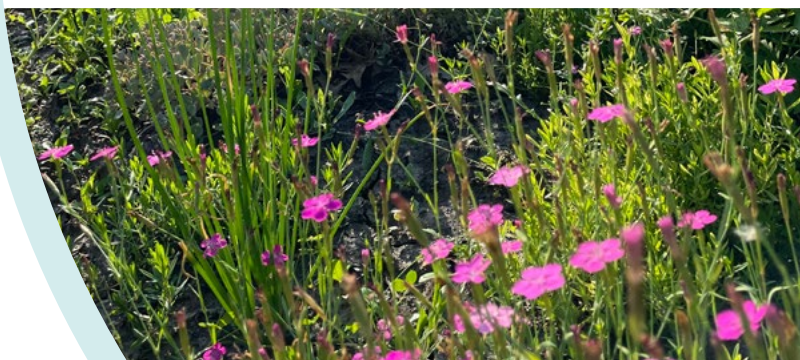


TEWIN

What We Heard: Open House #3

» January 9th, 2025



Introduction

On January 9th, 2025, the City of Ottawa and the Tewin Project Team hosted an Open House as part of Stage 3 of the coordinated Planning and Environmental Assessment process for Tewin. Open House #3 was an opportunity for local community members and the broader public to share feedback on the draft Land Use Plan and alternative infrastructure designs, focusing on topics such as development and land use, parks and community facilities, mobility, and servicing and transportation infrastructure.

The Purpose of This Document

The purpose of this document is to report back to landowners, residents, businesses, community groups, and other interested parties on the opinions, issues, and ideas raised in regard to the community design, servicing and transportation options presented during Open House #3. The comments received informed refinements to the Draft Land Use Plan, servicing plans, and transportation plans. The comments, questions, and concerns raised during Open House #3 will also be used alongside feedback received throughout the process to inform the continued refinement of the Tewin Community Design Plan and its associated supporting studies. A similar [What We Heard document for Open House #2](#) in June 2024 is also available.

The Tewin Community

Tewin is a unique community-building project that will transform part of southeast Ottawa into a sustainable, connected, and complete community rooted in Algonquin values, teachings, and principles. It is being developed through a partnership between the Algonquins of Ontario, Taggart Group, and Caivan.

The One Planet Living framework is being used to guide Tewin to demonstrate leadership across a range of initiatives. 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 the achievement of the 5 Big Moves identified in the Ottawa Official Plan;
- Transit-oriented and supportive, promoting transit accessibility and a broad range of active modes of movement, where personal vehicles are accommodated but are optional rather than necessary;

- Characterized by a meaningful mix of housing, community amenities, jobs, and services to achieve a complete, future-ready community;
- Designed to protect and integrate valuable natural areas and agricultural lands and uses; and
- Affordable, inclusive, healthy, welcoming, and accessible.

The Coordinated Planning and EA Process

Tewin is being advanced through a coordinated Planning and Municipal Class Environmental Assessment (EA) process. This brings together various technical and community planning considerations to support a coordinated community engagement process and streamlined decision-making.

Open House #3 represented a critical milestone in Stage 3 of the Tewin four-stage planning process. Building on feedback received during Stages 1 and 2, Stage 3 is focused on refining the preferred Community Design and Infrastructure strategies with draft plans presented for comment. Stage 4 will conclude with a draft preferred option presented for public comment and eventual adoption through a Secondary Plan and Community Design Plan.

What is a Community Design Plan?

A Community Design Plan (CDP) is a Council-approved non-statutory document that guides change and development within a community. It addresses community structure, land uses, building heights, parks and open spaces, natural heritage, street design, sustainability initiatives, and infrastructure. CDPs typically serve as the basis for a Secondary Plan, which is a statutory policy document that is part of the City's Official Plan. The CDP is required by Official Plan policy 5.6.2.1.5 for any areas subject to the Future Neighbourhood Overlay and is further identified in the Tewin Annex (Annex 10) as a final requirement alongside the Secondary Plan.

