Algonquins of Ontario

TAGGART GROUP OF COMPANIES

CAIVAN

# TEWIN

# What We Heard: EA Meeting #4

July 2026

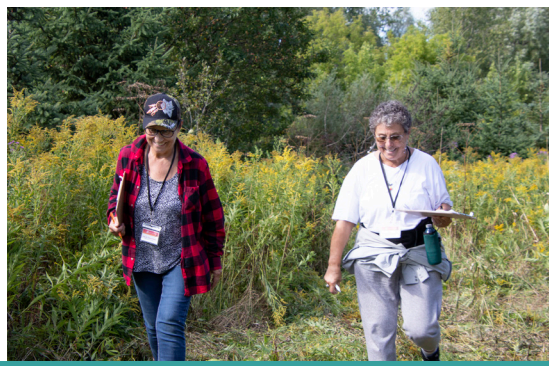














# 1.0 Introduction

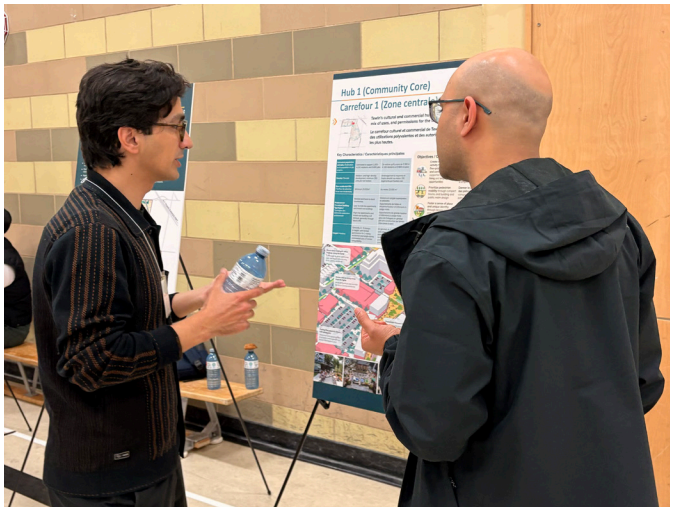
On April 28, 2026, the City of Ottawa and the Tewin Project Team hosted an Open House as part of Part 4 of the coordinated Planning and Municipal Class Environmental Assessment (EA) process for Tewin. Open House #4 was an opportunity for local community members and the broader public to share feedback on the Preferred Land Use Plan, Draft Community Design Plan (CDP), Draft Secondary Plan, Draft Infrastructure and Transportation Plans, and other Draft Supporting Studies.

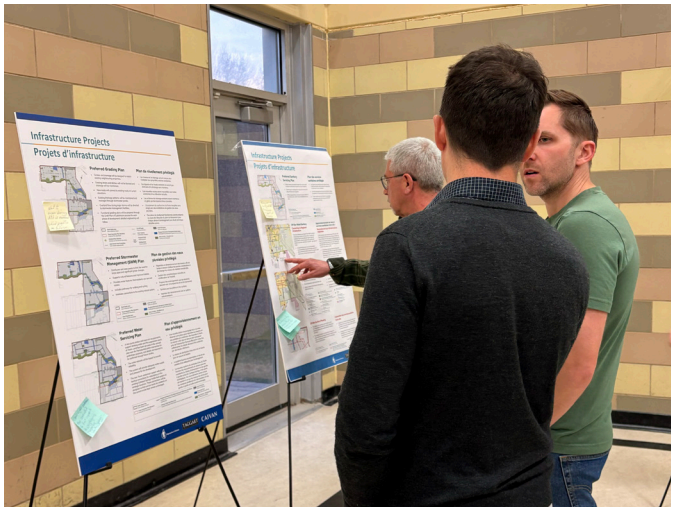




# 2.0 Purpose of this document

The purpose of this document is to summarize and report back to residents, businesses, community groups, landowners, and other interest-holders on the feedback received during Open House #4 and the four-week commenting period that followed. This feedback will be considered alongside comments from City Staff and agencies to inform refinement and finalization of the Tewin CDP, Secondary Plan, and associated supporting studies for Council's consideration.






# 3.0 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 has been used to guide Tewin's planning, demonstrating leadership in sustainability across a range of initiatives. The key objectives for Tewin are to create a community that is:

