

Tewin Transcript

English – April 28, 2026

Page 1 Title: Welcome to Tewin Open House #4

Subheading: Tonight's Open House is an opportunity to share Tewin's DRAFT Community Design Plan (CDP), Secondary Plan, and associated studies, which have been shaped by the input you've provided throughout the process.

This is the final Open House as part of the coordinated Tewin Planning and Environmental Assessment process. At tonight's event, the Tewin project team will be sharing an overview of Tewin's DRAFT plans and studies, and presenting the preferred infrastructure solutions, projects, and mitigation strategies. This work builds on the Draft Land Use Plan and technical considerations, as well as the preferred infrastructure solutions that were shared during Open House #3.

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. Copies of the DRAFT plans and studies are available here, as well as on the project website, for review and comment following this meeting.

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 process. The timeline presents key phases of this process, 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 for each phase of the project. A note reading 'we are here' indicates our place on the timeline, pointing to public meeting number 4 in April 2026.

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 meaningfully to the Tewin project.

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

The proponent of Tewin's Municipal Class EA is Tewin's Major Landowners, who include the Algonquins of Ontario Realty Corp., Taggart Group of Companies, Caivan, and related companies.

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.
- Drainage Act Application(s)- Reviews legal outlets and advances functional design of any required works for drainage channels, including consultation with affected owners.

Subheading: The multi-disciplinary Tewin 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: Open House #3 Recap

Subheading: On January 9, 2025, we held a Public Open House where Tewin and City team members were available to answer questions and record feedback on the Draft Land Use Plan and supporting technical considerations. Over 150 people attended.

Subheading: What We Heard

High-frequency transit will be vital for reducing personal vehicle use and attracting jobs.

People wanted a better understanding of key milestones and project decision points.

A network of trails and bicycle routes should be maintained year-round.

It is important to preserve native species and natural habitats in the Tewin area. Mature trees should be protected during construction. New woodlands and restored wetland areas would be valued additions to the community.

Ensure the community meets the density and population threshold needed to support services.

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.

Walkable schools and community spaces will be an asset to the community.

Local residents would like to ensure that new development is compatible with existing homes and businesses.

Locating key land uses along the central spine of the community will build character and vibrancy.

Community facilities, such as a recreation centre with pool, rink and or gym; and library, are desired.

Page 5 Title: Vision & Guiding Principles

Subheading: A Community Rooted in the Experience of the Land

Tewin will be a new, complete community — built on Algonquin teachings, where people and nature will thrive, and culture and sustainability are the foundation.

Tewin will embrace diversity, density, and holistic sustainability to create the conditions for sustained wellbeing over generations. It will prioritize experience and connection to place through its design. Its development will be underpinned by a commitment to Stewardship of Mother Earth, environmental leadership and design excellence.

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.

Subheading: Guiding Principles

Principle 1 - Rooted in Algonquin Values

Principle 2 - Sustainable by Design

Principle 3 - Nature-First Approach

Principle 4 - Complete and Connected Communities

Principle 5 - Wellbeing for All

Page 6 Title: Rooted in Algonquin Values – Principle 1

Subheading: Land Acknowledgment

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

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

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

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

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

Subheading: Algonquin 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

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:

1. Conservation and Access to Nature
 - Conserve and enhance valuable landscapes
 - Provide natural areas for kids to play and learn
 - Integrate educational opportunities
2. Green Space Connectivity

- Incorporate trails into the natural system
 - Connect the Tewin open space network to the Greenbelt
3. Water
 - Weave water throughout the community
 - Showcase water and its natural systems
 4. Trees, Plants and Species
 - Plant for succession over seven generations
 - Move away from overly manicured spaces
 5. Sustainable and Integrated Development
 - Focus on natural systems rather than individual features
 - Integrate a holistic approach to development
 6. 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 7 Title: Sustainable by Design – Principle 2

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

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

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

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

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. Additionally, there is a larger circle around the principles showing the phases of development: (1) Community Planning, (2) Detailed Design, (3) Construction, (4) Operations, (5) Sustainable Living.

Page 8 Title: Tewin’s Planning Framework

Subheading: Tewin’s Secondary Plan and Community Design Plan are complementary documents which work together to establish a long-term planning framework.

The **Secondary Plan** will establish policies that secure key structuring elements and set out directions and parameters for future development applications in keeping with the policies of the City’s Official Plan. All development in Tewin must conform to the policies of the Secondary Plan.

The **Community Design Plan** (CDP) establishes Tewin’s vision and demonstrates how development should occur based on the Secondary Plan policies. It also provides design guidelines that will shape development. All development in Tewin must have appropriate regard for this guidance.

Both the Secondary Plan and Community Design Plan are informed by **Tewin’s Supporting Studies**, which contain technical analysis and planning related to specific elements of the Tewin community.

A **One Planet Living Action Plan** is being prepared through a separate process. Contents of this Plan have been coordinated with Tewin’s Secondary Plan, CDP, and Supporting Studies to ensure Tewin’s planning framework is informed by the One Planet Living framework and sustainable by design.

1. Key Planning Documents

- Community Design Plane
- Secondary Plan

2. Supporting Studies

- Mobility Strategy (MS)
- Parks Design Manual (PDM)
- Master Servicing Study (MSS)
- Housing Affordability Strategy (HAS)
- Environmental Management Plan (EMP)
- Community Energy Plan (CEP)
- Financial Implementation Plan (FIP)

Note: All DRAFT plans and studies are under review by the City and technical Agencies.

The above documents are coordinated with the One Planet Living, *One Planet Action Plan*.

Subheading: This is just the first step in advancing the development of the Tewin community.

Central to the page is a graphic illustration of the Tewin Development Timeline. There are five major groupings leading into one another chronologically, split into four categories as follows:

Infrastructure Planning

Q4 2023 - Q1 2027 Integrated Planning and EA Process and Secondary Planning

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

In this section, an arrow reading Public Consultation starts.

Initial Site Works

In phases, between 2027 - 2045+ Area-Specific Planning* Note: Phasing of development is described on the Implementation panels.

- Rezoning
- Draft Plan of Subdivision
- Demonstration Planning
- Evaluation of Servicing Connections to Existing Development

In this section, the arrow reading Public Consultation ends.

