distributed series of potential medium-sized parks, generally located within the center of neighbourhoods.

Promotes equitable access with more than 90% of residents within a 400m walk to a park

Limited integration with natural areas

Page 11 Title: Recap: Emerging Community Structure

Based on the preliminary evaluation of the Alternative Community Design Strategies in Phase 2, a preliminary community structure emerged

The combination of the best-performing Alternative Community Design Strategies resulted in a structure that organizes the Tewin community around a central main street (with the potential for a supplementary loop subject to further study). A series of distinct neighbourhoods would be nestled within a connected network of natural systems and open spaces, supported by a variety of mixed use areas, such as local main street areas, smaller neighbourhood centres, and a central, larger mixed use area with the most diverse uses.

*Central to the page is an axonometric diagram showing a compiled version of the preferred options from the evaluations on the previous panel. This diagram is titled 'The emerging community structure'. In the compiled diagram a transit route is drawn through the general centre of the Site in the shape of a **Z** with a second smaller loop depicted using a dashed line connecting residents who find themselves slightly further from the central spine. The plan suggests one large mixed-use center and a series of smaller mixed-use clusters scattered across the site as well as a series of parks from large to small, distributed throughout Tewin and connected to the natural system.*

A blue section at the bottom of the page prompts readers to 'let us know your thoughts.'

The following panels build on this foundational work and feedback obtained through Phase 1 and Phase 2 public engagement.

A series of questions are listed encouraging participants to consider and provide feedback.

As you review the new material, how well do you think it performs under the criteria established in Phase 2?

Are there criteria that call for a stronger response?

Have we missed anything?

Page 12 Title: What We Heard from Open House 2

Key questions and comments from the community and responses from the Project Team are outlined below. The full detailed What We Heard Report is available at: [tewin.ca/news-events/](https://www.tewin.ca/news-events/)

Subheading: Algonquin Values and Engagement

Questions/Comments

How will Algonquin values, including the Seven Grandfather Teachings, inform the design of the community?

Have you engaged with First Nations people outside of the Algonquins of Ontario?

Response from Tewin Project Team

The Tewin project has ongoing engagement with AOO representatives. The design of Tewin will promote Algonquin Design Principles identified through a Site Visit and Talking Circle with AOO in 2022. Weaving water and integrating nature into the community has been shared by Algonquin partners as a key way to integrate their values. As directed by Council, City staff continue to notify other Indigenous groups and organizations at key milestones, and offer to set up individual meetings to discuss and provide feedback.

Subheading: Parks and Trails

Questions/Comments

Will existing trails that are currently used by residents for snowshoeing and other activities be kept in the final design?

Can new trails be linked to the existing National Capital Commission Greenbelt on Leitrim Road?

Response from Tewin Project Team

Preserving nature and connecting with the natural environment are core values in the planning for Tewin. A network of trails will be determined as part of the upcoming stages of the design process. It is expected that the trails will generally correspond with the future open-space system that will weave through the community. Connections to trails within the adjacent Greenbelt and Natural Land Trust are envisioned. Parks and open spaces will include a range of traditional recreation spaces and naturalized areas.

Subheading: Transit and Mobility

Questions/Comments

What is the feasibility and viability of transit in this area?

How will the spine connect to the existing roadways, and will the existing roads be widened or modified?

Are there plans for regional bike travel and connections to established paths?

How will traffic impacts of the new community be addressed?

Response from Tewin Project Team

Tewin Project Team members are evaluating the transit, road network, and land use plan in tandem. Regional and local transportation network impacts will be assessed through the City's Transportation Master Plan and the Tewin transportation study, respectively. Tewin will be designed to promote a broad range of mobility types, including walking, rolling, cycling and transit. The transit and land use plan will be evaluated to ensure main transit routes are efficient, accessible, supported by residential and commercial density, and connect to existing and planned trails/infrastructure. The Tewin Project Team is exploring the design of a bicycle network that provides direct and efficient routes for daily commuting, and longer routes through the open-space system. The City and Tewin Project Team continue to develop and evaluate road network options, and road widenings will be considered only where there is a demonstrated need.

Subheading: Community Design

Questions/Comments

How much of the area will be dedicated to commercial development, and how will building height be distributed?

How will snow and other weather-related factors be considered in the community design?

Response from Tewin Project Team

Specifics about the proportion of commercial uses and parameters for building height are not yet available, as the commercial and retail strategy is currently being studied and refined. The community design will prioritize opportunities to create a green and connected community and is exploring ways to ensure the community and amenities can be used in all four seasons. Through collaboration with the City, recreational facilities and community services will be provided.

There are two images at the bottom right of the panel which highlight the Tewin team's most recent touchpoint with the community: the June 2024 open house.

The first image shows a photo of attendees at the previous Open House speaking with a member of the Tewin team.

The second image shows a photo of attendees at the previous Open House reading display panels.

Page 13 Title: What We Heard from Open House 2 (continued)

Subheading: Impacts on Existing Residents and Properties

Questions/Comments

How will you ensure compatibility of uses between existing properties/businesses (including agricultural uses) and new development?

Can properties and businesses currently abutting farmland be surrounded by a green buffer?

Will water, sanitary sewers, and natural gas be provided to the existing community?

Will existing rural zoning be maintained?

Response from Tewin Project Team

The Tewin design team will continue to explore, share, and discuss options for built form relationships that will carefully integrate new development near existing properties and connect to green systems. 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. Ultimately, zoning of the properties will change from a rural zone to an urban zone; however, this will typically happen at a later stage and the existing uses of properties will continue to be permitted. For more information, see the Impacts on Existing Properties panel.

Subheading: Trees, Wildlife and the Natural Environment

Questions/Comments

Are the impacts on wildlife and wildlife corridors being included in the evaluation of community design options?

Have you ensured there are designated spaces for birds and mammals, and to reestablish native trees and habitats for local wildlife?

Response from Tewin Project Team

Wildlife habitat impacts will be assessed through the coordinated Planning and Environmental Assessment process. High-quality areas of wetland, forest, and aquatic habitat will be established within an integrated corridor. Many of the trees and plants within and around the Tewin Study Area today are not native nor significant species as recognized by the AOO. The planting strategy for Tewin will promote succession, incorporating resilient, native, and significant species.

Subheading: Housing Affordability

Questions/Comments

What is the ability for the market to absorb housing at Tewin now that interest rates are much higher?

Will housing be affordable?

Response from Tewin Project Team

The demand for housing in Ottawa is forecasted to continue to grow significantly. Tewin's housing goal is to be an inclusive community for all people. A variety of housing options will be included – singles, semis, townhomes, and apartments – to appeal to a range of residents and incomes. The Tewin team will work with all levels of government and other providers to identify opportunities for implementing affordable housing.

Subheading: Community Services and Infrastructure

Questions/Comments

What will be the availability of community services (police, fire, community centres, schools) within Tewin?

How will you ensure that the design of infrastructure and community services supports families and seniors aging in place?

Response from Tewin Project Team

The full range of required community services will be provided, with the location and form of these to be determined through the ongoing planning and design process in collaboration with the City. Recreational facilities will be planned and developed by the City's Recreation, Cultural and Facility Services Department in collaboration with the Tewin Project Team and local community.

There are two images at the bottom of the panel which highlight the Tewin team's most recent touchpoint with the community: the June 2024 open house.

The first image shows a photo of attendees at the previous Open House reading display panels.

The second image shows a photo of display panels from the previous open house covered in sticky notes with community comments written on them.

Page 14 Title: What We Heard from Open House 2 (continued)

Subheading: Construction Impacts and Soil Considerations

Questions/Comments

Can the clay soils support a community of this scale?

When will construction begin, and will noise, traffic, and dust be mitigated for existing residents?

Response from Tewin Project Team

Site-specific investigations have been undertaken (and continue to be) and engineers have identified design recommendations. Clay soils have historically provided appropriate support for development across the City of Ottawa, and the City of Ottawa's engineering and construction design guidelines respond specifically to these conditions. Through continued site-specific investigations, geotechnical engineers have confirmed that development throughout Tewin can be accomplished using conventional construction techniques similar to other areas in Ottawa. Impacts from construction will be mitigated as per City standards for construction. Tewin will be developed in phases, with construction anticipated to start 2027+ on major infrastructure and site work. Further details will be provided as they become available.

Subheading: Drainage and Flooding

Questions/Comments

How will Tewin respond to and mitigate seasonal flooding within the area?

How will stormwater be managed?

Response from Tewin Project Team

Studies are underway to identify the optimal stormwater management techniques for the community. Stormwater management techniques like the creation of stormwater management ponds, are expected to manage stormwater runoff, and release treated controlled stormwater to the existing watercourses and drains in the area. Opportunities to weave water into the community, introduce recreational pathways near stormwater management ponds, and implement permeable surfaces will be explored.

Subheading: Community Energy and Sustainability

Questions/Comments

How will the community be powered, and will it be sustainable and zero carbon?

Will you ensure that all buses in the community are electric?

Response from Tewin Project Team

Tewin is being designed as a One Planet Living community, which considers carbon emissions and has a target for 'Zero Carbon'. Continued consultations between City staff, Hydro Ottawa, and other interest holders will help identify ways for residents to help reduce their environmental impact. The Preferred Community Design Strategy will incorporate recommendations from the One Planet Action Plan to begin a journey towards One Planet Living.

There are two images at the bottom of the panel which highlight the Tewin team's most recent touchpoint with the community: the June open house.

The first image shows a photo of attendees at the previous Open House reading display panels.

The second image shows a photo of attendees at the previous Open House reading display panels. Based on the high number of people in the photo standing in the gym, the event appears well attended.