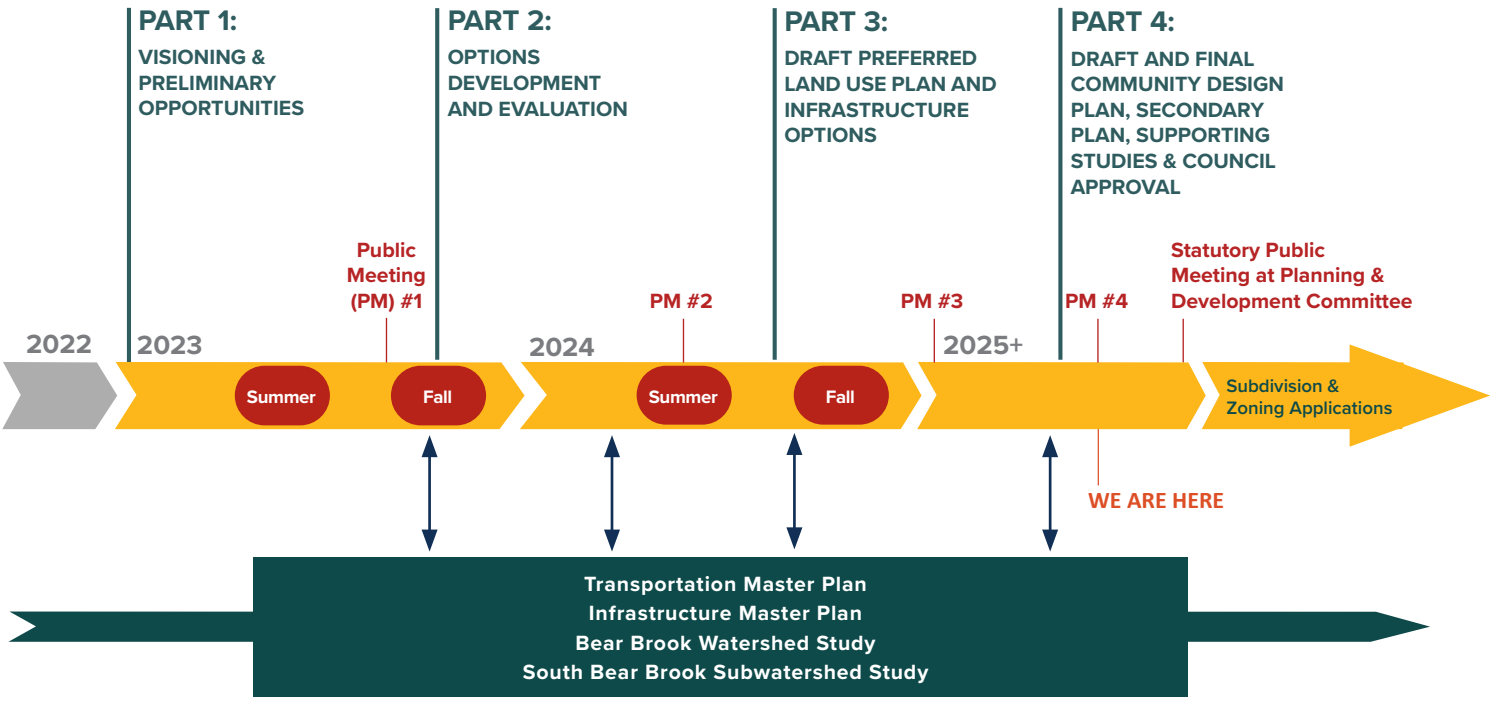
- Anchored in Algonquin wisdom, principles, and placekeeping;
- A benchmark for community design, demonstrating the achievement of the 5 Big Moves identified in the Ottawa Official Plan;
- Transit-oriented and supportive, promoting transit accessibility and a broad range of active mobility;
- Characterized 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
- Affordable, inclusive, healthy, welcoming, and accessible.

# 4.0 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 engagement process and streamlined decision-making.

Open House #4 represented a critical milestone in Part 4 of this four-part planning process. Building on feedback received during Parts 1 through 3, Part 4 focused on refining and finalizing the Preferred Land Use Plan and Infrastructure Strategies, and drafting of the CDP, Secondary Plan, Infrastructure Master Plan (also known as the Master Servicing Study), Transportation Master Plan (also known as the Mobility Strategy), and other supporting studies. The next step is preparation of a final CDP, Secondary Plan, and supporting studies for Council's consideration.

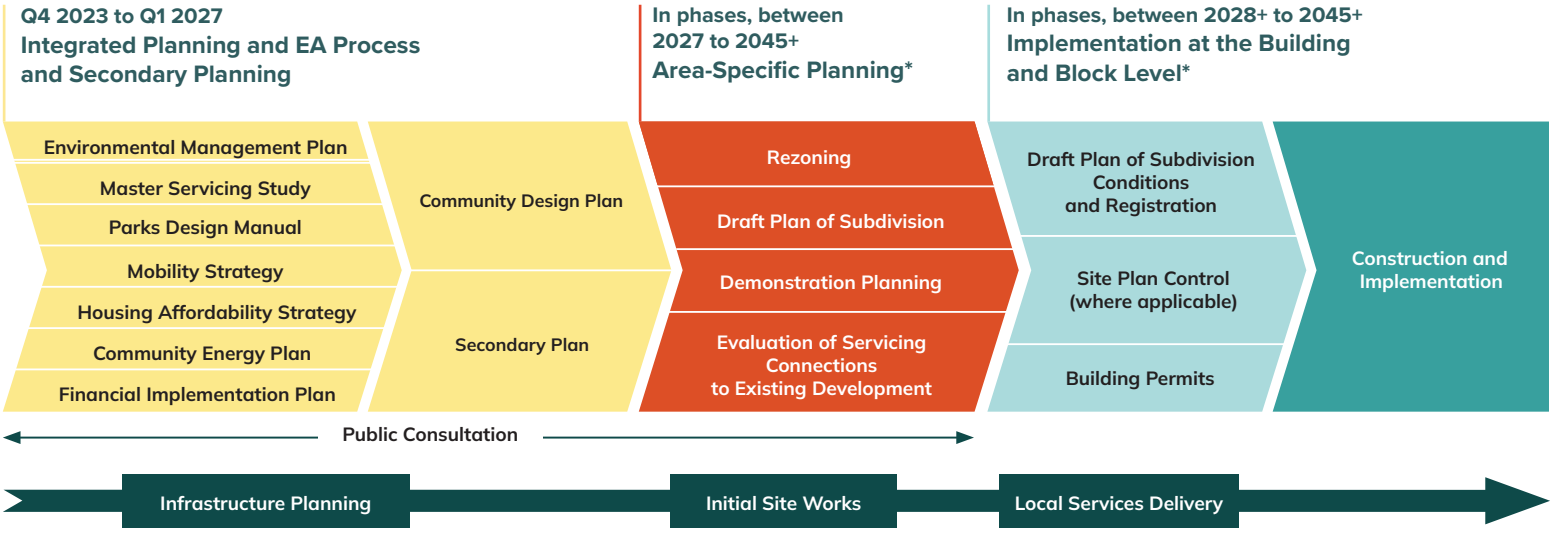
## Process Timeline




**ONGOING ENGAGEMENT**

- Tewin Community Advisory Committee (TCAC)
- Online & targeted stakeholder engagement
- Agency consultation
- Community and public meetings

- **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 and design, parks and open spaces, natural heritage, street network and design, energy and infrastructure. CDPs typically serve as the basis for a statutory 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.
- **What comes next?** The CDP and Secondary Plan are just the first stage of planning for the development of Tewin. The next stages are outlined in the image below and will take place over the next 30 years.




*Note: Phasing of development is described on the Implementation panels.

