
DEVELOPMENT CHARGES BY-LAW AMENDMENT 2017

ACS2017-PIE-PS-0064

CITY WIDE

REPORT RECOMMENDATIONS

That the Planning Committee recommend that Council approve:

- 1. The City of Ottawa Development Charges Amendment Background Study: Public Transit and Roads and Related Services dated March 24, 2017 attached as Document 1; and**
- 2. That the current Development Charges By-law be amended substantially in the form and content attached as Document 5.**

A PowerPoint presentation was provided by Mr. John Moser, Special Advisor to the General Manager, Planning, Infrastructure and Economic Development Department, accompanied by Mr. Tim Marc, Senior Legal Counsel, Planning, Development and Real Estate, Office of the City Clerk and Solicitor, and Hemson Consulting Ltd., represented by Jackie Hall and Craig Binning. A copy of the presentation is held on file.

Committee heard two delegations on this matter:

- Mr. Josh Kardish and Mr. Pierre Dufresne, representing the Greater Ottawa Home Builders Association (GOHBA), expressed general support for this initiative and that in agenda item 2 (Development Charges By-law Amendment 2017) concurrently, as the items are linked. They provided background in terms of GOHBA's involvement with the two matters and expressed appreciation for the collaborative efforts the City has undertaken, and for the process and implementation surrounding the changes.
- Mr. Glenn Lucas opposed the report recommendations in terms of the impact on applications within the rural area. He explained that he had purchased a former

school in Kinburn to use as an employment centre and indicated that the development charges would be unreasonable.

Motion N^o. PLC 44/1

Moved by Councillor T. Tierney

WHEREAS the Province has announced grants to the City of Ottawa transit capital program in respect of an extension of the O-Train Extension-Confederation Line West-Bayshore to Moodie in the amount of \$47 million and the LRT Maintenance Service Facilities-Moodie, Walkley and Belfast in the amount of \$173.3 million; and

WHEREAS changes to the Development Charges Amendment Background Study: Transit and Roads and Related Services are required, pursuant to the Development Charges Act, clause 5(1)2 to adjust for anticipated grants, subsidies and other contributions made to a municipality; and

WHEREAS these changes do not have an impact on the calculated Public Transit development charge rates included in the proposed 2017 Development Charges By-law as they are with respect to capital projects to be included in the calculation of the future development charge in 2019;

THEREFORE BE IT RESOLVED that the Development Charges By-law Amendment 2017 report be amended by the addition of the following recommendations:

1. **The Development Charges Amendment Background Study: Transit and Roads and Related Services be amended by the deletion of pages 77 to 83 inclusive and that such pages be replaced by Document 6 attached to this motion.**
2. **Document 6 be appended to the staff report in the Report from Planning Committee to Council;**
3. **Recommendation 1 be amended to read:**
The City of Ottawa Development Charges Amendment Background Study: Public Transit and Roads and Related Services dated March 24, 2017 attached as Document 1, and as amended by Document 6.

4. Pursuant to the *Development Charges Act*, subsection 12(3), Council determines that no further public meeting is necessary

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APPENDIX C
 TABLE 1

CITY OF OTTAWA
 DEVELOPMENT-RELATED PROGRAM
 PUBLIC TRANSIT

BTE Share for Transit Projects: 28%

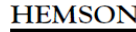
PPB Share for Transit Projects: 24%
 PPB Share for Debt Payments: 29%

