



Ottawa  
Coalition for  
a People's  
Budget  
Alternative Municipal  
Budget 2021

**Ottawa Coalition for a People's Budget:  
Alternative Municipal Budget 2020.**

**November 2020**

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# About the Ottawa Coalition for a People's Budget



The Ottawa Coalition for a People's Budget is a broad coalition of organizations from across the City that advocate for social, environmental and economic justice for all residents. These organizations collectively recognize that the way money is spent in the City needs to change. Through the coalition, organizations have come together to advocate for a City Budget that upholds a core focus on the people and communities of Ottawa.

The Alternative Municipal Budget is a document that attempts to show what the City of Ottawa could accomplish if they were guided by a true commitment to values of social equity, human dignity, fairness and environmental sustainability instead of the interests of a privileged few. It is an exercise in participatory budget-making that tries to show what could happen if community stakeholders had a real say in the discussion on how our money gets spent.

## Coalition Members

- Horizon Ottawa
- City for All Women Initiative (CAWI) - *the academic and community members of the CAWI board*
- Ottawa Transit Riders
- Courage Ottawa
- Free Transit Ottawa
- Child Care Now Ottawa
- Justice for Abdirahman Coalition
- Healthy Transportation Coalition
- Climate Justice Ottawa
- Ottawa ACORN
- Criminalization and Punishment Education Project (CPEP)
- Carleton Graduate Student's Association
- Coalition Against More Surveillance (CAMS)
- Harmony House Ottawa
- The Energy Mix
- Coalition for a Green New Deal Ottawa
- For Our Kids Ottawa/Gatineau
- Ottawa South Eco-Action Network (OSEAN)

# Executive Summary

“We are, in fact, still in that awful normal that is narrativized as minor injustices, or social ills that would get better if some of us waited, if we had the patience to bear it, if we had noticed and were grateful for the miniscule “progress” etc ... Well, yes, this normal, this usual, this ease was predicated on dis-ease. The dis-ease was always presented as something to be solved in the future, but for certain exigences of budget, but for planning, but for the faults of “those” people, their lack of responsibility, but for all that, there were plans to remedy it, in some future time.” - Dionne Brand [On narrative, reckoning, and the calculus of living and dying](#)

Since March 25, 2020, the City of Ottawa has been in a declared state of emergency due to COVID-19. As a result, the City is expected to have a financial deficit of \$46.6M<sup>1</sup> by the end of the year.

But this emergency is only one aspect of the multifaceted crisis currently facing the City and its residents. In January 2020, the City declared a housing and homelessness emergency<sup>2</sup> and as cities around the world grapple with crises due to changing climate, Ottawa is at a crossroads to make historical decisions to address the risk of approaching environmental catastrophe. Moreover, the pandemic has exposed the deep-rooted gender, class and race disparities in our communities. These disparities, developed through decades of divestment from social infrastructure, housing and transit, continue to exacerbate due to decision-making that is void of equity measures and falls far short of addressing hefty challenges at hand.

The global pandemic has pushed conversations about universal basic income, universal childcare, policing and our social infrastructure to the fore. Over the last eight months, “normal” has been flipped upside

down and it is clear that, for many people, “normal” has never worked well.

Recognizing the crisis in communities across Ottawa, a collective of equity-seeking groups has taken a bold step to reimagine Ottawa where an ethics of care for people and our environment is at the fore. This alternative budget presents an ambitious, aspirational, and just vision for the City of Ottawa that takes on our current crisis and all its facets -- financial, environmental, and social. The impacts of the pandemic have revealed and exacerbated the deep socio-economic fault lines that exist in our city. It is now even more apparent that the only way forward is one where the lived experiences of the most oppressed and marginalized communities in Ottawa are at the centre of our policies and our spending.



# Our budget<sup>3</sup> dares to imagine an Ottawa where...

Black, Indigenous and racialized communities, women, gender-diverse people, youth, seniors and people with disabilities have access to all the resources and services they need to thrive.

Everyone has access to safe, affordable, and appropriate homes, through annual investments in deeply affordable housing, focusing on connectivity and the specific needs of women, LGBTQ2S+, Black, Indigenous and racialized communities, those using drugs, living with disabilities and mental health concerns, and elders.

Social infrastructure, such as childcare, food security, and mental health supports, is valued and supported fiscally, and is commensurate with expenditures on policing.<sup>4</sup>

The City halts new investments in fossil fuel infrastructure and avoids locking itself into a carbon intensive path over the future decades-long expected life cycle of these capital assets. The City re-invests the Endowment Fund into a new vehicle, the Ottawa Climate Finance and Economic Development Corporation.<sup>5</sup>

Transit is free at the point of use and OC Transpo is more accessible and sustainable, with extended routes in underserved, priority areas, solid Para-Transpo infrastructure, and a green fleet. Walking and cycling environments are improved.



Marc Olivier-  
Jodoin/Unsplash



## This Alternative Municipal Budget Educates...

We recognize that this budget does not capture the intricate complexities of the whole municipal budget and in many areas simplifies and condenses line items to present a more digestible picture. We hope to educate and engage residents across Ottawa with the municipal budget, and we invite them to participate in the budgeting

process. This alternative budget breaks down information on various tax streams and legislations that bind our budget and explains the City's revenues and expenditures. The goal is to present the parameters of the budget process and encourage active participation from residents in the budget process.

## This Alternative Municipal Budget Challenges...

This is not the first time that a collective of equity-seeking groups has encouraged the City to rethink investments in the city's housing, transit and social infrastructure. In the past, such collectives have successfully urged the City to invest in affordable housing and transit and the City rose to those challenges. Through this city budget, we encourage the City to push the envelope on divesting from fossil fuel infrastructure, make spending on community services more

equitable and build a more progressive taxation infrastructure.

Widely available research consistently shows that poverty and marginalization are root causes of crime. Maintaining the status quo will only continue to swell the police budget while budgets for basic necessities shrink. Reinvesting in housing, transit and social infrastructure is critical to address root causes of crime in our communities.

## This Alternative Municipal Budget Inspires...

We offer this alternative municipal budget in the spirit of imagining possibilities. We recognize that it will not be possible to implement many of these recommendations in the 2020-21 budget; indeed, many of them require legislative change at different

levels of government. However, this alternative municipal budget shows what is possible when imagining a better future and outlines steps the City of Ottawa can take to get us there.

# Alternative Municipal Budget Summary

This Alternative Budget presents a progressive and ambitious vision for the City of Ottawa and its finances. The proposals put forward in this alternative budget require substantial funding. To fund them, we have reallocated millions of dollars from the police budget to other City programs, reduced spending on fossil fuel

infrastructure, and implemented new taxes.

## The Alternative Budget presents,

- **\$662.8M** in additional spending on City programs and services (operational budget);
- **\$215.5M** in additional spending on City capital;
- Divestments of **\$235M** from the police budget and **\$390M** from planned fossil fuel infrastructure;
- **\$190M** Endowment Fund divested from

- stock markets and re-invested locally to capitalize Ottawa Climate Finance and Economic Development Corporation to create local jobs and fund transition to a low-carbon economy
- **\$60M** in provincial and federal grants; and
- **\$193M** in additional tax revenue.



# Introduction

Since March 25, 2020, the City has been in a declared state of emergency due to COVID-19. As a result, the City is expected to have a financial deficit of \$46.6M by the end of the year.<sup>6</sup>

But this emergency is only one aspect of the multifaceted crisis currently facing the City and its residents. In January 2020, the City declared a housing and homelessness emergency.<sup>7</sup> And unless communities around the world immediately take bold action to address climate change, we risk inducing an environmental catastrophe.

There are also the long-standing obstacles faced by women and racialized people in Ottawa and beyond that had until recently simmered below broad public awareness. The economic and health impacts of the pandemic have brought these challenges to a boiling point and made them impossible to ignore any longer.

The economic downturn caused by the pandemic has been termed a “she-session.” Significantly more women than men have lost their livelihoods since women are far more likely to work in affected sectors. Women also have a double-burden of care, carrying a disproportionate responsibility of unpaid child and elder care as well as being over-represented in paid care work. The historical dearth of accessible, affordable childcare is a barrier to women looking to get back into the labour force, and risks undermining decades of progress towards gender equity.

Protests against the murder of George Floyd and other Black people at the hands of police have increased awareness of Canada’s

history of slavery, the current institutional racism pervasive across Canada, and the role of the police in perpetuating race-based violence. Communities in both the US and Canada have called on cities to defund the police and reallocate that funding to social services that make communities safer.

This alternative budget presents an ambitious, aspirational, and just vision for the City of Ottawa that takes on our current crisis and all its facets -- financial, environmental, and social. The impacts of pandemic have revealed and exacerbated the deep socio-economic fault lines that exist in our city. We need to collectively re-imagine a better way of living together. This alternative municipal budget provides a road map towards a better, more equitable future.

To fulfil this vision, we call on the City to adopt the policies outlined within this document. These policies include working with other levels of government for legislative change so that the City can raise its own taxes and reallocate police spending to social programs. In the chapters that follow, we present the financial, gender, and racial-justice impacts of the policies put forward in the areas of Taxation, Social Infrastructure, Climate Action, Housing, and Transit.



Jean-Luc Henry/Wikimedia



# Budget Summary and Equity Impacts

This Alternative Budget presents a progressive and ambitious vision for the City of Ottawa and its finances. The proposals put forward in this alternative budget require substantial funding. To fund them, we have reallocated millions of dollars from the police budget to other City programs, reduced spending on fossil fuel infrastructure, and implemented new taxes.

The Alternative Budget presents, <sup>8</sup>

- \$662.8M in additional spending on City programs and services (operational budget);
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- \$60M in provincial and federal grants; and
- \$193M in additional tax revenue.



Of the new tax measures we have proposed, some are not currently possible under current provincial legislation, specifically the Police Services Act, City of Ottawa Act and the Municipal Act, 2001. To achieve the vision we put forward in this document, elected City officials must call for the

provincial government to overturn reforms brought forward by Ontario Premier Mike Harris in 1995. These reforms have prevented municipalities from implementing their own taxes, reallocating police spending, and having financial autonomy.<sup>9</sup>

# Police Budget Reallocation

The police divestments proposed in this budget will reduce the total police budget by 63%. The police service will retain control of all investigative services but all frontline and community relation services will be reallocated to more appropriate programs and services. The divested money will be reallocated between frontline intervention services, community support services and preventative services as outlined by the social infrastructure chapter.

Frontline interventions including support for mental health crises, incidences of violence, and harm reduction services will receive \$48M in funding. Funds will also cover the establishment of a crisis support phone line where the appropriate health care or social service worker would be dispatched to assist the individual(s) in need.

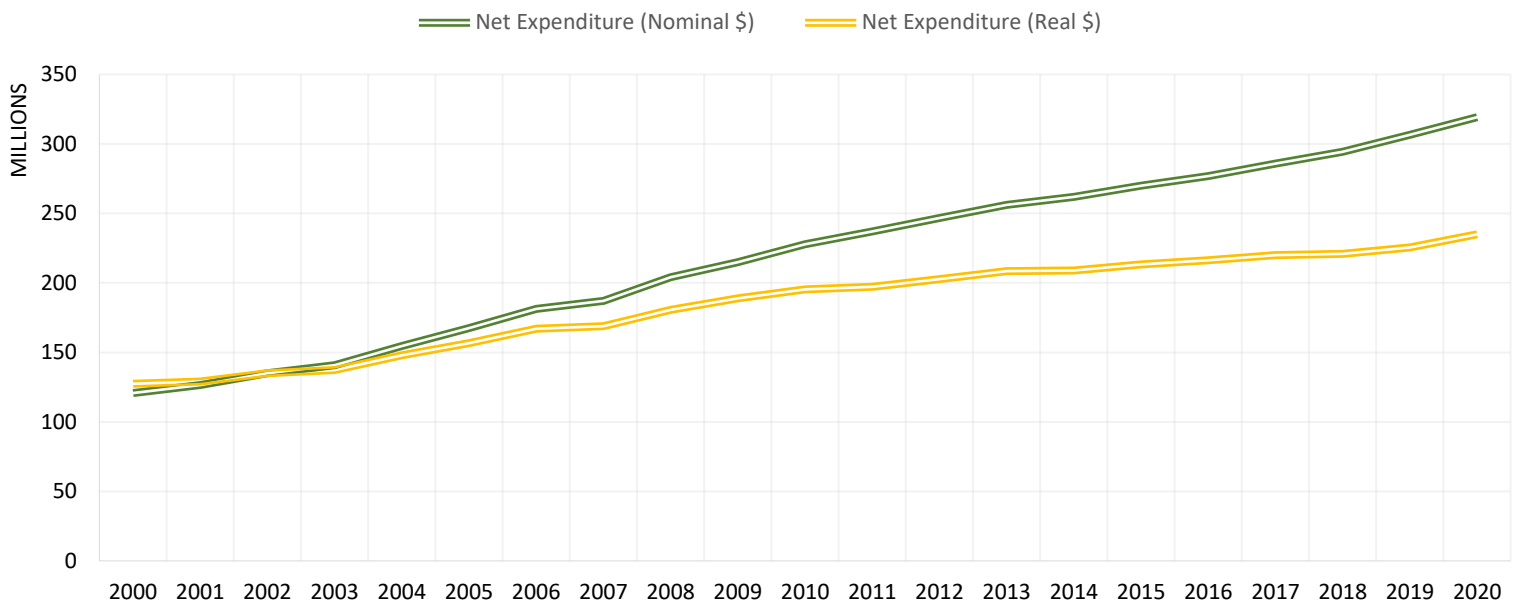
Support services will receive \$36M to go towards organizations such as sexual health and crisis centers, resources for victims of domestic abuse (towards children or intimate partner violence), substance use treatment programs, and additional support for youth (notably youth in care).