## Overview of Open House #4

On April 28th, 2026, the Tewin Project Team, supported by staff from the City of Ottawa, South Nation Conservation, and Rideau Valley Conservation, hosted an Open House at the Carlsbad Springs Community Centre. Approximately 150 people were in attendance. 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 – with team members and City Staff available nearby to answer questions and record feedback. Sticky notes were provided throughout the room, with attendees encouraged to jot down their thoughts directly on the panels. Craig Lametti, Tewin's Urban Design Lead, provided brief welcome remarks to orient attendees to the open house materials and thank the Tewin Community Advisory Committee for all their helpful input since their volunteer terms began in 2023. Comment forms were available for completion at the event or submission afterwards. Attendees were further encouraged to provide comments through the tewin.ca/get-involved and engage.ottawa.ca/tewin webpages, and to email information@tewin.ca to identify their interest in getting involved with future community engagement. Feedback and commentary from this meeting and the four-week commenting period (April 28th to May 29th) are summarized in this Report.







# 5.0 Summary of Questions and Comments

## 5.1 Housing, Urban Design & Built Form

### Comments

- Support for the planned level of density, particularly in Hub 1 (Community Core), with encouragement to pursue even higher densities than presented and desire for more towers and fewer (no) single detached homes.
- Concern was expressed for the planned level of density, particularly at the interface with existing properties along Piperville Road.
- Concern that Tewin will ultimately be like other suburban developments.
- Suggestion that there could be a lot more mixed-use development.
- Request to build mid-rise and high-rise buildings first.
- Suggestion that soils & local geology make strong intensification unlikely.

### Response from Tewin Project Team

Tewin is being planned to be the densest and most transit-oriented community outside the Greenbelt. Planned residential densities exceed the Official Plan minimum targets for the Suburban Transect outside of a Major Transit Station Area. Planned built forms align with the Official Plan vision for development in the Suburban Transect, which includes a wide range of housing forms, including single- and semi-detached homes, townhomes, and apartments.

Tewin's focus on medium-density housing forms (a full range of townhomes and low-rise apartments) is unique compared to other suburbs in Ottawa. Mid-rise buildings up to 8-storeys are permitted in the Hub (Community Core and Neighbourhood Centres) and Minor Corridor (Community Corridor) designations; high-rise buildings are permitted within Hub 1 (Community Core). The Draft Secondary Plan contains specific policies to ensure that the urban forms that will deliver this density in areas abutting existing residents and businesses will be carefully transitioned (see Section 5.2 for additional details). The Draft Secondary Plan also contains policies requiring housing diversity and minimum densities which ensure medium- and high-density housing forms are ultimately provided. It also contains requirements for minimum non-residential gross floor areas within the Hub and Minor Corridor designations and requires such development be delivered at an appropriate pace to residential development. Together, this will ensure Tewin is a complete community with a mix of uses.

Phasing policies require development to begin in and around the Core, where mid-rise and high-rise buildings will be most prevalent. Additional policies require initial development to plan for future infill and intensification through site design to support these types of buildings once the context and market exist.

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 construction methods for the site, which are well understood by local engineering firms. These studies were also reviewed by a third-party technical reviewer. Construction impacts were explored through the Master Servicing Study and Environmental Management Plan, which include recommend high-level construction methodologies in accordance with City standards to address the existing soil conditions.

Other aspects of Tewin's design and planning which are unique within Ottawa's suburban context include:

- the "Community Spine," which runs through the centre of all neighbourhoods and concentrates transit service and mixed-use development;
- a continuous and connected Open Space System with existing and constructed natural features and a diversity of open spaces distributed equally throughout the community; and
- the extent and connectivity of the All-Season Active Mobility Network.

## 5.2 Impacts on Existing Properties

### Questions

- Will there be buffering behind existing residential properties?
- Will there be some greenspace or lower density development behind existing homes?
- What protections are being put in place for existing homes in the Study Area?
- What will happen to my frontage/access in the future if my property borders the site?
- Will this increase our property taxes even if we are not within the Secondary Plan area?

### Comments

- It is important to maintain privacy and the path behind the houses on Anderson Road. Request to keep the buffer of trees behind the lots.
- Want to ensure that existing agricultural and farm operations will be considered in current planning as well as future development applications.
- The plans show a drainage ditch to be built behind the existing homes on Piperville Road; this is a good opportunity to include a pathway with trees to provide more of a buffer.
- Request to incorporate/integrate existing orchard into new development rather than just development backing onto it.
- Concern about 'minor corridor' designation on the Loop street at Piperville Road due to existing single dwelling lots in the vicinity. Do not think higher density makes sense in this location.
- Concern about residential garbage and construction waste being currently dumped in the Tewin community area, and concern that future waste from site investigations and construction practices will not be properly managed.
- Concern that the Tewin development is creating a "fence" around the Secondary Plan area / Tewin community. Connections into Tewin appear limited and minimal despite the statement from the Tewin Project Team that Tewin is a community open to the public.

### Response from Tewin Project Team

The Land Use Plan, Secondary Plan and CDP protect permissions for existing uses and require compatible relationships through a variety of mechanisms:

- In most cases, the Land Use Plan designates land adjacent to existing residential properties as 'Neighbourhood' or one of the Open Space System designations.
- Properties with existing uses have been recognized and identified as unique through an "Existing Homes and Businesses" Overlay and associated permissions that specifically enable existing residential and non-residential uses to continue to exist and expand in compatible ways.
- Development adjacent to properties within the Existing Homes and Businesses Overlay is required to match existing grades at the property limit, provide grade transitions within new development blocks, ensure drainage from existing properties is not impeded, and provide transition in height and massing to existing residential properties by:
  - » respecting appropriate setbacks 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; and/or
  - » aligning new streets, pathways, and building entrances to respect existing sightlines and minimize direct overlook into private yards.