Page 15 Title: Draft Land Use Plan: Overall

Subheading: Overview of Key Features

Tewin will be home to unique and accessible neighbourhoods with a diverse mix of homes, businesses, schools, parks and open spaces, and other community services, all linked through an interconnected natural and open space system.

A large park surrounded by community uses is proposed to be located at the centre of the community. Nearby, the community Mixed Use Centre concentrates the highest residential densities and greatest mix of uses. Density will generally be located along the Community Spine, and concentrated in several smaller mixed use Neighbourhood Centres. A central winding Community Spine will link the neighbourhoods, schools, parks, and mixed-use centres, and function as the primary public and active transportation artery within Tewin.

Central to the page is a diagram of the draft land use plan for Tewin. This diagram represents the next step in the planning process for the project.

It shows Core Areas, Transition Areas, Neighbourhood Areas, school sites, community use zones, the location of the community spine and collectors, parks, natural areas, stormwater management ponds, a water storage tank, and woodlot zones.

The highest densities are located along the Community Spine near Anderson Road and Leitrim Road and in a few strategic pockets in the rest of the site.

There is a significant area of land dedicated to natural features, which runs east-west across the northern portion of the site down to the intersection of Piperville Road and Farmer's Way and then diagonally down to the general area north of the Anderson Road and Thunder Road intersection. This corridor incorporates woodlots, with a callout reading 'woodlands linked to aquatic systems.'

The plan also emphasizes Ludger Landry Park, an existing facility within the Study Area, while suggesting the development of a larger central park south of the natural corridor along Anderson Road. Additionally, it envisions various other park types designed to enhance connectivity throughout the area.

The Draft Land Use Plan above includes the larger Tewin Study Area for the purposes of comprehensive planning within a Community Design Plan (CDP). A smaller area of 445 net developable hectares corresponds to the Tewin Urban Expansion Area approved within the City of Ottawa Official Plan and is planned to be used in the preparation of the Secondary Plan and Financial Plan for Tewin.

Page 16 Title: Draft Land Use: Mixed-Use Centres

Subheading: Community Centre and Neighbourhood Centres

Retail and commercial uses will be located generally in the centres where they can be easily accessed by transit and active transportation networks. The Core Area Community Retail Centre will be the primary focus for retail paired with the highest residential densities to create a vibrant and active community focus.

Central to the page is an image showing the draft land use plan diagram, highlighting the mixed-use centres. One Core Area Community Retail Centre is located at the intersection of the Community Spine and Anderson Road, and three Neighbourhood Centres are placed at various intervals along the Community Spine.

Mixed-use centres could include a mix of building types and forms, parks, open spaces and community uses

Mixed Use Buildings

Three precedent images are included to define the mixed-use building type. The first image shows a four-storey apartment building fronting onto a public plaza. The second image shows a mixed-use retail, public amenity, and residential building fronting onto a public plaza. The third image presents a street flanked by mid-rise buildings with retail at grade.

Transitional Buildings

Three precedent images are included to define the transitional building types. The first image shows a five-storey apartment building. The second image shows back-to-back townhomes. The third image presents traditional townhomes.

Cultural & Civic Uses

Three precedent images are included to define the cultural and civic use type. The first image shows a park with sports fields and a community plaza with green lawns. The second image shows a library with space for community gatherings. The third image presents a plaza filled with pop-up shops and people.

The above images provide a general idea of scale and density and are not intended to represent building designs for Tewin.

Page 17 Title: Draft Land Use: Mixed-Use Neighbourhoods

Subheading 1: Mixed-use, mixed-density neighbourhoods with a variety of housing types and forms

A variety of housing types and forms will be present in neighbourhoods at Tewin, with higher densities oriented toward the Community Spine and clustered in mixed-use centres.

Central to the page is an image of the draft land use plan diagram, which highlights the general location of land uses, densities, and housing typologies along the community spine.

Subheading 2: Core Area and Neighbourhood Centres

A mix of building types and land uses organized to establish walkable centres with a mix of residential, commercial, retail and services uses. The Core Area will be a hub of civic and recreational uses, may have taller buildings and function as a community meeting place

Mix of high/mid/low rise apartments and stacked/back-to-back townhouses

Could generally average 90-180 units per net hectare (u/nha) and above

Two precedent images are included to define the Core Area and Neighborhood Centers. The first image shows a continuous four-storey building with commercial space at grade. The second image shows a mix of buildings from the perspective of a pedestrian on the street. It includes one six-storey building and a tower with a three-storey podium. Both have commercial uses at grade.

Subheading 2: Transition Areas

Urban, transit-supportive and primarily residential areas with punctuations of retail and service uses.

Mix of townhouses, stacked and back-to-back townhouses, and walkups

Could generally average 55-95 u/nha

Two precedent images are included to define the Transition Areas. The first image shows two buildings at four storeys with rooftop balconies and some public spaces fronting the street. The second image shows a rendering of a residential building with the form of a typical single detached home at a higher scale, where the units reach three to four storeys high.

Subheading 2: Neighbourhoods

Lower density neighbourhoods with a focus on housing, with nearby access to nature, transit and services.

Mix of towns, small walkups, semis and detached

Could generally average 36-45 u/nha

Two precedent images are included to define the Neighbourhood Areas. The first image shows a typical single detached suburban layout. The second image shows a more varied streetscape with single detached homes of various shapes and claddings, on-street parking is present in the foreground of the image.

A caption at the bottom of the page states the above images provide a general idea of scale and density and are not intended to represent building designs for Tewin.

Page 18 Title: Neighbourhood Framework

At the top right of the page is an image of the draft land use plan, which highlights a section in the north-west of the Tewin Study Area. This section will be used throughout the page as a sample area to demonstrate the team's approach to the urban fabric of Tewin's neighbourhoods.

Subheading 1: Efficient and connected neighbourhoods

The street pattern on either side of the Community Spine will extend out to the natural system and support the development of flexible neighbourhoods that utilize land efficiently. Density and scale will generally be highest along the Community Spine, with a range of densities along neighbourhood edges.

Subheading 2: Supporting convenient access to nature

Central to the page are three diagrams, the first of which illustrates how a grid-based fabric supports connections to Tewin's natural systems. This includes improved visibility and access to green spaces surrounding the neighbourhood.

Subheading 2: Supporting various mobility options and an efficient street network

The second diagram further emphasizes the benefits of a grid-based street pattern. This layout would improve access and proximity to retail and community services, and could be beneficial not only for automobiles but also for cyclists, and pedestrians, who could have the opportunity to travel along dedicated sidewalks, paths, and trails to conveniently connect with the amenities, schools, and even bus stops.

Subheading 2: Supporting development flexibility

The third diagram shows a series of approaches, supporting a variety of housing types within the community at different scales. It highlights Tewin's ability to stay flexible to market conditions and reactive to the urban fabric prescribed by the land use plan. These examples show transition blocks with a mix of uses centred around a pedestrianized zone, neighbourhood blocks in uniform and non-uniform fabrics, and options for neighbourhood blocks with a mix of building types.

Subheading 3: Neighbourhoods along the Community Spine

A mix of housing forms and densities that frame the Spine and provide local services and amenities

Towards the bottom of the page, there are three diagrams that present Tewin's approach to community layout. The first diagram focuses on the community along the Mobility Spine.

Four precedent images are included. They present housing forms that frame the spine and provide room for local services and amenities. The first shows a park and rest area, the second - wide sidewalks and tree-lined streets, the third - private pathways in the rear yards of houses of varying heights, and the fourth - a vibrant playground with a five-storey building in the background.

Subheading 3: Neighbourhoods on either side of the Community Spine

Lower density housing with a connected street pattern on either side of the Spine connecting directly to nature, trails and local services

The second diagram focuses on the community outside of the areas adjacent the Mobility Spine.

Four precedent images are included. They present low-density housing that frames the spine and connects directly to nature. The first shows grassy front lawns accented with trees, the second - a similar type of layout, with a focus on taller and more ornamental vegetation, the third - a playground in a park surrounded by trees and single detached homes, and the fourth - a typical suburban home.

Subheading 3: Neighbourhood Edges

A variety of ways for development to interact and engage with adjacent natural areas and active mobility trails

The third diagram focuses on the periphery of the community closest to nature.

Four precedent images are included. They provide references for neighbourhood edge conditions. The first shows a row of low-density housing types fronting onto a park, the second - mid-rise houses adjacent to active mobility trails and multi-use paths, the third - a low-density neighbourhood adjacent a pond with trails connecting them, and the fourth - low-density neighbourhood with community gardens and farms with walkable trails fronting onto a park.

Page 19 Title: What it Could Look Like

The redevelopment of the Tewin lands will occur in a phased manner over time. The project team has been working with rendering artists to create visual representations of what the community might look like when all the elements are in place. The following images start to convey the look and feel currently envisioned for Tewin.

Subheading: The Headwaters and The Mixed-Use Centre

The image presented shows an aerial view of the site in winter conditions. To the left is an artist's depiction of a cultural center including both indoor and outdoor amenities. Several outdoor gathering spaces line the natural corridor and are bordered by the headwaters on the right of the frame, including skating rinks, pop-up shops, and a multi-use path used for cross-country skiing.

A small key-map identifies the location of this rendering, corresponding to the northern portion of the community.

Note: Drawings are conceptual only. Specific locations and designs to be determined through further study.

Several arrows point out key elements of the image.

A mix of higher-density townhouses and apartments

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

Robust natural corridors with native plantings that celebrate and profile the importance of water within the community.

A Tewin Experience Centre to teach people about the Community and elements of cultural significance.