Together, spending on frontline interventions and support services accounts for the \$84M allocated to the Community Services sector, as outlined in the Social Infrastructure Chapter. In addition, police funding will be reallocated to other new programs outlined in this budget: the coordinated systems planning approach, the City-wide food strategy and the pilot project to collect data for childcare analysis. Police funding will also be reallocated to preventative programs including \$200M towards housing services and \$267M towards childcare.

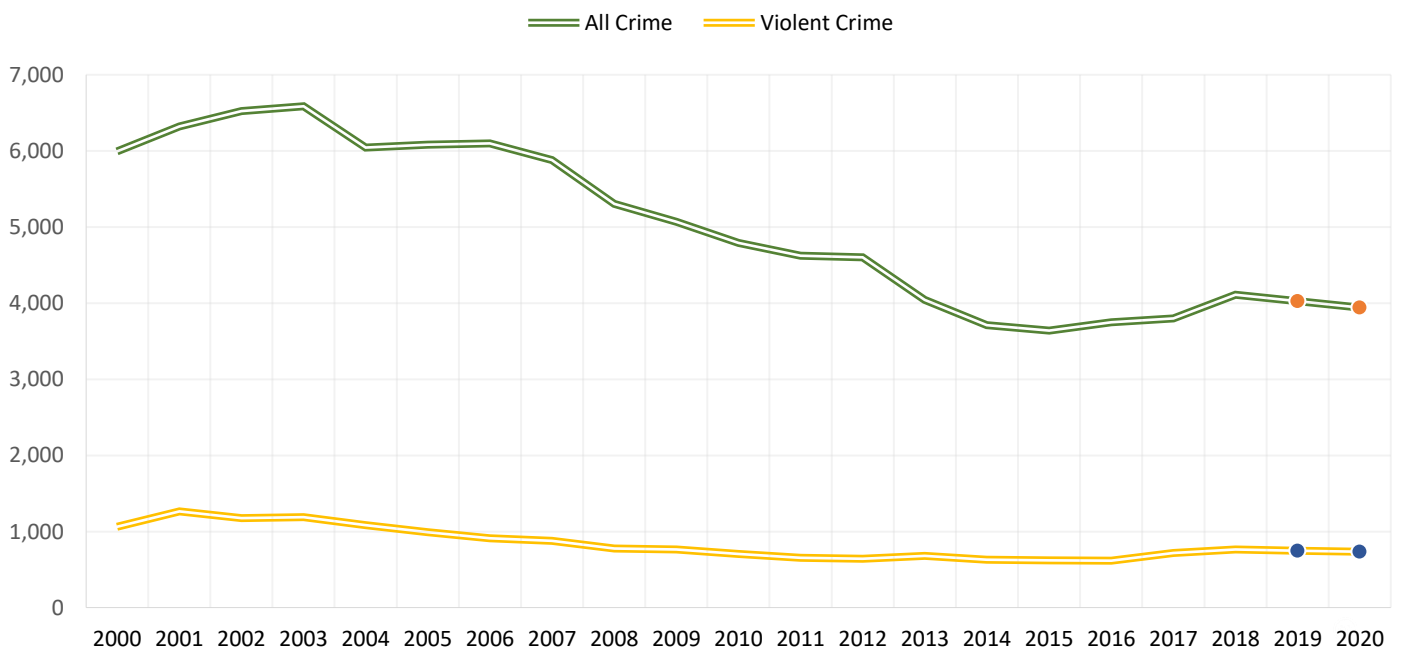


# Expenditure on Police and Crime Rate over 20 Years

## NET EXPENDITURE ON POLICE, REAL AND NOMINAL<sup>86</sup>



## CRIME RATE PER 100,000 PEOPLE<sup>87</sup>



# Equity Impacts

The policies put forward in this alternative budget were intentionally chosen to promote and protect the wellbeing of historically marginalized members of our community.

By divesting from the police we aim to protect racialized residents, people who use drugs, and those with mental illnesses. Data from the CBC shows that more than 460 Canadians have been killed or died while being subdued by police between 2000 and 2017. Over 70% of these victims had mental health illnesses and/or were substance users, and Black and Indigenous people were vastly overrepresented.<sup>10</sup>

Free childcare for low-income families, another major policy proposal in this alternative budget, will bring significant benefit to women and low-income families. Free childcare will also benefit racialized families as they are more likely to live in poverty than non-racialized families.<sup>11</sup> Access to affordable childcare has been linked to higher maternal labour force participation rates, as well as higher rates of life satisfaction amongst working mothers.<sup>12</sup>

Our housing policies present another avenue for delivering needed resources to traditionally marginalized communities within the City. Of the \$200M this alternative budget allocates to housing initiatives, \$110M will serve racialized populations, with \$60M allocated specifically to Indigenous-led and culturally-appropriate housing in Ottawa.

Across Canada, women and Black and Indigenous people and people of colour bear a disproportionately large share of the climate change burden.<sup>13</sup> By combating

climate change, the policies put forward in this report also promote social justice. There are also specific policies proposed in the Climate Action chapter that curb emissions in a way that supports all residents, like planting trees in all neighbourhoods (not just wealthy ones) and divesting from fossil fuel infrastructure, leaving \$390M to be reinvested in climate projects and social programming that support women and racialized residents.

Canada-wide, racialized people and women are more likely to be food insecure. This alternative budget calls for a City-wide food strategy to ensure that all residents have access to affordable and culturally relevant food that is sourced locally and minimally processed. As part of this strategy, we envision funding toward promoting Indigenous food sovereignty, incorporating traditional food systems knowledge and space to grow and harvest.

Our proposal for free transit will also enhance the welfare of women, racialized people, and low-income residents. We know that those that take transit are more likely to have low incomes and that racialized people and women are more likely to have low incomes.<sup>14</sup> Free transit curbs social exclusion while also cutting emissions, which in turn are tied to climate justice.

The list of social justice impacts described here is not exhaustive. Details on the proposals put forward in this budget, and their impact on social justice in Ottawa, are outlined in the chapters that follow.

# Taxation

## Role of the City and Impact of COVID-19

Canadian municipalities have little ability to implement new taxes, often leaving them to rely heavily on property-based taxes, development charges, or on grants from provincial and federal governments. The City of Ottawa is no exception.

The COVID-19 pandemic and resulting economic downturn has made City finances

even less sustainable. The City initiated a property tax deferral program, allowing property owners affected by the pandemic with properties valuing up to \$7.5M to defer 50% of their total property tax bill.<sup>15</sup> With even less resources from their main revenue source because of the pandemic, the City must start to get creative and look for ways to create alternative sources of funding.

## Background

In the City's 2020 Budget, almost half of all its revenues came from property taxes (46.7%), another 20% came from other levels of government and the bulk of the rest came from fees and service charges like development charges.<sup>16</sup> Currently, like other Canadian municipalities, the City relies heavily on property taxes as its main source of revenue, bringing in over \$1.5 billion of the \$3.5 billion budget into City coffers.

Ottawa's ability to raise revenues is even further stunted by decades of municipal governments refusing to raise property taxes even on the most expensive properties, leaving the City with very little revenue to work with. Since being re-elected in 2010, Mayor Jim Watson has kept tax increases low, capping them between 2-2.5% until 2018 when he raised annual increases to 3%. A 2018 study by Altus Group found that Ottawa was below the average rate of 2.9% when the City was compared to its other Canadian counterparts.<sup>17</sup> A decade of unnecessary and arbitrary low property tax

rates for even the wealthiest property owners has meant missed revenue opportunities for the City.

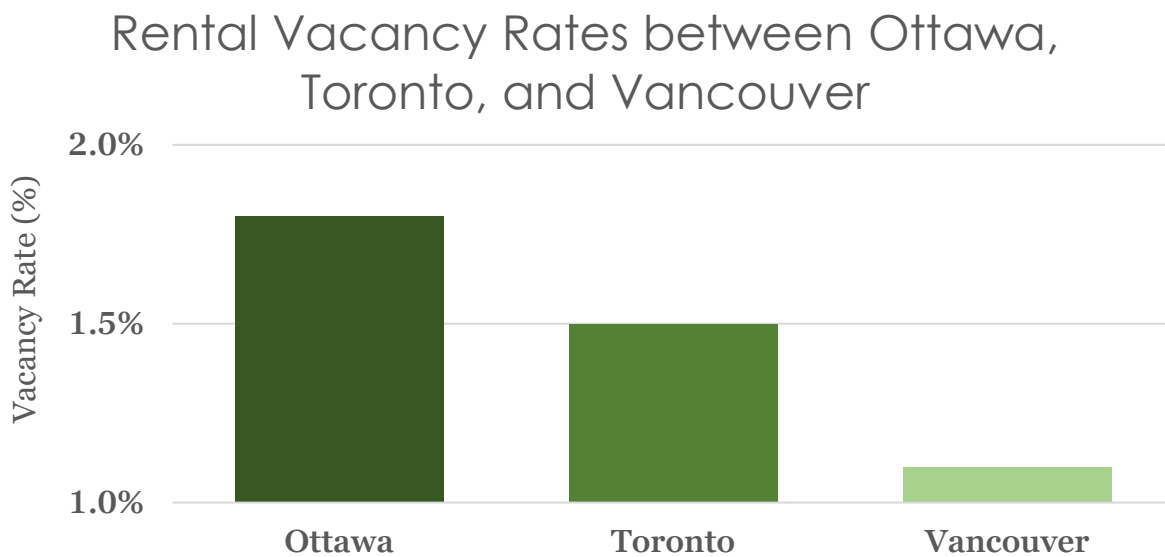
A heavy reliance on property taxes and grants from other levels of government is not the norm in most OECD countries. Countries like Hungary and the Netherlands receive most of their local revenue from sales taxes and the same is true to a lesser extent in Japan, Korea, the US and France.<sup>18</sup> As the Federation of Canadian Municipalities has noted, a more diverse revenue stream is needed to ensure more stable and long-term funding to Canadian municipalities.<sup>19</sup> Quite simply, continuing to solely rely on property taxes for revenue is not sustainable.

Re-allocation of financial resources can only go so far. Without the ability to implement new taxes, a good number of important programs can not be funded, and the City will continue to rely on grants from other levels of government and very limited sources of revenue.

# Alternative Budget Actions

We put forward five new taxes and fines that will increase the city revenue by \$193M. In introducing new funding sources and modifying the City's current property tax, it is this budget's aim to shift costs fairly onto those who can afford them. The initiatives we put forward have the positive side-effect of making the City's real estate markets more equitable.

For example, Statistics Canada data shows that Ottawa had a significant vacancy rate in 2019 (1.8), higher than that of both Toronto (1.5) and Vancouver (1.1).<sup>20</sup> Our proposed vacancy tax would incentivise homeowners to rent their homes to residents that live and work in the City.



In the following table, we categorize our tax proposals into two types: those that can be implemented without legislative change, and those that cannot be implemented within the current legislation. The legislations that require change will primarily be the City of Ottawa Act and the Municipal Act.

Currently, the City of Toronto is the only municipality to have expanded taxation powers within their legislation -- the City of Toronto Act. The proposed progressive property taxes are in accordance with the

provincially determined ranges for different property categories.<sup>21</sup> However, to implement a truly progressive property tax, provincial legislation must be amended.

Revenue generating policies that can be implemented without legislative change include increasing parking fees and traffic cameras. In an average year, the City collects nearly \$22M in parking ticket revenue,<sup>22</sup> which is equivalent to the property tax revenue of about 4,000 homes.

	Action	Est. Revenue	Results
Taxes that can be implemented today	Increase parking fees from \$3.50 to \$4.50 per hour	\$8 million	Disincentivize car use in the city.
	Increase red light/traffic cameras	\$10 million	Enforcement of traffic laws without police intervention, increasing personal safety of racialized residents.
	Implement a progressive property tax <sup>23</sup>	\$ 66 million	Makes property taxes more progressive and fair <sup>24</sup>
Taxes that need legislative change	Implement land transfer tax (LTT) <ul style="list-style-type: none"> <li>• A tax applied to the purchase of every property, in addition to the provincial LTT.</li> <li>• Modeled after the Toronto LTT.</li> <li>• Requires change to the Ottawa Act.</li> </ul>	\$ 65 million	Decreases real estate values and housing demand <sup>25</sup>
	Implement vacancy tax <ul style="list-style-type: none"> <li>• Tax applied to every taxable property not occupied for more than six months during the reference period<sup>26</sup></li> <li>• Modeled after tax implement in Vancouver<sup>27</sup></li> <li>• Requires change to the Ottawa Act and the Municipal Act</li> </ul>	\$ 44 million	Incentivises homeowners to offer empty units as long-term rental homes for people who live and work in the City <sup>28</sup>

Total estimated revenue: \$ 193 million

## Taxation Alternative Budget Actions Summary



Estimated revenue from each action in \$ millions CAD for a total of \$193 million.