What is a Secondary Plan?

A Secondary Plan is a Council-approved statutory planning document that establishes policies to guide growth and development in specific areas of a city where significant physical changes are expected and desired. As a statutory policy document approved under the Planning Act, a Secondary Plan is formally part of the City's Official Plan.

Overview of Open House #3

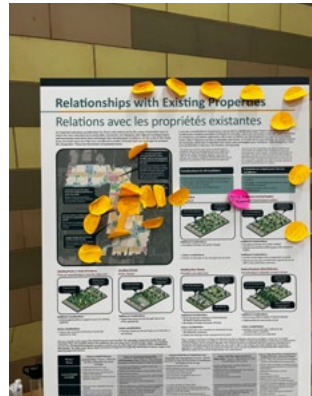
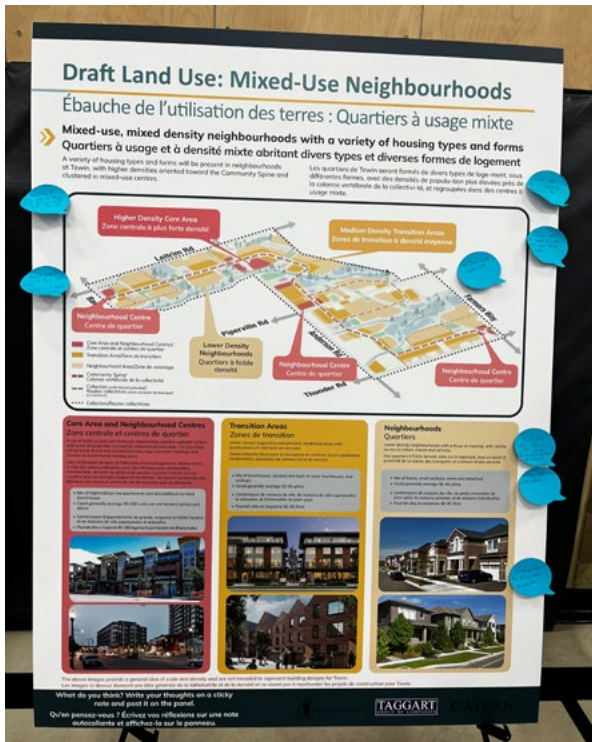
On January 9th, 2025, the Tewin Project Team, supported by the City of Ottawa, hosted an Open House at the Carlsbad Springs Community Centre. Approximately 150 people attended. The format of the Open House featured a series of information panels, now available on the tewin.ca and <https://engage.ottawa.ca/tewin> websites, where team members and City Staff answered questions and recorded feedback. Sticky notes were provided throughout the room, with attendees encouraged to jot down their thoughts directly on the panels. Comment forms were

also available for completion on-site or submission after the event. Attendees were further encouraged to provide comments through the tewin.ca/get-involved and engage.ottawa.ca/tewin webpages. Feedback and commentary from this meeting and a two-week period afterward are summarized in this Report.



Summary of Questions and Comments

The following is a summary of the comments and feedback received from the engagement event as described above. The comments are organized by theme and have been paraphrased for clarity. Responses are provided wherever possible. However, certain questions cannot be responded to at this time as these details will only be confirmed through future project stages.



Housing

Questions

- Will new development include affordable housing options?
- What types of housing will be included in the housing mix?

Comments

- A variety of housing types, including low-, mid-, and high-density typologies, would provide residents with different options and enhance the character of the community.
- Seniors' housing, supportive housing for individuals with disabilities, and communal living arrangements should be part of the housing mix.
- Rental housing should be integrated with owned housing.