Cultural gathering and learning spaces close to nature and trees.

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

A blue section at the bottom of the page prompts readers to 'let us know your thoughts.'

Which aspects of the image resonate with you?

How do you see yourself engaging with the places shown?

Are we missing anything?

Page 20 Title: What it Could Look Like (continued)

Subheading: A Mixed-Use Neighbourhood

The image presented shows an aerial view of the site in summer conditions. Central to the image is a large school block co-located with community services. Several indoor and outdoor gathering spaces line the Mobility Spine, and prominent areas of mature woodland can also be seen to the left of the image. The neighbourhood in the background of the image is varied, consisting of transition and neighbourhood density types.

A small key-map identifies the location of this rendering, corresponding to the north-western portion of the community.

Note: Drawings are conceptual only. Specific locations and designs to be determined through further study.

Several arrows point out key elements of the image

Larger flexible blocks with pedestrian focused mid-block connections.

A mix of higher-density townhouses and small apartments in transition areas along the spine.

Opportunities for green roofs and infrastructure to support a sustainable community.

Preserved areas of mature woodland and wetland woven into the community.

Schools and community facilities located along the Spine, connected to and extending natural corridors.

A connected network of trails linking destinations throughout the community alongside water and natural areas.

Page 21 Title: What it Could Look Like (continued)

Subheading: A Mixed-Use Neighbourhood

The image presented shows an aerial view of the site in summer conditions. Central to the image is a row of apartments, which represent opportunities for integrating Tewin's core area type. Several place-making strategies can be seen implemented along the road and trail networks, with large public plazas adjacent to the natural corridor. The neighbourhood in the background of the image is varied, consisting of transition and neighbourhood density types.

A small key-map identifies the location of this rendering, corresponding to the north-western portion of the community.

Note: Drawings are conceptual only. Specific locations and designs to be determined through further study.

Several arrows point out key elements of the image

Opportunities for higher density townhouses and small apartments located alongside some natural systems.

A connected network of streets organized to support access to nature

Services and amenities within a short walk of homes.

Integration of parks and community gardens where they can support connection to natural systems.

A connected network of trails linking every neighbourhood to destinations throughout the community

A mix of neighbourhood housing types organized to positively relate to natural areas.

Page 22 Title: What it Could Look Like (continued)

Subheading: The Community Spine

The image presented shows a pedestrian -level perspective of the site in spring conditions. Central to the image is a mixed-use building and a community center. The image focuses on the public realm and road right of way, which includes planters, benches, areas of rest with vendors, dedicated cycling facilities, frequent bus service, and street furniture such as streetlights with banners.

A small key-map identifies the location of this rendering, corresponding to the north-western portion of the community.

Note: Drawings are conceptual only. Specific locations and designs to be determined through further study.

Several arrows point out key elements of the image

Connected to schools and community facilities to support access for all residents

Higher densities and a greater mix of uses to connect more people to the things they need.

Streets designed to integrate and support convenient transit use.

Inviting modern buildings designed to contribute to the image and animate the street.

Comfortable pedestrian-focused spaces with seating and amenities that enhance street-life.

A street designed for pedestrians, cyclists, transit, cars and all forms of mobility.

Page 23 Title: Relationships with Existing Properties

An important planning consideration for Tewin will continue to be the range of potential ways in which the new urbanized and sustainable community can integrate with adjacent existing homes and businesses over short-term and longer-term development conditions. At the scale of the Study Area, the Draft Land Use Plan has considered a number of broad land use strategies to enhance this integration. These are illustrated conceptually below.

To the left of the panel is a version of the land use plan overlaid atop an aerial photograph of the community. This iteration also includes the shape and size of parcels adjacent to the owned land, showing key strategies employed by the land use plan to accommodate existing uses. These are: (1) to focus density away from existing properties, where feasible, and provide good land use and built form transitions in all cases, (2) to plan the open space network together with the natural system, (3) to locate the Community Spine away from existing properties as much as possible, (4) to connect with the existing community through the comprehensive new trail system, and (5) to locate schools and community facilities beside housing.

The Draft Land Use Plan will result in a broad range of conditions where new development will occur adjacent to existing uses. While the specific details of how uses will relate to one another, including setbacks, cannot yet be defined, each of these conditions will have their own sets of important considerations that will need to be addressed.

Subheading 1: Considerations for All Conditions:

Responding to varying lot shapes and dimensions

Allowing for redevelopment now or in the future, where there may be interest

Location of services and infrastructure

The next portion of the panels uses a series of axonometric diagrams, which serve as high-level examples of edge-conditions between existing uses and proposed development land use types.

1. Back to Back

The first axonometric diagram presents new and existing homes where the lot pattern is consistent.

Additional Considerations

Managing drainage and grade changes

2. Back to Back (Varied Depths)

The second axonometric diagram presents new and existing homes where the lot pattern is not consistent. Different building types may be used depending on the available space.

Additional Considerations

Managing drainage and grade changes

Aligning appropriate building types with varying lot depths

3. Abutting Parks or Natural Features

The third axonometric diagram presents an edge condition for new parks and existing homes. Parks may be used as buffers in some locations.

Additional Considerations

Finding opportunities to support access for existing residents

4. Abutting Schools

The fourth axonometric diagram presents the relationship between new schools and existing homes.

Additional Considerations

Supporting access to and through school site where appropriate

5. Abutting New Streets

The fifth axonometric diagram presents new streets and their relationship with existing homes.

Additional Considerations

Street design and treatment of the boulevard alongside existing properties

Managing drainage and grade changes

6. Natural Features Stand Between

The sixth axonometric diagram presents conditions where existing natural features form a buffer around existing homes.

Additional Considerations

Preserving sufficient depth of natural features

Opportunities for community access

We are currently at the stage of the Draft Preferred Land Use Plan. The upcoming Community Design Plan and Secondary Plan will establish policies and guidelines that will shape future detailed design stages. Your feedback on how new development integrates alongside existing uses can help shape more detailed criteria established in later phases. The table below shows topics and levels of detail that are typically determined at various stages in the planning approvals process.

A table at the bottom of the page presents a timeline, communicating when interest holders could expect to receive specific information regarding the project.

Subheading 2: Phase 3: Draft Preferred Land Use Plan (Current Phase)

Draft Preferred Land Use Plan

Preliminary Infrastructure Options

Parks and open space network, general locations and typologies

Collector road network locations and road potential realignments

Subheading 2: Phase 4: Community Design Plan and Secondary Plan (2025+)

Draft land use designations applied to Study Area, including existing properties

Infrastructure preferred options (water, sanitary, storm)

Park locations and types

Collector road designs and transportation system funding

General grading requirements

Detailed policies guiding further development applications

Subheading 2: Future: Draft Plan of Subdivision and Zoning By-law Amendment (2026+)

Detailed road network design

Zoning regulations including permitted uses, lot sizes, park sizes yards and setbacks, and heights

Local infrastructure servicing plan

Local stormwater management infrastructure

Area grading requirements

Subheading 2: Future: Site Plan Approval (where applicable) (2027+, subject to market forces)

Specific building designs including use(s) per lot, footprints, heights, setbacks

Individual land use relationships (for areas subject to the Site Plan Approval application)

Landscaping plans

Individual lot grading requirements

Subheading 2: Future: Registered Plan of Subdivision, Building Permits, and Construction
(2027+, subject to market forces)

Detailed engineering designs, including individual lot grading/drainage requirements and
watermain/ sewer locations

Subdivision infrastructure servicing

Park designs

Specific building locations

Building materials and final appearance

Final landscape details and planting program

Page 24 Title: Parks and Open Space System

Tewin is organized around an interconnected network of parks and open spaces which have been located and structured to complement and extend the site's natural systems, including watercourses, wetlands, and woodlots. These systems together will provide connections to nature for residents, workers and visitors, and will protect wildlife habitats.

The parks and open space network will feature a variety of spaces for recreation, including a large centralized community park. Parks and open spaces will be linked together by trails that run along and through natural areas.

The panel features three diagrams stacked one atop the other to illustrate the connections between each layer of the land use plan. The first layer is nature and water, which form the foundation of the site plan. The second layer includes the areas dedicated to parks and open spaces. The third layer shows school and community facilities.

Central to the page is a composite diagram showing all of the content from all three diagrams as well as the community spine, the proposed location for a potential experience center, and stormwater management ponds. Notes on the diagram highlight key components of co-location between these land uses as follows: (1) neighbourhoods with direct access to parks, nature and water, (2) stormwater ponds integrated with natural systems, (3) large central park for organized sports, (4) schools accessible by trails and transit, (5) schools connected to parks and nature, and (6) parks and schools extend the open space system.

Page 25 Title: Algonquin Natural Land Trust

Subheading: A significant protected area for nature, wildlife and recreation

A significant new Natural Land Trust (NLT) is proposed adjacent to the Tewin community, but being planned together with it. The NLT will protect hundreds of hectares of ecologically significant land and will incorporate trails and low-impact recreation opportunities. The NLT may include forested areas, aquatic features and wetlands, and is intended to functionally connect to and enhance the adjacent NCC Greenbelt.

Central to the page is an image showing the location of the Algonquin NLT in the context of Tewin's study area boundary. The NLT is located within the borders of Farmers Way, Piperville Road, Highway 417, and Thunder Road, The diagram highlights the NCC Greenbelt and includes a series of callouts: (1) corridor connection to natural areas in the Greenbelt, (2) support for diverse habitats and species, (3) preserves Woodlands, Provincially Significant Wetlands and Watercourses, and (4) preserves culturally significant trees and plants.