# Social Infrastructure

## Role of the City and Impact of COVID-19

Social infrastructure is at the heart of Ottawa's safety net. It is the network of city programs, community services, and other resources that work to protect residents from both poverty, social isolation, mental health crises, and income insecurity. This chapter focuses specifically on three important areas within social infrastructure: centralized services, community services, food security, and childcare.

While social infrastructure is essential to Ottawa's residents, the system is in crisis due to consistent underfunding. In 2018, 90% of agencies responding to the Community Agency Survey done by the Social Planning Council of Ottawa indicated that they had unmet budget pressures, leaving 44% of them with reduced services, even while demand is rising.<sup>29</sup> This comes alongside 8,830 children waiting for childcare,<sup>30</sup> and 9.5% of Ottawa households with moderate to severe food insecurity.<sup>31</sup>

COVID-19 has only exacerbated the shortfalls of social infrastructure in the City. Because of a lack of food security, Ottawa's food banks saw a 15% increase of new users in April,<sup>32</sup> with food insecurity expected to double by the end of the year in Canada.<sup>33</sup> Ottawa's healthcare infrastructure, including hard-hit long-term care facilities, mental health and addictions services, and frontline health services, have also answered the call of serving the public during the pandemic. But some continue to be operating over their capacity.<sup>34</sup> Concurrently, the pandemic has taken a toll on working families, leading to renewed, Canada-wide calls for universal childcare.<sup>35</sup>

*This alternative budget proposes bold action to revitalize the City's social infrastructure, setting new goals to meet the needs of every resident.*



Marc-Olivier  
Jodoïn/Unsplash



# Background

## Centralized Services

Coordinated system planning services for homeless and high-risk residents are integrated across organizations. The City of Ottawa has yet to take any substantial steps towards coordinated systems planning. We propose that the City implement a coordinated system for services. This coordinated system offers a coherent process for homeless and at-risk individuals to access services offered by various local or regional organizations.

## Community Services

In 2018, the Coalition of Community Health Resource Centres made a bold but reasonable proposal to Ottawa City Council, calling for an investment of “at least \$5M, over and above existing funding, for non-profit social services in Ottawa during the 2019-2022 Term of Council.”

In truth, \$5M is not enough, based on the need and the chronic underfunding outlined in the 2018 Ottawa Wellbeing Report. While community services agencies are unable to meet increasing demand, the Police Services budget has increased dramatically, from \$120M in 2000 to almost \$320M in 2020. By directing resources toward policing instead of community services, the city has missed a significant opportunity to build more compassionate communities. Instead of policing our most marginalized residents, we call on the City to provide more community services that keep our city’s residents healthy, socially connected, housed, and fed. We also call on the city to implement alternative

models of community safety and mental health responses, which are led through coalition of city and community partners.<sup>36</sup>

## Food Security

Ottawa must invest significantly in community food systems to build sustainable local resilience. Improved food security reduces healthcare costs, increases school performance, provides greater health and wellbeing and develops a local, resilient economy. In a worrying trend, the number of food insecure households in Ottawa is growing, further exacerbated by the long-term impact of COVID19 and growing effects of climate change, both causing major disruptions in the global food supply chain.<sup>37</sup>

Food security is impossible when people live in poverty. It is critical, particularly in a city with rural, suburban and urban neighbourhoods, to both increase household, community and farm production of local food, and improve economic conditions through income supports for housing, childcare and transportation, eliminating barriers to purchasing food.

We call on the City of Ottawa to invest immediately in developing a comprehensive Food Strategy with both community and City leadership, based on two core sets of principles.

First, the principles within Ottawa's defined Good Food for All must be at the centre of a comprehensive food resilience strategy. Good Food is affordable, accessible, and culturally relevant. Good Food is as local and minimally processed as possible. Good Food is produced within food systems that are ecologically sound and promote economically sustainable livelihoods. Ensuring Good Food for All means addressing colonialism, racism and poverty as clear barriers to both accessing and growing good food.

Second, a Food Strategy in Ottawa must prioritize a Neighbourhood Food Approach, featuring multi-sector, multi-agency collaboration for community development based food-sharing at a neighbourhood level: shared meals, education and skills building, emergency food, support for food production and processing, edible landscape, shared kitchen space and food storage, and affordable food for purchasing. By investing in a pronounced, continued shift from charitable models of food distribution to a Neighbourhood Food Approach, the City can build long-term resilience into the food system, making sure that no residents are left behind.

## Childcare

Universal childcare has become an important demand during the COVID-19 pandemic, reflecting the ways that its absence has negatively impacted working families, single-parents, as well as families across the income spectrum.

In 2018, Ottawa had 2 times more children than available childcare spaces, leaving 8,830 children officially waiting for a licensed childcare space.<sup>38</sup> The total number of families who are unable to access childcare is much larger. Ottawa's 2019-2023 Child Care and Early Years Service System Plan describes that only 1 in 3 children have access to a licensed childcare space, with substantial service gaps for Francophone and special needs children in particular.<sup>39</sup>

City Council has more recently supported the goal of building a stronger childcare system in Ottawa, voting unanimously on December 11, 2019 to add investing in childcare to the 2019-2022 Term of Council priorities. This budget is a perfect opportunity to make good on that commitment, on the heels of a pandemic that has exhausted parents of young children while forcing the childcare system to the edge of collapse.

The City must ensure access to childcare for its most marginalized residents, while lobbying for federal support to create a truly universal childcare program. We propose that the City provide its own subsidy to residents until universal childcare for all Canadians is realized. While the aim must eventually be for a truly universal system built on direct operational funding of all childcare programs (and the abolition of fees), spending at the municipal level will begin to fill that gap.

# Social Infrastructure

## Alternative Budget Actions

The following social infrastructure actions will be covered entirely by the reallocation of the police budget, except for childcare, which will receive \$60M from the

reallocated funds from the police budget and \$205.9M from divestment from fossil fuel infrastructure, outlined in the Climate Chapter.

### Action

### Result

<p>\$2M for the development of a Coordinated Systems Planning approach to social services delivery. This includes:</p> <ul style="list-style-type: none"> <li>• centralized intake for social services;</li> <li>• horizontal and vertical coordination among homeless-serving agencies;</li> <li>• increased formalized collaboration between the agencies doing work in this sector; and</li> <li>• a collaborative agreement among service providers, under the governance of an Indigenous-led and community-led centralized management entity, supported by the City.</li> </ul>	<p>Improve service delivery for at risk and homeless residents.</p> <p>Offer a coherent and efficient process for individuals to efficiently access a diversity of local or regional services.</p> <p>Allows municipalities to collect better data, which can be used to improve services and achieve healthcare, poverty-elimination, and anti-racist goals.</p> <p>The poverty rate for racialized people is more than twice that of non-racialized (22% and 9%, respectively).<sup>40</sup> By making services more accessible, we are also making the City more equitable.</p>
<p>\$84M for the Community Services sector.</p>	<p>Address the funding shortfall in the Community Services sector, allowing for the delivery of necessary programs;</p> <ul style="list-style-type: none"> <li>• 57% of funding towards frontline services; and</li> <li>• 43% towards support services.</li> </ul>
<p>\$28.9M for childcare capacity expansion, leveraging the different forms of licensed childcare provision already operating in Ottawa, particularly in currently underserved areas of the city, of which:</p> <ul style="list-style-type: none"> <li>• \$3.2M in capital funds for two new municipally owned and operated childcare centres (creating 62 childcare spaces);</li> <li>• \$0.7M over 2 years for a municipal “hub” office to increase quality licensed home care space delivery (600 new spaces);</li> <li>• \$25M for new capital fund for community-based, not-for-profit childcare programs (1000 new spaces).<sup>43</sup></li> </ul>	<p>1,662 new childcare spaces.<sup>44</sup></p> <p>More childcare spaces for Francophone and special needs children.</p>
<p>\$0.85M for a one-year pilot project to develop race-based data collection and analysis on childcare system performance in Ottawa.<sup>45</sup></p>	<p>Allows for the concrete identification of systemic racism as a barrier to equity across the city’s range of childcare programs.</p>

## Action

## Result

\$237M for free childcare to all residents under the LICO poverty measure.

- This service would not be means tested, rather it would be provided to any residents on social assistance, on the affordable housing list, or on other lists that denote financial need.

Affordable childcare increases both the labour force participation and well-being of mothers. Quality childcare increases readiness to enter kindergarten and elementary school for marginalized children. It would also remove significant financial barriers for new parents and single parents, while beginning the construction of a universal childcare system. As a wholly municipal program, Ottawa can define its own rules for who is eligible for the subsidy, without constraints by the province. As a result, the City could dramatically expand the number of affordable child-care spots.

Shifting the burden of childcare costs away from parents can provide meaningful support at this time of profound economic uncertainty. Racialized families and female-headed households would benefit from this program, as racialized families are more likely to be on social assistance or using affordable housing.

\$2M to develop, cost and begin implementation of a City-wide Food Strategy with:

- Funding to support urban Indigenous Food Sovereignty, incorporating traditional food systems knowledge and space to grow/harvest;
- target of 5% of the municipal government's institutional food needs met by locally produced food by 2022;
- target of 10% local food consumption by 2030;
- affordable grocery-style food purchasing program in neighbourhoods across the city, starting with the 22 lower-income neighbourhoods where residents are more than 1km away from a full-service grocery store;
- support to increase the number of household and community gardens, including access to seed and soil; including incentivizes for private and public institutions and businesses to transform lawns into community food producing spaces;
- investments in economic development program for new farmers and New Canadian farmers within city boundaries, including a micro-grant program;
- financial offsets to support farmers' markets and online markets; and
- perennial fruit and nut tree initiative.

Builds resilience in the local food system.

Keeps all residents of the City fed and healthy, and supports the collaborative federal target of zero hunger by 2030.

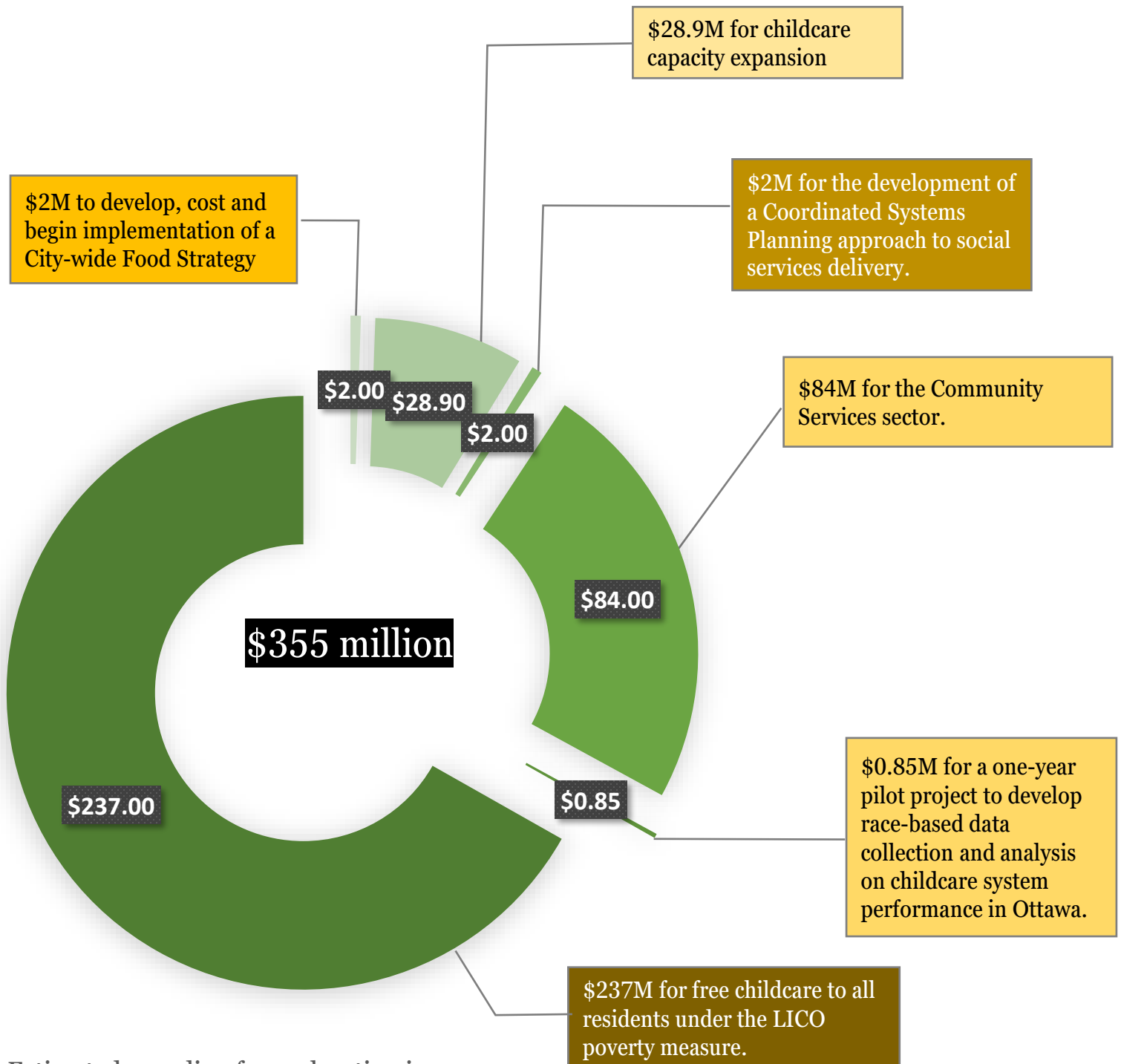
Helps to close the race gap in food insecurity where currently, Black households in Canada are 3.56 times more likely to experience food insecurity as compared to white households.<sup>41</sup>

Transitions food security programs away from charity, reactive models to proactive, resilient and sustainable models.