Local Services Delivery

In phases, between 2028+ - 2045+ Implementation at the Building and Block Level* Note: Phasing of development is described on the Implementation panels.

- Draft Plan of Subdivision Conditions and Registration
- Site Plan Control (where applicable)
- Building Permits

Construction and Implementation

Page 9 Title: Planning for the Study Area

Subheading: While Tewin's Community Design Plan captures the full Tewin Study Area, the Secondary Plan only applies to a portion of this Study Area, per Policy 5.6.2.1.14 of the City's Official Plan.

Tewin's Study Area was identified as a preliminary location for the community. Further study was required to understand the appropriate 445.35 net developable hectares to be captured by Tewin's Secondary Plan for urban development, per Council's 2021 Decision.

Any potential future urban development for lands outside of the Secondary Plan area would be based on whether there is an additional land need to accommodate residential growth. This would be subject to a decision from Council.

The boundary of the Secondary Plan has been carefully delineated based on outcomes of the process and Tewin's Supporting Studies to ensure it is self-sufficient, can accommodate a level of density that will support frequent transit, community facilities, and commercial uses, and does not depend on development of the remaining area.

To the right of the page is a plan showing the Tewin Study Area. It distinguishes an area labelled the Tewin Secondary Plan Area running East-West across the southern portion of the Study Area. This area represents 445.14 net developable hectares contained in the Secondary Plan.

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 10 Title: Community Structure

Subheading: Tewin's Secondary Plan and Community Design Plan establish a structure for the Study Area, which will make Tewin a vibrant and sustainable community, by design, and set it apart from suburban communities of the past.

To the left of the page is a series of five plans showing different layers of the Tewin Study Area Plan : (1) the Open Space System, (2) the Mobility Network, (3) Land Use Plan and Built Form, (4) Energy and Infrastructure, and (5) Implementation

This series of diagrams then points to a composite map showing these elements throughout the Tewin Study Area.

Subheading: A Community Rooted in Algonquin Teachings, where Nature is Woven into Everyday Experience

- Up to 27 ha of parkland
- 23 km of trails
- 12 km of watercourses

Subheading: A Community where Sustainable Choices are Built In

- Frequent bus service throughout
- 23 km of separated cycling facilities and multi-use pathways
- Embracing zero-carbon energy

Subheading: A New Benchmark for Responsible Community Design

- 36,000 to 44,500+ residents
- 14,000+ homes
- +50,000 sqm of commercial space

Note: all stats pertain to only the Secondary Plan area.

Page 11 Title: What Makes Tewin Different?

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

- Your daily commute and walk to school take you alongside restored creeks, wetlands, and seasonal landscapes.
- Watercourses, wetlands, and woodlands aren't fenced off — they're woven into where you live and move.
- Schools and gathering spaces connect directly to natural corridors — kids will grow up with the land as their playground.
- Interpretive spaces celebrate Algonquin history, inviting you to be a steward of the land, not just a resident.

Subheading: A Community Built Around Transit — Where Cars Become Optional

- 95% of residents live within a 5-minute walk of frequent bus service.
- A fine-grained street network with mid-block connections gives you direct routes, not suburban loops.
- Your errands happen on the route you already take - schools, shops, parks, and services are clustered along the transit corridor.
- Dedicated pedestrian and cycling networks make active transportation practical year-round.

Subheading: A Community Where Sustainable Choices Are Built In

- Frequent transit, cycling infrastructure, and nearby destinations make skipping the car feel natural, not like a sacrifice.
- Community gardens, walkable services, and design connected to water and natural systems.
- A zero-carbon energy target means an embrace of renewable sources and buildings designed to minimize energy use from day one.
- Houses, townhomes, and multiplexes blend in one neighbourhood, with room to evolve as the community grows.

Subheading: Tewin Establishes a New Benchmark for Responsible Community Design

- A once-in-a-generation opportunity to set an international benchmark for community design, grounded in the One Planet Living framework.
- Shaped by over five years of collaborative visioning, engagement, and technical coordination.

- Four (4) Open Houses
 - Six (6) Community Advisory Committee meetings
 - Over 20 meetings with agencies and interest holders,
 - One (1) online survey, along with ongoing newsletters and website updates.
- Proof that suburban growth can be “smart growth” — a vibrant, resilient 15-minute community, not sprawl.

Page 12 Title: Special Places at Tewin

Subheading: A series of distinct and special open space areas will be hallmarks of the character, identity and experience of Tewin.

Community Core

Tewin's Community Core will be a people-focused, walkable hub for daily life. Within it will be two Special Streets — Market Street and Headwaters Way — which will support commercial uses, active mobility, and placemaking in unique and context-specific ways.

Community Spine

The Community Spine will be a central corridor for mobility, commercial activity and daily needs. Its character will be different throughout the community.

Bear Brook System

A robust natural corridor with a mix of aquatic and riparian habitats along the Smith-Gooding channel, which is currently a municipal drain.

The Western Greenway

A green corridor connecting the Bear Brook Catchment to the NCC's Greenbelt Lands and headwaters of Ramsay Creek. Defined by mature woodlands, ponds, schools and community facilities.

The Headwaters

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

The Commons

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

Anderson Gateway

The western gateway to the parkland network from Anderson Road.

The Harvest Walk

A linear pathway connecting the Study Area, defined by natural plantings, local orchards and community gardens.

The Woods

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

Page 13 Title: Embedding Sustainability

Subheading: Planning for Tewin has been advanced hand-in-hand with the One Planet Action Plan (OPAP) to integrate the ten OPL principles and related Tewin-specific outcomes into the planning framework in order to embed sustainability into the community structure.