Response from Tewin Project Team

Tewin will provide a variety of housing options to support residents at all life stages and income levels and will also offer opportunities for rental housing throughout. The housing mix is envisioned to consist of single- and semi-detached homes, traditional and stacked townhomes, as well as low, mid-, and potentially some high-rise apartments. The Land Use Plan has been structured to also support inclusive housing forms, including communal living, seniors' housing, and supportive housing. Affordable housing is a key goal of the Ottawa Official Plan, and the Tewin Project Team will collaborate with government partners and non-profit organizations to incorporate affordable and rental units into neighbourhoods. These strategies will contribute to the vision of a complete and inclusive community.

Urban & Built Form Design

Questions

- How can Tewin's architecture and character distinguish it from other suburban communities in Canada?
- How can the design draw inspiration from global precedents, such as those in Scandinavia?
- What density is needed to support services? What population threshold is necessary for community services?
- Is there a plan for phasing over time?

Comments

- Locating key land uses along the central spine of the community will build character and vibrancy.
- There is a demand for single detached homes that match the scale and character of their surroundings. Homes adjacent to parks or with backyards are desirable.
- Existing residents expressed concern about shadows and privacy for their homes.
- Residents supported visual buffering, such as trees planted along property lines, to preserve privacy.
- Some attendees suggested adjustments to the plan, such as shifting the Neighbourhood Centre away from Farmers Way; shifting the Community Spine loop further west; and changing the 'Transition' area in the east of the site along Piperville Road to a 'Neighbourhood' area.

Response from Tewin Project Team

Tewin is being planned to be the densest and most transit-oriented community outside the Greenbelt. The scale of the community and its geographic context allow for a development form that is unique in the Ottawa area but is frequently found in communities worldwide such as the transit-supportive communities surrounding Stockholm, as one example. The plan for Tewin is rooted in Algonquin teachings, wisdom and placekeeping

principles at a scale that will distinguish it from other suburban communities. By situating density toward the centre of the community and along the Community Spine, walking distances decrease and transit efficiency increases.

A variety of housing forms will be provided, including single- and semi-detached, traditional townhomes, stacked and back-to-back townhomes, and apartments. Parks and open spaces will be distributed throughout the community with the goal of 99% of residents within 400m of a park or open space.

The Land Use Plan generally locates higher-density housing forms away from the existing community, limiting their impact on existing residents. Development will be compatible with the adjacent community and appropriately mitigate shadow impacts and privacy concerns.

The population planned for Tewin is sufficient to support a wide range of community services, with schools planned for each of the four school boards in Ottawa. Fire, police, and EMS services will be integrated into the community, guided by the respective service providers. Both a community centre and library are envisioned at Tewin, with details yet to be confirmed. The intent is for the community to develop in largely self-sustaining phases, with the exception of certain non-residential uses that may benefit from or require being phased-in over time, like certain retail uses. Minimum population densities will be high enough to support frequent bus transit, with even higher densities encouraged where feasible.

The Land Use Plan is being refined through the final stages of the coordinated planning and EA process. Changes to land uses and right-of-way (ROW) alignments are considered in relation to the objectives of the Plan in each context. The design of the Land Use Plan represents an interrelated system of elements, and changes must be examined for their impact on the broader system.

Mobility

Questions

- What cycling infrastructure will be implemented to create a cycling-friendly community?
- Will the planned trails and bicycle routes be maintained year-round?
- Where will parking for new residents be situated?
- Who will cover the upfront costs and long-term maintenance of the planned transit infrastructure?
- What types of public transit will serve Tewin?
- What planning regulations or incentive structures will ensure that Tewin fulfills its promise of being a true, walkable 15-minute community?

Comments

- Increased traffic in the area worries many residents. Specific routes of concern include the access on and off the 417, Ramsayville Rd, Anderson Rd, and Piperville Rd.
- The plan should anticipate that many new residents will be two-car households rather than transit users.
- The design should account for road widening in certain locations, preserving space for a wider east-west road (Earl Armstrong Extension) through the community. Paved shoulders on concession roads should be constructed to allow vehicular traffic to safely pass farm vehicles.
- High-frequency transit will be vital for reducing personal vehicle use and attracting jobs.
- A trail system within Tewin should connect with existing or future trails beyond the Study Area.
- Strong support for a connected trail network from Tewin to outside of the boundary of the site

Response from Tewin Project Team

Mobility planning for Tewin prioritizes walking, cycling, and transit to reduce car dependency. A safe and integrated pedestrian and cycling network will connect neighbourhoods, key destinations and transit stops, with year-round maintenance planned for major active routes.