In relation to area-specific comments and questions:

- No Tewin-triggered changes to frontage and access are currently anticipated for any properties outside the Secondary Plan area.
- The Open Space System has been carefully planned in collaboration with City of Ottawa staff to ensure it meets parkland dedication requirements and recreational needs of existing and new residents as set out in the Official Plan, advances natural heritage and mobility connectivity goals, and promotes overall land efficiency.
    - The wooded area behind the homes on Anderson Road that contains an existing pathway is owned by Tewin's Major Landowners and is generally proposed to be designated Neighbourhood or Park to transition from existing residential properties to more urban designations to the east. Pathways have been planned to support access to the Open Space System and key destinations. Accordingly, a multi-use pathway is planned behind a portion of these homes (as shown on Figure 35 of the CDP) as part of the Trail Network and Open Space System. The private orchard is not in a location that easily facilitates connection to the Open Space System. As such, integration is not currently contemplated. Potential for integration could be further explored through the future Plan of Subdivision process.
    - 
- Existing drainage ditches, such as those found behind the existing homes on Anderson Road, Piperville Road, etc., and new drainage ditches within land owned by the Tewin Major Landowners will be further detailed in future design processes. Existing ditches may remain as is or be incorporated into the new development to accept drainage from existing and new development. In all cases, the ditches will be designed and constructed in accordance with City of Ottawa stormwater management requirements, meaning that the current level of service will be met or exceeded in many locations. It is important to note that when Tewin is developed, stormwater will be managed to suburban standards and stormwater runoff from the new development will not be directed to existing private properties.
- The Minor Corridor land use designation is proposed along the Loop Street within the Secondary Plan area to provide transit-supportive residential densities and support neighbourhood-serving convenience retail along this secondary transit corridor. Based on feedback from the previous Open House in Part 3 of the Coordinated Process, the area to which this designation applies was reduced to minimize adjacencies with existing residential properties. A Secondary Plan policy was developed to address further compatibility, which states, "Development in the Minor Corridor (Community Corridor) designation along Piperville Road at and near its intersection with the Loop Street will be comprised of predominantly ground-related housing, **particularly adjacent to residential properties** within the Existing Homes and Businesses Overlay."



*Before, Draft Land Use Plan from Open House 3*



*After, Draft Land Use Plan from Open House 4*

- Agricultural uses and their function will continue to be considered through future development stages, including major road design, and appropriate mitigation will be implemented as required by applicable provincial and municipal policies.
- Tewin is designed to be as porous and open to the surrounding community as possible. The existing community expressed strong objection to any plans that would require the expropriation of existing properties, and City Staff expressed the desire to avoid expropriation. Therefore, any new access routes into the community that would require expropriation or changes in to existing homes were not considered. The resulting Mobility Network represents the optimal design balancing access and impacts on the existing community. However, future additional access points are encouraged and may be provided where changes in ownership or integration permits, or where future detailed design work confirms opportunities. Additionally, the CDP section related to Boundary Streets (streets along the perimeter of the Study Area; Guideline 3.2.6.2) supports the provision of new multi-use pathways where pedestrian facilities do not currently exist.
- The Municipal Property Assessment Corporation (MPAC) establishes the assessed value of properties in accordance with the Assessment Act, based on a range of factors (e.g. market area; site features such as servicing; size, number and quality of structure(s), etc.). An increase in property value does not necessarily mean a property tax increase. Additional information is available here: Property taxes | City of Ottawa.
- The Tewin Project Team acknowledges reports of increased illegal dumping of general residential and construction waste in parks and alongside roads and ditches across Ward 20 and other wards in Ottawa, and find that the area around Tewin is no exception. Tewin's Major Landowners actively monitor their site, with property management that includes regular site inspections and various other measures meant to prevent trespassing and potential illegal dumping. Residents are encouraged to contact bylaw services through 311 and online reporting tools to report illegal dumping.

## 5.3 Mobility Network

### Questions

- What will be done to limit car dependency? The focus should be on transit and not cars.
- Will there be separated bike lanes on the main Community Spine?
- How will the Community Spine street interface with Piperville Road, and what are the potential impacts on properties across the road?
- How will pedestrian infrastructure and public access relate to existing properties?
- Where will trailheads and access points into the Open Space System be located?
- Will the existing snowmobile trail run through the site? This has been a cornerstone trail for 40 years.

### Comments

- Support for the transit priority measures being pursued, with encouragement to pursue even greater transit priority and service than planned.
- Support for internal active mobility connectivity.
- Concern that not enough thought has been given to public transit and active transportation connections to the rest of the city.
- Support for visual screening of parking from major corridors.
- Still too much focus on availability of motor vehicle parking; providing this amount of parking will only encourage driving and lead to additional sprawl.
- Concern that this is just greenfield development far enough away from the rest of the city that driving will be very common, even with attempts to provide alternatives.
- Suggestion to work with the City to study a rail line to Tewin via the abandoned right of way bisecting the development. Or at the very least preserve the right of way for future use.
- It was noted that the Highway 417 on ramp at Anderson Road periodically backs up today. With additional growth, there may be a risk of spillback beyond the ramp. It would be useful to confirm whether this has been assessed.
- Anderson Road provides a key connection for farmers accessing NCC lands north of the highway. Preserving this route for farm vehicles through design will be important from an operational perspective.

### Response from Tewin Project Team

Sustainable Transportation is one of the ten One Planet Living principles used to plan Tewin, and a high percentage of trips being made by sustainable travel modes (biking, walking, transit, carpooling) is a key goal for Tewin. Achieving this goal has been a primary consideration through the planning process and is reflected in the design at multiple levels. This includes:

- the design of the community with the central and direct Community Spine featuring dedicated bus lanes and physically separated cycle tracks, with signalized intersections where it intersects with Ramsayville, Anderson, and Piperville Roads;
- the pattern of streets, development blocks, and mid-block connections that supports access to transit and pedestrian mobility;
- the complete and connected Active Mobility Network woven throughout the community which supports year-round access; and
- the location of commercial areas, community facilities, and other high-activity uses in areas that can be accessed by trails, multi-use paths and/or sidewalks, and public transit.