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Replacement & BTE Shares	% Reduction		Available DC Reserves	mid-2017	Post mid-2027
1.0 PUBLIC TRANSIT										
1.1 Transit Projects Identified in 2014 DC Study										
2.0244 Rapid Transit Environmental Assessment Studies	2018 - 2027	\$ 10,000,000	\$ -	\$ 10,000,000	\$ 3,913,894	\$ -	\$ 6,086,106	\$ -	\$ 6,086,106	\$ -
2.0844 Transit Corridor Protection	2018 - 2027	\$ 19,100,000	\$ -	\$ 19,100,000	\$ 7,475,538	\$ -	\$ 11,624,462	\$ -	\$ 11,624,462	\$ -
2.5444 Park and Ride Facilities	2018 - 2027	\$ 17,200,000	\$ -	\$ 17,200,000	\$ 6,731,898	\$ -	\$ 10,468,102	\$ -	\$ 10,468,102	\$ -
2.0194 Western Transitway (Bayshore-Hoodie)	2018 - 2018	\$ 16,906,000	\$ -	\$ 16,906,000	\$ 6,616,830	\$ -	\$ 10,289,170	\$ -	\$ 10,289,170	\$ -
2.0214 Baseline Transit Corridor (Baseline Station-Heron Station)	2018 - 2022	\$ 137,200,000	\$ 90,652,000	\$ 46,548,000	\$ 18,257,534	\$ -	\$ 28,290,466	\$ -	\$ 28,290,466	\$ -
2.0224 TMP Transit Priority Network	2018 - 2027	\$ 14,300,000	\$ -	\$ 14,300,000	\$ 5,596,869	\$ -	\$ 8,703,131	\$ -	\$ 8,703,131	\$ -
2.0894 O-Train Extension/Ontarios to Bowesville & New Stations-Cladstone & Walkley	2018 - 2023	\$ 174,800,000	\$ 116,800,000	\$ 58,000,000	\$ 22,661,448	\$ -	\$ 35,338,552	\$ -	\$ 35,338,552	\$ -
2.0894 Ontarios Light Rail Transit Phase 2 - Blair to Place d'Ontarios	2018 - 2023	\$ 468,100,000	\$ 313,100,000	\$ 155,000,000	\$ 60,666,362	\$ -	\$ 94,334,638	\$ -	\$ 94,334,638	\$ -
2.0894 Western Light Rail Transit Phase 2 - Turney's Pasture to Baseline	2018 - 2023	\$ 870,900,000	\$ 682,600,000	\$ 188,300,000	\$ 112,876,712	\$ -	\$ 175,523,288	\$ -	\$ 175,523,288	\$ -
2.0894 Western Light Rail Transit Phase 2 - Lincoln Fields to Bayshore	2018 - 2023	\$ 609,300,000	\$ 340,600,000	\$ 268,700,000	\$ 66,027,387	\$ -	\$ 102,672,613	\$ -	\$ 95,809,251	\$ 26,863,362
2.096-04 Light Rail Transit Phase 2 - Vehicles	2019 - 2019	\$ 912,700,000	\$ 347,200,000	\$ 565,500,000	\$ 64,774,951	\$ -	\$ 100,725,049	\$ -	\$ -	\$ 100,725,049
2.1394 Origin-destination Survey	2019 - 2019	\$ 400,000	\$ -	\$ 400,000	\$ 156,556	\$ -	\$ 243,444	\$ -	\$ -	\$ 243,444
2.0894 Transit Vehicles	2020 - 2024	\$ 56,600,000	\$ -	\$ 56,600,000	\$ 22,152,642	\$ -	\$ 34,447,358	\$ -	\$ -	\$ 34,447,358
2.1494 TRANS Model Projects	2022 - 2022	\$ 1,340,000	\$ -	\$ 1,340,000	\$ 524,462	\$ -	\$ 815,538	\$ -	\$ -	\$ 815,538
2.1494 Origin-destination Survey	2024 - 2024	\$ 460,000	\$ -	\$ 460,000	\$ 180,029	\$ -	\$ 279,971	\$ -	\$ -	\$ 279,971
2.1494 TRANS Model Projects	2027 - 2027	\$ 1,200,000	\$ -	\$ 1,200,000	\$ 489,687	\$ -	\$ 710,313	\$ -	\$ -	\$ 710,313
A Subtotal Transit Projects Identified in 2014 DC Study		\$ 2,810,925,999	\$ 1,790,852,000	\$ 1,019,653,999	\$ 389,281,799	\$ -	\$ 620,372,200	\$ -	\$ 456,457,166	\$ 164,105,034

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APPENDIX C
TABLE 1
CITY OF OTTAWA
DEVELOPMENT-RELATED PROGRAM
PUBLIC TRANSIT