- **Health and Happiness**
 - Tewin makes connecting to nature and amenities easy
 - Residents enjoy healthy and comfortable indoor and outdoor spaces
- **Equity and Local Economy**
 - Tewin supports Indigenous reconciliation, healing & inclusiveness
 - Tewin delivers a variety of housing types to support access and inclusion
 - Tewin creates economic development opportunities
- **Culture and Community**
 - Tewin is a community where people can walk/roll to and easily access the places and services they need
 - Tewin prioritizes Algonquin placekeeping and cultural representation
- **Travel and Transport**
 - Tewin supports and prioritizes active transportation
 - Tewin provides high-quality transit services designed for the 21st century
 - Tewin embraces technology to reduce the impacts associated with travel
- **Land Use and Nature**
 - Tewin supports biodiversity and habitat for present and future generations
 - Tewin fosters a love of nature
 - Tewin plans for future climate emergency scenarios
- **Local and Sustainable Food**
 - Tewin supports opportunities for urban agriculture
 - Tewin celebrates local, seasonal and low-carbon food
- **Sustainable Water**
 - Tewin celebrates water
 - Tewin restores, connects and protects water resources
- **Sustainable Materials**
 - Tewin sources materials responsibly and optimizes material impact
 - Tewin encourages a culture of sharing and re-use
- **Zero Waste**
 - Construction at Tewin reduces waste and considers the circularity of materials
- **Zero Carbon Energy**

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

To the left of the page are diagrams showing the Tewin study area using different metrics as follows:

95% of homes within 400m (~5 min walk) of a park

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

95% of homes within 400m (~5 min walk) of transit stop

All schools and community facilities within 200m of a transit stop

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

90% of homes within 800m (~10 min walk) of diverse commercial uses

Page 14 Title: Open Space System

Subheading: The Open Space System (OSS) brings together ecological areas and community open spaces to form a robust, continuous and connected system which uniquely defines Tewin's public realm.

Policies and guidelines for the OSS direct that development of Tewin:

- Protect and build on ecologically valuable natural features to create a continuous corridor.
- Expand on natural features through community open spaces that extend the experience of nature into neighbourhoods.
- Locate and organize elements in a way that complements one another and supports an interconnected trail network.
- Reflect Algonquin culture and knowledge.
- Support education and community stewardship.

Subheading: Ecological Corridor

The Ecological Corridor is comprised of existing and planned natural features that come together to protect and restore natural areas, improve ecological function and vitality, and create a wildlife corridor that supports small mammals, amphibians, birds, and fish.

Features include:

- Watercourses
- Existing and Constructed Wetlands
- Existing Mature Woodlands
- Natural Hazard Lands
- Habitat Areas; and
- Natural Linkage Areas

Subheading: Objectives

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

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

Support a diversity of wildlife through species habitats and natural succession landscapes within the Corridor, and enhance habitat connectivity.

Enhance ecological health and function through high-quality wetland habitat, contiguous tree cover, diverse vegetation, and vegetated riparian planting along watercourses.

At the bottom left of the page is a diagram of the Tewin study area, highlighting the Watercourse Network, Existing and Constructed Wetlands, Existing Mature Woodlands, and Natural Linkage Areas.

At the bottom right of the page are photos with the following titles:

- Habitat Areas
- Interpretive Signage in Woodlands
- Boardwalk with sensitive design
- Constructed Headwater Drainage Feature with Riparian Planting
- Enhancement of legacy watercourses
- Viewing and Interpretive Areas

Page 15 Title: Open Space System

Subheading: Community Open Spaces

Community Open Spaces are comprised of community-serving, fully accessible open spaces, which come together to support the health and function of the Ecological Corridor and extend its experience into the community.

Features include:

- Stormwater Management Facilities
- Parks
- Open Space Connections
- Privately-Owned, Publicly-Accessible Open Spaces
- Community facilities, including planned schools

Subheading: Objectives

Extend and connect the Ecological Corridor to create a continuous Open Space System across Tewin.

Complement the Ecological Corridor through thoughtful site organization and programming.

Co-locate Community Open Spaces with one another to strengthen their presence in Tewin and to support efficient use of land.

Connect the Open Space System to transit and provide pedestrians and cyclists with access through the System.

Central to the page is a diagram showing the location of stormwater management ponds, existing and planned parks, open space connections, hydro corridor, as well as potential school and community facility sites, including the fire station.

To the right of the page are photos with the following titles:

- POPS Midblock
- Equitable access to parks
- Active and passive programming
- Habitat and trails around SWM ponds
- Connecting community facilities, parks, and trails
- Community gardens along the Harvest Walk

Subheading: Park Demonstration Plans

Tewin's Parks Design Manual contains demonstration plans like this one for all of Tewin's planned parks. These plans illustrate how the directions set out by Tewin's CDP, Secondary Plan, and Parks Design Manual can be achieved based on park typology and location within the community.

To the left of this text is an image showing an example of a neighbourhood park

Page 16 Title: Mobility Network

Subheading: Tewin's Mobility Network integrates streets and trails through a 'complete network' approach, which prioritizes active transportation, connects to the Open Space System, and supports a full range of mobility choices in all seasons.

Policies and guidelines for the Mobility Network direct that development of Tewin:

- Fosters sustainable travel behaviour through a coordinated land use, density, and mobility strategy
- Supports frequent and efficient transit service and convenient access to the regional network
- Ensures the safety of all road users, particularly those most vulnerable
- Enhances connectivity and mobility with adjacent communities and employment areas

Subheading: Street Network

Tewin's streets will be more than routes for movement—they will be inclusive public spaces that support social interaction and reflect the character of their surroundings. A clear hierarchy of streets will serve as part of the organizing framework for the community, enabling efficient movement in a contextual and strategic way. The preferred right-of-ways and alignments for Tewin's Planned Streets have been determined and are being recommended through the EA process, where applicable.

Existing Streets include:

- Leitrim Road (35.5m Arterial)
- Anderson Road (30m Arterial)
- Piperville Road, Ramsayville Road, and Farmers Way (26m Collectors)

Planned Streets include:

- The Community Spine (27m Collector)
- Loop Street (26m Collector)
- Neighbourhood Collectors (22-26m)
- Key Local Connections (Conceptual)

Subheading: Objectives

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

Diversify streets through designs which prioritize the experience of the public realm.

Embed active mobility through the design of streets and trails to encourage sustainable local mode shares and participation in community life.

Connect to the Open Space System and key destinations through the design and alignment of streets and trails.

Foster inclusivity and a sense of place through a network that is accessible to all.

Central to the page is a diagram showing the Tewin Mobility Network. At a high level, this diagram presents the Community Spine, the Anderson Urban Corridor and other Boundary Streets, the Loop Street, Neighbourhood Streets, and special streets. Special streets include Headwaters Way, Market Street, and Key Local Connections. Multi-Use Trails and potential natural heritage system crossings are also included. Additionally, the diagram presents potential street realignments at Anderson and Piperville, at Leitrim, and at Ramsayville.