#### *Transit Efficiency and Priority*

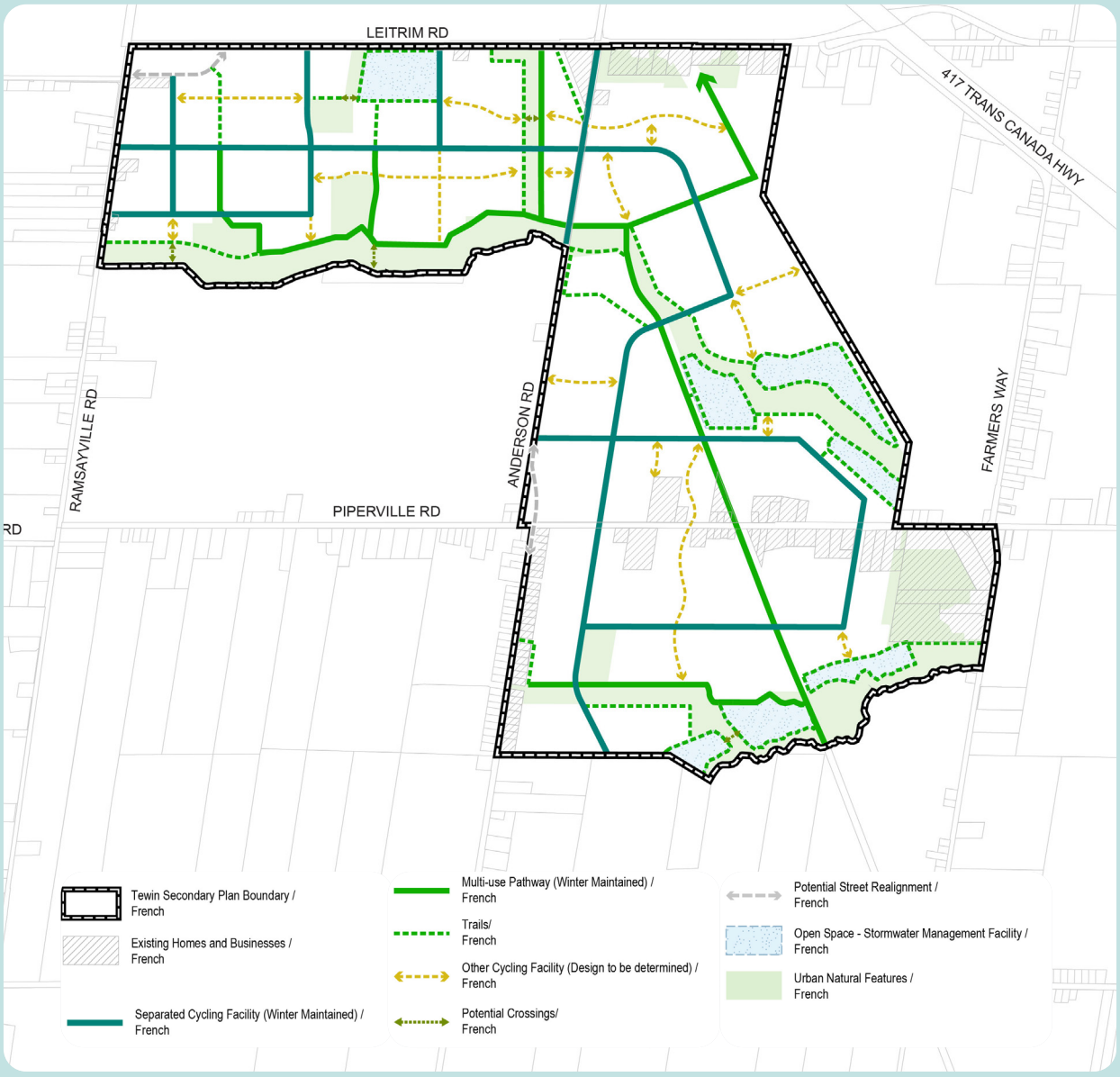
The Community Spine will prioritize the speed, reliability, and efficiency of bus transit by integrating transit signal priority, incorporating design strategies that reduce curb to curb distances, particularly at intersections, generally prohibiting on-street parking, and minimizing driveways and curb cuts by focusing access to parking and loading from laneways and/or side streets. Dedicated bus lanes on Conroy Road and a transit priority corridor along Leitrim Road will provide direct and efficient transit access from Tewin to the broader transit network, including the O-Train.

### *Active Mobility*

The planned Active Mobility Network is secured on Schedule D of the Secondary Plan and includes separated cycling facilities, multi-use pathways, trails, and other cycling facilities to be determined through future development, with indication of which routes will be maintained in all seasons. The exact location of trailheads is to be confirmed through future Plan of Subdivision applications; the Tewin Parks Design Manual demonstrates their anticipated locations as it relates to parks.

### *Parking*

The amount of parking presented on the 3D visualizations for the land use designations represents a progressive approach to minimizing the supply and visibility of parking for a suburban community in Ottawa, factoring shared parking arrangements and travel demand management to reduce private vehicle trips. Where parking is provided, Secondary Plan policies and CDP guidelines require parking areas to be organized and designed to minimize their impact on the public realm.