Extending Tewin's natural areas, the NLT will bridge the natural systems between the Greenbelt and Tewin. This area will include an overlap of many natural layers such as culturally significant trees, woodlands, wetlands and watercourse, and will support diverse species in the area.

A second diagram features a similar image further detailing the potential routes for pedestrians and cyclists both in and around Tewin. These include cycling facilities on the community spine, as well as sidewalks, cycling facilities, and transit priority along key streets, and trails throughout the land use plan. The diagram includes the following notes: (1) Potential Pedestrian Connection to NCC Greenbelt, (2) Interconnected Network of Paths and Trails, (3) Multi-use Trails (Types and routes to be confirmed)

Trails within Tewin will connect to NLT trails and potentially beyond to the NCC Greenbelt. This will provide residents and visitors the option to connect from Tewin to exceptional natural assets without relying on personal vehicles. Recreational and trail systems will be designed to mitigate and minimize impacts to natural areas.

Page 26 Title: Special Places at Tewin

A series of distinct and special open space areas will be hallmarks of the character, identity and experience of Tewin. Let us know which ideas you like and what will help make them a success.

Subheading: The Headwaters

On this page, diagrams highlight key areas of the study area to further elaborate on the identity of specific places within the land use plan.

The first area extends from the intersection of the Mobility Spine and Anderson Road, stretching southwards to the natural corridor, located roughly in line with the site's major watercourses.

The Ramsay Creek and Bear Brook systems interface provides a setting to celebrate culture, connection and interpretation.

Subheading: Bear Brook System

The second diagram highlights a buffer area, including a large natural corridor along the Bear Brook.

A robust natural corridor with a diverse mix of aquatic and riparian habitats. West of Farmers Way, the SmithGooding channel is currently a municipal drain.

Subheading: The Commons

The third diagram shows an area east of Anderson Road and south of the Bear Brook; it includes the potential location of the largest park at Tewin.

Tewin's main Community Park, a place to gather and play alongside the core of the community.

Subheading: The Western Greenway

The fourth diagram shows an area to the northwest, capturing a series of green fingers along a stormwater pond.

A green corridor connecting the Bear Brook Catchment to the NCC's Greenbelt Lands and headwaters of Ramsay Creek. This corridor will be defined by mature woodlots, ponds, schools and community facilities.

Subheading: The Harvest Walk

The fifth diagram highlights an area along the utility corridor, cutting diagonally across the site.

A linear pathway corridor connecting the north and south ends of the site, defined by natural plantings, local orchards and community gardens.

Subheading: The Bear Brook Ponds

The sixth diagram shows an area north of Piperville, where stormwater ponds flank the natural system and Bear Brook.

A broader segment of the Bear Brook system with natural plantings, trees, ponds and walking trails.

Subheading: The Reflecting Woods

The seventh diagram shows an area south of Piperville, where stormwater ponds flank the natural system and Bear Brook.

A larger environmental area with mature woods, Bear Brook tributary, ponds and natural habitat.

Subheading: Anderson Trailhead

The eighth diagram shows an area east of Anderson Road and south of Piperville Road where trails into the natural corridor could be located.

The western gateway to the parkland network from Anderson Road.

Page 27 Title: Location and Scale of Proposed Parks

Parks will range in size and type and be distributed throughout Tewin with the intent of maximizing the number of residents, workers and visitors within a short walking distance to a park. Parks are envisioned as an extension of the interconnected natural system that defines Tewin. The total area of potential parkland depicted below is based on a net developable area of 445 hectares for Tewin.

Central to the page is a large map highlighting the potential distribution of parks at Tewin. A note on the diagram reads, 'Approximately 19.40-24.73 Hectares of Parkland is Anticipated to be Provided', including 1 Community Park, 1 Existing Neighbourhood Park, 6 New Neighbourhood Parks, 4 Parkettes, and 3 urban parkettes/Plazas. It has a specific callout showing an aerial image of Ludger Landry Park as well as the potential location of the Tewin Experience Center.

The number, size, and location of parks may be refined through further study. This process will be done in close collaboration with the City of Ottawa and will be informed by City standards.

Page 28 Title: Park Typologies and Design Criteria

A variety of park typologies are presented below and on the next panel showing the role and function of parks at Tewin.

Subheading 1: Community Park

A series of precedent images are included to contextualize Community Parks. These include (1) large sports fields, (2) a pavilion with a splash pad, (3) an indoor sports and recreation facility, and (4) a skate park.

Subheading 2: Design Criteria

Size: 3.2 to 10 hectares (ha)

Location: Community Parks are often located along collector roads, generally at major intersections. They will be accessible by transit and located in proximity to a transit stop. These parks should be linked to the open space network and may be located adjacent to other open space lands, such as forested areas, aquatic habitats and stormwater ponds.

Amenities: A variety of active and passive recreation opportunities which may include sports fields, tennis courts, multi-purpose courts, ice rinks, skateboard parks, splash pads, children's play areas, open play spaces, pedestrian walkways, seating areas, and shelters.

Vegetation Criteria: Plantings (trees, shrubs, grasses) will be comprised of diverse species tolerant of urban conditions, with an emphasis on native species. Buffer and naturalization planting areas will be provided where necessary.

Subheading 1: Neighbourhood Park

A series of precedent images are included to contextualize Neighbourhood Parks. These include (1) play structures, (2) areas of landscaping supporting existing natural features such as streams, (3) a weather protected pavillion, and (4) a basketball court.

Subheading 2: Design Criteria

Size: 1.2 to 3.2 ha

Location: Generally located along local roads. Should be linked to the open space network and may be located adjacent to other open space lands, such as forested areas, aquatic habitats and stormwater ponds. In neighbourhoods designed with an offset grid street and block pattern, Neighbourhood Parks are integrated as a complete block or part of a block.

Amenities: Range of active and passive recreation opportunities which may include shade structures, seating, play equipment, a multipurpose court, a splash pad, an outdoor rink, sports fields, or other facilities.

Vegetation Criteria: Plantings (trees, shrubs, grasses) will be comprised of diverse species tolerant of urban conditions, with an emphasis on native species.

The precise location and design of individual parks and their amenities has not yet been undertaken. This process will be done in close collaboration with the City of Ottawa and will be informed by City standards.

Page 29 Title: Park Typologies and Design Criteria (continued)

A variety of park typologies are presented below and on the previous panel showing the role and function of parks at Tewin.

Subheading 1: Parkettes

A series of precedent images are included to contextualize Parkettes. These include (1) a passive lawn for recreation, (2) trees, areas of shade, and seating, (3) a cooling zone with splash pad elements, and (4) play structures.

Subheading 2: Design Criteria

Size: 0.4 to 1.2 ha

Location: Located along local roads and linked to the open space network. In neighbourhoods designed with an offset grid street and block pattern, Parkettes are integrated as a complete block or part of a block.

Amenities: Range of active and passive recreation opportunities may include: shade structures, seating, play equipment, and an unstructured play area.

Vegetation Criteria: Planting (trees, shrubs, grasses) will be comprised of diverse species tolerant of urban conditions, with an emphasis on native species.

Subheading 1: Urban Parkettes/Plaza

A series of precedent images is included to contextualize Urban Parkettes. These include (1) plazas with a variety of surface treatments, seating areas, trees, and places for temporary programming, (2) areas adjacent to businesses which support outdoor gatherings such as patio spaces and public squares, (3) vegetation and a variety of seating options, and (4) areas suitable for pop-up markets and outdoor booths.

Subheading 2: Design Criteria

Size: Urban Plazas: Minimum 400 sq.m. and Urban Parkettes: 0.2 to 0.4 ha

Location: Inner-Urban core, mixed-use or town centres, along main streets. In neighbourhoods designed with an offset grid street and block pattern, Urban Parkettes are integrated as a complete block or part of a block.

Amenities/ Features: May include decorative paving, shade structures, water feature or water play, seating, games tables, play components, fitness structures, performance areas, or basketball play area.

Vegetation Criteria: Plantings (trees, shrubs, grasses) will be comprised of diverse species tolerant of urban conditions, with an emphasis on native species.

The precise location and design of individual parks and their amenities has not yet been undertaken. This process will be done in close collaboration with the City of Ottawa and will be informed by City standards.

Page 30 Title: Mobility: Community Spine and Collectors

Subheading: Community Spine and Neighbourhood Collectors

The Community Spine will serve as an urban road and will act as the central main street of Tewin. This area will be lively, featuring a diverse mix of uses and higher density developments, while also supporting a variety of mobility options, including transit, walking, cycling, and driving. Although driving will be permitted along the Community Spine, it will be given less priority than the sustainable modes.

A series of neighbourhood collector streets will complement the Spine, providing access to residential areas, natural spaces, and surrounding concession roads. These streets will be lined with various land uses and housing types, enhancing connectivity throughout the community.

Central to the page is a large diagram highlighting the potential alignment of the community spine. Secondary routes are also included to identify the potential alignment of collector streets in key locations. The diagram includes the following callouts: (1) the alignment minimizes crossings of natural systems, (2) a collector loop will support transit access to eastern neighbourhoods, (3) most neighbourhoods are within a short walk to transit, and (4) the alignment limits disruption to existing developments.

A caption reads: The Community Spine will support a broad range of mobility choices and have a changing character as it moves across the community.

Subheading: Community Spine Preferred Cross Section

On the bottom left of the page, a cross-section is shown to illustrate the potential layout of the main street. The section is approximately 27m wide, showing residential and mixed-use frontages. From left to right, it includes: a typical building setback, a sidewalk with a small buffer, a cycling facility, a boulevard flex zone, a peak-hour transit lane, two drive lanes, a second peak-hour transit lane, a second boulevard flex zone, a second cycling facility with a small buffer, a second sidewalk, and another typical building setback.