The diagram includes the following labels:

1. A central Spine that prioritizes transit and active modes
2. Special Streets that bring character to Tewin's Community Core, with unique active mobility options
3. Transit Loops that extend service into neighbourhoods
4. Seamless connections between streets and trails
5. Multi-use Pathways that support active mobility connections across all seasons

Page 17 Title: The Community Spine

Subheading: The Community Spine

The Community Spine will be the street that serves as Tewin's central transportation and civic corridor. It will connect all neighbourhoods, link key community features like parks, schools, and commercial areas, and serve as the main transit and cycling route throughout Tewin. It will be built in segments to support the development phases.

Subheading: Preferred Cross-Section

On the bottom left of the page, a cross-section is shown to illustrate the potential layout of the Community Spine. 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 transit lane, two drive lanes, a second transit lane, a second boulevard flex zone, a second cycling facility with a small buffer, a second sidewalk, and another typical building setback.

Afterwards, an 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 centre. The image focuses on the public realm and road right of way, which includes planters, benches, areas of rest with vendors, dedicated cycling facilities, dedicated bus service lanes, and street furniture such as streetlights with banners.

The image also includes the following labels:

- Connected to schools and community facilities to support access for all residents.
- 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
- A street designed to integrate and support convenient transit use.
- Higher densities and a greater mix of uses to connect more people to the things they need.

Page 18 Title: Transit and Active Mobility

Subheading: Transit Access and Planning

The urban structure—anchored by the Community Spine and two Loop Streets— will place 95% of residents within a five-minute walk of service and make transit central to daily life.

- Street design will prioritize transit movement on these streets through bus-only lanes, limitations on on-street parking, and intersection spacing, amongst other strategies.
- Transit stops will be frequent, easily accessible, well-lit, weather-protected, where appropriate, and conveniently located with connections to the active mobility network.

Central to this section is a diagram illustrating the proximity to potential transit stops based on a 400m distance across the Tewin area. It is notable that a large majority of the Tewin area is covered by these proximity circles.

Underneath this section are photos with the following titles:

- Complementary transit and cycling infrastructure
- Design of shelters contributes to a sense of place
- Pedestrian-scaled Collectors supporting all modes

Subheading: Active Mobility

Walking and rolling will be prioritized through a robust all-season and abilities network of streets and multi-use pathways, supplemented by a secondary network of local connections and trails.

The design of pedestrian and cycling facilities will respond to the surrounding context. For example:

- Pedestrian and cycling facilities on Collector Streets along the Open Space System will be designed as multi-use pathways to promote the green character of these connections
- The Harvest Walk will have a larger width than other multi-use pathways to support its anticipated level of activity and placemaking role.
- The design of local facilities will be determined once more is known about development in those areas

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

Underneath this section are photos with the following titles:

- Local streets supporting active transportation and trail connections
- Complementary parking strategies
- Multi-use pathways supporting daily trips for all ages and abilities

Page 19 Title: Transportation Network Integration

Subheading: The Tewin Mobility Strategy recommends and/or is coordinated with a series of infrastructure projects to integrate Tewin within Ottawa's broader transit and road networks

These projects include:

- Anderson Road Urbanization: Leitrim Road to Smith Gooding Municipal Drain, including signalization at Leitrim Road (per the City of Ottawa Transportation Master Plan)
- Anderson Road and Highway 417 Ramps (North and South) signalization and new painted turn lanes within the existing right-of-way (ROW)
- Signalization of Various Existing and New Intersections, including Leitrim and Ramsayville (North and South), as well as intersections along the Leitrim transit priority corridor towards Conroy Road
- Conroy Bus Lanes connecting north to shops and services, as well as the LRT and BRT (per the City of Ottawa Transportation Master Plan)

The Mobility Strategy, including road capacity analysis, intersection recommendations, and realignments of existing boundary streets, will continue to be reviewed by the City and other affected agencies to ensure appropriate regional integration.

Central to the page is a large two-part diagram showing planned regional transit connections and local road networks. On the Regional scale, the diagram shows connections west to Greenboro and Hurdman Stations connecting to both the East-West and North-South lines. At a local level, transit priority routes along Leitrim and Bank Street are highlighted. Additionally, draft locations for signalized intersections and potential pedestrian crossovers are depicted.

Page 20 Title: Land Use and Built Form

Subheading: Tewin will be a complete community where residents can establish roots, meet their daily needs locally, and thrive. This is delivered through a mix of building types, uses, and densities organized to support transit and create a unique sense of place.

Policies and guidelines for Land Use and Built Form direct that development of Tewin:

- Create distinct neighbourhoods centred around the Community Spine and Open Space System.
- Distribute density and housing diversity throughout each neighbourhood in a contextual manner to support transit.
- Provide a minimum amount of non-residential spaces strategically distributed across the community.
- Support human-scaled built form.
- Deliver affordability through a range of actions.

Subheading: Land Use Plan

Tewin's Land Use Plan defines its key development areas, in addition to securing Open Space System designations and utility areas.

Key development areas include:

- Hub 1 (Community Core)
- Hub 2 (Neighbourhood Centres)
- Minor Corridor (Community Corridor / Transition Areas)
- Neighbourhoods

Central to the page is a diagram of the draft land use plan for Tewin. It shows Core Areas, Neighbourhood Centres, Community Corridors, 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 Andeson Road and Leitrim Road, and in a few strategic pockets across 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.

Page 21 Title: Hub 1 (Community Core)

Subheading: Tewin’s cultural and commercial hub, with the highest densities, mix of uses, and permissions for the tallest building forms.