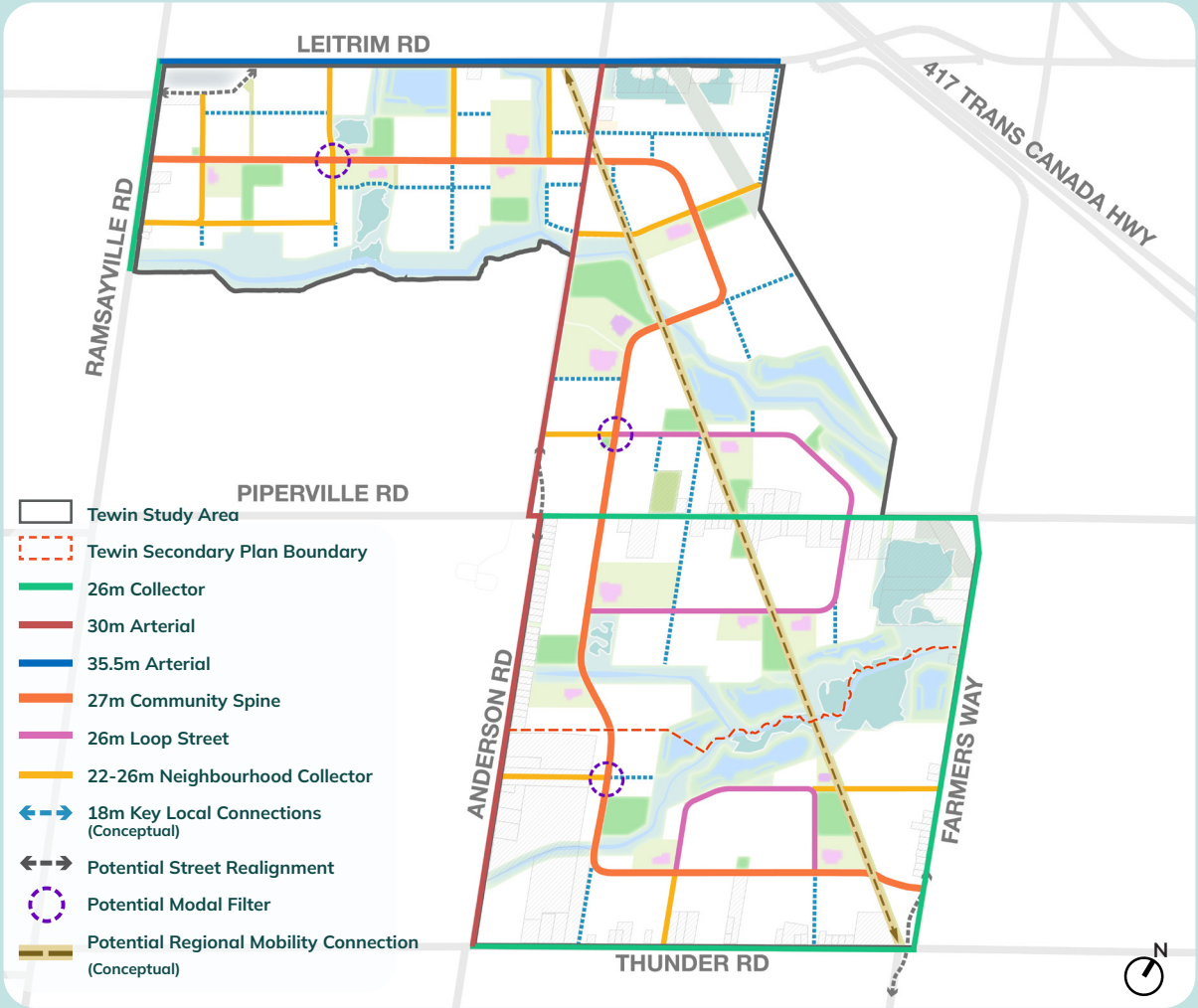

*Tewin Secondary Plan Schedule D - Active Mobility Network*

### *Traffic*

Traffic modelling conducted through the Tewin Mobility Strategy explored the potential impact on the local and regional road networks given the projected development at Tewin, and determined that the existing Highway 417 corridor and interchange at Anderson Road will continue to operate at an appropriate level of service. Signalization of the Anderson/Leitrim intersection and ramp terminals, as well as a potential future road realignment for Anderson Road at Piperville Road, will improve vehicular throughput. Large vehicles, including farm vehicles, are expected to continue to use Anderson Road as access to the NCC Greenbelt lands to the north.

### *Future Mobility Corridor*

The CDP and Land Use Plan protect for a continuous, unobstructed corridor along the existing telecommunications line through the Study Area, to serve as a regional mobility connection. This corridor, which is able to be transferred into City ownership if and when needed, provides for flexibility over the life of the community, as it can be repurposed in various ways while still being compatible with the planned development. More specifically, Guideline 3.2.12 states, "Tewin's Street and Trail Network will preserve for a regional transit or active mobility connection through the Study Area, as preliminarily identified on CDP Figure 24. The exact alignment to be preserved for this potential connection will be determined through the Demonstration Planning process". Further details are provided in Sections 5 and 6 of the CDP.




*Street Network Classification*

### *Snowmobile Trail*

The snowmobile trail is outside the Secondary Plan area and is not affected by the planned Tewin development. However, it travels through land that is intended to become the Tewin Natural Land Trust (TNLT). Integration and evolution of this trail will be considered as planning for the TNLT advances

### *Existing Properties*

Tewin's Mobility Network will deliver upgrades to existing streets in addition to the creation of new streets, which will work together to prioritize active transportation and public access throughout the Study Area for both existing and new residents. In their current form, existing streets primarily facilitate automobile movement. However, the proposed Secondary Plan requires that these streets evolve with development that fronts onto them. Improvements will be implemented in logical segments to incorporate pedestrian and cycling facilities and amenities where required, and street trees per Section 4.1.3 in Volume 1 of the Official Plan. The nature of upgrades to existing streets along the frontage of existing properties will differ based on the street and functions it serves (e.g. stormwater); these details will be determined through Demonstration Planning and the future Plan of Subdivision process.




*Snowmobile Trail*

## 5.4 Sustainability

### Questions

- What will the site's impact be on ground and surface water? Has the impact on ground water for drinking water wells been considered? Was the impact of drought considered?
- How will light pollution be managed to mitigate its impacts on neighboring properties?

### Comments

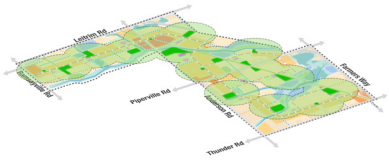
- Concern that carbon reduction targets are not being taken seriously. There has not been a viable plan to achieve the carbon targets.
- The development claims it is "green"; any construction will have major environmental effects - the greenest building is the one that already exists.
- Support for integration of natural watercourses.

### Response from Tewin Project Team

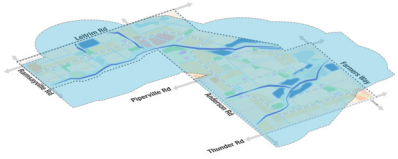
Planning for Tewin has embraced systems-based thinking and embedded sustainability across all aspects of the community. Tewin-specific outcomes associated with each OPL principle have been used to develop performance indicators, targets, and metrics to assess the Plan's success in sustainability and community resilience.