Note: Drawings are conceptual only. Specific locations and designs to be determined through further study.

To the right of the page are three precedent images to support the street section, which present (1) and (2) mid-rise mixed-use buildings, street trees, pedestrians, and cars, and (3) mid-rise mixed-use buildings, a bike lane, bus shelter, and bus.

The above images provide a general idea of scale and density and are not intended to represent building designs for Tewin.

The preferred cross section of the Community Spine integrates space for pedestrians cyclists, transit and personal vehicles.

Page 31 Title: Mobility: Active and Public Transportation

Subheading: Active Transportation

Tewin will feature an interconnected network of lanes, paths, and trails, making it easy to travel throughout the community by bicycle, scooter, other forms of micro-mobility, or on foot. The active transportation network will follow the Community Spine and natural systems to connect every neighbourhood, park, school, and mixed-use centre, with the goal of extending beyond Tewin to nearby destinations and additional recreation opportunities.

Central to the page is a diagram highlighting trails and active transportation paths. This includes multi-use paths, cycling facilities, and trails which connect across the site.

Four precedent images are included to highlight the paths that are possible at Tewin. These include (1) a separated cycle track along a road, (2) a multi-use gravel or dirt path, (3) a meandering paved trail, and (4) a path along community gardens.

Note: Drawings are conceptual only. Specific locations and designs to be determined through further study.

Tewin will be served by an extensive and diverse active transportation network that follows the Community Spine and natural systems.

Subheading: Public Transit

Buses at Tewin are planned to connect to the City's light rail transit (LRT) system. Options for the preferred transit alignment(s) will be considered based on the following criteria:

- Access to services and amenities in early phases
- Access to major employment centres
- Connections to the broader LRT system
- Number of intersections and turns
- Distance and speed of the route
- Frequency of service

The page also features map of Ottawa highlighting the location of Tewin in southeast Ottawa.

Page 32 Title: One Planet Action Plan (OPAP)

Subheading 1: Principles and Outcomes

As part of the One Planet Living Action Plan (OPAP), draft outcome statements have been prepared to illustrate what Tewin will be like when the full set of 10 One Planet Living principles are implemented. Comments and feedback on these outcomes are welcomed and encouraged.

These outcomes will be used to develop future performance indicators, targets and metrics for assessing the success of the plans for Tewin from a sustainability and community resilience perspective.

Subheading 2: Health and Happiness: Encouraging active, sociable, meaningful lives to promote good health and well being

Draft Outcomes

Tewin makes connecting to nature and amenities easy

Tewin encourages resident and worker happiness and safety

Residents enjoy healthy and comfortable indoor and outdoor spaces

Subheading 2: Equity and Local Economy: Creating economies that support equity, diverse local employment and international fair trade

Draft Outcomes

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

Subheading 2: 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.

Draft Outcomes

Tewin is a community where people can walk to and easily access the places and services they need

Tewin embodies Algonquin teachings to prioritize Indigenous placemaking and cultural representation

Tewin enjoys a strong sense of community grounded in sustainability

As we are developing the key performance indicators, targets, and baseline metrics, we already know that success against the outcomes can be measured in a variety of ways, for example:

99% of homes are within 800m of a school

A diagram is included, which illustrates the proximity of schools to neighbourhoods at Tewin.

All schools are within 200m of a park

A diagram is included, which illustrates the proximity of parks to schools at Tewin.

Page 33 Title: One Planet Action Plan (OPAP) (continued)

Subheading 1: Principles and Outcomes (Continued)

Subheading 2: Land Use and Nature: Protecting and restoring biodiversity and creating new natural habitats through good land use and integration into the built environment

Draft Outcomes

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

Subheading 2: Sustainable Water: Using water efficiently, protecting local water resources and reducing flooding and drought

Draft Outcomes

Tewin celebrates water

Tewin restores, connects and protects water resources

Tewin uses potable water efficiently

Subheading 2: Local and Sustainable Food: Supporting sustainable and humane farming, promoting access to healthy, low impact, local, seasonal and organic diets and reducing food waste

Draft Outcomes

Tewin supports opportunities for urban agriculture

Tewin celebrates local, seasonal and low carbon food

Subheading 2: Sustainable Materials: Using sustainable and healthy products, such as those with low embodied energy, sourced locally, made from renewable or waste resources

Draft Outcomes

Tewin will source materials responsibly and optimize material impact

Tewin encourages a culture of sharing and re-use

Subheading 2: Travel and Transport: Reducing the need to travel, and providing a variety of low and zero carbon modes of transport to reduce emissions

Draft Outcomes

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

As we are developing the key performance indicators, targets, and baseline metrics, we already know that success against the outcomes can be measured in a variety of ways, for example:

90% of homes are within 400m of a park

A diagram is included, which illustrates the proximity of parks to neighbourhoods at Tewin.

99% of the community is within 800m of water

A diagram is included, which illustrates the proximity of water to neighbourhoods at Tewin.

Page 34 Title: One Planet Action Plan (OPAP) (continued)

Subheading 1: Principles and Outcomes (Continued)

Subheading 2: Zero Waste: Reducing waste, reusing where possible, and ultimately sending zero waste to landfill

Draft Outcomes

Tewin sends less waste to landfill

Construction at Tewin reduces waste and considers circularity of materials

Subheading 2: Zero Carbon Energy: Achieving a zero carbon balance across all building operations including embodied carbon

Draft Outcomes

Tewin is designed to reduce energy consumption

Tewin will be a zero carbon community

As we are developing the key performance indicators, targets, and baseline metrics, we already know that success against the outcomes can be measured in a variety of ways, for example:

90% of homes will be within 400m of the Community Spine and transit

A diagram is included, which illustrates the proximity of homes to the community spine at Tewin.

All schools are located along the Community Spine and transit

A diagram is included, which illustrates the proximity of schools to the Community spine at Tewin.

A blue section in the middle of the page prompts readers to 'let us know your thoughts.'

Which outcomes resonate most with you and why?

Do you feel like any outcomes are missing?

Do you think the outcomes will deliver a sustainable community?

How would you measure success?

Subheading : OPAP Next Steps

Next steps in developing Tewin's One Planet Living Action Plan (OPAP) include:

Reviewing feedback and refining the draft outcomes

Developing key performance indicators

Developing targets and baseline metrics to measure success

Developing specific performance requirements for different phases of the project

Finalizing the OPAP and submitting for One Planet Living Endorsement

Page 35 Title: Natural Systems Approach

The natural system is planned as a connecting feature through the community, within and beyond the Site. In order to achieve this connectivity successfully, the natural system at Tewin needs to support relationships between unique elements that together create a healthy and stable system. This includes reflecting and responding to Algonquin cultural values through design; synergy with spaces and features such as schools, parks and community spaces; appropriately managing surface water; enhancing the tree canopy; and preparing for climate change resilience. A set of principles and strategies are outlined below to guide the approach to establishing and strengthening the natural system at Tewin.

Subheading 1: Key Principles

Subheading 2: Connectivity: Support healthy and robust ecological function, connecting through the site and to surrounding areas.

Subheading 2: Natural Watercourses: Reflect the original pre-settlement density and location of the Bear Brook and Ramsay Creek channels that would have naturally occurred on the landscape.

Subheading 2: Diverse Habitat: Promote a variety of terrestrial, wetland and aquatic habitats.

Subheading 2: Functionality: Support wetlands, contiguous tree cover, diverse vegetation, water storage and habitat.

Subheading 2: Resilience: Build resiliency to climate change, invasive plants and human activity through diversity and robustness.

Subheading 2: Accessible: Make natural systems accessible to current and future generations for education, recreation and mental health.

At the bottom of the page is a diagram showing the natural system, parks and open spaces, school sites, and amenities at Tewin.

Several arrows point out key elements of the image.

Maintain conditions for long term viability and preservation of mature woodlots through buffers, hydration and appropriate adjacent land uses

Establish more permanently wet channels

Consider heat, dryness and wind events in species choices

Diverse planting to protect against pest, disease, and invasive species

Contribute to tree canopy through residential tree planting requirements

Establish water storage and distribution system to manage flooding and erosion in watercourses

Plant for succession over seven generations

Prioritize native vegetation

Protect existing woodlands over 60 years old within Tewin owned lands

Support downstream systems by maintaining water quality and quantity regimes

Focus on drought tolerant and pollinator-friendly native plants

Implement natural channel design principles to valley and surface watercourses

Provide recreational pathway access

Contain natural hazards (floodplain, meander, slopes)

Consider alternatives to grass lawns

Restore and construct high quality wetland pockets

Protect watercourses and natural features by supporting hydration and buffers

Page 36 Title: Natural Systems Integration

At Tewin, nature will be part of residents', workers', and visitors' daily experience and integrated throughout the community within and next to parks, trails, schools, neighbourhoods and surface water features. The approach to integration will vary across the site, depending on the requirements of existing and newly introduced natural assets. Bringing nature into the fabric of the community will also provide potential benefits for cultural expression, education, health, and recreation.

Subheading 1: The project team will study opportunities for:

Subheading 2: Co-location of:

'Green corridors' for passive recreation with natural forested areas;
Stormwater management features with 'green corridors' and trails; and
Parks and schools with natural features and canopied areas.

Central to the page are three cross sections which depict different site conditions at a high level. The first section includes natural areas fed by water, a natural buffer with access to nature, stormwater management features, trails, a park, and a school. This section has the title 'Expanded and Connected System of Parks, Open Spaces and Natural Areas.'