A layered transit strategy will provide service from day one, including frequent bus service along the Community Spine, which connects key places within Tewin and extends to regional destinations throughout Ottawa by connecting to LRT and Transitway systems. Details of the recommended regional transit infrastructure are addressed in the City's Transportation Master Plan (TMP), and will be refined as part of the secondary plan process.

Parking will be context-sensitive, emphasizing the minimization of its visual impact in higher-density areas. Appropriate parking standards will be confirmed through zoning by-laws that will be implemented following adoption of the Secondary Plan.

Tewin will pay for Tewin, including its fair share of regional transit infrastructure to service the site. Tewin's Financial Implementation Plan will further detail funding strategies for this regional infrastructure - for example, through development charges.

"Future transit operating costs will be covered by Tewin in the early stages of development, with Tewin's responsibilities phased out as the community develops and the tax base and user base grows and the service becomes financially sustainable. Ultimately, transit costs of the service from the Tewin area will be covered by customers' fares, property taxes, and contributions from senior levels of government (e.g., gas taxes) in the same way as all other transit services in the City.

Regional road improvements are also addressed in the City's TMP. The intent is to build a true 15-minute community, supported by policies and urban design that prioritize accessibility, connectivity, transit-supportive densities, and diverse land use. Tewin's Mobility Strategy will also study the needs of car movement and provide recommendations for car traffic within the Tewin Study Area. Boundary roads (Leitrim, Anderson, Farmer's Way, Thunder Road, and Ramsayville Road) will be studied based on population projections for the Southeast Ottawa area.

Sustainability

Questions

- Is there a plan to replace the trees that will be cut down to accommodate new development?
- Is there a plan to protect mature trees during construction?
- What safeguards will protect the natural features included in the Tewin plan and the surrounding area in the long term?
- Will Tewin's construction be net-zero?
- How will the carbon emissions from construction be offset?
- What monitoring and surveys have been completed, and what were their timelines?

Comments

- It is important to preserve native species and natural habitats in the Tewin area. Some residents are concerned with particular areas of potential habitat loss or potential habitat impacts, such as the forested area behind Anderson Road and the Provincially Significant Wetland area between Farmers Way and Highway 417.
- New woodlands and restored wetland areas would be valued additions to the community.

Response from Tewin Project Team

Tewin is being guided by the One Planet Living framework, emphasizing zero-carbon design, biodiversity, and long-term ecological stewardship. An Environmental Management Plan is guiding the protection of wetlands, woodlands, and wildlife corridors. Native trees and plants will be prioritized in all landscaping plans, and many natural features will be preserved, enhanced and restored where possible. Construction practices will include tree protection measures and post-construction revegetation in strategic areas throughout the community. Existing mature woodlands within the Site will be conserved through the Secondary Plan. The mature canopy will meet or exceed the existing percentage of tree canopy on the Site. Extensive site studies and monitoring – including wildlife, watercourse, groundwater, and vegetation – have been underway and are ongoing in many places. These studies have helped identify important environmental features such as mature woodlands to be preserved and included in the community design. Details of these studies are included in the Existing Conditions Reports, with additional monitoring updates and commitments provided in the Environmental Management Report.