Key Characteristics

Estimated population and jobs	Estimated to support 3,300-4,100 residents and 3,600 jobs
Density	Medium- and high-density development, minimum 150 units per net hectare
Non-residential GFA	Minimum 23,000m ²
Predominant Permitted Building Typologies	Stacked and back-to-back townhomes Low- to mid-rise apartments and mixed-use buildings High-rise apartments and mixed-use buildings (+8 storeys), generally through future infill
Height	Generally, 3 – 8 storeys in height, with limited permissions for 2-storey residential and single-storey commercial uses of similar compatibility

Subheading: Objectives

Create vibrancy and activity through a mix of fine-grain commercial and community uses supported by high-density living and employment opportunities

Prioritize pedestrian mobility through compact blocks, and building and public realm design

Foster a sense of place and unique identity through design excellence and a reflection of Algonquin culture in building and public space design

Plan for strategic phasing to support incremental evolution of retail and future infill opportunities

A diagram at the bottom of the page showing the Hub Zone in axonometric view includes the following labels:

- Stand-alone retail with active frontage along the Spine

- Access and servicing away from the Spine
- Parking that supports future infill development
- Mixed-use buildings with street-level retail
- Gathering spaces that connect retail, transit, and community
- High-density development along the Community Spine
- Pedestrian-focused Market Street
- Screen parking lots from the public realm

Page 22 Title: Hub 2 (Neighbourhood Centres)

Subheading: Smaller mixed-use nodes that have been strategically located to complement the Community Core.

Key Characteristics

Estimated population and jobs	Estimated to support 2,000-2,500 residents and 2,800 jobs
Density	Medium- and high-density development, minimum 120 units per net hectare
Non-residential GFA	Minimum 18,000m ² between NC1 and NC2
Predominant Permitted Building Typologies	Stacked and back-to-back townhomes Low- to mid-rise apartments and mixed-use buildings
Height	2-8 storeys, with a minimum of 3 storeys and/or 10 metres along the Community Spine, and limited permission for single-storey commercial uses of similar compatibility

Subheading: Objectives

Provide a mix of residential and non-residential uses to support daily needs

Create transit-oriented and walkable places with pedestrian-focused design of commercial and mixed-use areas

Animate the Community Spine with active uses and high-density living

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

A diagram at the bottom of the page showing Neighbourhood Centers in axonometric view includes the following labels:

- Parking that supports future infill development
- Direct connections between the Spine and commercial uses
- High-density development along the Community Spine
- Stand-alone retail with active frontage along the Spine
- Gathering spaces that connect retail, transit, and community
- Access and servicing away from the Community Spine

- Shared parking approaches internal to development blocks
- Locate parking away from the public realm
- Midblock connections to enhance walkability

Page 23 Title: Minor Corridor (Community Corridor/Transition Area)

Subheading: Transit-supportive densities through a mix of housing and commercial uses with direct access to transit.

Key Characteristics

Estimated population and jobs	Estimated to support 16,800-22,300 residents and 1,600 jobs
Density	Predominantly medium-density development, minimum 80 units per net hectare
Non-residential GFA	Minimum 10,000m ²
Predominant Permitted Building Typologies	Range of townhomes (traditional, stacked, back-to-back) Low-to mid-rise apartments, multiplex housing, and mixed-use buildings
Height	2-8 storeys, with a minimum of 3 storeys and/or 10 metres along the Community Spine, and limited permission for single-storey commercial uses of similar compatibility

Subheading: Objectives

Provide transit-supportive densities that animate and activate the Community Spine.

Deliver a diverse mix of housing types and tenures that are attractive and accessible to a wide range of people.

Create fine-grain neighbourhood blocks with shared streets and pedestrian connections that reduce walking distances and improve the pedestrian experience.

Integrate local commercial uses through small-scale shops and services that help achieve a 15-minute neighbourhood.

A diagram at the bottom of the page showing Minor Corridors in axonometric view includes the following labels:

- Townhomes with covered/screened parking areas along their rear yards
- Midblock connections to enhance walkability
- Laneways to manage parking access along the Spine

- Urban plazas and POPS support activity and gathering along the Spine
- Mixed-use buildings can deliver on non-residential requirements and support higher densities along the transit corridor
- Fine-grain pedestrian connections
- Shared Streets to balance the needs of pedestrians, cyclists, and vehicles in an urban format
- Shared parking approaches internal to development blocks away from the public realm
- Access and servicing away from the Spine

Page 24 Title: Neighbourhoods

Subheading: Residential areas with strong connections to the Open Space System and Community Spine.

Key Characteristics

Estimated population and jobs	Estimated to support 13,800-15,600 residents
Density	Low- and medium- density residential, minimum 40 units per net hectare
Predominant Permitted Building Typologies	Single- and semi-detached homes Traditional townhomes Low-rise apartments and multiplex housing
Height	Generally 2-3 storeys, with permissions up to 4-storeys

Subheading: Objectives

Provide a mix of ground-related housing with a variety of densities and designs within each neighbourhood

Create a connected network of local streets and connections that enhance pedestrian access and minimize travel distances

Connect to the Open Space System through direct street and mid-block connections, offering access points and views from the public realm

Encourage higher-density ground-related housing forms adjacent to the Open Space System to contribute to equitable access to its benefits

A render at the bottom of the page showing Neighbourhood Centers includes the following labels:

- A connected network of streets organized to support access to nature
- Integration of parks and community gardens where they can support connection to natural systems
- Ecological Corridor elements woven into the community
- A mix of neighbourhood housing types organized to positively relate to natural areas
- Schools and community facilities located along the Spine, connected to and extending natural corridors

- Opportunities for higher density townhouses and small apartments located alongside some natural systems
- A connected network of trails linking every neighbourhood to destinations throughout the community

Page 25 Title: Integration with Existing Uses

Subheading: Tewin's Land Use Plan

Along with balancing all of the policy, environment and technical considerations, the design and planning of Tewin has had careful consideration for the integration of the community alongside the existing homes and businesses within the study area. Key strategies include:

- Development of the Community Spine internal to the Study Area where impacts on existing properties could be limited
- Locating the Community Core and highest densities away from existing homes
- Locating parks and open spaces where they help to limit impacts and provide amenity for existing residents
- Pursuing infrastructure and water management strategies that will limit impacts on the existing community

Subheading: Built Form Compatibility

Policies and guidelines require new development to be integrated appropriately with existing uses.

Development adjacent to properties within the Existing Homes and Businesses Overlay will:

- match existing grades at property limit and provide grade transitions within new development blocks
- include new drainage ditches on the property being developed

When new development is adjacent to the Existing Homes and Businesses Overlay, it should provide transition in height and massing to existing residential properties by:

- respecting appropriate setback requirements on lots with new development, and integrating additional depth in backyards where feasible;
- integrating stepbacks on upper floors of mid-rise and high-rise buildings along the frontage closest to existing homes to minimize visual impact and overlook;
- providing hard and/or soft landscaping along shared edges, and stormwater ditches where required, to improve privacy; and/or
- aligning new streets, pathways, and building entrances to respect existing sightlines and minimize direct overlook into private yards.