Subheading 2: Buffer areas that:

Are adjacent to natural areas and expand the experience of nature into the community;
Provide stormwater management opportunities and other important functions; and
Incorporate amenities such as community gardens and trails.

The second section includes trails with access to nature, stormwater management, natural areas, a second instance of stormwater management, followed by trails and access backed by private residences. This section has the title 'Expanded Natural System.'

Subheading 2: Replenishing water courses and natural areas by:

Capturing rainwater within neighbourhoods;
Routing the water along naturalized corridors and through natural buffers to slow and clean it; and
Hydrating water courses within and beyond Tewin.

The third section includes watercourses, a natural buffer, trails and access to nature, water capture features, and housing. There are labels across the section that

read 'Slow and Clean Water, Route Water, and Capture Water,' This section has the title 'Capture, Clean and Restore Water.'

Page 37 Title: Community Spine Cross Section Options

Subheading: Preliminary Evaluation

Three Community Spine designs are being considered. All three are complete streets designed to support pedestrians, cyclists, bus transit, trees, street furniture, and cars. They reflect the typical cross section with minor variations anticipated through detailed design. All three options can provide efficient transit operation aided by either turn lane restrictions and/or Advanced Signal Priority.

Option 1

Option 1 includes a section with a combined width of approximately 27 metres. In this section, street trees are located closer to the buildings and there is minimal buffer between the driving lanes and bike lanes. Notably, bus lanes are on the edges of the road.

Considerations:

Lower impact on natural areas and land use

Location of trees along the edge brings cars and vulnerable road users closer together

Narrowest right-of-way (ROW) that meets the Community Spine objectives

Boulevard location facilitates servicing and repair • Easier to maintain, monitor, and adjust transit

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Option 2

Option 2 includes a section with a combined width of approximately 27 metres. In this section, street trees are used as a buffer between the driving lanes and bike lanes. Notably, bus lanes are on the edges of the road.

Considerations:

Narrower, human-scale due to trees separating pedestrians and cyclists from cars

Lower impact on natural areas and land use • Easier to maintain, monitor, and adjust transit

Narrowest ROW that meets the Community Spine objectives

Boulevard location is more challenging to service and repair

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Full Circle

Option 3

Option 3 includes a section with a combined width of approximately 36 metres. In this section, street trees buffer the driving lanes and bike lanes. Notably, the bus route is located in the central lanes, with shelters sandwiched between the two vehicle lanes allowing transit riders to board the bus in the middle lanes.

Considerations:

Wider street results in more pavement and can negatively affect local retail

Larger impact on development and natural areas particularly at crossings

More crossings for transit users

Longer intersection crossings for people

Boulevard location is more challenging to service and repair

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Quarter Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Three-quarter Circle

Option 2 represents the preliminary preferred option by achieving the objectives for the Community Spine while maintaining an efficient, narrow, urban and pedestrian scaled form. Street trees separating pedestrians and cyclists from cars will improve safety for vulnerable road users.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 38 Title: Neighbourhood Collector Street Network Alignment

In addition to the Community Spine, Tewin will also include a set of neighbourhood collector streets to serve the community and provide connections to the regional road network. The first step was to identify a long list of Neighbourhood Collector Options (the “options”), as illustrated on the top Figure to the right. The next step was to evaluate each of the options identified in that Figure to identify the Preliminary Preferred Set of Options. Options that were screened out are presented in the Table below, and the resultant Preliminary Preferred Set of Options are illustrated in the bottom Figure on the right.

Neighbourhood Collector Street Cross-Sections & Municipal Class Environmental Assessment (MCEA) Process

The City of Ottawa has pre-vetted Neighbourhood Collector Street cross-sections with 22 to 26-metre rights-of-way (ROWs). Tewin’s neighbourhood collector roadway cross-sections are expected to follow these recommendations, with details explored in future phases.

Subheading: Neighbourhood Collector Options

To the right of the page is a diagram that highlights the exploration of potential collector road alignments at Tewin. It shows the Community Spine Collector road, Preferred routes for transit, and options that were considered but not preferred. This diagram has small, numbered circles which are associated with a table on the panel that provides evaluations for the non-preferred road connections.

The table describing these different options reads:

<i>Option</i>	<i>Evaluation</i>
<i>1-2</i>	<i>Constrained connections; Impact on open spaces; Limited mobility improvement and large land use impact</i>
<i>3-4</i>	<i>Significant impact to natural areas; bisect mature woodlot</i>
<i>4-5</i>	<i>Significant impact on natural areas; bisect an open space connection at watershed convergence</i>
<i>4-6</i>	<i>Limited benefit after removal of links 3-4 and 4-5</i>
<i>7-8</i>	<i>Impact on parcel grid, existing property, and natural areas; substandard alignment</i>
<i>9-10</i>	<i>Significant impact on stormwater management features</i>
<i>10-11</i>	<i>Impact on existing properties</i>
<i>11-12</i>	<i>Significant impact on natural areas and existing lot</i>
<i>13-14</i>	<i>Limited mobility improvement; significant impact on natural areas</i>
<i>15-16</i>	<i>Limited benefit after removal of link 13-14; existing property impact</i>
<i>17-18</i>	<i>Impact on existing properties</i>

19-20	<i>Significant impact on natural areas and existing property</i>
21-22	<i>Limited mobility improvement; natural area and property impacts</i>
23-24	<i>Limited mobility improvement, existing property impacts</i>

Not all neighbourhood collector street options above are needed for vehicular connectivity between Tewin and regional roads. The Neighbourhood Collector Options were reviewed to reduce roadway redundancy, improve connectivity, and minimize impacts. See the preliminary preferred collector road network below:

*Under the previous diagram, there is a second consolidated plan showing only the draft preferred options for roads at Tewin. This diagram is consistent with the options exploration as discussed in previous panels. This includes a Mobility Spine through the general centre of the Site in the shape of a **Z** and includes an additional loop in the connecting the eastern communities of Tewin which has been identified as part of a series of neighbourhood collectors with potential transit services.*

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 39 Title: Regional Transportation Infrastructure

The City of Ottawa is leading the planning for regional-scale transportation projects as part of the ongoing Transportation Master Plan (TMP) process.

Regional travel encompasses trips to and from Tewin from other parts of the city and beyond. The TMP will incorporate all regional growth needs, including concession road needs in and around Tewin and will fulfill Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process for regional transportation infrastructure. It is anticipated that the TMP will be approved in 2025.

Currently, the intersections at many existing concession roads in and around Tewin are misaligned. These roads are anticipated to be realigned in the future to support smoother travel and urban growth. Possible roadway realignment options include variations of aligning the road with concession breaks or introducing roundabouts. These options are evaluated on a preliminary basis on the following panel.

Central to the page is a diagram showing a summary of the draft road layout for Tewin. It includes a series of callouts showing potential road realignment options for existing arterial roads which are presently misaligned.

Subheading: Leitrim Road Realignment Options

Option 1

A diagram of Option 1 shows Leitrim Road bending within the Tewin Study Area to form one continuous road. In this version, the community spine bends north-west at a 45-degree angle to connect with Ramsayville Road in the north. The southern portion of Ramsayville Road would connect to a lower portion of the community spine.

Option 2

A diagram of Option 2 shows Leitrim Road connecting outside of the Tewin Study Area to form one continuous road. In this version, the community spine runs largely parallel to Leitrim Road, and Ramsayville Road remains unchanged.

Option 3

A diagram of Option 3 shows Leitrim Road connecting within the Tewin Study Area to form one continuous road. In this version, the community spine runs largely parallel to Leitrim Road, and Ramsayville Road remains unchanged.

Option 4

A diagram of Option 4 shows Leitrim Road and Ramsayville Road connecting to a peanut-shaped roundabout which runs both in and out of the Tewin Study Area. In this version, the community spine runs largely parallel to Leitrim Road.

Option 5

A diagram of Option 5 shows a roundabout connecting Leitrim and Ramsayville Road. In this version, the community spine curves up to make a fifth connection to the roundabout.

Subheading: Anderson Road at Piperville Realignment Options

Option 1

A diagram of option 1 shows Anderson Road bending north of Piperville Road to form one continuous road.

Option 2

A diagram of option 2 shows Anderson Road bending south of Piperville Road to form one continuous road.

Subheading: Anderson at Thunder Realignment Options

Option 1

A diagram of option 1 shows Anderson Road bending south of Thunder Road to form one continuous road.

Option 2

A diagram of option 2 shows Anderson Road bending north of Thunder Road to form one continuous road.

Subheading: Farmers at Thunder Realignment Options

Option 1

A diagram of option 1 shows Farmer's Way bending north of Thunder Road to form one continuous road.

Option 2

A diagram of option 2 shows Farmer's Way bending both north and south of Thunder Road to form one continuous road which meets perpendicular to Thunder Road.

Option 3

A diagram of option 3 shows Farmer's Way bending south of Thunder Road to form one continuous road.

Option 4

A diagram of option 4 shows a roundabout connecting Farmer's Way and Thunder Road.

Further analysis and interest holder consultation is required to develop and evaluate various realignment options for concession roads at the Tewin study area interface.

Currently, the proposed Tewin land use plan includes conservative alignment assumptions, which would have significant land area requirement within the Tewin Study Area. The options will be refined through further consultation and evaluation.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 40 Title: Road Realignment Options

Subheading: Leitrim Road Realignment Preliminary Evaluation

Option 1

A diagram of Option 1 shows Leitrim Road bending within the Tewin Study Area to form one continuous road. In this version, the community Spine bends north-west at a 45-degree angle to connect with Ramsayville Road in the north. The southern portion of Ramsayville Road would connect to a lower portion of the community spine.