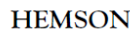
Project Description	Timing	Gross Project Cost	Grant/ Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs		
					Reimbursement & BTE Shares	% Reduction			mid-2017	Post mid-2017	
BTE Share for Transit Projects 38%											
PFIB Share for Transit Projects 24%											
PFIB Share for Debt Payments 38%											
1.2 Recovery of Past Commitments											
90594	CL5 Plan and Ride Facilities 2011	2018	2018	\$ 56,000	\$ -	\$ 56,000	\$ -	\$ 56,000	\$ -	\$ 56,000	\$ -
90597	CL5 Transportation Master Plan 2011	2018	2018	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -	\$ 23,000	\$ -
90640	CL5 2012 Transit Corridor Protection	2018	2018	\$ 63,000	\$ -	\$ 63,000	\$ -	\$ 63,000	\$ -	\$ 63,000	\$ -
90633	CL5 2013 Transit Corridor Protection	2018	2018	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -	\$ 60,000	\$ -
90745	CL5 637 Hickey St Pedestrian Pathway	2018	2018	\$ 69,000	\$ -	\$ 69,000	\$ -	\$ 69,000	\$ -	\$ 69,000	\$ -
90715	CL5 Corridor Tire Centre/ Hwy 417 Bus/Bump	2018	2018	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -	\$ 13,000	\$ -
90612	CL5 Non-Revenue Vehicle Additions - 2012	2018	2018	\$ 28,000	\$ -	\$ 28,000	\$ -	\$ 28,000	\$ -	\$ 28,000	\$ -
90668	CL5 Miscellaneous Vehicle Growth	2018	2018	\$ 18,000	\$ -	\$ 18,000	\$ -	\$ 18,000	\$ -	\$ 18,000	\$ -
90699	CL5 2011 Transit Priority Measures	2018	2018	\$ 292,089	\$ -	\$ 292,089	\$ -	\$ 292,089	\$ -	\$ 292,089	\$ -
90790	CL5 Transit Garage	2018	2018	\$ 342,000	\$ -	\$ 342,000	\$ -	\$ 342,000	\$ -	\$ 342,000	\$ -
90617	CL5 Transit Priority/Woodroffe/Baseline	2018	2018	\$ 104,000	\$ -	\$ 104,000	\$ -	\$ 104,000	\$ -	\$ 104,000	\$ -
90646	CL5 Transit Corridor Protection 2010	2018	2018	\$ 77,000	\$ -	\$ 77,000	\$ -	\$ 77,000	\$ -	\$ 77,000	\$ -
90642	CL5 2010 Transley Stations	2018	2018	\$ 66,000	\$ -	\$ 66,000	\$ -	\$ 66,000	\$ -	\$ 66,000	\$ -
90607	CL5 2010 Bus Growth	2018	2018	\$ 1,490,000	\$ -	\$ 1,490,000	\$ -	\$ 1,490,000	\$ -	\$ 1,490,000	\$ -
90675	CL5 Non-Revenue Vehicle Additions - 2011	2018	2018	\$ 28,000	\$ -	\$ 28,000	\$ -	\$ 28,000	\$ -	\$ 28,000	\$ -
90698	CL5 2011 Transit Priority Corridor	2018	2018	\$ 378,000	\$ -	\$ 378,000	\$ -	\$ 378,000	\$ -	\$ 378,000	\$ -
90379	CL5 Customer Transitway (Huron -Barr)	2018	2018	\$ 110,000	\$ -	\$ 110,000	\$ -	\$ 110,000	\$ -	\$ 110,000	\$ -
90641	CL5 2012 Transportation Master Plan	2018	2018	\$ 36,000	\$ -	\$ 36,000	\$ -	\$ 36,000	\$ -	\$ 36,000	\$ -
90371	Coventry Overpass to Train Station	2018	2018	\$ 164,000	\$ -	\$ 164,000	\$ -	\$ 164,000	\$ -	\$ 164,000	\$ -
90494	Woodroffe Station at Stranahan	2018	2018	\$ 84,000	\$ -	\$ 84,000	\$ -	\$ 84,000	\$ -	\$ 84,000	\$ -
90667	2012 TRIP Supplemental Transit Network	2018	2018	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ 1,000	\$ -	\$ 1,000	\$ -



