SCHEDULE C – ROADS AND RELATED SERVICES

1. Capital Projects

Within the City of Ottawa, growth-related improvements to arterial road networks, including arterial to arterial intersections and arterial to collector roads intersections, are generally development charge eligible projects. Also, major collector to collector road intersections may be development charge eligible projects under certain warrant conditions. Within the development timeline of the Tewin UBE Lands, a number of arterial and major collector road network projects are proposed to be constructed in the area adjacent to Tewin – these improvements, displayed in Figure 1, are discussed in detail in the Tewin Mobility Strategy. The following DC-eligible projects are proposed to be added to the City-wide development charge program for Roads and Related Services.

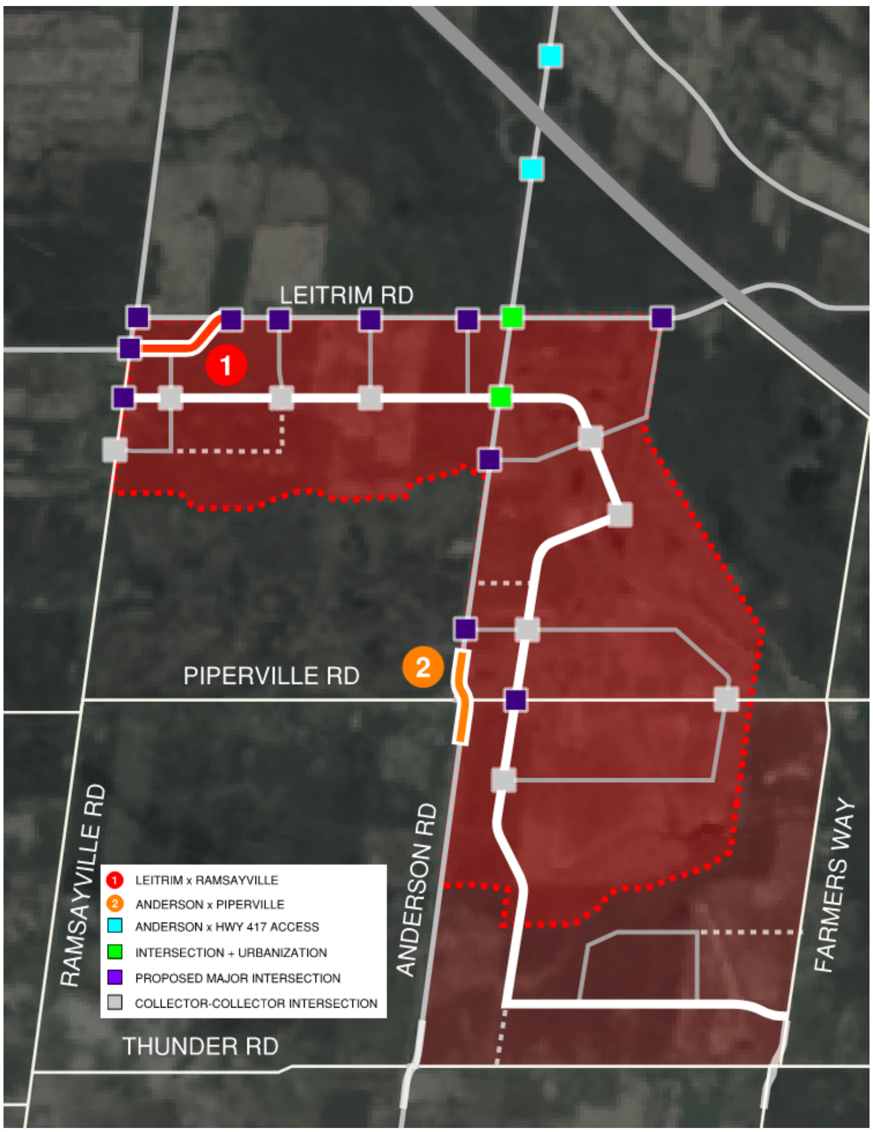

Figure 1. Arterial Road Improvements within UBE Lands.