Large impact on land use

Alignment not favourable to north/south regional traffic along Ramsayville

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Quarter Circle

Option 2

A diagram of Option 2 shows Leitrim Road connecting outside of the Tewin Study Area to form one continuous road. In this version, the community spine runs largely parallel to Leitrim Road, and Ramsayville Road remains unchanged.

Largest impact on the Greenbelt

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Quarter Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Quarter Circle

Option 3 – the preferred option

A diagram of Option 3 shows Leitrim Road connecting within the Tewin Study Area to form one continuous road. In this version, the community spine runs largely parallel to Leitrim Road, and Ramsayville Road remains unchanged.

Achieves the purpose of realignment with least negative impact on the Greenbelt

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Three-quarter Circle

Option 4

A diagram of Option 4 shows Leitrim Road and Ramsayville Road connecting to a peanut-shaped roundabout which runs both in and out of the Tewin Study Area. In this version, the community spine runs largely parallel to Leitrim Road.

Moderate impact on the Greenbelt

Alignment not favourable to north/south regional traffic along Ramsayville

The evaluation results are summarized as follows:

Development & Land Use – Semi-Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Three-quarter Circle

Option 5

A diagram of Option 5 shows a roundabout connecting Leitrim and Ramsayville Road. In this version, the community spine curves up to make a fifth connection to the roundabout.

High impact on Greenbelt and Tewin land use

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Semi-Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Semi-Circle

Option 3 is the preliminary preferred option as it minimizes impacts on the Greenbelt, has the least impact on existing surrounding properties, and most closely maintains the street grid. Option 3 has moderate infrastructure and land acquisition implications, but offers servicing benefit with a space for municipal facilities (like a water reservoir/storage tank) in the northwest corner. Traffic impacts will be further studied to ensure delays and queuing are appropriate per City of Ottawa requirements.

Subheading: Anderson Road Realignment Preliminary Evaluation

Option 1– the preferred option

A diagram of option 1 shows Anderson Road bending north of Piperville Road to form one continuous road.

Most of the land use impacts are on lands within the Tewin Study Area

Achieves the purpose of realignment with least negative impact on the Greenbelt

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Option 2

A diagram of option 2 shows Anderson Road bending south of Piperville Road to form one continuous road.

Land use impacts are outside lands within the Tewin Study Area

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Quarter Circle

Option 1 is the preliminary preferred option as it minimizes impacts on existing homes and businesses. A consideration is that it would create a moderate impact on a mixed use node within Tewin.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 41 Title: Road Realignment Options (continued)

Subheading: Anderson Road at Thunder Road Realignment

Option 1

A diagram of option 1 shows Anderson Road bending south of Thunder Road to form one continuous road.

Land use impacts are outside the Tewin Study Area

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Option 2

A diagram of option 2 shows Anderson Road bending north of Thunder Road to form one continuous road.

Land use impacts are outside the Tewin Study Area

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Both options have similar impacts outside the Tewin Study Area, and will be subject to further study to determine the preferred option.

Subheading: Farmers Way at Thunder Road Realignment Preliminary Evaluation

Option 1

A diagram of option 1 shows Farmer's Way bending north of Thunder Road to form one continuous road.

Avoids impacts to the existing forest cover in the southeast quadrant

Impacts future mixed use node

Potential impact on an existing property

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Semi-Circle

Option 2 – the preferred option

A diagram of option 2 shows Farmer's Way bending both north and south of Thunder Road to form one continuous road which meets perpendicular to Thunder Road.

Minimizes impact on the existing forest cover in the southeast quadrant

Avoids impacts to the existing dwelling

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Full Circle

Phasing & Implementation - Three-quarter Circle

Option 3

A diagram of option 3 shows Farmer's Way bending south of Thunder Road to form one continuous road.

Large impact on the existing forest cover in the southeast quadrant

Potential impacts on an existing dwelling

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Semi-Circle

Servicing - Full Circle

Phasing & Implementation - Semi-Circle

Option 4

A diagram of option 4 shows a roundabout connecting Farmer's Way and Thunder Road.

Large impact on the existing forest cover in the southeast quadrant

Impacts multiple existing properties

Impacts future mixed use node

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Semi-Circle

Servicing - Full Circle

Phasing & Implementation - Quarter Circle

Option 2 is the preliminary preferred option as it minimizes the impact on the natural system and avoids impacts on the existing lots to the east and west. Option 2 ranks highest on phasing and implementation due to its limited reliance on surrounding properties. All options will enable efficient servicing.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 42 Title: Off-Site Servicing

Subheading 1: Connecting Tewin to Regional Infrastructure

The City of Ottawa's Infrastructure Master Plan (IMP) considers city-wide infrastructure beyond the Tewin Study Area boundary, serving a broader area of potential growth to the year 2101. To serve the long term buildout of Tewin and other areas of the South Urban Community (to year 2046), the following infrastructure requirements have been identified:

Subheading 2: Water Infrastructure: Water Pump Station, Water Reservoir, and a Set of Phased Feeder mains

An image attached shows Schedule 7 of the Infrastructure Master Plan depicting growth projects for the Water Distribution System from 2024-2046. These include new water mains connecting the Conroy Tank feed through the 2C-OGB Water Feed down Hawthorne Road and Ramsayville Road to the Tewin Site with a Bi-directional water feed west on Leitrim Road to Findlay Creek.

Subheading 2: Sanitary Infrastructure: New Collector Sewer

An image attached shows Schedule 9 of the Infrastructure Master Plan depicting growth projects for the Wastewater Collection System from 2024-2046. These include new sanitary sewers connecting the Walkley sewer along Ramsayville Road. It also highlights some trunk sewer upgrades on Conroy and Walkley.

A separate Municipal Class Environmental Assessment(EA)/Functional Design process is being initiated to further assess the regional water and sanitary infrastructure requirements. Prior to delivery of the above infrastructure, Council has directed City of Ottawa staff to support the identification of "Day One" off-site infrastructure projects for Tewin which will also be assessed through these studies.

Subheading 1: Day One Servicing at Tewin

Subheading 2: Off-Site Connection to City Water and Sanitary Systems

Water and sanitary demands for the entire Tewin community will be much greater than the demands for the first development phase. The Tewin Project Team and the City of Ottawa are exploring "Day One" infrastructure solutions that balance a range of considerations, including:

The phasing of infrastructure;

Planned operations and maintenance; and

Ability to scale infrastructure to meet growing demands over time.

Subheading 2: Off-Site Sanitary Phasing

The addition of a sanitary pump station within the Tewin lands to handle the sanitary discharge during the community's earlier phases is being evaluated. The station's location would be strategically chosen to align with the future large-diameter sanitary trunk sewer, ensuring consistency with the ultimate infrastructure buildout. The sample location options shown on this panel are expected to be investigated amongst other options during the upcoming EA process.

Two images are included showing how potential day 1 sanitary infrastructure might connect to the existing sanitary infrastructure.

The first option shows Tewin connecting along Leitrim Road to Hawthorne and then heading north to either a potential connection to the Green Creek Collector or the South Ottawa Tunnel.

The second option connects along Leitrim Road to Ramsayville Road and then north with a potential connection to the Green Creek Collector or the South Ottawa Tunnel.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 43 Title: On-Site Backbone Watermain Routing

Subheading: Options and Evaluation

A new water distribution network is needed to service Tewin. Individual connections to residential properties will be evaluated at the next level of analysis as direct connections to backbone watermains of this size are generally not allowed. Local residents are expected to be provided an opportunity to connect to new local watermains, where feasible.

Each option includes a diagram depicting potential backbone watermain connections.

Option 1

In this option, watermains are primarily along existing arterial roads and the mobility spine as well as some internal collector roads.

Minimizes number of crossings through future natural corridors

Highest capital cost due to complexity of construction within existing road rights-of-way

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Full Circle

Phasing & Implementation - Three-quarter Circle

Option 2 – the preferred option

In this option, watermains are primarily within the Tewin Study Area, relying on a connection with the mobility spine as well as running parallel to the diagonally-cutting Bell telecommunications utility corridor.

Location along new roads avoids construction on existing roads

Additional crossing through and along natural corridors, requiring additional mitigation during construction and consideration for maintenance through naturalized areas

Most cost-effective and simple due to construction taking place in developing areas

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Semi-Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Option 3

In this option, watermains are both along existing arterial roads and within collectors and the mobility spine.

Minimizes number of crossings through future natural corridors

Moderate costs due to balance of construction within existing road rights-of-way and new development areas

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Full Circle

Phasing & Implementation - Three-quarter Circle

Option 2 is the preliminary preferred option, with the impact to the natural system corridors during construction being an important consideration. All options support the creation of vibrant, mixed-use centres, are compatible with the existing trickle feed system, include a looped water main system ensuring reliable water service and pressure with redundancy, and support efficient infrastructure phasing.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 44 Title: On-site Water Pump Station and Reservoir

Subheading: Options and Evaluation

A pump station and reservoir system will be required to support the new water distribution system for Tewin. This infrastructure is required in the northern portion of the Tewin site. Three sample location options are evaluated on this panel, and are expected to be further refined and coordinated amongst other options during the upcoming off-site watermain Environmental Assessment process.

Each option includes a diagram depicting potential locations for the Water Pump Station within the Tewin Study Area.

Option 1 – the preferred option

In this option, the pump station is located at the northwestern-most point of the site, the intersection of Leitrim Road and Ramsayville Road.