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DEVELOPMENT-RELATED PROGRAM
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grant/ Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	Available DC Reserves	DC Eligible Costs		
					Reimbursement & BTE Shares	% Reduction			mid-2017	Post mid-2017	
BTE Share for Transit Projects 38%											
PFIB Share for Transit Projects 24%											
PFIB Share for Debt Payments 38%											
1.2 Recovery of Past Commitments - Continued											
90734	2014 Transit Corridor Protection	2018	2018	\$ 681,000	\$ -	\$ 681,000	\$ -	\$ 681,000	\$ -	\$ 681,000	\$ -
90696	2013 Rapid Transit EA Studies	2018	2018	\$ 47,000	\$ -	\$ 47,000	\$ -	\$ 47,000	\$ -	\$ 47,000	\$ -
90669	2012 TRAVD Projects	2018	2018	\$ 53,000	\$ -	\$ 53,000	\$ -	\$ 53,000	\$ -	\$ 53,000	\$ -
90524	Hunt Club Pedestrian Overpass South-Keby	2018	2018	\$ 221,000	\$ -	\$ 221,000	\$ -	\$ 221,000	\$ -	\$ 221,000	\$ -
90635	2013 Transportation Master Plan	2018	2018	\$ 41,000	\$ -	\$ 41,000	\$ -	\$ 41,000	\$ -	\$ 41,000	\$ -
90738	2016 Transit Corridor Protection	2018	2018	\$ 261,000	\$ -	\$ 261,000	\$ -	\$ 261,000	\$ -	\$ 261,000	\$ -
90739	2016 Park and Ride Facilities	2018	2018	\$ 163,000	\$ -	\$ 163,000	\$ -	\$ 163,000	\$ -	\$ 163,000	\$ -
90645	2016 Rapid Transit EA Studies	2018	2018	\$ 93,000	\$ -	\$ 93,000	\$ -	\$ 93,000	\$ -	\$ 93,000	\$ -
90737	2016 Rapid Transit EA Studies	2018	2018	\$ 61,000	\$ -	\$ 61,000	\$ -	\$ 61,000	\$ -	\$ 61,000	\$ -
90176	Coronation Line	2019	2019	\$ 73,229,000	\$ -	\$ 73,229,000	\$ -	\$ 73,229,000	\$ -	\$ 73,229,000	\$ -
90481	West Tvy Corridor (Terry Fox -Eagleton)	2019	2019	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -	\$ 70,000	\$ -
90482	Western Transitway (Byshore-Roads)	2019	2019	\$ 1,708,000	\$ -	\$ 1,708,000	\$ -	\$ 1,708,000	\$ -	\$ 1,708,000	\$ -
90340	West Tvy - Terry Fox Underpass	2019	2019	\$ 107,000	\$ -	\$ 107,000	\$ -	\$ 107,000	\$ -	\$ 107,000	\$ -
90528	2016 Park and Ride Facilities	2019	2019	\$ 273,000	\$ -	\$ 273,000	\$ -	\$ 273,000	\$ -	\$ 273,000	\$ -
90629	2016 Transit Corridor Protection	2019	2019	\$ 438,000	\$ -	\$ 438,000	\$ -	\$ 438,000	\$ -	\$ 438,000	\$ -
90387	Innovation Park & Ride	2019	2019	\$ 471,000	\$ -	\$ 471,000	\$ -	\$ 471,000	\$ -	\$ 471,000	\$ -
90388	Chase Hill Park & Ride	2019	2019	\$ 96,000	\$ -	\$ 96,000	\$ -	\$ 96,000	\$ -	\$ 96,000	\$ -
90641	2016 Rapid Transit EA Studies	2019	2019	\$ 61,000	\$ -	\$ 61,000	\$ -	\$ 61,000	\$ -	\$ 61,000	\$ -
90614	Transit Priority Corridor 2012	2019	2019	\$ 71,000	\$ -	\$ 71,000	\$ -	\$ 71,000	\$ -	\$ 71,000	\$ -
90616	Transit Priority Measures 2012	2019	2019	\$ 84,000	\$ -	\$ 84,000	\$ -	\$ 84,000	\$ -	\$ 84,000	\$ -
90773	Rare Control East Corridor Line (m)	2019	2019	\$ 2,196,000	\$ -	\$ 2,196,000	\$ -	\$ 2,196,000	\$ -	\$ 2,196,000	\$ -
90721	OCRTM Civic Works - Cash Advances	2021	2021	\$ 90,000	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ 90,000	\$ 90,000
90726	Stage 2 LRT-Preiminary Plan-Procurement	2024	2024	\$ 2,728,000	\$ -	\$ 2,728,000	\$ -	\$ -	\$ -	\$ 2,728,000	\$ 2,728,000
90669	Southwest Tvy (Baseline to Norton)	2026	2026	\$ 2,621,000	\$ -	\$ 2,621,000	\$ -	\$ -	\$ -	\$ 2,621,000	\$ 2,621,000
0	Subtotal Recovery of Past Commitments			\$ 89,554,000	\$ -	\$ 89,554,000	\$ -	\$ -	\$ -	\$ 84,118,000	\$ 4,436,000