Infrastructure and Construction

Questions

- What is the timeline for project completion?
- When will the plan be finalized, and when will buildings actually be constructed?
- What unforeseen challenges might prevent the plan from being built as envisioned? How will Tewin be climate-ready for potential future hazards, such as flooding?
- What assumptions underlie the stormwater management estimates?
- Can the open space within stormwater management areas be utilized for recreational purposes?
- Who will fund improvements to infrastructure, such as regional road widenings?
- Given the geological conditions of the site (the high groundwater table and the presence of Leda clay soil), is construction viable on Tewin land?
- Previously, City staff had stated that this area was unsuitable for development. What changed?
- Who will conduct geotechnical studies to ensure that new construction will be structurally sound?
- What types of energy will power the new community?
- Will energy storage systems, district energy systems, and renewable energy sources be considered?
- Is gas infrastructure being delivered to Tewin? Assuming Tewin has city water and sewage, what will happen to houses on neighbouring streets?
- Will the city maintain a separate trickle water system for existing houses?
- If not, who will pay to connect the houses to the new water system?
- The City reported a figure of \$590M for water infrastructure costs at Tewin. Can you clarify if this is accurate?

Comments

- Residents worry that construction vehicles will contribute to congestion and deteriorate road condition.
- Residents would like to be kept informed as plans for development get approved.

Response from Tewin Project Team

Tewin will be developed in phases over several decades, with select site preparation, clearing, and earthworks expected to begin as early as 2027 in certain areas of the site, pending future approvals. A staging plan will guide development to ensure critical infrastructure and community services are delivered in step with population growth. Additional phasing and schedule details will be provided as the community proceeds through the current planning process and future development application processes under the Planning Act.

The City of Ottawa and the Province of Ontario have strict requirements for stormwater management to protect public safety and the environment. Stormwater systems must be designed to manage runoff effectively, protect against flooding during rare storm events, consider the impact of climate change, and maintain the integrity of receiving watercourses. Tewin will meet or exceed the same standards applied to other new communities across Ottawa and Ontario. Pathways for recreation are planned around stormwater facilities, with connections to Tewin's broader trail/pathway network. Additional details will be provided in the forthcoming Tewin Master Servicing Study.

Response from Tewin Project Team (continued)

Extensive subsurface site investigations have been completed throughout the Tewin Study Area. These studies confirm that the clay soils found in Tewin are suitable for development and are similar to many other areas in Ottawa. Geotechnical engineers have recommended conventional construction methods for the site, which are well understood by local engineering firms. These studies are also being reviewed by a third party peer reviewer. Construction impacts are being explored through the Master Servicing Study and Environmental Management Plan, which will recommend high-level construction methodologies in accordance with City standards to address the existing soil conditions.

Tewin is planned for a zero-carbon future. The Community Energy Plan will be developed in stages and is expected to rely on a suite of energy efficiency strategies as well as low-carbon energy sources. Natural gas is not consistent with One Planet Living principles and is not planned as the primary energy source for the long-term buildout of the community. The feasibility of district energy systems and other energy options are being explored as part of the planning process.

Urban municipal services—including water and wastewater—will be extended to the area. Over time, there will likely be opportunities for existing residents within and directly adjacent to the Tewin Study Area to connect to these services.

Through consultation with the community, it is understood that opportunities to connect to municipal services ought to be an important focus of the upcoming Master Servicing Study and subsequent future development applications and construction plans.

It is important to note that at the Master Servicing Study level, only trunk services are identified. Typically, residential connections will be to local watermains and wastewater sewers, which will be detailed and presented for public feedback as part of future development applications.

The connection process will be further clarified at the development application stage, as it will depend on each property's location and the alignment of the new local infrastructure.

Properties fronting new Tewin infrastructure will have the option to connect, subject to applicable connection charges.

In some cases, connections may require a local system extension funded by the benefiting property owner through the City's Local Improvement process, and could be coordinated with the Tewin construction program to take advantage of cost savings from design, permitting, and construction efficiencies.

Additional details are expected to become available through future development application processes, when detailed local road alignments and services are contemplated. Tewin's infrastructure will be funded through a suite of mechanisms that will be structured to ensure that Tewin pays for Tewin, as required by the City's Official Plan. A public Financial Implementation Plan will be prepared for the Tewin community and will be brought to Committee and Council for consideration alongside the Tewin Secondary Plan and its supporting studies. This Plan will outline the local service costs to be borne by developers, larger-scale infrastructure costs that may be addressed through Area-Specific and City-Wide Development Charges, and candidate projects for Front-ending Agreements, among other matters.