Increases local economic activity and economically sustainable livelihoods. Note the State of Vermont has set a similar target, and has had encouraging successes. In 2017, it reached 13.9% local food consumption, up from just 5% in 2010.<sup>42</sup>

Edible landscape provides free, healthy, and ongoing food to residents while providing carbon storage and rejuvenating the City's canopy.

# Social Infrastructure Alternative Budget Actions Summary



Estimated spending for each action in \$ millions CAD for a total of \$355 million.

# Climate Action

## Role of the City and Impact of COVID-19

COVID-19 has created a profound health and economic crisis at a moment when the climate crisis is also accelerating. Our economic recovery from COVID thus

presents an opportunity for Ottawa to tackle all three of these present states of emergency by committing to a green and just pivot in the upcoming 2021 municipal budget.

### Background

Ottawa is well-positioned to begin this green pivot. The City is set to adopt the *Energy Evolution: Ottawa's Community Energy Transition Strategy (EE)*, based on the Council-approved Climate Change Master Plan. We support this strategy. The challenge now is to act swiftly and decisively by funding and implementing *EE*<sup>46</sup> while simultaneously committing to climate justice and social equity measures.

Given the financial crisis facing the City, some may argue that we need to implement austerity measures, but this is in fact not the case. Ottawa is currently faced with the unique opportunity of locking-in cheap financing now due to unprecedented low

interest rates (which are close to zero) in order to jumpstart *EE* implementation.<sup>47</sup> The majority of investments in *EE* have a positive financial return and can be financed through long-term debt finance (in the capital budget) in combination with leveraging senior government contributions and private finance.

In this chapter we propose several initiatives the City can adopt to carry out the plan put forward in *EE*, as well as other important climate initiatives that both protect the climate and promote equity. For more details on the proposals presented in this chapter please see the supporting [technical report](#).<sup>48</sup>



# Climate Action

## Alternative Budget Actions

A key element of our vision is the creation of a new vehicle, the Ottawa Climate Finance and Economic Development Corporation (CFEDC). The CFEDC's exclusive purpose will be to finance equitable local climate actions. Like Ottawa Hydro, it will be wholly owned by, and accountable to, the City of Ottawa.

Through investments, CFEDC will create hundreds of local jobs and generate positive long-term economic yields in the community. It will provide low interest loans (with rates close to zero) with long pay-back time frames (of 30 to 50 years) to fund climate resilient and low or zero carbon infrastructure projects. CFEDC will offer low-interest financing and rebate programs to incentivize business owners and individuals to undertake retrofits. The corporation will also fund profitable, local renewable energy projects related to solar, wind, hydro energy and energy storage.

CFEDC's initial funding will come from the City's Endowment Fund. For years, community groups in Ottawa have advocated for divestment from fossil fuel investments in the Endowment Fund. We support this and propose that the funds should instead be invested locally, stimulating our economy. Of the \$190M in the fund, \$130M will be used as initial capitalization for CFEDC, and \$60M will be earmarked for investment in local renewable energy initiatives.<sup>49</sup> CFEDC would then leverage this financing to seek other funding from the federal and provincial governments, the Federation of Canadian Municipalities, the Infrastructure Bank of Canada, EDC, and community, private and philanthropic partners.

A key proposition of the Alternative Budget is that the City should not make new investments in fossil fuel infrastructure and thus not become locked into a carbon-intensive path over the future decades-long expected life cycle of these capital assets. We calculate conservatively that \$390M<sup>50</sup> can be deferred from various capital projects that have not yet entered into legal or financial commitments. Fossil fuel infrastructure projects that will be deferred building re-commissioning, facility refurbishments, road expansions, conventional vehicle fleet renewals for service vehicles, para-transpo, police, garbage trucks and transit expenditure on diesel bus refurbishment and replacement.

We also call on the City to take on initiatives that specifically promote climate justice. The highest polluting sectors in the City of Ottawa are the building and transportation sector. Combined, these two sectors are projected to account for roughly 75% of cumulative emissions reductions from now until 2050. Targeting emissions in these sectors can not only help us meet our emissions targets, but also promote the welfare of low-income and marginalized residents. These measures include making transit free, allocating land within 1km of transit hubs for deeply affordable housing (reducing urban sprawl), offering energy retrofits for social and supportive housing, and using Community Improvement Plans to provide incentives for small business to locate and provide missing amenities in 15-minute communities.



We propose an additional investment of \$50M on the capital budget side to improve cycling and walking environments, towards health benefits and the shift to a low-carbon economy. This can include speed limit reductions to 30km/h, physical traffic calming measures, quick-build cycling safety improvements on 29 identified intersections, and snow and ice clearing of walking and cycling paths. We propose an expansion of walking, cycling and public space on streets as part of the pandemic response. Climate action must always be coupled with climate justice so that no individual or community is left behind. As a result, the principles of a “just transition” must be at the heart of the energy and

socioeconomic transition ahead.

Lastly, we envision a path forward for the City where officials apply a climate lens to city initiatives. This includes considering climate in the City’s Comprehensive Capital Asset Management Policy and its procurement policy. This also includes establishing a City carbon budget, and allocating long-term funding to the Climate Change Master Plan in the City’s Long Range Financial Plan. A low-carbon economic development strategy can create hundreds of local jobs, generate positive long-term economic yields and build local resilience.

## Climate Action Alternative Budget Actions

Action	Result
\$190M to create the Ottawa Climate Finance and Economic Development Corporation, of which \$20M first annual capital contribution; \$90M a one-time capitalization of revolving loan fund; \$60M invested in local renewable energy generation with stable return.	(\$190M) Endowment Fund divested from fossil fuels and stock markets, and re-invested in the local economy, creating jobs in Ottawa. Access to extraordinarily affordable financing for the City, businesses, and individuals for green infrastructure.
\$2M to implement <i>EE</i> ’s 20 projects and unlock funding & finance from other levels of government & other sources.	20 <i>EE</i> projects staffed to initiate implementation and apply for counterpart funding.
\$6M carry forward from budget 2020 to accelerate Electric Bus Program	Implement a pilot program. Have all buses electrified by 2030.
\$65M to improve walking & cycling infrastructure Health, safety, wellness, reduced carbon emissions.	Health, safety, wellness, reduced carbon emissions.

## Action

## Result

\$390M to defer and return to source all capital projects which invest in fossil fuel infrastructure (new, renewal, maintenance) and have not started or tendered. Priority candidates are transportation and building projects (e.g. fleet renewal, building commissioning).

Resources freed for alternative investments in social infrastructure as opposed to fossil fuel infrastructure.

\$0.1M to plant urban canopy towards 40% target in all neighbourhoods

Promotes physical and mental health.  
Protects against heat islands.

Adding a climate objective and a climate test to the City's Comprehensive Capital Asset Implement a climate policy for management, including:

- Adding a climate rubric to the city's procurement policy; and
- establishing a carbon budget for the City.

Climate goals are integrated into financial decision making

Develop a City-wide adaptation and resilience plan.

- plan investment in stormwater infrastructure, urban forestry and emergency preparedness;
- prioritize investments in low-income and dense neighbourhoods.

Increases the City's capacity for adaptation and resilience to climate shocks.



Clement Nocos/Canadian Press

# Climate Action Alternative Budget Actions Summary

**\$390 million** to defer and return to source all capital projects which invest in fossil fuel infrastructure (new, renewal, maintenance) and have not started or tendered.

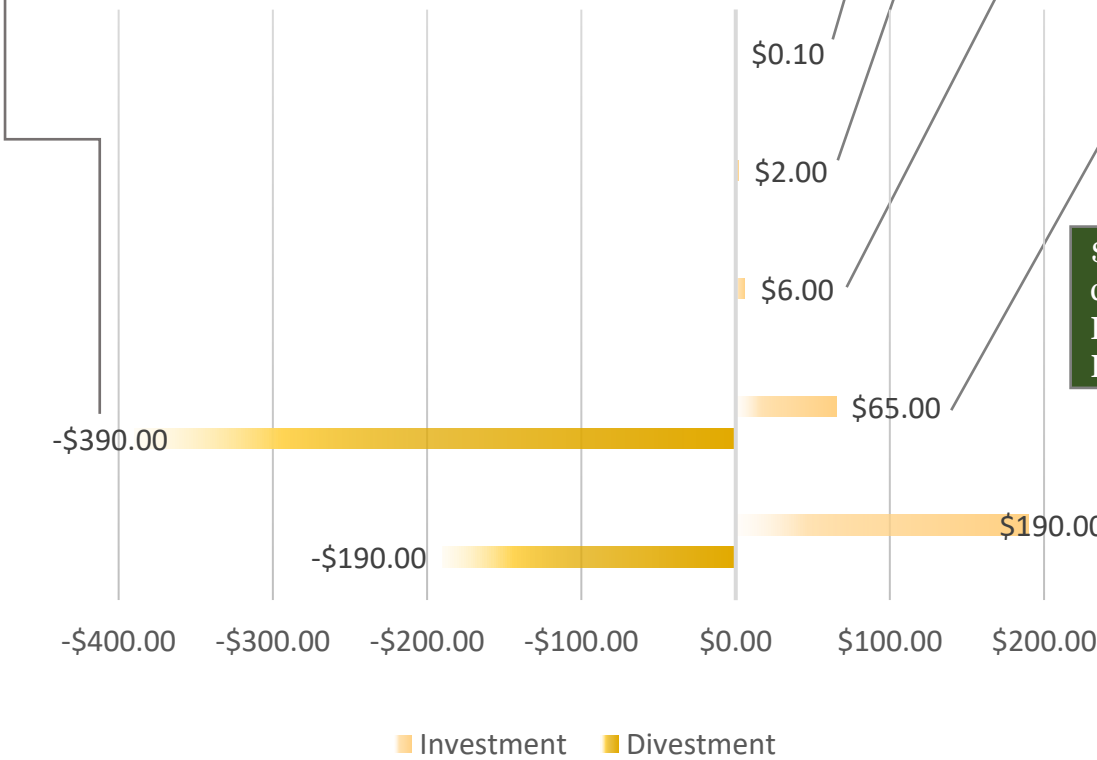
\$0.1M to plant urban canopy towards 40% target in all neighbourhoods.

\$2M to implement *EE's* 20 projects and unlock funding & finance from other levels of government & other sources.

\$6M carry forward from budget 2020 to accelerate Electric Bus Program.

\$65M to improve walking & cycling infrastructure

\$190M to be reinvested to create the Ottawa Climate Finance and Economic Development Corporation.



Estimated spending for each action in \$ millions CAD for a total of \$263.1 million.

# Housing

## Role of the City and Impact of COVID-19

In January 2020, the City declared a housing and homelessness emergency.<sup>51</sup> Just between 2017 – 2018, the social housing waitlist in Ottawa increased by almost 15%, with over 12,000 households currently on the waitlist.<sup>52</sup> Single women and women-led households are over-represented in homelessness and housing precarity, yet definitions of homelessness as sleeping rough hides the reality of women couch surfing, staying in abusive relationships, living in violence against women shelters or institutions.<sup>53</sup>

Current programs for reducing chronic homeless are not sufficient. Between 2015 – 2018, the Housing and Homelessness Plan and a Housing first program housed over 700 individuals. But only 23 of these individuals escaped chronic homelessness.<sup>54</sup> In that same time period shelter use has increased, and the use of family shelters has gone up by 40%, primarily due to an influx of newcomer families.<sup>55</sup> Housing policies lack an intersectional lens, leading to inadequate housing for a diversity of needs

## Background

In Ottawa, approximately 36,000 households are in core housing need with 32,000 of them experiencing an affordability challenge and spending more than 30% of their pre-tax income on rent. Half of those households, around 16,000 households spend over 50% of their income on rent. A policy brief on Ottawa's housing and

such as LGBTQ2S+ youth supports, accessible units, and supportive Indigenous housing.<sup>56</sup>

This crisis in Ottawa has grown despite efforts by the City to address homelessness and housing insecurity. In 2013, the City approved its 10-year housing and homelessness plan, A Home for Everyone.<sup>57</sup> The plan aims to eliminate chronic homelessness in Ottawa and build a city where everyone has a safe and affordable home.