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 PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grants/ Subsidies/Other Recoveries	Net Marginal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Reimbursement & BTE Shares	DC Reimbursement		Available DC Reserves	mtd-2017	
									Post mtd-2017	Post mtd-2017
BTE Share for Transit Projects 24%										
PPB Share for Transit Projects 24%										
PPB Share for Debt Payments 24%										
PPB Share for Debt Payments 24%										
1.5 Current Debt Payments - Principle and Interest										
903273 Transitway Corridor Protection	2018 - 2027	\$ 7,845	\$ -	\$ 7,845	\$ -	\$ -	\$ 7,845	\$ -	\$ 4,769	\$ 3,077
903274 West Transitway (Pinecrest to Bayshore)	2018 - 2027	\$ 213,111	\$ -	\$ 213,111	\$ -	\$ -	\$ 213,111	\$ -	\$ 129,511	\$ 83,600
904482 Western Transitway (Bayshore-Hoodie)	2018 - 2027	\$ 392,228	\$ -	\$ 392,228	\$ -	\$ -	\$ 392,228	\$ -	\$ 236,364	\$ 155,864
904684 Woodwells Station at Stranahan	2018 - 2027	\$ 98,057	\$ -	\$ 98,057	\$ -	\$ -	\$ 98,057	\$ -	\$ 59,591	\$ 38,466
904688 West Transitway (Stn. Tay to Pinecrest)	2018 - 2027	\$ 326,867	\$ -	\$ 326,867	\$ -	\$ -	\$ 326,867	\$ -	\$ 198,637	\$ 128,230
908176 Confederation Line	2018 - 2027	\$ 11,249,099	\$ -	\$ 11,249,099	\$ -	\$ -	\$ 11,249,099	\$ -	\$ 6,836,269	\$ 4,412,830
90719 Stranahan / Armstrong Bridge	2018 - 2027	\$ 457,599	\$ -	\$ 457,599	\$ -	\$ -	\$ 457,599	\$ -	\$ 278,591	\$ 179,008
903273 Transitway Corridor Protection	2018 - 2027	\$ 316,610	\$ -	\$ 316,610	\$ -	\$ -	\$ 316,610	\$ -	\$ 191,741	\$ 124,869
905440 2010 Transit Priority Measures	2018 - 2027	\$ 85,908	\$ -	\$ 85,908	\$ -	\$ -	\$ 85,908	\$ -	\$ 52,206	\$ 33,702
904993 2010 Transit Network Capital Project	2018 - 2027	\$ 42,983	\$ -	\$ 42,983	\$ -	\$ -	\$ 42,983	\$ -	\$ 26,103	\$ 16,880
906907 2010 Bus Green	2018 - 2027	\$ 246,223	\$ -	\$ 246,223	\$ -	\$ -	\$ 246,223	\$ -	\$ 149,206	\$ 97,017
904684 Woodwells Station at Stranahan	2018 - 2027	\$ 351,434	\$ -	\$ 351,434	\$ -	\$ -	\$ 351,434	\$ -	\$ 213,872	\$ 137,562
903273 Transitway Corridor Protection	2018 - 2027	\$ 314,821	\$ -	\$ 314,821	\$ -	\$ -	\$ 314,821	\$ -	\$ 191,322	\$ 123,499
903274 West Transitway (Pinecrest to Bayshore)	2018 - 2027	\$ 1,673,569	\$ -	\$ 1,673,569	\$ -	\$ -	\$ 1,673,569	\$ -	\$ 1,017,299	\$ 656,270
C Subtotal Current Debt Payments - Principle and Interest		\$ 15,774,612	\$ -	\$ 15,774,612	\$ -	\$ -	\$ 15,774,612	\$ -	\$ 9,046,000	\$ 6,168,112