The estimated \$590 million of wastewater and water project costs quoted from the City's Infrastructure Master Plan reflects the potential municipal infrastructure needed to support long-term growth across southeast Ottawa—not just for Tewin, but for a broad area benefiting existing and potential future growth areas as far as Findlay Creek/Leitrim and Riverside South. The quoted infrastructure includes benefits to existing communities, as well as capacity for up to 75 years of potential future development. The City will review the infrastructure projects and cost estimates in greater detail and explore equitable cost-sharing between current and potential future regional servicing needs through a separate Environmental Assessment. Tewin will pay its fair share of the infrastructure costs.

Planning

Questions

- What challenges is this project likely to face in executing the vision, and what is the planning team doing to prepare for those challenges?
- How likely is it that Tewin will really become what the visualizations depict? What is a “realistic” version of what Tewin will look like in ~25 years?

Comment

- Residents are interested in understanding how zoning and designation changes can impact the community and/or their property.

Response from Tewin Project Team

While no long-term project is without risk, Tewin is backed by technical studies, phased implementation plans, and governance structures to ensure accountability over time, to deliver much-needed housing options in Ottawa. The vision presented in renderings reflects the aspiration for Tewin and is grounded in practical planning. As the Community Design Plan and Secondary Plan progress, additional details will provide greater clarity on what Tewin will become over the next 25 years. Zoning details will be confirmed at later stages, and will address the continuation of existing uses.

Community Services & Parkland

Questions

- Are the selected school sites, such as the school site on Piperville Road, safe from an adjacent roadway perspective and well-connected for students?
- What will the parks look like? Will they be urban parkettes or naturalized with trees?
- Will the new stormwater ponds attract mosquitoes, impacting nearby recreational areas?
- What will the Natural Land Trust be used for?

Comments

- Walkable schools and community spaces will be an asset to the community.
- Community facilities, such as a recreation centre with pool, rink and or gym; and library, are desired.
- Ample fire, police, and medical services will bring security to the community.
- Strong support for the “Harvest Walk”

Next Steps

All comments, questions, and feedback received at EA Meeting #3 have been reviewed by the City and the Tewin Project Team. The feedback will be considered, as appropriate, to inform the development and refinement of the Draft Secondary Plan and Draft Community Design Plan to be presented at Open House #4 with another opportunity for public and stakeholder input, with the final Secondary Plan and Community Design Plan being presented to Council at the end of Stage 4.

Response from Tewin Project Team

Community services—including parks, schools, community health facilities, and emergency services—are key structural elements in Tewin’s design, with particular attention given to the locations of schools and parks. School sites will be strategically located to connect to and extend the community’s Open Space System and safely accessible via transit and active transportation routes. The Tewin Team is coordinating with the four school boards on the location and size of the school sites.

Parks will range from naturalized green spaces to urban parkettes, serving diverse recreational needs and ensuring that nearly all residents are within a 5-minute walk of a park. The size of parks will vary from small parkettes of 0.2 to 0.4 hectares to the community park, which will be above 3.0 hectares in size. The design of parks will be detailed in the Tewin Parks Design Manual, which is being developed as part of the community design process.

Specific community facilities and amenities will be identified in later phases of the project. Stormwater ponds will be designed as prominent features within the community, incorporating adjacent trails along with seating and viewing areas. The Natural Land Trust will protect hundreds of hectares of ecologically significant land and will include trails and recreational opportunities that will be connected to the Tewin trail network. The Natural Land Trust will aim to functionally connect to the nearby NCC Greenbelt.

The Tewin Project Team would like to thank all residents, businesses, community groups, interest holders, and the broader public who have taken the time to provide their input regarding the Tewin project so far. We look forward to continuing to engage with all these groups as we progress through the next stages of the Tewin project.