

SCHEDULE E – PUBLIC TRANSIT

1. Capital Projects

The City's Transportation Master Plan proposes a set of transit improvements that benefit growth in the southeast sector of the City, including the Tewin UBE Lands. Figure 1 below displays the proposed transit service as described in the Tewin Mobility Strategy, as well as the three capital projects which are proposed to be added to the City-wide Development Charge program in relation to Tewin. On Conroy Road, bus lanes are proposed to benefit the southeast sector of Ottawa, with a portion of the improvements benefiting Tewin UBE Lands. The Leitrim Transit Priority Corridor is to be established to support the extension of service to Tewin, this will require intersection improvements at Hawthorne Road and Leitrim Road - as well as right-of-way improvements on Ramsayville Road south of Leitrim Road. These three areas of improvement are highlighted in purple in Figure 1.

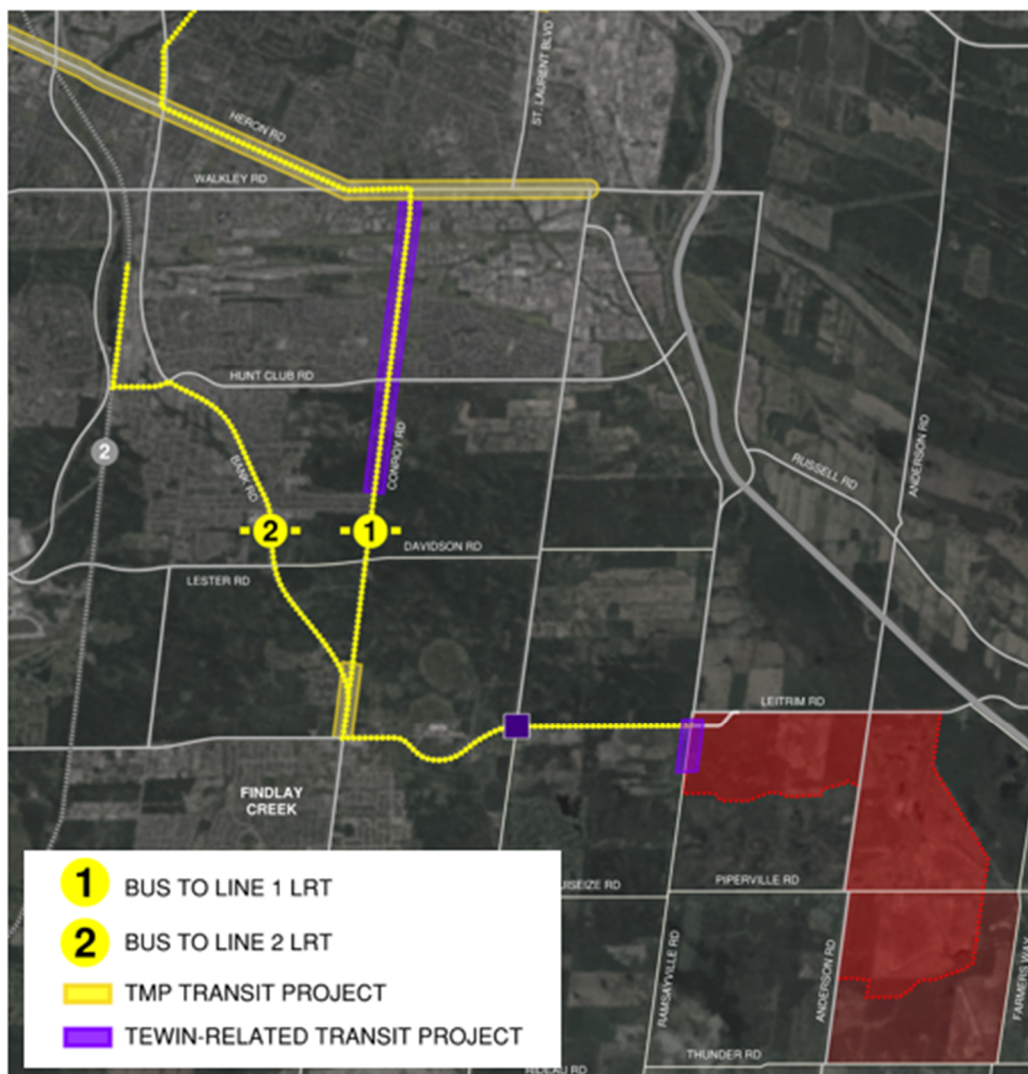


Figure 1. Tewin Transit Capital Projects.

CGH has provided Class D estimates for the three Tewin-related transit capital projects as provided in Table 1.

Project	Anticipated Timing	Cost Estimate (2025)
Conroy Road Bus Lanes	2039-2046	\$130M
Leitrim Transit Priority Corridor – Ramsayville Improvements	2029-2039	\$4.5M
Leitrim Transit Priority Corridor – Leitrim & Hawthorne Intersection	2029-2039	\$2.4M

Table 1. Transit Capital Project Cost Estimates.

It is noted that the Jan 9, 2026 Draft DC Background Study recategorizes similar transit priority corridors – removing from Transit category and adding to Roads and Related category. For the purpose of this Financial Implementation Plan, these costs have been maintained in the transit category, to simplify comparison to existing Development Charges.

2. Timing of Capital Projects

The precise timing of the proposed capital projects will be established by the City of Ottawa based on ridership projections and funding availability. CGH estimates the Conroy Road Bus Lanes should be constructed within 10 to 20 years of the UBE Lands beginning development, to serve the UBE Lands' needs. CGH estimates the Leitrim Transit Priority Corridor should be constructed within approximately 10 years of the UBE Lands beginning development. Additional details are included in the Tewin Mobility Strategy.

3. Funding Mechanism

In the City of Ottawa, Public Transit is almost exclusively funded through the City-wide DC, as it is a city-wide service accessed by and servicing all members of the population. It is proposed that the projects listed in Table 1 be added to the 'numerator' of the City-wide Public Transit development charges program, along with Tewin's population projections added to the 'denominator'. It is estimated that the Tewin UBE Lands benefit of the Conroy Road Bus Lanes may be upwards of 33% of the overall benefit based on ridership projections by CGH, meaning that of the \$136.9M of capital projects, Tewin's proportionate share may be approximately \$49.8M. With the UBE Lands participating in the City-wide Public Transit DC, the City will receive approximately \$220M in additional DC revenues. Considering the Tewin benefit and DC contribution, funding these capital projects through the City-wide Public Transit DC will provide the City with a surplus of approximately \$83.1M which will be able to be deployed to any other City-wide Public Transit projects.

The expanded transit service is planned so that it can be operated by OC Transpo as part of the regular OC Transpo system, as established in OP Annex 12. The operating costs of the service will be funded through the same mechanisms as OC Transpo's regular system, to demonstrate equity for Transit access and costs across the City of Ottawa. Given Tewin's commitment to early and improved transit service, a Day One Transit Service Agreement will be established under separate cover to define the Day One level of service and trigger for service increases, as well as funding of the service's operations.

4. Example of Magnitude of Development Charges

Tewin UBE Lands will participate in the City-wide Public Transit Service DC program, which would see new development pay \$18,325 per SDU as of April 1st, 2025.