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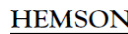
Project Description	Timing	Gross Project Cost	Grant/ Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Reimbursement & BTE Shares	% Reduction		Available DC Reserves	2017-2018	2017-2018
BTE Share for Transit Projects 38%										
PPB Share for Transit Projects 24%										
PPB Share for Debt Payments 38%										
1.4 Transit DC Debt Payments TBA - Principle and Interest										
90176	2018	\$ 4,322,290	\$ -	\$ 4,322,290	\$ -	\$ -	\$ 4,322,290	\$ -	\$ 3,942,163	\$ 2,485,127
907201	2018	\$ 1,131,767	\$ -	\$ 1,131,767	\$ -	\$ -	\$ 1,131,767	\$ -	\$ 687,788	\$ 443,969
905719	2018	\$ 516,828	\$ -	\$ 516,828	\$ -	\$ -	\$ 516,828	\$ -	\$ 314,088	\$ 202,743
904838	2018	\$ 2,393	\$ -	\$ 2,393	\$ -	\$ -	\$ 2,393	\$ -	\$ 1,454	\$ 939
903900	2018	\$ 118,440	\$ -	\$ 118,440	\$ -	\$ -	\$ 118,440	\$ -	\$ 71,978	\$ 46,462
905804	2018	\$ 41,873	\$ -	\$ 41,873	\$ -	\$ -	\$ 41,873	\$ -	\$ 26,447	\$ 16,426
903837	2018	\$ 478,544	\$ -	\$ 478,544	\$ -	\$ -	\$ 478,544	\$ -	\$ 290,819	\$ 187,728
903838	2018	\$ 239,272	\$ -	\$ 239,272	\$ -	\$ -	\$ 239,272	\$ -	\$ 144,410	\$ 93,862
D		\$ 8,861,387	\$ -	\$ 8,861,387	\$ -	\$ -	\$ 8,861,387	\$ -	\$ 5,379,144	\$ 3,472,253
1.6 Public Transit Authorized DC Debt - Principle and Interest										
90176	2018	\$ 4,677,476	\$ -	\$ 4,677,476	\$ -	\$ -	\$ 4,677,476	\$ -	\$ 2,842,882	\$ 1,834,894
907201	2018	\$ 386,228	\$ -	\$ 386,228	\$ -	\$ -	\$ 386,228	\$ -	\$ 234,110	\$ 151,118
905719	2018	\$ 87,334	\$ -	\$ 87,334	\$ -	\$ -	\$ 87,334	\$ -	\$ 53,074	\$ 34,260
906859	2018	\$ 19,142	\$ -	\$ 19,142	\$ -	\$ -	\$ 19,142	\$ -	\$ 11,833	\$ 7,509
903271	2018	\$ 83,316	\$ -	\$ 83,316	\$ -	\$ -	\$ 83,316	\$ -	\$ 52,710	\$ 34,006
903273	2018	\$ 906,660	\$ -	\$ 906,660	\$ -	\$ -	\$ 906,660	\$ -	\$ 560,318	\$ 362,322
904831	2018	\$ 39,480	\$ -	\$ 39,480	\$ -	\$ -	\$ 39,480	\$ -	\$ 23,993	\$ 15,487
904482	2018	\$ 1,767,164	\$ -	\$ 1,767,164	\$ -	\$ -	\$ 1,767,164	\$ -	\$ 1,087,883	\$ 693,261
904644	2018	\$ 904,449	\$ -	\$ 904,449	\$ -	\$ -	\$ 904,449	\$ -	\$ 549,849	\$ 354,800
904688	2018	\$ 717,631	\$ -	\$ 717,631	\$ -	\$ -	\$ 717,631	\$ -	\$ 436,117	\$ 281,514
903830	2018	\$ 118,440	\$ -	\$ 118,440	\$ -	\$ -	\$ 118,440	\$ -	\$ 73,978	\$ 46,462
905804	2018	\$ 146,968	\$ -	\$ 146,968	\$ -	\$ -	\$ 146,968	\$ -	\$ 88,708	\$ 57,256
905430	2018	\$ 38,284	\$ -	\$ 38,284	\$ -	\$ -	\$ 38,284	\$ -	\$ 23,266	\$ 15,018
906859	2018	\$ 973,838	\$ -	\$ 973,838	\$ -	\$ -	\$ 973,838	\$ -	\$ 619,818	\$ 392,020
906823	2018	\$ 38,284	\$ -	\$ 38,284	\$ -	\$ -	\$ 38,284	\$ -	\$ 23,266	\$ 15,018
907215	2018	\$ 4,785	\$ -	\$ 4,785	\$ -	\$ -	\$ 4,785	\$ -	\$ 2,909	\$ 1,877
905435	2018	\$ 62,640	\$ -	\$ 62,640	\$ -	\$ -	\$ 62,640	\$ -	\$ 31,990	\$ 20,650
905995	2018	\$ 26,320	\$ -	\$ 26,320	\$ -	\$ -	\$ 26,320	\$ -	\$ 16,998	\$ 10,326