Subheading: Existing Homes and Businesses Overlay

While land use designations have been applied to properties with Existing Uses, they have also been recognized and identified as unique through an “Existing Homes and Businesses” Overlay and associated permissions that specifically enables existing residential and non-residential uses to continue to exist and expand in compatible ways.

Example 1: Back-to-Back (Uniform Depths)

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

Example 2: Back to Back (Varied Depths)

Align building types with varied lot depths where new development backs onto existing uses including consideration for deep back-yards.

Example 3: Natural Features Stand Between

Buffered by environmental features

Example 4: Abutting Schools

Support and appropriately manage access to school sites adjacent to existing homes.

Example 5: Abutting New Streets

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

Page 26 Title: Energy & Infrastructure

Subheading: Development and infrastructure projects at Tewn will deliver energy and infrastructure solutions that protect and enhance natural systems, plan for resilience, reduce Tewn's carbon footprint, and embrace zero-carbon energy.

Policies and guidelines regarding Energy and Infrastructure direct that development of Tewn:

- Advance a zero-carbon future, in partnership with Tewn's Major Landowners, the City, Hydro Ottawa, and other applicable stakeholders;
- Provide efficient urban municipal services and infrastructure to support new development and, wherever possible, existing properties, while minimizing impacts on the existing community;
- Strategically locate infrastructure to support a gradual build-out of the community that can adapt to technology innovations and market conditions;
- Optimize stormwater management techniques to contribute to character, performance, and amenity; and
- Integrate sustainable building materials and encourage sustainable lifestyles through design.

Subheading: Energy Solutions

The Community Energy Plan (CEP) looks at potential energy consumption and explores carbon emissions mitigation strategies that can be leveraged to assist Tewn in meeting the proposed zero-carbon approach.

Strategies extend beyond the Community Design Plan level of detail, including building designs, embodied carbon, and occupant behaviour, etc. The following zero-carbon energy sources have been investigated to-date at a community level to better understand feasibility and constraints:

- On-site rooftop solar;
- Off-site community solar; and
- Heat pump systems, including air-source and geo-exchange applications.

As planning and detailed design progress to subdivision and building designs, community energy strategies will continue to take shape, and more information will become available and reported through future CEP Reports/Briefs.

Subheading: Energy Strategy Categories

Community Infrastructure: Reduce emissions associated with the delivery of energy in and around the community

Building Design: reduce energy consumption and reduce emissions at the building scale

Occupant Behaviour: build awareness about reducing emissions based on behaviour and lifestyle choices

Embodied Carbon: Reduce upfront emissions associated with the materials used during the construction and operation of buildings

Mobility: reduce car dependency and accommodate electric vehicles

Subheading: Case Study

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

Page 27 Title: Energy & Infrastructure

Subheading: Infrastructure Solutions

Infrastructure will efficiently use available land and resources to balance performance, community experience, and ecological vitality within the Study Area.

Tewin's servicing strategy will allow for off-site water and sanitary expansions to be staged so that the infrastructure is right-sized for early and full build-out stages of the community's evolution.

This strategy allows for a staged approach to implement the City's ultimate off-site water and sanitary expansions that will bring municipal services to Tewin and beyond.

To the right of this section are four diagrams highlighting preferred infrastructure solutions, including proposed major trunk watermains, stormwater ponds, proposed pump station/new watermain feed, and proposed major trunk sanitary pipes.

Subheading: Servicing for Existing Residents

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

Potential opportunities for existing residents to connect to upgraded water and wastewater systems will be identified as more information becomes available on the design and construction of local services.

- Potential opportunities to connect to services will be identified during the Draft Plan of Subdivision process for lands adjacent to existing development.

Opportunities for existing residents to connect to services will vary depending on the location of existing properties and where planned services are ultimately located.

- Properties located within the Service Area and fronting onto services are expected to have the opportunity to connect, subject to connection charges.
- In some cases, an extension of the planned system may be available at cost to benefiting property owners through the City's Local Improvements Process.

A diagram at the bottom of the page includes four sections, describing a series of steps:

1. Official Plan
2. Step 1 Secondary Plan, We Are Here
 - a. What happens? High-level servicing plan for the whole Study Area
3. Step 2 Subdivision/Zoning - First phase(s) starting in 2027

- a. What happens? Functional grading plan, and detailed servicing plan for the first phase: water, sanitary, and electrical/gas.
- 4. Step 3 Site Works (new roads/services) - First phase(s) starting in 2028
 - a. What happens? Start of construction of services and roads within the first phase. Existing properties (if near the first phase) have potential service connections.

Page 28 Title: Infrastructure Projects

Subheading: Preferred Grading Plan

- Grades and drainage will be designed to match existing neighbouring properties.
- Existing drains and ditches will not be blocked, and drainage will be maintained.
- New roads will connect to existing roads at current elevations.
- Existing drainage patterns will be maintained and managed through stormwater ponds.
- Overland flow during major storms will be directed to stormwater management facilities.
- Functional grading plans will be prepared through the Draft Plan of Subdivision process for each phase of development; detailed engineering will follow.

To the left of this section is a diagram highlighting the preferred grading plan across the Tewin Study Area, with the Secondary Plan Area in full colour.

Subheading: Preferred Stormwater Management (SWM) Plan

- Distributes and sizes ponds to limit the need for large pipes and significant grade changes.
- Supports natural features and improves habitat.
- Provides water features that residents can see and access.
- Includes pathways for walking and cycling
- Maintains connections to the existing natural system.

To the left of this section is a diagram highlighting the preferred stormwater management plan across the Tewin Study Area, with the Secondary Plan Area in full colour.

Subheading: Preferred Water Servicing Plan

- A new pump station and reservoir are planned to support drinking water and fire suppression needs at Tewin. Land has been set aside in the concept plan near the Ramsayville/Leitrim intersection for preliminary purposes, and details are expected to be confirmed through future studies.
- The water network will be looped to provide reliability.
- The system will provide an adequate water supply and pressure for the development.
- The new Tewin water main system will provide backup connections for redundancy of the existing Carlsbad Springs trickle feed system at strategic locations. These connections will be designed so that service levels for residents on the current trickle feed remain unchanged.