Income loss during COVID has intensified the housing crisis in Ottawa, particularly putting women at risks due to their disproportionate representation in precarious jobs and job loss during the pandemic.<sup>58</sup> With eviction moratoriums being lifted in Ontario, housing advocates have expressed concerns that many who continue to face income loss or have accumulated unpaid rent payments over the last few months, will be forced into homelessness due evictions.<sup>59</sup>

homelessness emergency estimates that responding to the crisis in Ottawa (by reducing core housing need by 50% (18,000 households) and eliminating chronic homelessness by 100%) would require \$805M in investments from all levels of government over 8 years.<sup>60</sup>

These estimates indicate a substantial funding gap between how housing is being funded currently and how much is required to make a meaningful difference. At current levels, increasing housing need and homelessness continue to outstrip any investments made and the housing crisis continues to intensify.

A major challenge faced by the City is providing enough affordable units given ongoing gentrification in the City's neighbourhoods. Between 2014 and 2018, the City added 484 new affordable and supportive housing units through Action Ottawa, the City's primary program to increase the supply of affordable/supportive housing stock.<sup>61</sup> But with every affordable housing unit added to the market, Ottawa loses seven affordable existing units (rent under \$750 a month) due to demolitions and redevelopment into higher rental units.<sup>62</sup>

The City also faces challenges in keeping up with the growth of homelessness. The City's Housing First programs aim to prevent and address homelessness in Ottawa. However, homelessness continues to steadily rise with singles shelter usage up by 17% and family shelter usage up by 40% since 2015. The city currently pays \$3,000 per month to keep a family housed in a shelter, roughly \$100 per night.<sup>63</sup>

To solve the City's housing crisis, the City must provide capital subsidies to build or acquire new affordable rental housing units. Specifically, we urge the City to pass a strong citywide inclusionary zoning by-law that ensures 25% of new development is dedicated to affordable housing. Specific

commitment must be made towards acquiring and assigning all land in a 1.5 km radius of the LRT towards deeply affordable housing, to increase connectivity. To help meet the affordable housing needs of residents, the City could purchase surplus federal lands through the Federal Lands Program at an affordable price. We also recommend that all available government-owned land (municipal and federal) within 1 km of current & future rapid transit stations be used for non-profit and co-op housing. Similarly, the City should provide land to the newly established Land Trust in Ottawa specifically for affordable housing near rapid transit.

But increasing the number of affordable housing units in the City is not enough. The City must also invest in the small non-profit organizations that manage affordable housing in the City and in coordinated systems planning for agencies serving the homeless.

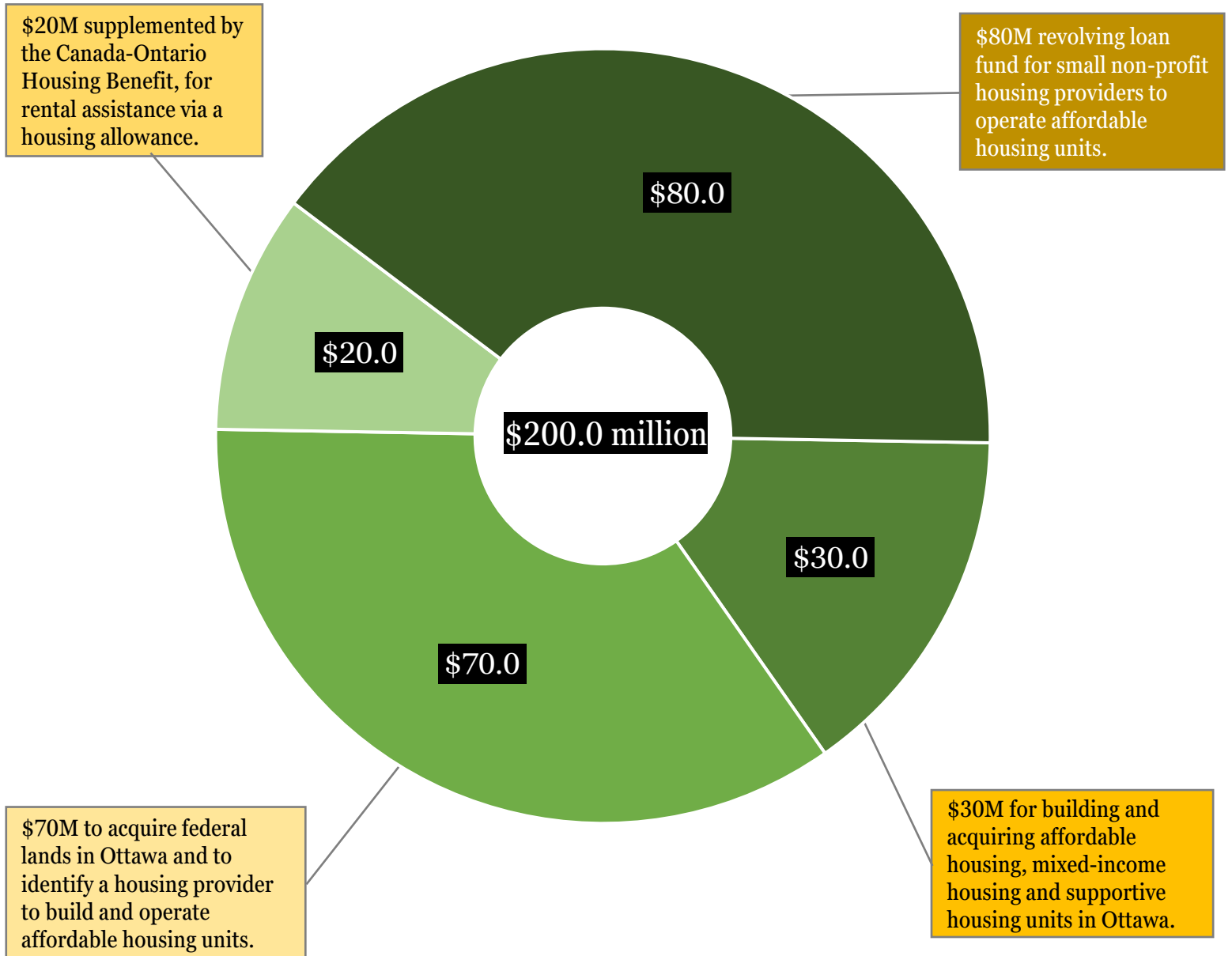
COVID-19 has intensified the housing and homelessness crisis and many households are at risk of evictions. These households are overly represented by women, single mothers, racialized people, and newcomers. The City should provide rental assistance via a housing allowance.



# Housing Alternative Budget Actions <sup>64</sup>

Action	Result
<p>\$30M, matched by both a provincial and a federal grant (total \$90M), for building and acquiring affordable housing, mixed-income housing and supportive housing units in Ottawa.</p> <p>The City should match the National Housing Strategy’s commitment to allocate 25% of funding to women <sup>65</sup> by designating 25% of all new builds and acquisitions for women’s housing needs.</p>	<p>900 additional affordable housing units added to the affordable housing stock in Ottawa per year. <sup>66</sup></p> <p>An intersectional gendered approach to new builds and acquisitions will address the over-representation of women in homelessness and housing precarity.</p> <p>This action will particularly serve racialized populations, predominately Black, Chinese, Arab, and South Asian communities who together comprise an estimated 55% of affordable housing residents.</p>
<p>\$70M to acquire federal lands in Ottawa and to identify a housing provider to build and operate affordable housing units.</p>	<p>Annual acquisition of additional federal lands to increase the supply of affordable housing units in Ottawa. <sup>67</sup></p>
<p>\$20M supplemented by the Canada-Ontario Housing Benefit, for rental assistance via a housing allowance.</p>	<p>\$500 per month rent subsidy to assist 3,300 renter households in core need.</p>
<p>\$80M revolving loan fund for small non-profit housing providers to operate affordable housing units.</p>	<p>Expanded capacity of small housing providers to acquire properties and incentivize partnerships, consolidations and mergers to increase capacity for existing asset management. <sup>68</sup></p>

# Housing Alternative Budget Actions Summary



Estimated spending for each action in \$ millions CAD for a total of \$200.0 million.

# Transit

## Role of the City and Impact of COVID-19


The transportation sector accounts for almost 40% of Ottawa's (and Ontario's) carbon footprint.<sup>69</sup> An expanded and cheaper public transportation will reduce emissions by two thirds on a per trip basis while increasing access to the economic, social and cultural life of the city for citizens who are unable to afford the cost<sup>70</sup> of maintaining an automobile.

COVID-19 has put significant pressure on city revenues as a whole, but transit in particular. Transit ridership declines accounted for \$120 M of the City's COVID – 19 related deficit as of the end of August<sup>71</sup> With low ridership and reduced fares, transit

is vulnerable to service cuts that would further reduce ridership and usability.

The impacts of declining ridership would seriously compromise the City's efforts to address climate change. It would also adversely affect the ability of transit dependent citizens, most of whom are low income and disproportionately members of racial minorities, to get to work, appointments, do their shopping and meet with friends and family. Reduced services would also adversely impact women, who are more likely to trip-chain (make multiple stops for groceries, childcare, and work, for example) when using transit.



Sebastien Artaud/Unsplash 



# Background

The City of Ottawa's transportation system has long been centred around private cars. In the 1960s, Ottawa's rail station was relocated several kilometers from downtown.<sup>72</sup> In the same decade construction on Highway 417 began, encouraging debilitating East-West sprawl.

Public transit is very much a secondary system, designed merely to get people with regular 9 – 5 jobs in the downtown core to and from work. Ottawa's transit fares are among the highest in the country<sup>73</sup> and the system is notoriously unreliable.

The arrival of the LRT has not changed this. It has prioritized low costs while compromising quality. Stage One has proven unreliable, and together with the reorganization and reduction of bus services, has made using public transit more difficult for many people.

Despite failing to meet the technical requirements for the second stage, SNC Lavalin was still awarded the contract due to their low-price tag.<sup>74</sup>

Meanwhile, 1 in 10 elderly people say they cannot go out as often as they wish, and indicate that inability to pay and inaccessible transit are among the top reasons why.<sup>75</sup> A student at Carleton University could pay more than 10% of their yearly fees to access a student bus pass.<sup>76</sup> Someone who is just above the qualification for a low income bus pass (the Equipass), could spend nearly 7% of their income on a monthly bus pass.<sup>77</sup>

It is time for this situation to change. Ultimately, public transit must become the heart of our transportation system; it must

be viewed as a true public service that is free at the point of use and meets all our transportation needs – much like health care, education, fire services and even sidewalks.

Making public transit 'free' is not enough. It also needs to be developed into an attractive, safe system that actually meets people's transportation needs. These specific improvements have been advanced as they prioritize the transportation needs of those working irregular hours and/or likely to be transit dependent. Prioritizing public transit with expanded routes and dedicated bus lanes will make public transit a viable alternative to private vehicle ownership. These improvements can be funded through local revenues.