The CDP is intentionally structured so performance metrics can be achieved. In particular, the integrated design of the Open Space System, Mobility Network, and Land Use and Built Form components allow the Plan to address multiple sustainability principles at once, ensuring that development at Tewin, at a foundational level, is sustainable by design.

**Open Space System**

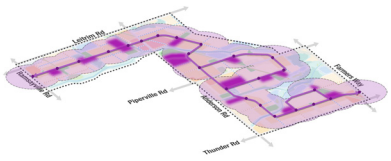



**90% of homes within 400m (~5 min walk) of a park and point of access into the Open** Space System



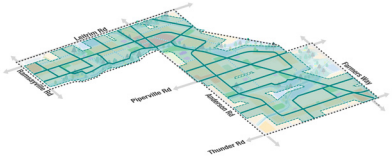

**99% of the community within 800m (~10 min walk) of water**

**Mobility Network**



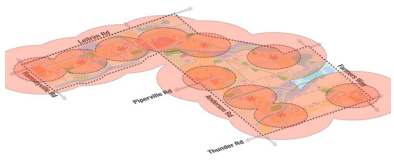

**95% of homes are within 400m (~5 minute walk) of a transit stop with frequent bus service.**

**All schools and community facilities are within 200m of a transit stop with frequent bus service.**




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

**Land Use and Built Form**




**50% of homes within a 5-minute walk of diverse commercial uses**

**90% of homes within a 10-minute walk of diverse commercial uses**

Creating a zero-carbon energy community – specifically, making buildings energy-efficient and supplying all energy with renewables – is an essential aim of the One Planet Living framework and objective of Tewin's Secondary Plan and CDP. Achieving this at Tewin will require continued partnerships, the adoption of appropriate technologies, resident education, and energy strategies tailored to the varied contexts across the Study Area. The Community Energy Plan (CEP) contains energy efficiency and carbon emission mitigation strategies that will be considered as the project continues to advance towards more detailed design. The Secondary Plan requires development proposals at Tewin to demonstrate how they support zero-carbon energy strategies and detail how the Major Landowners, Hydro Ottawa, the City of Ottawa, and other partners have collaborated to advance community-based and building-level energy systems in support of Tewin's zero-carbon energy objectives. Additionally, the Secondary Plan requires infrastructure and public realm improvements to minimize energy use and carbon emissions and encourages building designs that reduce embodied carbon emissions and optimize efficiency. The CDP encourages the use of sustainable building materials and strongly encourages wood frame construction, particularly for mid-rise buildings. Together, these requirements and directions – which are unique to Tewin and not required by other City of Ottawa Secondary Plans – will ensure carbon targets are continually considered and advanced and minimize the environmental impacts of development.

### *Groundwater*

The hydrogeology of the Tewin Lands includes two groundwater layers. The upper layer is shallow and somewhat discontinuous, meaning it is not present everywhere and tends to drain into nearby surface water (such as creeks). This upper layer has limited connection with the deeper groundwater, which is separated by thick clay deposits of 20 to 60 metres.

A detailed groundwater study, including computer modelling, was completed to understand how the future development could affect groundwater. The results show that even with more paved and built surfaces, as well as new stormwater ponds, realigned watercourses, and underground infrastructure, there will not be significant changes to groundwater levels or flow.

Any predicted change in groundwater levels is small—generally less than 1 metre up or down—which is similar to the natural seasonal changes already seen in the area. Where these changes do occur, they are expected to be very close to the new infrastructure (within 1 to 15 metres). Based on this analysis, no impacts are expected to drinking water wells, either in terms of water levels or water quality, beyond normal seasonal variation.

### *Surface Water*

Surface water within the development area will be managed through a standard municipal stormwater system, which includes carefully designed stormwater management ponds.

These ponds are designed to:

- Maintain or improve water flow in local creeks to support fish and aquatic habitat
- Treat runoff so that water leaving the site is clean and safe for the environment
- Control how water is released so that downstream areas do not experience higher flood levels
- Reduce the risk of increased erosion in receiving watercourses

Importantly, the overall drainage patterns (watershed boundaries) will remain similar to the existing conditions with minor adjustments only where required and where appropriately mitigated. The design has been developed to maintain and enhance aquatic habitat, while responsibly addressing flooding and erosion in accordance with provincial, municipal, and Conservation Authority requirements.

### *Drought Consideration*

The groundwater and surface water assessments also considered a range of conditions, including dry periods. Because the predicted changes to groundwater levels are small and similar to natural seasonal fluctuations, the development is not expected to worsen drought conditions or affect the reliability of nearby wells. Hydration of the water courses is expected to become more consistent, which supports aquatic habitat.

### *Light Pollution*

Light pollution mitigation will be considered at future detailed design stages of the development and is expected to meet or exceed City standards. The Tewin Parks and Open Space Design Manual contains additional details on the planned lighting in parks and along open space pathways, and the Tewin One Planet Action Plan will include goals to prioritize fixtures that reduce or minimize light pollution (such as Dark Sky compliant fixtures).

## 5.5 Infrastructure, Construction and Phasing/Timing

### Questions

- When will construction begin? What is the phasing plan, and how long will it take to build out?
- When and where will servicing connections be available?
- Tewin will pay for its own construction, but will it pay for its own maintenance? How fiscally sustainable is this plan? Will it end up being subsidized by denser or other parts of the City?
- Will the site use natural gas?
- Will the drainage ditch be maintained behind the properties on Anderson Road?
- How will sanitary and water infrastructure installations be timed, and how will they impact neighbouring properties?
- How soon will the Tewin development reach Piperville and Leitrim?

### Comments

- 'Anderson Park' development southeast of Anderson and Piperville Rd is a multi-unit development on private septic system, specifically a private tertiary sewage treatment and subsurface disposal system. While outside the study area, residents would like the opportunity to connect to public services when the existing Anderson Park wastewater system is at end of its lifespan (+/-25 yrs), to relieve the cost burden that will be placed on residents to replace the existing system.