Pump station is located away from the Community Spine, minimizing impact on new development

Highest elevation is a benefit related to pumping capital and operating costs

Shortest bi-directional South Urban Community (SUC) feed requirement reduces capital costs

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Option 2

In this option, the pump station is located some distance south of Option 1, adjacent the Mobility Spine. It's closest intersection is still Leitrim Road and Ramsayville Road.

Located closer to the Community Spine with a greater impact on the new development

Higher elevation is a benefit related to pumping capital and operating costs

Short bi-directional SUC feed requirement reduces capital costs

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Three-quarter Circle

Option 3

In this option, the pump station is located at east of Anderson Road at its intersection with the Mobility Spine.

Located within the area planned for highest densities

Lower elevation offers no benefit to capital and operating costs

Longest watermain feeds - least efficient distribution network

Highest operating costs due to long pumping distances

The evaluation results are summarized as follows:

Development & Land Use - Semi-Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Full Circle

Servicing - Semi-Circle

Phasing & Implementation - Semi-Circle

Option 1 is the preliminary preferred option as it locates the pump station away from the Community Spine, resulting in lesser impact to new development. The elevation and length of bidirectional water feed in Option 1 would result in lower capital costs. All options support the creation of vibrant, mixed-use centres; provide access to water servicing; support an efficient transportation system; are located away from naturalized areas; and support efficient phased delivery of infrastructure

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 45 Title: On-site Stormwater Ponds

Subheading: Options and Evaluation

Stormwater will be managed at Tewin by retaining water in ponds that discharge at rates consistent with the site's existing average discharge rates. The size and location of these stormwater ponds is subject to study through the Tewin Environmental Assessment, with three viable options presented for evaluation. Due to the visibility and presence of the stormwater ponds within the community, the three options have considerable impact on the character and function of the community. These ponds will help support downstream systems by appropriately addressing existing water quality and quantity regimes.

Each option includes a diagram depicting potential locations for Stormwater Management Ponds in the Tewin Study Area.

Option 1 Minimize Number of Ponds

In this option, the number of ponds is minimized by increasing the size of ponds throughout the plan. There is one pond in block 1, one pond in block 2, and three ponds in block 3.

Optimizes developable land but reduces residents' ability to experience to water

Fewer opportunities for cycling and pedestrian routes

Limited integration with natural system

Requires larger pipes and construction complexity

Lowest capital costs, but may incur increased costs for grade raises

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Three-quarter Circle

Natural System, Parks, Recreation & Open Spaces - Semi-Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Semi-Circle

Option 2 – the preferred option – Mimic Existing Drainage Patterns

In this option, ponds are used in locations that mimic existing drainage patterns, often located alongside the Bear Brook, or other watercourses. There are two ponds in block 1, three ponds in block 2, and five ponds in block 3.

Enhances biodiversity and residents' ability to experience water, but reduces developable land

Enhances mobility by integrating cycling and pedestrian routes

Prioritizes connectivity with natural system

Reduces need for oversized pipes and excessive grade raises

Moderate capital costs

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Option 3 Maintain Outlets to Tributary

In this option, outlets to tributaries are identified and maintained. There is one pond in block 1, two ponds in block 2, and four ponds in block 3.

Reduces the number of ponds while preserving flow in tributaries, limits residents' access to water

Enhances mobility by integrating cycling and pedestrian routes

Moderate integration with natural system

Balanced approach to servicing with minimal oversized pipes

Moderate capital costs, balancing servicing needs and infrastructure development

The evaluation results are summarized as follows:

Development & Land Use - Three-quarter Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Semi-Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Three-quarter Circle

The stormwater pond options are evaluated for their functionality, contribution to the natural system and their placemaking potential alike. Option 2 is the preliminary preferred option as it the greatest degree of connection to water for residents; integrates most effectively with natural areas, cycling and pedestrian routes; and reduces infrastructure sizing and the extent that post-development grading will need to be raised above existing land elevations.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 46 Title: On-Site Backbone Sanitary Routing

Subheading: Options and Evaluation

Sanitary sewers within Tewin are expected to connect to the City of Ottawa sanitary network with an outlet along Anderson Road at the northern boundary of the Study Area. Multiple alignment options were tested to minimize the depths of sewers to ensure a cost-effective and efficient solution. Individual connections for existing properties will be evaluated at the next level of analysis. Local residents are expected to be provided an opportunity to connect to new local sewers, where feasible.

Each option includes a diagram depicting potential locations for Backbone Sanitary infrastructure in the Tewin Study Area. The diagrams demonstrate the expected depth of pipes at a high-level.

Option 1 – the preferred option

. In this option, the infrastructure runs through both the mobility spine as well as parallel to the utility corridor which cuts diagonally through the site. In Option 1, most pipes are either less than 6 meters, or between 6-9 meters deep.

Minimizes future traffic disruptions by routing deeper sanitary sewers outside the Community Spine

Most efficient delivery of sanitary services by minimizing the length of over-depth sewers

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Full Circle

Phasing & Implementation - Full Circle

Option 2

In this option, the infrastructure runs primarily through the mobility spine, with additional offshoots connecting portions of the community at some distance from the main road. In Option 2, most pipes are either less than 6 meters, or between 9-12 meters deep, with some 12 to 15 meter deep portions along the mobility spine.

Deeper sanitary sewers under the Community Spine may contribute to temporary traffic disruptions during maintenance

Least efficient due to the longer and deeper sewer system

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Semi-Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Semi-Circle

Phasing & Implementation - Full Circle

Option 3

In this option, the infrastructure runs through both the mobility spine with a portion of the infrastructure running parallel to the mobility spine further east. In Option 3, most pipes are either less than 6 meters, or between 6-9 meters deep, with some 9 to 12 meters deep, and 12 to 15 meter deep portions along the mobility spine, less than Option 2.

Minimizes future traffic disruptions by routing some deeper sanitary sewers outside the Community Spine

Moderate efficiency with a combination of shallow and deep sewers

The evaluation results are summarized as follows:

Development & Land Use - Full Circle

Transportation & Mobility - Full Circle

Natural System, Parks, Recreation & Open Spaces - Three-quarter Circle

Servicing - Three-quarter Circle

Phasing & Implementation - Full Circle

Option 1 is the preliminary preferred option as it represents the most efficient system with long-term operational cost savings, while having minimal impact on the existing community. A

ll options support a mix of uses and vibrant mixed use centres; support the preservation of natural systems; and allow for effective phased delivery of infrastructure.

Note: All options are subject to full City and agency review and may be refined through further phases of the study.

Page 47 Title: Phasing

The development of Tewin and its supporting infrastructure will occur gradually, not all at once. Community development and the necessary infrastructure will be implemented in phases, beginning at the northern part of the study area and progressing southward to extend City services over time

Central to the page is a simplified diagram of the Tewin site with three dashed circles connected by an arrow suggesting the general progression of development across the site. Early phases could be developed in the northern portions of the study area straddling Anderson Road, moving east and then south towards Piperville Road. Long-term phasing is planned even further south towards Thunder Road.

Page 48 Title: Next Steps

At the top of the page is a general timeline of the Tewin Environmental Assessment. The timeline presents key phases of the Tewin Environmental Assessment, starting after 2022, with significant bullets detailing the expected project phasing. It begins with Phase 1: Visioning and Preliminary Opportunities in 2023, then Phase 2: Options Development and Evaluation in Fall 2023, then Phase 3: Draft Preferred Land Use Plan and Infrastructure Options in the fall of 2024, followed by Phase 4: Draft and Final Community Design Plan, Secondary Plan, Supporting Studies, and Council Approval in 2025 and beyond.

There are also a series of public meetings in between each phase of the project. A note reading 'we are here' indicates our place on the timeline, pointing to public meeting number 3 in January 2025.

Simultaneously, other organizations are progressing with the Infrastructure Master Plan, Transportation Master Plan, South Bear Brook Subwatershed Study, and Bear Brook Watershed Study, all of which will contribute meaningful data to the Tewin project.

At the end of the visible portion of the timeline is a Statutory Public Meeting at Planning & Development Committee, followed by an arrow which reads Subdivision & Zoning Applications.

Subheading: Next steps in the study process

Following tonight's Open House, the Tewin project team will review all input received from the community, key interest holders, and City staff. Based on feedback, the team will develop a Draft Preferred Land Use Plan and Draft Community Design Plan for engagement in 2025. Supporting studies, including a Master Servicing Study, Transportation Study, Environmental Management Plan, Community Energy Plan, and Financial Implementation Plan, will be prepared.

Also in 2025, the Municipal Class Environmental Assessment process for the offsite water and sanitary services is expected to begin.

Subheading: A preferred Community Design Plan will be developed in Phase 3

A Draft Preferred Community Design Plan, which best achieves a range of planning, community design, engineering, social and economic considerations, will be developed in Phase 3 of the study process. The preferred plan will describe:

The overall community structure, including land uses and densities

The mobility network, including general street layouts and right-of-way designs

The conceptual parks, open space and trails network

Detailed infrastructure design solutions

Sustainable design and low-carbon energy strategies

A blue section at the bottom of the page prompts readers to ‘How to stay engaged.’

If you would like to share feedback or stay up-to-date on the Tewin project, please visit www.tewin.ca or <https://engage.ottawa.ca/tewin>, or reach out to the project team.

Tewin Project Team Contact

Laura Maxwell, Senior Project Manager, Taggart Group Email: information@tewin.ca Phone: (613) 816-3947

City of Ottawa Contact

Mike Schmidt, Planner and Project Lead Email: tewin@ottawa.ca Phone: (613) 580-2424 ext 13431

Page 49 Title: Comments, Questions & Feedback

Please share with us any other questions, comments or feedback!

The rest of the page is left blank for the purpose of leaving room for stickies written on by the public.