To the left of this section is a diagram highlighting the preferred Water Servicing plan across the Tewin Study Area, with the Secondary Plan Area in full colour.

Page 29 Title: Infrastructure Projects

Subheading: Preferred Sanitary Servicing Plan

- Deeper sewers are located away from main roads to reduce construction impacts on local residents.
- Sewer layout is designed to reduce the amount of deep infrastructure required.
- Will be supported by a temporary pump station in the shorter term, which may be abandoned over time.

To the left of this section is a diagram highlighting the preferred Sanitary Servicing plan across the Tewin Study Area, with the Secondary Plan Area in full colour.

Subheading: Off-Site Water/Sanitary: Connecting to Regional Infrastructure

The City's Infrastructure Master Plan (IMP) considers infrastructure outside the Study Area. To serve the buildout of Tewin and additional regional growth beyond 2046, a series of water and wastewater projects have been identified in the IMP - see adjacent maps.

- A separate Municipal Class Environmental Assessment(EA)/ Functional Design process is being initiated to further assess the regional water and sanitary infrastructure requirements.

To the left of this section is a diagram highlighting the regional infrastructure connections, including a bi-directional water feed, the 2c-ogb water feed phasing, with callouts for the Conroy Tank Feed and the Ottawa South Storage Upgrade.

Subheading: "Day One" infrastructure solutions to connect to City Water and Sanitary systems seek to 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.

To the left of this section is a diagram highlighting the Tewin Collector Sewer heading north to the Walkely Sewer Upgrade. The plan also highlights the Conroy Trunk Sewer Upgrade Phasing and the Forest Valley Pump Station Capacity Upgrades Phases.

Subheading: 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 is strategically chosen to align with the future large-diameter sanitary trunk sewer, ensuring consistency with the ultimate infrastructure buildout.

To the left of this section is a highlight showing the location of the Sanitary Pump Station at the intersection of the Community Spine and Anderson Road.

Page 30 Title: Implementation

Subheading: Development will be planned and carried out through a series of phases that build on one another to deliver the elements of Tewin's complete community vision in a balanced and holistic manner.

Policies and guidelines regarding Phasing and Implementation direct that development of Tewin:

- Create a compact, connected, and vibrant community that grows cohesively over time and avoids isolated or disconnected areas of growth
- Deliver a range of housing options, open spaces, services, amenities, and streets at each stage
- Grow active mobility and community amenities with development
- Adapt to changes and respond to new opportunities that arise over the planning Horizon

Subheading: Phasing

Tewin will be developed over the next 30+ years, beginning in and around the Community Core and moving west and south from there in a contiguous manner.

Thoughtful phasing of development and key infrastructure is required throughout this trajectory to ensure Tewin will always be a place that is compact, connected, and livable, and will deliver on its vision with each stage of development. Such phasing will be determined through the Plan of Subdivision process, at which time there will be further details regarding the type of development being proposed within a given area and the infrastructure necessary to support it.

Subheading: Objectives

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

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

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

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

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

Subheading: Financial Implementation Plan

In accordance with Annex 12 of Ottawa's Official Plan, the City and the Tewin Major Landowners are developing a financial roadmap to ensure that Tewin pays for Tewin. As is typical in all development in Ottawa, Tewin's major projects are to be paid for in various ways, such as developer funding, development charges, or other infrastructure funding agreements. The key and consistent financial principle is that the new growth is to pay its fair share for all growth-related infrastructure and services - including new sewers and watermains, new roads, new transit infrastructure and service, new parks, new police and fire protection service, among others – to ensure these new projects and services do not financially burden existing taxpayers.

- Major growth projects and services are typically funded by Development Charges (DCs), which are collected for every new residential and new non-residential development.
- The costs of other local projects and services are the direct responsibility of the developer and do not impact the development charges payable by new development.
- As is typical in all development in Ottawa, the City is expected to lead maintenance and operating responsibilities for the projects, supported by the newly generated property taxes, rates and user fees.

Page 31 Title: Demonstration Planning

Subheading: Demonstration Planning for Community Areas is proposed to be undertaken through future Rezoning and Plan of Subdivision processes.

Given the scale and planning horizon for Tewin, not every design detail can or should be determined at this time. Demonstration plans will be prepared to guide future development within Tewin's Community Areas, ensuring detailed planning takes place in a holistic and coordinated manner.

Subheading: What is Demonstration Planning?

Demonstration Planning is proposed to guide the future development of a component of the overall Tewin community at a finer-grained level of detail than the overall Community Design Plan. Tewin's Draft Secondary Plan requires Demonstration Planning within each Community Area, which has been defined based on servicing catchment areas and land use designation boundaries.

These plans would include street and block layouts, public realm plans, a complete mobility network, building concepts, and pedestrian and vehicular access, and illustrate their relationship to surrounding areas. In addition to design-related details, they would also outline area-specific functional servicing, grading, and drainage plans, retail strategies, housing affordability strategies, phasing of residential and non-residential components, and how progressive approaches to community design have been continually considered.

This will ensure that this important level of detailed planning takes place in a holistic and coordinated manner rather than through piecemeal development applications.

Two Diagrams sit at the bottom of the page.

The first is an example Demonstration Plan for a Portion of Community Area (CA) 3. This plan includes diagrammatic footprints for 4-6 storey buildings along the Spine, increasing to 8 storeys in the core, and decreasing to 2-4 storey buildings heading north and south into the Community Corridor and Neighbourhood zones. It highlights the ecological corridor extension and potential school sites. Please note that these Demonstration Plan images are for illustrative purposes (not intended to reflect actual building design or represent a development proposal for this area)

The second diagram is a map of Tewin's proposed community areas, from left to right, ascending in number from CA1 to CA6 south of Piperville.

Page 32 Title: Municipal Class EA Projects

Subheading: Tewin’s preferred transportation and servicing plans (presented at this Open House) have been developed based on evaluations of alternative solutions and design approaches, which were presented at previous open houses and refined based on feedback.