Cost estimates for the capital projects shown above have been prepared by CGH and are listed in Table 1 below.

Project	**Timing**	**Gross Project Cost (2025)**
Leitrim Road Realignment (at Ramsayville)	2029-2046	$15.7M
Anderson Road Realignment (at Piperville)	2029-2046	$14.5M
Anderson Road and Leitrim Road Intersection with Urbanization	2029-2039	$9.8M
Anderson Road and Mobility Spine with Urbanization	2029-2039	$5.7M
Anderson Road and Hwy 417 Access Improvements	2029-2046	$4.3M
Eligible Arterial to Collector and Major Collector to Major Collector Intersections (x18)	2029-2046	$44.9M
Note: Ramsayville Intersection Improvements @ Leitrim and Mobility Spine are carried within Public Transit projects.		

Table 1. Roads & Related DC-Eligible Projects

It is understood that OGB and Rural areas of the City of Ottawa contribute towards City-wide growth-related intersection projects, and it is equitable that the UBE Lands also contribute. While no additional capital projects beyond Table 1 are proposed to be added to the growth-related intersection control projects DC program, growth from the UBE Lands is proposed to contribute proportionately to the overall City program through a Tewin-specific ASDC – additional details are included below.

All other roads within the Tewin lands as described in the Tewin Mobility Strategy, including the mobility spine, may be funded by the developer as local services, despite some infrastructure being development charge eligible under the City's current Local Service Guidelines (e.g., mobility spine is greater than 11m road surface width).

2. Timing of Capital Projects

CGH has projected when the proposed DC-eligible capital projects will be required based on transportation modeling, and those dates have been aligned with the City of Ottawa's current development charge program timeframes. Table 1 states the anticipated timing of the proposed projects.

3. Funding Mechanism Options

The capital projects listed in Table 1 are to be added to the City-wide Roads & Related Services DC program. Development within the UBE Lands will pay the City-wide DC for Roads & Related Services equal to $17,964 per SDU[1] which will generate approximately $189M, far exceeding the $94.9M of capital projects proposed to be added to the program, resulting in a net contribution of

[1] OGB DC for City-wide Roads & Related Services effective April 1st, 2025.

approximately $94M. Tewin's participation in the City-wide program and the limited additional capital projects will have a downward impact on the City-wide DC for Roads & Related Services.

As a conservative placeholder, CGH estimates that the UBE Lands' equitable share of the City-wide growth-related intersection control projects may be upwards of 13%, based on modeling of Vehicle Kilometers Travelled (VKT) as a metric for establishing proportionate share, derived from a similar methodology used in the City's recent 2024 Development Charge Background Studies and the Jan 2026 Draft Amended Development Charges Background Study. The above-noted DC studies rely on a comparison between 2011 and projected 2031 VKTs from the 2013 Transportation Master Plan; therefore, Tewin's 13% placeholder is expected to be refined as these VKT estimates are updated to align with the 2025 Transportation Master Plan.

The 2024 DC Background Study carries $102.8M of intersection control projects[2] which would require a Tewin ASDC of $1,146[3] per SDU to cover the UBE Lands' 13% proportionate share. In future DC Background Studies, it is expected that Tewin would be assigned no greater than 13% cost allocation for these City-wide capital projects.

4. Example of Magnitude of Development Charges

Tewin UBE Lands will pay the City-wide Roads & Related Services DC equal to $17,964 per SDU, as well as a Tewin ASDC for Roads & Related Services forecasted to be $1,146 per SDU. The Tewin ASDC will be confirmed in a future ASDC background study and by-law.

---

[2] Total of Intersection Control Measures in Appendix E.1 Table E.1-3 of the City-wide and ASDC Background Study dated July 19th, 2024.

[3] Based on 90% of benefit attributable to residential.