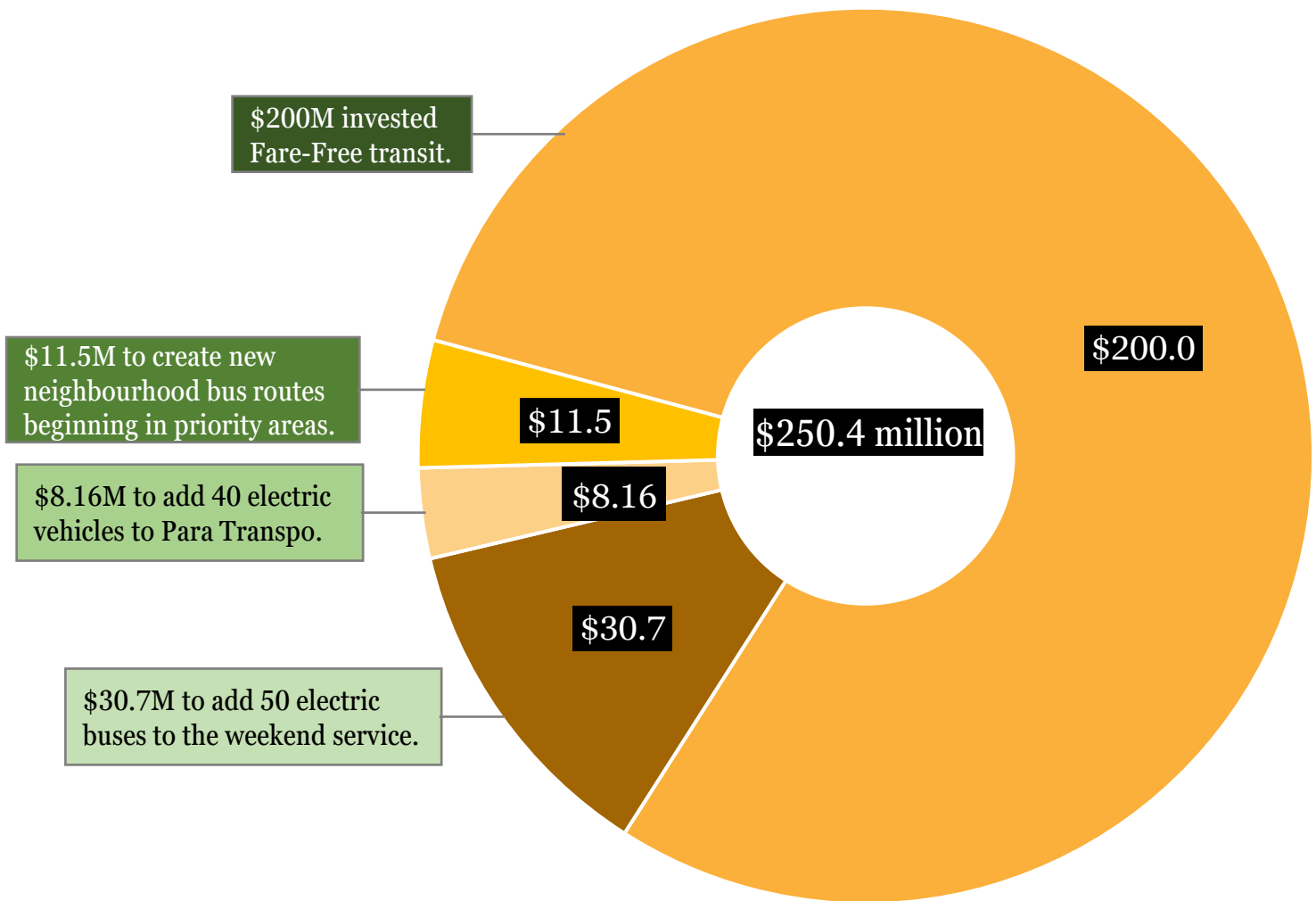


Philippe Beliveau/Unsplash

# Transit Alternative Budget Actions

Action	Result
\$200M invested Fare-Free transit	Increases public transit accessibility through the removal of associated financial barriers. <sup>78</sup>
\$30.7M to add 50 electric buses to the weekend service (1 per each “frequent” and “local” bus routes currently operating)	Increases public transit accessibility for weekend riders with a particular emphasis on improving the reliability of public transport for weekend workers, a disproportionately low wage working demographic.
\$8.16M to add 40 electric vehicles to Para Transpo, (a 20% increase to the current fleet)	Increases public transit accessibility for Ottawa residents with mobility challenges, and/or other disabilities which preclude them from using traditional forms of public transport.
\$11.5M to create new neighbourhood bus routes beginning in priority areas such as Vanier and Bay Ward.	Increases public transit accessibility through the creation of new routes servicing previously under-connected neighbourhoods.  \$3.25M will serve racialized populations

# Transit Alternative Budget Actions Summary



Estimated spending for each action in \$ millions CAD for a total of \$250.4 million.

# Appendices

## A.1: Divesting from the Police Budget

Divesting from the police budget will ultimately require legislative change, but has the potential to reduce expenditures by \$235 million. Currently, four of the seven members who sit on the Police Services Board are appointed by City Council, who review the Ottawa Police Services budget, which is then voted on by the Council. However, City Council can only vote to accept or reject the budget as a whole. In this sense, they can prevent an increase in the police budget, but cannot determine what aspects of the department should be cut. In order to dramatically reform the police service, legislative changes to the Police Services Act need to be implemented.

Divesting from the police will allow the specialized community organizations and other municipal services to replace police officers as the primary providers of frontline services, where police are known to be ineffective. Rather than allocated to the police service, the money could be reallocated towards communities in the form of improved access to affordable and supportive housing, mental health supports, substance use harm reduction and intervention, and sexual assault and violence resources. Specific departments entirely disbanded or reduced in capacity by over 70% include street crime, drugs, mental health crisis, school resource officers, traffic escorts and sexual assault, domestic partner violence, and child abuse.

Eliminating front-line work from the mandate of the police force reduces the total staff (civilian and sworn officers) by 60%. This alone reduced expenditure on salaries and benefits by \$150 million. Retained

services include organized crime, cyber crime, major crime,<sup>79</sup> human trafficking and investigations. The shift in the focus of policing from first-responders to high-level investigative work will reduce the number of individuals who will come into direct contact with the police, which will directly benefit marginalized community members.

The initial cuts to staff are what informed the subsequent eliminated expenditures. All bureaucratic expenditure was halved to reflect the reduction in operations. Expenditures deemed wasteful were eliminated entirely. Expenditure categories deemed “wasteful” included spending that would no longer be relevant once the police ceased frontline operations, such as advertising, promotional campaigns, publications and costs associated with patrolling. Expenditure to the police reserve fund was eliminated, reducing expenditure by close to \$20 million. Finally, all spending on ammunition and explosives was eliminated. Part of altering the way police operate requires a pronounced shift away from the use/threat of lethal force, and disarming the police plays an important role in that transition.

It is worth noting that the retained investigative services will still be hindered by racism, misogyny, classism and many other prejudices without a complete rehabilitation of the culture within policing. Given policing as it exists today was created with the goals of population control and wealth protection in mind, systemic inequities will always exist if divesting efforts are not coupled with institutional reprioritizations and reforms.

## A.2: Costing Alternative Policy Proposals

	Cost	Funding Stream
<b>Climate Action</b>	\$263M	Fossil fuel divestment
<b>Housing</b>	\$200M	Reallocated police budget
<b>Transit</b>	\$250M	Fossil fuel divestment and tax revenue
<b>Social Infrastructure</b> <ul style="list-style-type: none"> <li>• \$80M for community services (community centres, social services, front-line agencies)</li> <li>• \$2M for food security</li> <li>• \$266.75M for childcare</li> </ul>	\$355M	Reallocated police budget and fossil fuel divestment
<b>Total</b>	<b>\$1068M</b>	

Funding Stream	Revenue Generated
Reallocated police	\$235M
Fossil fuel divestment	\$390M
Tax revenue	\$193M
Senior government leverage	\$60M
<b>Total</b>	<b>\$1068M</b>

# A.3: Tax Costing Measures

Below is a list of costing tables used for the proposed taxation measures.

If Ottawa were to adapt a City LTT equal to that of Toronto, on top of the provincial LTT, these would be the rates:

Ontario Tiered Land Transfer Tax Rates	
Value Tranches	Tax Rate
up to \$55,000	0.5%
between \$55,000 and \$250,000	1.0%
between \$250,000 and \$400,00	1.5%
over \$400,000, residential	2.0%
over \$400,000, commercial	1.5%
over \$2,000,000, residential	2.5%

The costing exercise:

	Transfer Value of Property - Provincial + (proposed) Ottawa LTT				
	\$250,000 and under	from \$250,000 to \$400,000	from \$400,000 to 699,999 residential	from \$400,000 to 699,999 commercial	All Transfers
<b>2019 Q1</b>					
<b># of transactions</b>	42	629	954	-	1,625
<b>transactions value</b>	\$9,349,979	\$218,124,686	\$411,099,582	-	\$638,574,247
<b>LTT paid</b>	\$187,000	\$6,543,741	\$16,443,983	#VALUE!	\$23,174,723
<b>LTT as % of sales</b>	2.00%	3.00%	4.00%	#VALUE!	3.63%

<b>2019 Q2</b>					
# of transactions	42	758	1,608	-	2,408
transactions value	\$9,349,979	\$263,949,621	\$831,599,196	-	\$1,104,898,796
LTT paid	\$187,000	\$7,918,489	\$33,263,968	#VALUE!	\$41,369,456
LTT as % of sales	2.00%	3.00%	4.00%	#VALUE!	3.74%
<b>2019 Q3</b>					
# of transactions	0	524	1,383	-	1,907
transactions value	\$0	\$183,249,738	\$726,374,309	-	\$909,624,047
LTT paid	\$0	\$5,497,492	\$29,054,972	#VALUE!	\$34,552,465
LTT as % of sales	#DIV/0!	3.00%	4.00%	#VALUE!	3.80%
<b>2019 Q4</b>					
# of transactions	78	706	1,542	-	2,326
transactions value	\$17,049,953	\$238,149,647	\$786,149,229	-	\$1,041,348,829
LTT paid	\$340,999	\$7,144,489	\$31,445,969	#VALUE!	\$38,931,458
LTT as % of sales	2.00%	3.00%	4.00%	#VALUE!	3.74%

According to the below data from StatsCan, Ottawa has a significant vacancy rate, comparable to Toronto and Vancouver.<sup>80</sup>

Geography	2015	2016	2017	2018	2019
	Rate				
Ottawa-Gatineau, Ontario/Quebec( <a href="#">map</a> )	3.9	3.4	2.2	1.5	1.8
Ottawa-Gatineau, Ontario part, Ontario/Quebec( <a href="#">map</a> )	3.4	2.8	1.8	1.6	1.8
Ottawa-Gatineau, Quebec part, Ontario/Quebec( <a href="#">map</a> )	5.5	5.9	3.8	1.3	1.6
Toronto, Ontario( <a href="#">map</a> )	1.5	1.3	1.0	1.1	1.5
Vancouver, British Columbia( <a href="#">map</a> )	0.8	0.7	0.9	1.0	1.1

- <sup>81 82</sup>There are about 564,144 private households in Ottawa (Ontario), so a vacancy rate of 1.8% implies that about 10,154 households are vacant each year.
- The average residential price in Ottawa is \$501,200<sup>83</sup>.

Total Private Dwellings in Ottawa (2016)	564,144.00
Vacant Homes	<u>10,154.59</u>
Median Home Price in Ottawa (2016)	\$ 349,589.00
Total est. value of vacant homes	\$ 3,549,933,662.69
Vacancy Tax	<u>\$ 44,374,170.78</u>
Property tax revenue (2019)	\$ 1,682,000,000.00
Vacancy Tax	\$ 44,374,170.78
% of Prop tax	<u>2.64%</u>

- Non-Resident Speculation Tax
- <sup>84</sup>According to the CMHC, non-residents disproportionately purchase condominiums over houses.

**Table 7 – Share of Condominium Apartments owned by Non-Residents by Year of Construction in Other CMAs, 2014-2017 (Continued)**

Area	Year of Construction	Share Owned by Non-Residents (%)			
		2014	2015	2016	2017
London CMA	Unknown	--	2.3 c	0.8 a	0.3 a
	Pre 1990	--	++	++	1.4 a
	1990-1999	--	++	++	1.0 a
	2010+	--	++	++	++
	Overall	--	2.2 c	0.8 a	0.4 a
Montréal CMA	Unknown	1.1 a	0.8 a	0.4 a	1.1 a
	Pre 1990	1.3 a	1.1 a	1.0 a	1.3 a
	1990-1999	1.3 a	1.2 a	1.1 a	1.0 a
	2000-2009	1.7 b	1.6 b	1.4 a	2.2 b
	2010+	1.7 c	1.3 a	1.1 a	2.1 c
Overall	1.5 a	1.3 a	1.1 a	1.7 a	
Gatineau CMA	Unknown	--	++	--	--
	Pre 1990	--	0.5 a	0.6 a	1.1 a
	1990-1999	--	0.2 b	0.3 b	1.0 a
	2000-2009	--	0.3 a	0.4 a	0.6 a
	2010+	--	0.2 b	0.9 d	++
Overall	--	0.3 a	0.6 a	1.1 a	
Ottawa CMA	Unknown	--	++	--	--
	Pre 1990	0.8 a	0.6 a	0.7 a	0.6 a
	1990-1999	1.2 a	0.5 a	1.4 a	1.0 a
	2000-2009	0.4 a	1.1 a	0.5 a	0.9 a
	2010+	0.8 a	1.6 c	0.4 a	0.8 a
Overall	0.7 a	1.0 a	0.6 a	0.7 a	
Québec CMA	Unknown	0.0 b	++	0.0 b	0.0 b
	Pre 1990	0.9 a	1.0 a	0.8 a	0.9 a
	1990-1999	0.7 a	0.6 a	0.5 a	0.5 a
	2000-2009	0.4 a	0.5 a	0.4 a	0.4 a
	2010+	0.4 a	0.3 a	0.2 a	0.3 a
Overall	0.6 a	0.6 a	0.5 a	0.5 a	
Regina CMA	Unknown	0.0 d	0.1 a	0.0 b	0.0 c
	Pre 1990	0.2 a	0.0 a	0.4 a	0.1 b
	1990-1999	0.0 d	0.0 b	0.0 b	0.0 c
	2000-2009	0.0 d	0.0 b	0.1 a	0.0 c
	2010+	0.0 d	0.0 b	0.0 b	0.0 c
Overall	0.1 a	0.0 a	0.2 a	0.0 b	



- The NRST is collected at the provincial level and is not under the jurisdiction of the Ottawa Act.