### Response from Tewin Project Team

*Phasing and Timelines*

Tewin will be developed over decades, with select site preparation, clearing, and earthworks expected to begin in 2028, and construction of the first buildings anticipated to begin around 2030. Construction will begin in and around Hub 1 (Community Core) and move west and south from there in a contiguous manner. Detailed phasing will be determined through the future Plan of Subdivision process, at which time there will be further detail regarding the type of development being proposed within a given area and the infrastructure necessary to support it. Demonstration Planning will be required at this time to understand the order of development within each of Tewin's Community Areas, amongst other details (outlined in Section 7 of the Secondary Plan and Section 6 of the CDP). A staging plan will guide development to ensure critical infrastructure and community services are delivered in step with population growth to optimize infrastructure efficiency. Due to the inherent unpredictability of the market, we cannot provide an exact prediction for when milestones, such as development reaching Piperville Road, will specifically be met, but in general, the Secondary Plan has been prepared in anticipation of supporting growth in the City of Ottawa to the year 2046. The community will be kept informed and engaged as more details are known.



### *Long-Term Financial Sustainability*

Due to the density requirements incorporated in to the draft Secondary Plan for Tewin, the cost of maintaining infrastructure is expected to be lower per capita than in historical suburban development. Tewin's community design has been specifically crafted to encourage higher proportions of multi-unit dwellings than historical suburbs in Ottawa, so that per capita delivery, operating, and replacement costs for infrastructure are optimized. Specifically, average densities at Tewin are expected to be 65 - 80 units per net hectare (upnh), well exceeding the 36 upnh requirement in Ottawa's Official Plan for greenfield growth, and more closely aligned with the densities associated with policy targets for the inner urban transect. Beyond efficient servicing, this compact urban form also offers direct benefits to property tax revenues per developable hectare, ensuring no prejudice to the City or taxpayers in the long-term. Additional details on the financial implementation framework for Tewin are being advanced under the leadership of City staff, for Council consideration.

### *Service Connections*

At the Master Servicing Study level, only trunk services are identified. Typically, residential connections will be to local watermains and local wastewater sewers, which will be detailed and presented for public feedback as part of future Plan of Subdivision processes for each of Tewin's Community Areas. 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 may be coordinated with the Tewin construction program to take advantage of cost savings from design, permitting, and construction efficiencies.

The Master Servicing Study shows that the new development will match the existing conditions at the property line of existing residents and businesses. Tewin will ensure that drainage from existing residential properties will not be impeded. Specific to the drainage ditch behind the properties on Anderson Road, parts of the existing drainage ditch and associated municipal easement may be improved and remain in place, or may be integrated with the stormwater management infrastructure for the new development. The community will be kept informed and engaged as more details are known through future Plan of Subdivision and detailed design processes.

### *Utilities & Natural Gas*

The Tewin Project Team has initiated early coordination with utility providers, with the intention of aligning their long-term infrastructure planning with the planned growth at Tewin. This has included early conversations with various utilities and related partners, including Hydro Ottawa, telecommunication services, and manufacturers of systems such as geothermal providers. In the coldest climates, reducing emissions from homes, schools, commercial buildings, and critical infrastructure is challenging, as there are backup generation needs (i.e. in fire stations, water reservoirs, etc.).

Tewin's Community Energy Plan focuses on reducing greenhouse gas emissions by shifting buildings and infrastructure over time to efficient, zero-carbon energy systems. It identifies pathways to cut emissions, lower the amount of energy needed to heat and cool buildings, and replace fossil fuel–based systems (natural gas) with highly efficient electric solutions and other alternatives differing by building type. Confirming the financial and technical viability of these pathways in the Ottawa market will progress, while partnerships and funding models continue to evolve. This will be further detailed in Community Energy Briefs required as part of each Plan of Subdivision process, and will be evaluated against market solutions closer to the time of construction.

### *Anderson Park*

Anderson Park is currently serviced by a private tertiary sewage treatment and subsurface disposal system operating under a provincial Environmental Compliance Approval (ECA), and includes a sewage lift station, pre-treatment septic tanks, balancing tank, aerobic sewage treatment units, pump chamber, and subsurface disposal system. Opportunities associated with Tewin's municipal servicing in relation to this established system will be further explored with City staff and, if appropriate, incorporated into Tewin's planning and design.

It is important to note that municipal servicing decisions are governed by City-wide policies and procedures, including, but not limited to, Official Plan and Infrastructure Master Plan policies specifically related to servicing at the urban/rural interface. These city-wide policies spell out specific conditions under which a site may be eligible for municipal servicing and consider appropriateness and mechanisms for recovery of capital costs and long-term operation and maintenance costs.

## 5.6 Planning

### Questions

- Bottom line: This mostly looks good on paper. But what will actually get built?

### Comments

- Enjoyed the detailed boards and books available. Spoke to only one assistant who was very well informed. Look forward to future information sessions and will look closely and follow website information.
- The Tewin development is unnecessary. The City has shown sufficient infill to support its expected growth without creating another suburb.

### Response from Tewin Project Team

While the built community may not appear exactly as presented in the renderings, the Project Team has worked to ensure the policy framework is able to sufficiently secure and implement the vision presented in the CDP. The scope and level of detail contained in the Tewin CDP and Secondary Plan greatly exceed the contents of a typical plan for a new greenfield community at this stage in the development process to ensure the long-term implementation of Tewin is support by clear and verified directions.

The Official Plan requires 89,700 new units to be constructed in the greenfield portion of the Urban Area between 2018 and 2046. Tewin is planning for 14,000 to 17,500 units in the Secondary Plan area, making a significant contribution to the City's needed housing supply.

# 6.0 Next Steps

All comments, questions, and feedback received at Open House #4 and during the subsequent comment period have been reviewed by the City and the Tewin Project Team. The feedback will be considered to inform refinement of the Secondary Plan, Community Design Plan and supporting studies, alongside City and agency comments.

An Official Plan Amendment (OPA) will be initiated, and the Tewin Project Team will work with the City to bring the Secondary Plan and the supporting studies to Council for approval, with a target of Q1 2027. Consultation will continue through the OPA review process.

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.

Algonquins of Ontario

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