The Municipal Class Environmental Assessment assigns various classifications to projects based on their potential risk to the environment. Generally, low-risk projects are exempt under the MCEA since they are expected to have minimal adverse effects on the environment, whereas other projects fall under eligible for screening, Schedule B, or Schedule C within the MCEA, with each classification having different planning and consultation requirements according to the project’s potential for more significant environmental effects, This also takes into consideration the ability to offset potential environmental effects through various mitigation measures, including general and project specific measures.

After this round of engagement, the Mobility Strategy and Master Servicing Study, along with CDP, Secondary Plan, and all other Supporting Studies, will be refined based on input from the public, the City, and technical agencies, where applicable. The MCEA projects and schedules will be confirmed, and the final plans/reports will be made available for public review.

Subheading: Recommended Tewin Projects and Classifications

The following major projects are being recommended through the proponent’s Mobility Strategy and Master Servicing Study. These projects have been and will continue to be coordinated with other City-led regional infrastructure projects, such as the off-site water and wastewater infrastructure projects, the Conroy Bus Lane project, and other arterial road projects. These projects are expected to be advanced through separate City-led MCEA processes, where required.

	Project	Classification*
Sanitary Servicing	New Gravity Wastewater Sewer System	Schedule: Exempt (Water and Wastewater Projects, 22a)
	New Sanitary Pumping Station	Schedule: B (Water and Wastewater Projects, 24d)

Water Distribution and Storage	New Water Distribution System	Schedule: Exempt (Water and Wastewater Projects, 4a)
	New Water Pumping Station and Reservoir	Schedule: B (Water and Wastewater Projects, 5d/6c)
Stormwater Management	New Gravity Storm Sewer System	Schedule: Exempt (Water and Wastewater Projects, 22a)
	New Stormwater Management Facilities	Schedule: Exempt (Water and Wastewater Projects, 44)
	New/Replacement Culverts	Schedule: Exempt (Roadway Projects, 20)
Transportation	New Collector Roads	Schedule: B (14b)
	New Intersections	Schedule: Exempt (Roadway Projects, 19a) and/or B (Roadway Projects, 33)
	New Traffic Control Devices (e.g. Signalization)	Schedule: Exempt (Roadway Projects, 28a)
	Reconstruction of Existing Collector/Arterial Road	Schedule: B (Roadway Projects, 33)
	New Sidewalks/Multi-Purpose Paths/ Cycling Facilities	Schedule: Exempt (Roadway Projects, 25a)
	New Local Roads	Schedule: Exempt (14a)

*Note: The Municipal Class Environmental Assessment only applies to private sector developers if the undertaking is a type listed in Schedule C of the MCEA in respect of roads, water, or wastewater provided for residents of a municipality (Ontario Regulation 53/24).

Page 33 Title: Mitigation Measures and Other Studies

Subheading: Mitigation Measures for EA Projects

An impact assessment was then undertaken for Tewin's preferred EA projects, with associated mitigation measures and monitoring strategies developed to minimize impacts, where applicable. The following provides a summary of the project interactions for which environmental impacts were assessed. Further details on potential environmental effects, mitigation, and monitoring, and residual effects and significance for each of these interactions are provided in Tewin's Master Servicing Study and Mobility Strategy.

Subheading: Tewin's stormwater management ponds will require a legal and sufficient outlet, which includes Drainage Act permissions for connections to Municipal Drains.

The City has initiated a review under Section 65(3) of the Drainage Act, where an independent Drainage Engineer will assess the proposed connections to the existing Bear Brook and Smith-Gooding Municipal Drains, and ensure no adverse impacts to downstream flooding and erosion. Following this review, a Section 65(5) application may be submitted to City Council to formally authorize the drainage connections, including any site-specific conditions.

As the Tewin community proceeds to future development approvals, such as a Draft Plan of Subdivision application, the required Drainage Act processes will continue and affected residents will be notified as required. As well, National Capital Commission drainage permissions will continue to be coordinated, given that downstream watercourses traverse federal lands.

Tewin's drainage studies have been and will continue to be coordinated with South Nation Conservation (SNC) Authority and the City of Ottawa, who are working jointly to advance subwatershed and watershed planning for the overall Bear Brook catchment. Their collaborative work includes an SNC- and City-led Bear Brook Flood Mitigation Class Environmental Assessment, which is investigating existing flooding conditions and potential mitigation opportunities within the Bear Brook watershed downstream of Tewin. There is also an existing City of Ottawa project being undertaken via the Drainage Act for the Bear River Municipal Drain that is located downstream of Tewin.

A series of blocks on the page highlights important subjects:

- **Biophysical**
 - Air Quality
 - Drainage
 - Invasive Species

- Wildlife Habitat
- Fisheries and Watercourses
- Woodlands and Tree Removal
- **Physical**
 - Soils
 - Grading
 - Groundwater
- **Technical**
 - Transit Ridership
- **Social & Cultural**
 - Physical Connectivity
 - Archaeology
 - Noise
 - Existing Land Use

On this page, there is also a Map Showing Existing Municipal Drains Surrounding Tewin

Page 34 Title: Next Steps

At the top of the page is a general timeline of the Tewin Environmental Assessment process. The timeline presents key phases of this process, 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 for each phase of the project. A note reading ‘we are here’ indicates our place on the timeline, pointing to public meeting number 4 in April 2026.

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 meaningfully to the Tewin project.

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

*Ongoing Engagement:
Tewin Community Advisory Committee (TCAC)
Online & targeted stakeholder engagement
Agency consultation
Community and public meetings*

Subheading: Next steps in the study process

If you wish to review Tewin’s Draft Plans and Studies in detail, they are available on the Project Website. The Tewin Project Team will be accepting written or verbal comments on the Draft Plans and Studies until May 29th, 2026. During this time, the City’s Project Team and Tewin Project Tewin will continue to offer to host meetings with the AOO communities, Indigenous communities, Environmental Groups, and other agencies and interest-holders (e.g. school boards).

Following the comment deadline, all input received will be considered, and the Secondary Plan, CDP, and Supporting Studies will be updated where applicable.

An Official Plan Amendment (OPA) will be initiated, and the Tewin Project Team will work with the City to bring the Secondary Plan, Financial Implementation Plan, and final Technical Reports to Council, targeting early Q1 2027 for approval. Consultation will continue through the OPA review process.

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.

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Page 35 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.