Mean of Median Condo Prices (2017)	\$	1,530,000.00
Average Condo Price (2017)	\$	510,000.00
Ottawa Condo Universe (2011)		109,580
Foreign-Owned (2017)		76,706
Value of Foreign-Owned	\$	39,120,060,000.00
NRST @ 15%	\$	5,868,009,000.00 <sup>85</sup>

- Progressive Property Tax

	\$250,000 and under	from \$250,000 to \$400,000	from \$400,000 to 699,999	\$700,000+	Total
Homes bought (2019)	162	2,617	5,487	780	9,046
Value of homes	\$ 35,749,911.00	\$ 903,473,692.00	\$ 2,755,222,316.00	\$ 663,000,000.00	\$ 4,357,445,919.00
Property tax @ new rate	\$ 376,177.01	\$ 11,521,512.12	\$ 41,280,008.14	\$ 12,890,350.98	<u>\$ 66,068,048.25</u>

- Proposed taxing structure

<b>Current Tax Rate - Residential</b>	<b>1.0552246%</b>
City Wide	0.479442%
Ottawa Police Services	0.142339%
Capital Tax Levy	0.000000%
Conservation Authority Levy	0.006230%
Transit Zone	0.154287%
Fire Services	0.081948%
Solid Waste\Garbage	FIXED
Education	0.188000%

<b>Proposed Tax Rate - Residential Bracket 1</b>	<b>1.052246%</b>	<b>Change in % (from previous bracket)</b>
City Wide	0.479442%	0
Ottawa Police Services	0.142339%	0
Capital Tax Levy	0.000000%	0
Conservation Authority Levy	0.006230%	0
Transit Zone	0.154287%	0
Fire Services	0.081948%	0
Solid Waste\Garbage	FIXED	0
Education	0.188000%	0

<b>Proposed Tax Rate - Residential Bracket 2</b>	<b>1.275246%</b>	<b>Change in %</b>
City Wide	0.549442%	0.070000%
Ottawa Police Services	0.142339%	0
Capital Tax Levy	0.150000%	0.150000%
Conservation Authority Levy	0.009230%	0.003000%
Transit Zone	0.154287%	0
Fire Services	0.081948%	0
Solid Waste\Garbage	FIXED	0
Education	0.188000%	0

<b>Proposed Tax Rate - Residential Bracket 3</b>	<b>1.498246%</b>	<b>Change in %</b>
City Wide	0.619442%	0.070000%
Ottawa Police Services	0.142339%	0
Capital Tax Levy	0.300000%	0.150000%
Conservation Authority Levy	0.012230%	0.003000%
Transit Zone	0.154287%	0
Fire Services	0.081948%	0
Solid Waste\Garbage	FIXED	0
Education	0.188000%	0

<b>Proposed Tax Rate - Residential Bracket 4</b>	<b>1.721246%</b>	<b>Change in %</b>
City Wide	0.689442%	0.070000%
Ottawa Police Services	0.142339%	0
Capital Tax Levy	0.450000%	0.150000%
Conservation Authority Levy	0.015230%	0.003000%
Transit Zone	0.154287%	0
Fire Services	0.081948%	0
Solid Waste\Garbage	FIXED	0
Education	0.188000%	0

<b>Proposed Tax Rate - Residential Bracket 5</b>	<b>1.944246%</b>	<b>Change in %</b>
City Wide	0.759442%	0.070000%
Ottawa Police Services	0.142339%	0
Capital Tax Levy	0.600000%	0.150000%
Conservation Authority Levy	0.018230%	0.003000%
Transit Zone	0.154287%	0
Fire Services	0.081948%	0
Solid Waste\Garbage	FIXED	0
Education	0.188000%	0

# Endnotes

<sup>1</sup> Finance and Economic Development Committee Report, October 06, 2020.

<sup>2</sup> Britneff, 2020. “Ottawa city council declares housing, homelessness emergency.” Global News, June 29.

<sup>3</sup> The format of this executive summary borrows from Canadian Centre for Policy Alternative’s Imagine a Winnipeg...: Alternative Winnipeg Municipal Budget 2018

<sup>4</sup> Since the 1980s, funding for community services has not kept up with funding in other areas, neither in relative spending levels, nor in relation to need. In consequence, our social infrastructure is overstretched, making it necessary to call police to respond to mental health crises or to find housing for women escaping violence when the shelters are full, for example. At the same time, funding for policing has ballooned. This disparity should be corrected so that our social infrastructure is adequately funded to meet the needs of all Ottawans. (The Centre for Urban Research and Education, 2016. (<https://carleton.ca/cure/wp-content/uploads/Is-the-City-of-Ottawa-balancing-its-Budget-on-the-Backs-of-the-Poor.pdf>))

<sup>5</sup> This will invest in equitable job-creating local climate investments like energy retrofits, providing low interest and long-term finance for Ottawa’s currently unfunded climate energy transition strategy, investing in local renewable energy generation and leveraging climate finance from other levels of government.

<sup>6</sup> Finance and Economic Development Committee Report, October 06, 2020

<sup>7</sup> Britneff, 2020. “Ottawa city council declares housing, homelessness emergency.” Global News, June 29.

<sup>8</sup> At the time of writing this document, the City of Ottawa is still in a state of emergency as a result of COVID-19. For our budgeting calculations, we use values presented in Budget 2020 as a baseline, recognizing that the City’s financial situation has changed dramatically since the budget was adopted in December 2019.

In normal times, we would call on the City to spend the excess revenues it has been accumulating in reserve funds. These funds could be used to implement important programs that enhance gender and racial justice and pivot the City towards an environmentally-friendly future. However, given the unprecedented financial uncertainty caused by COVID-19, we have chosen not to call on increased spending from reserve funds at this time, with the exception of reserve funds dedicated to increased spending on policing and fossil fuel infrastructure. Based on the 2020 budget, the City has \$325M in the opening balance of its discretionary reserves. They expect to receive an additional \$513M from contributions over the course of the year.

<sup>9</sup> Anonymous, n.d. “The Provincial Downloading: How Ontario Became a Have Not Province Pt 3.” Prudent Press. Retrieved from <http://prudentpress.com>.

<sup>10</sup> Marcoux, J. & Nicholson, K., n.d. “Deadly force: Fatal encounters with police in Canada: 2000-2017.” CBC News.

<sup>11</sup> National Council of Welfare Reports, A Snapshot of Racialized Poverty In Canada, 2012:

[https://www.canada.ca/content/dam/esdc-edsc/migration/documents/eng/communities/reports/poverty\\_profile/snapshot.pdf](https://www.canada.ca/content/dam/esdc-edsc/migration/documents/eng/communities/reports/poverty_profile/snapshot.pdf)

<sup>12</sup> Vuri, D. “Do childcare policies increase maternal employment?.” IZA World of Labor 2016: 241 doi: 10.15185/izawol.241

<sup>13</sup> Statistics Canada. “Women and climate change.” Retrieved from <https://www.canada.ca/en/environment-climate-change/services/climate-change/women.html>

<sup>14</sup> Block, S., “Ontario’s Growing Gap: The Role of Race and Gender,” Canadian Centre for Policy Alternatives, June 2010:

<https://www.policyalternatives.ca/sites/default/files/uploads/publications/reports/docs/The%20Role%20of%20Race%20Ontario%20Growing%20Gap.pdf> Britneff, 2020. “Ottawa city council declares housing, homelessness emergency.” *Global News*, June 29.

<sup>15</sup> Laucius, J., “City council to discuss additional deferrals for taxpayers,” Ottawa Citizen, March 25, 2020: <https://ottawacitizen.com/news/local-news/city-council-to-discuss-additional-deferrals-for-taxpayers>.

<sup>16</sup> City of Ottawa, 2020. “Budget 2019,” 2020: <https://ottawa.ca/en/city-hall/budget/previous-budgets/budget-2019>

<sup>17</sup> Altus Group, “Canadian Property Tax Rate Benchmark Report,” 2018: <https://www.altusgroup.com/wp-content/uploads/2019/08/Canadian-Property-Tax-Rate-Benchmark-Report-2018.pdf>

<sup>18</sup> Fanelli, C., “Under Pressure: How Public Policy is Constraining Ontario Municipalities,” Canadian Centre for Policy Alternatives, 2014:

<https://www.policyalternatives.ca/sites/default/files/uploads/publications/Ontario%20Office/2014/10/Under%20PressureFINAL.pdf>

<sup>19</sup> Federation of Canadian Municipalities, “The State of Canada’s Cities and Communities 2012.” 2012:

<https://suma.org/img/uploads/documents/FCM%202012%20State%20of%20Cities%20and%20Communities.pdf>

<sup>20</sup> Statistics Canada, Table: 34-10-0127-01, Canada Mortgage and Housing Corporation, vacancy rates, apartment structures of six units and over, privately initiated in census metropolitan areas; <https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=3410012701>

<sup>21</sup> Kitchen, H., Slack, E. and Hachard, T. Property Taxes in Canada: Current Issues and Future Prospects. Institute on Municipal Finance and Governance, 2019.

<sup>22</sup> Pope, S. Street parking restrictions are back. Where does the money from those parking tickets go? Ottawa Citizen, 2020. <https://ottawacitizen.com/news/local-news/street-parking-restrictions-are-back-where-does-the-money-from-those-parking-tickets-go>

<sup>23</sup> The proposed thresholds and rates for residential properties are as follows: 1) \$249,000 and under - 1.055%; 2) \$250K to \$399K - 1.28%, 3) \$400K to \$699K - 1.50%; 4) \$700K to \$999K - 1.72%; 5) \$1M to \$2.5M - 1.94%; 6) \$2.5M and above - 2.17%.

<sup>24</sup> Condon, P. How a Smart, Progressive Property Tax Could Ease Our Housing Crisis. The Tyee, 2018. <https://thetyee.ca/Opinion/2018/09/06/A-New-Land-Tax/>

<sup>25</sup> Dachis, B., Duranton, G., & Turner, M. A. (2012). "The Effects of Land Transfer Taxes on Real Estate Markets: Evidence From a Natural Experiment in Toronto." *Journal of Economic Geography*, 12 (2), 327-354. <http://dx.doi.org/10.1093/jeg/lbr007>.

<sup>26</sup> City of Vancouver. Will your home be taxed? <https://vancouver.ca/home-property-development/will-your-home-be-taxed.aspx>

<sup>27</sup> City of Vancouver. Will your home be taxed? <https://vancouver.ca/home-property-development/will-your-home-be-taxed.aspx>

<sup>28</sup> In Vancouver, this tax has lowered the vacancy rate, as seen in the Vancouver Courier, 2019. City of Vancouver says fewer homes declared vacant since tax imposed. <https://www.vancourier.com/real-estate/city-of-vancouver-says-fewer-homes-declared-vacant-since-tax-imposed-1.23625209>

<sup>29</sup> The Coalition of Community Health and Resource Centres of Ottawa (CHRC). "Ottawa Wellbeing Report: Spotlight on the Wellbeing of Ottawa's Community Service Sector." Coalition of Community Health and Resource Centres of Ottawa. <http://www.coalitionottawa.ca/en/a/ottawa-community-wellbeing-report.aspx> .

<sup>30</sup> *ibid*

<sup>31</sup> Ottawa Public Health. The price of eating well in Ottawa - 2019 Nutritious Food Basket report. Pg 4. <https://www.ottawainsights.ca/themes/basic-needs-and-standard-of-living/food-security/>

<sup>32</sup> Raymond, T. "Impact of COVID-19 on Ottawa Food Bank Could Last for Years." 27 Apr. 2020. <https://ottawa.ctvnews.ca/impact-of-covid-19-on-ottawa-food-bank-could-last-for-years-1.4913231>

<sup>33</sup> <https://foodsecurecanada.org/2020-growing-resilience-equity>

<sup>34</sup> "We Are Here for You during COVID-19." Centretown Community Health Centre, 19 Mar. 2020. [www.centretownchc.org](http://www.centretownchc.org), <https://www.centretownchc.org/we-are-here-for-you-during-covid-19/>

<sup>35</sup> Gorman, M. 2020. "Child-Care Providers Hope COVID-19 Leads to Universal Access in Nova Scotia" CBC, 9 June 2020. <https://www.cbc.ca/news/canada/nova-scotia/covid-19-daycare-childcare-universal-access-1.5603659>.

<sup>36</sup> An interesting example to consider is the Correct Crisis Intervention Today in New York City: Fighting to Transform New York City's Responses to Mental Health Crises (CCITNYC) program. (CCITNYC) is a broad-based coalition of civil rights and human service organizations, people with lived experience with mental health crises, family members, and other advocates, all of whom work together with a mission to reform the City's response to mental health crises, in order to reduce the incidents of violence and trauma experienced by those who turn to emergency services for assistance. <http://www.ccitnyc.org/>

<sup>37</sup> Gralak, Sylvia, et al. "COVID-19 and the Future of Food Systems at the UNFCCC." *The Lancet Planetary Health*, vol. 4, no. 8, Elsevier, Aug. 2020, pp. e309–11. [www.thelancet.com](http://www.thelancet.com), doi:10.1016/S2542-5196(20)30163-7

<sup>38</sup> Social Planning Council of Ottawa, *The Ottawa Community Wellbeing Report 2018*: [https://www.eorc-creo.ca/img/Ottawa\\_Community\\_Wellbeing\\_Report\\_2018\\_Final.pdf](https://www.eorc-creo.ca/img/Ottawa_Community_Wellbeing_Report_2018_Final.pdf)

<sup>39</sup> City of Ottawa Children's Services, *Childcare and Early Years Service System Plan, 2019-2023*: [https://documents.ottawa.ca/sites/documents/files/CoO-Child-Services-ENG\\_FINAL-uae.pdf](https://documents.ottawa.ca/sites/documents/files/CoO-Child-Services-ENG_FINAL-uae.pdf)

<sup>40</sup> National Council of Welfare Reports, *A Snapshot of Racialized Poverty In Canada, 2012*: [https://www.canada.ca/content/dam/esdc-edsc/migration/documents/eng/communities/reports/poverty\\_profile/snapshot.pdf](https://www.canada.ca/content/dam/esdc-edsc/migration/documents/eng/communities/reports/poverty_profile/snapshot.pdf)

<sup>41</sup> Williams, 2018. "Race and Food Insecurity in Canada," Centre for Social Innovation, November 27, 2019; <https://socialinnovation.org/race-and-food-insecurity-in-canada>

<sup>42</sup> Williams, 2018. "Race and Food Insecurity in Canada," Centre for Social Innovation, November 27, 2019; <https://socialinnovation.org/race-and-food-insecurity-in-canada>

"Total Local Consumption | Getting to 2020." Vermont Farm to Plate. [www.vtfarmtoplate.com](http://www.vtfarmtoplate.com), <https://www.vtfarmtoplate.com/getting-to-2020/1-total-local-consumption>.

