

Transit Commission / Commission du transport en commun

Motion

Meeting date / Date de la réunion: 25 November 2024 / 25 novembre 2024

Agenda No. / Ordre du jour no: 16

Item Title / Titre du point de l'ordre du jour: Draft 2024 Operating and Capital Budgets

ACS File No. / Dossier no (ACS): ACS2024-FCS-FSP-0017

Item No. on Agenda / Point no de l'ordre du jour: 6.1

Re / Objet: UTA-RTA boundary

Moved by / Motion de: Councillor W. Lo

WHEREAS the Transit Commission approved report ACS2020-TSD-TS-0006 on 18 November 2020, later approved by Council on 9 December 2020; and

WHEREAS the approved report recommended adjusting the boundary between the Urban Transit Area (UTA) and the Rural Transit Area (RTA) to match that of the urban boundary as defined in Schedule B of the Official Plan; and

WHEREAS By-law No. 2021-057 and By-law No. 2021-058 define the RTA and UTA respectively; and

WHEREAS the boundary change absorbed and reclassified large areas of the City from the RTA to the UTA; and

WHEREAS per the 2024 budget, the RTA-A levy is 0.055612 per cent while the UTA levy is 0.205539 per cent, representing a difference of almost 370 per cent; and

WHEREAS the only populated areas affected by the change were the communities of Hearts Desire, Rideau Glen, Winding Way, two streets near Prince of Wales/Rideau Valley, and adjacent rural properties in wards 3 and 24 (map attached as Document 1, and on file with the City Clerk); and

THEREFORE BE IT RESOLVED THAT all properties on the streets listed below that were added to the Urban Transit Area (UTA) in 2021 be reclassified from UTA to Rural Transit Area-A (RTA-A) effective the 2025 property tax cycle:

- Barcham Crescent
- Bren-Maur Road – 2 to 79 (inclusive), and 126
- Colley Street

- Cortleigh Drive
- Eisenhower Crescent
- Goodwood Drive
- Hazelwood Way
- Heathwood Gate
- Holborn Avenue
- Howard Court
- Isbister Avenue
- Kelowna Street
- Maplehill Way
- Millcreek Court
- Mion Court
- Newland Drive
- Penderbrook Avenue
- Prince of Wales Drive – 2747 to 3806 (inclusive)
- Queen Anne Crescent
- Rideau Glen Drive
- Risborough Court
- Ryerson Avenue
- Tradewinds Drive
- Winding Way
- Woodroffe Avenue – 3486 to 3626 (even only, inclusive); and

BE IT FURTHER RESOLVED THAT the reclassification from UTA to RTA-A be effective until transit availability for those communities matches the standard of the UTA, defined as an 800-metre walking distance to a bus stop during off-peak hours and 400 metres during peak hours; and

BE IT FURTHER RESOLVED THAT the tax levy reduction be offset by a corresponding reduction from item 911725 – Transit 5-year Roadmap Comms/Marketing 2025; and

BE IT FURTHER RESOLVED THAT staff work towards service improvements to other neighbourhoods built as part of the UTA but still do not have transit availability at UTA standards.

Document 1 – Areas added to the UTA in 2021