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TABLE 1
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DEVELOPMENT-RELATED PROGRAM
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grant/ Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		
					Reimbursement & BTE Shares	% Reduction		Available DC Reserves	2017-2018	2017-2018
BTE Share for Transit Projects 38%										
PPB Share for Transit Projects 24%										
PPB Share for Debt Payments 38%										
1.6 Public Transit Authorized DC Debt - Principle and Interest Continued										
906112	2018	\$ 10,767	\$ -	\$ 10,767	\$ -	\$ -	\$ 10,767	\$ -	\$ 6,543	\$ 4,224
909948	2018	\$ 5,962	\$ -	\$ 5,962	\$ -	\$ -	\$ 5,962	\$ -	\$ 3,639	\$ 2,347
906114	2018	\$ 38,284	\$ -	\$ 38,284	\$ -	\$ -	\$ 38,284	\$ -	\$ 23,266	\$ 15,018
906116	2018	\$ 31,106	\$ -	\$ 31,106	\$ -	\$ -	\$ 31,106	\$ -	\$ 18,903	\$ 12,302
903790	2018	\$ 220,187	\$ -	\$ 220,187	\$ -	\$ -	\$ 220,187	\$ -	\$ 133,812	\$ 86,378
905177	2018	\$ 89,818	\$ -	\$ 89,818	\$ -	\$ -	\$ 89,818	\$ -	\$ 56,202	\$ 36,446
905434	2018	\$ 83,838	\$ -	\$ 83,838	\$ -	\$ -	\$ 83,838	\$ -	\$ 52,711	\$ 34,119
905437	2018	\$ 10,767	\$ -	\$ 10,767	\$ -	\$ -	\$ 10,767	\$ -	\$ 6,543	\$ 4,224
905482	2018	\$ 23,927	\$ -	\$ 23,927	\$ -	\$ -	\$ 23,927	\$ -	\$ 14,941	\$ 9,386
905489	2018	\$ 5,962	\$ -	\$ 5,962	\$ -	\$ -	\$ 5,962	\$ -	\$ 3,639	\$ 2,347
905927	2018	\$ 314,420	\$ -	\$ 314,420	\$ -	\$ -	\$ 314,420	\$ -	\$ 191,078	\$ 123,342
905975	2018	\$ 15,933	\$ -	\$ 15,933	\$ -	\$ -	\$ 15,933	\$ -	\$ 9,852	\$ 6,101
905996	2018	\$ 283,629	\$ -	\$ 283,629	\$ -	\$ -	\$ 283,629	\$ -	\$ 174,139	\$ 112,494
905998	2018	\$ 216,346	\$ -	\$ 216,346	\$ -	\$ -	\$ 216,346	\$ -	\$ 130,889	\$ 84,478
905429	2018	\$ 78,960	\$ -	\$ 78,960	\$ -	\$ -	\$ 78,960	\$ -	\$ 47,866	\$ 30,978
903279	2018	\$ 64,604	\$ -	\$ 64,604	\$ -	\$ -	\$ 64,604	\$ -	\$ 39,281	\$ 25,343
904431	2018	\$ 10,762	\$ -	\$ 10,762	\$ -	\$ -	\$ 10,762	\$ -	\$ 6,503	\$ 4,226
E		\$ 12,399,237	\$ -	\$ 12,399,237	\$ -	\$ -	\$ 12,399,237	\$ -	\$ 7,336,227	\$ 4,864,010
1.6 P3 Transit DC Debt - Principle and Interest										
905176	2018	\$ 75,629,255	\$ -	\$ 75,629,255	\$ -	\$ -	\$ 75,629,255	\$ -	\$ 45,888,261	\$ 29,620,994
F		\$ 75,629,255	\$ -	\$ 75,629,255	\$ -	\$ -	\$ 75,629,255	\$ -	\$ 45,888,261	\$ 29,620,994