<sup>43</sup> For space calculation: Taking the numbers from different sources (see here and here), and adjusting for inflation, a new municipal centre, for 62 spaces (10 infant, 30 toddler, 48 preschool) would cost 1.6 million dollars or more in Ottawa (but less than the 4 million it would cost in Toronto). We have used the \$1.6 million dollars for this ask.

<sup>44</sup> Note - for (1) and (3), these figures do not include operating costs. For (2), capital costs would be minimal as the City of Ottawa owns office space and could allocate accordingly.

<sup>45</sup> These would be dedicated positions for a one-year term, responsible for: developing a data collection and analysis framework; engaging with licensed child-care providers, community organizations, residents, and other stakeholders in Ottawa; collaborating with other City of Ottawa divisions and partners; developing study results and providing regular updates to Council on program progress; and producing recommendations to Council no later than August 31, 2021.

<sup>46</sup> Implementation of the EE strategy breaks down into 20 projects. We allocate \$2.0M (20 FTE) to staff the EE strategy and kick off implementation in 2021.

<sup>47</sup> According to the Municipal Act, the City of Ottawa can only take on debt that is equal to 25% of its own-source revenue.

<sup>48</sup> Background Technical Report see <https://bit.ly/3dRcMwg>

<sup>49</sup> Valuation as at mid-September 2020. The City's Endowment Fund is invested in market securities (stocks and bonds, some of them fossil fuel companies) and earned a return of 3.2% in 2019. It lost \$10M in first three quarters of 2020.

<sup>50</sup> Based on Consolidated Financial Statements 2019, the city's annual infrastructure authority spans over 500 projects and is approx \$1.5Bn, and its transportation authority approx \$1.1Bn. Analysis of capital projects work in progress and deferred at end Q2 2020 as reported to FEDCO and Transit Commission shows that approximately 30% are fossil fuel infrastructure (refurbishments, non-electric fleet replacements, roads, parking, etc.). Using a carbon lens to halt half of these projects (or 15% of the total infrastructure plus transportation authority) would yield \$390M in savings. Future budgets would then see greening fleet investments, fuel switching and building energy retrofits.

<sup>51</sup> Willing, 2020. "City council declares a housing and homelessness emergency." Ottawa Citizen, January 29, 2020.

<sup>52</sup> City of Ottawa. 10-Year Housing and Homelessness Plan. [https://documents.ottawa.ca/sites/documents/files/Homelessness-Report-ENG\\_2018\\_1.pdf](https://documents.ottawa.ca/sites/documents/files/Homelessness-Report-ENG_2018_1.pdf)

<sup>53</sup> Whitzman and Desroches, 2020. Women's Housing: balancing scaling up and caring in Montreal, Gatineau, and Ottawa. [https://eppdscrmssa01.blob.core.windows.net/cmhcprodcontainer/sf/project/archive/housing\\_organizations/scaling-up-and-caring.pdf](https://eppdscrmssa01.blob.core.windows.net/cmhcprodcontainer/sf/project/archive/housing_organizations/scaling-up-and-caring.pdf)

<sup>54</sup> Pomeroy, 2019. Background analysis and possible new targets and actions: A discussion paper to stimulate input in updating the City of Ottawa 10 Year Plan on Housing and Homelessness. <https://static1.squarespace.com/static/5ae391a2f8370afbbe108185/t/5e41aa621be76d232ce702ed/1581361763933/Resetting+ten+year+plan+targets+and+actions++July+4.pdf>



<sup>55</sup> Pomeroy, 2020. A homeless and housing emergency in Ottawa.

<https://carleton.ca/cure/wp-content/uploads/CURE-Brief-10-Housing-and-Homeless-Emergency.pdf>

<sup>56</sup> CAWI, 2019. A Place to Call Home: Housing for All Women In Ottawa.

<https://www.cawi-ivtf.org/publications/place-call-home>

<sup>57</sup> City of Ottawa, Housing: <https://ottawa.ca/en/family-and-social-services/housing#our-10-year-housing-homelessness-plan>

<sup>58</sup> Canadian Centre for Policy Alternatives, 2020. COVID-19 is worsening homelessness and insecure housing for women. <https://behindthenumbers.ca/2020/08/04/covid-19-is-worsening-homelessness-and-insecure-housing-for-women>

<sup>59</sup> Vlasled, 2020. ACORN Ottawa calling for extension of Ontario rent forgiveness and eviction moratorium. <https://www.ottawamatters.com/local-news/acorn-ottawa-calling-for-extension-of-ontario-rent-forgiveness-and-eviction-memorandum-2582884>

<sup>60</sup> Steve Pomeroy, A homelessness and housing emergency in Ottawa:

<https://carleton.ca/cure/wp-content/uploads/CURE-Brief-10-Housing-and-Homeless-Emergency.pdf>

<sup>61</sup> City of Ottawa. 10-Year Housing and Homelessness Plan.

[https://documents.ottawa.ca/sites/documents/files/Homelessness-Report-ENG\\_2018\\_1.pdf](https://documents.ottawa.ca/sites/documents/files/Homelessness-Report-ENG_2018_1.pdf)

<sup>62</sup> Pomeroy, 2020. “A homeless and housing emergency in Ottawa,” A Centre for Urban Research and Education, January 2020. <https://carleton.ca/cure/wp-content/uploads/CURE-Brief-10-Housing-and-Homeless-Emergency.pdf>

<sup>63</sup> Blewett, T., 2019. “Auditor general investigating city contract to house homeless families, councillor says,” Ottawa Citizen, January 7, 2019. <https://ottawacitizen.com/news/local-news/auditor-general-investigating-city-contract-to-house-homeless-families-councillor-say>

<sup>64</sup> The entirety of the housing actions will be covered by the reallocated police budget.

<sup>65</sup> Homeless Hub, 2019. <https://www.homelesshub.ca/blog/developing-national-portrait-homelessness-women-girls-and-gender-diverse-peoples-canada-cmh>

<sup>66</sup> Building mixed-income rent models with one third rent-geared to income units (modestly affordable at 80% average market rent and market rent at 120% average market rent) would require initial capital subsidies to absorb the cost of building affordable units, assuming rent covers ongoing operational and financing costs. With the average per unit subsidy costed at around \$100,000, an investment of \$30M, matched by another 60M combined from provincial and federal governments, can add an additional 900 rental units in Ottawa.

<sup>67</sup> Given the amount of federal lands in Ottawa as the capital, purchase of surplus federal lands is a great way to acquire more land for affordable housing in Ottawa. Utilizing the Federal Lands Program, a funding source available to acquire surplus federal lands, Ottawa's investment in federal land acquisition would include identifying a non-profit housing provider and providing capital and operational subsidies to get built and operate affordable housing units. Specific commitment must be made towards acquiring and assigning land in the 1 km radius of the LRT towards affordable housing. The \$70M is costed as an ongoing annual investment geared towards increasing the supply of affordable housing through acquisition of federal lands.

<sup>68</sup> Many smaller non-profits in Ottawa currently lack the capacity or funds to manage asset renewal or acquire new units due to limited funding and operational constraints. \$3 Million investment towards smaller non-profits (apart from OCH and CCOC) can entail a revolving loan fund for smaller non-profit providers to acquire existing properties and reimburse once permanent funding is obtained. The investment can entail incentives for partnerships, consolidations, and mergers to increase capacity for existing asset management.

<sup>69</sup> "Transportation." Ottawa Insights, [www.ottawainsights.ca/themes/environment-and-sustainability/transportation](http://www.ottawainsights.ca/themes/environment-and-sustainability/transportation).

<sup>70</sup> Estimate at \$8600-\$13000 per year. Alini, Erica. 2017. Own a car? You won't believe how much that's costing you every year. <https://globalnews.ca/news/3832649/car-ownership-costs-public-transit-canada>.

<sup>71</sup> Chianello, 2020. City facing \$192M deficit due to pandemic. <https://www.cbc.ca/news/canada/ottawa/city-192m-deficit-2020-1.5625044#:~:text=The%20city%20expects%20to%20lose,to%20city%20treasurer%20Wendy%20Stephanson>.

<sup>72</sup> Butler, Don. 2012. "Putting things back on track for Ottawa's train station," Ottawa Citizen, 2012. <https://ottawacitizen.com/News/ottawa-train-station-has-a-long-and-varied-history>

<sup>73</sup> Cadieux, M., 2017. "What A Public Transit Pass Costs In Every Major Canadian City," MTL Blog, 2017. <https://www.mtlblog.com/news/what-a-public-transit-pass-costs-in-every-canadian-city>.

<sup>74</sup> Slack, J., 2019. "Councillors demanding to know how SNC-Lavalin didn't meet technical requirements, but won LRT bid," Ottawa Matters, 2019. <https://www.ottawamatters.com/local-news/councillors-demanding-to-know-how-snc-lavalin-didnt-meet-technical-requirements-but-won-lrt-bid-1626203> .

<sup>75</sup> City of Ottawa. "A Portrait of Ottawa Older Adults: Demographic and Socio-Economic Characteristics ." City of Ottawa, City of Ottawa, [ottawa.ca/calendar/ottawa/citycouncil/cpsc/2011/08-18/07%20-%20Document%203%20-%20Demographic%20and%20Socio-Economic%20Characteristics%20EN.pdf](http://ottawa.ca/calendar/ottawa/citycouncil/cpsc/2011/08-18/07%20-%20Document%203%20-%20Demographic%20and%20Socio-Economic%20Characteristics%20EN.pdf)

<sup>76</sup> “Fee Estimator.” Fee Estimator - Carleton University, [central.carleton.ca/prod/pkg\\_online\\_fee\\_assess.p\\_main](http://central.carleton.ca/prod/pkg_online_fee_assess.p_main)

<sup>77</sup> OCTranspo. “What It Costs.” OC Transpo - Presto, [www.octranspo.com/tickets-and-passes/what\\_it\\_costs](http://www.octranspo.com/tickets-and-passes/what_it_costs).

<sup>78</sup> Currently OC Transpo reports just over 887,000 unique riders, indicating that approximately 12% of the Ottawa population does not use public transportation. While we cannot assume that the entirety of this 12% is accounted for by individuals who cannot afford to take public transit, fares are undoubtedly a deterrent. Removing the fares associated with public transit, we expect, will therefore increase ridership most potentially amongst lower income individuals.

<sup>79</sup> Currently, the Robbery unit is distinct from the Break & Enter unit. The units currently employ 13 and 14 sworn officers respectively. The slight change will be to combine both units, with a total of 23 sworn officers in the combined Robbery and Break & Enter unit. Therefore, the police will remain fully involved in handling these situations.

<sup>80</sup> <https://www150.statcan.gc.ca/t1/tbl1/en/cv.action?pid=3410012701>

<sup>81</sup> <https://www150.statcan.gc.ca/n1/pub/46-28-0001/2019001/article/00001-eng.htm>

<sup>82</sup> <https://www12.statcan.gc.ca/census-recensement/2016/dp-pd/prof/details/page.cfm?B1=All&Code1=3510&Code2=35&Data=Count&Geo1=ER&Geo2=PR&Lang=E&SearchPR=01&SearchText=Ottawa&SearchType=Begin&TABID=1>

<sup>83</sup> <https://www.thechronicleherald.ca/business/perspectives-on-business/ottawa-house-prices-surge-nearly-17-per-cent-in-november-as-average-home-price-tops-500000-384325/>

<sup>84</sup> <https://bc.ctvnews.ca/mobile/foreign-buyers-a-minuscule-portion-of-housing-market-cmhc-1.3727815>

<sup>85</sup> Non-resident speculation tax, while included in tax calculations appendix has not been included in the revenue streams utilized in this report. It is critical to note that a tax like the NRST alone can add 5 billion dollars in revenues to the City of Ottawa, paving path for many transformative alternative policy expenditures to be made possible.

<sup>86</sup> The data on nominal net expenditure is taken from page 93 of the police budget (<https://www.ottawapolice.ca/en/news-and-community/resources/2020-draft-budget-book.pdf>). There are no specification as to whether the amounts are real or nominal. Therefore, we assume the numbers are nominal and include both (the police department number and a number adjusted by the Ottawa Consumer Price Index - Source: Statistics Canada. Table 18-10-0005-01 Consumer Price Index, annual average, not seasonally adjusted. Note: CPI for 2020 is held constant from 2019.)

<sup>87</sup> The data on crime is taken from Statistics Canada. Crime data for 2020 is extrapolated using compound annual growth rates from 2000-2020. Statistics Canada. Table 35-10-0177-01 Incident-based crime statistics, by detailed violations, Canada, provinces, territories and Census Metropolitan Areas.

<https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=3510017701>