Document 6

APPENDIX C
TABLE 1
CITY OF OTTAWA
DEVELOPMENT-RELATED PROGRAM
PUBLIC TRANSIT

Project Description	Timing	Gross Project Cost	Grant/Subsidies/Other Recoveries	Net Municipal Cost	Eligible Costs		Total DC Eligible Costs	DC Eligible Costs		Fisc. mtd. 2017	Fisc. mtd. 2017
					Reimbursement & BTE Shares	8% Reduction		Available DC Recoveries	mtd. 2017		
1.7 Future Public Transit Projects*											
2.0144 Transportation Master Plan	TBD	\$ 1,800,000	\$ -	\$ 1,800,000	\$ -	\$ -	\$ 1,800,000	\$ -	\$ -	\$ -	\$ -
2.0007 West Transitway (March Road to Terry Fox Drive)	TBD	\$ 116,000,000	\$ -	\$ 116,000,000	\$ -	\$ -	\$ 116,000,000	\$ -	\$ -	\$ -	\$ -
O-Train Extension (L. West - Bayshore to Massie)	TBD	\$ 70,000,000	\$ 47,000,000	\$ 23,000,000	\$ -	\$ -	\$ 23,000,000	\$ -	\$ -	\$ -	\$ -
2.0017 LRT Maintenance Service Facilities - Moodle, Walkley & Belair	TBD	\$ 360,000,000	\$ 173,300,000	\$ 186,700,000	\$ -	\$ -	\$ 186,700,000	\$ -	\$ -	\$ -	\$ -
2.0027 Light Rail Transitway - Extension to Tim Road	TBD	\$ 160,000,000	\$ 160,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.0037 Light Rail Transitway - Extension to Airport	TBD	\$ 150,000,000	\$ -	\$ 150,000,000	\$ -	\$ -	\$ 150,000,000	\$ -	\$ -	\$ -	\$ -
(i) Subtotal Future Public Transit Projects*		\$ 752,800,000	\$ 636,300,000	\$ 116,500,000	\$ -	\$ -	\$ 116,500,000	\$ -	\$ -	\$ -	\$ -
Total Transit Projects with BTE Share (A)		\$ 2,810,565,899	\$ 1,790,852,000	\$ 1,019,713,899	\$ 399,081,790	\$ -	\$ 1,418,795,689	\$ -	\$ 456,497,166	\$ 164,105,034	\$ -
Total Recovery of Past Commitments (B)		\$ 89,554,569	\$ -	\$ 89,554,569	\$ -	\$ -	\$ 89,554,569	\$ -	\$ 84,110,569	\$ 5,444,000	\$ -
Total Debt/Lease Costs - Principles & Interest (C = D + E + F)		\$ 112,634,562	\$ -	\$ 112,634,562	\$ -	\$ -	\$ 112,634,562	\$ -	\$ 62,399,133	\$ 44,445,369	\$ -
Total Future Public Transit Projects (G)		\$ 742,890,000	\$ 636,300,000	\$ 106,590,000	\$ 399,081,790	\$ -	\$ 505,671,790	\$ -	\$ 542,906,868	\$ 194,994,403	\$ -
* To be considered in subsequent Development Charges studies											
TOTAL PUBLIC TRANSIT (EXCLUDES FUTURE PUBLIC TRANSIT PROJECTS)		\$ 3,012,686,060	\$ 1,790,852,000	\$ 1,221,743,060	\$ 798,163,580	\$ -	\$ 1,418,795,689	\$ -	\$ 608,914,668	\$ 210,888,403	\$ 210,888,403
TOTAL PUBLIC TRANSIT		\$ 3,776,586,060	\$ 2,526,162,000	\$ 1,448,243,060	\$ 798,163,580	\$ -	\$ 1,604,191,291	\$ -	\$ 671,829,536	\$ 210,888,403	\$ 210,888,403

COST ALLOCATION - CITY-WIDE		
Residential Development Charge Calculation		
Residential Share of mtd.2017 - mtd.2017 DC Eligible Costs	61%	\$370,634,321
10-Year Growth in Population in New Units		150,659
Development Charge Per Capita		\$2,460.09
Development Charge Per Single & Semi-Detached Unit	3.34	\$5,217
Non-Residential Development Charge Calculation		
INDUS/2P/3P		
Non-Residential Share of mtd.2017 - mtd.2017 DC Eligible Costs	6%	\$34,300,823
10-Year Growth in Square Metres		977,552
Development Charge Per Square Metre		\$34.99
Non-Industrial		
Non-Residential Share of mtd.2017 - mtd.2017 DC Eligible Costs	34%	\$204,139,764
10-Year Growth in Square Metres		2,287,189
Development Charge Per Square Metre		\$89.25

HEMSON

CARRIED with Councillor R. Brockington dissenting

Item 2 of Planning Committee Agenda 44, as amended by motion 44/1 and set out in full below, was put to Committee.

That the Planning Committee recommend that Council approve:

1. the City of Ottawa Development Charges Amendment Background Study: Public Transit and Roads and Related Services dated March 24, 2017 attached as Document 1, and as amended by Document 6 (replacement for pages 77 to 83 inclusive of the Background Study);
2. that the current Development Charges By-law be amended substantially in the form and content attached as Document 5; and
3. pursuant to the *Development Charges Act*, subsection 12(3), Council determines that no further public meeting is necessary.

CARRIED