

## **Members' Motion submitted to Transit Committee**

Meeting date: 11 September 2025

Moved by: Councillor Wilson Lo

**Motion Title: Motion - Councillor W. Lo - Hearts Desire and Rideau Glen Bus Services**

ACS File No.: ACS2025-OCC-CCS-0092

Ward: City-wide

### **Motion d'un membre soumise au Comité du transport en commun**

Date de la réunion : le 11 septembre 2025

Motion de : Wilson Lo, conseiller

**Titre de la motion : Motion – W. Lo, conseiller – Services d'autobus dans les quartiers Hearts Desire et Rideau Glen**

Dossier n° (ACS) : ACS2025-OCC-CCS-0092

Quartier : À l'échelle de la ville

### **MOTION**

**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 the change reclassified large areas of the City from RTA to UTA; and**

**WHEREAS although the change affected predominantly Greenbelt or undeveloped areas, a few populated areas were also affected, with the two largest communities being Hearts Desire and Rideau Glen in Ward 24; and**

**WHEREAS the communities of Hearts Desire and Rideau Glen include the following streets:**

- **Barcham Crescent (all)**
- **Bren-Maur Road (2 to 79, 126)**
- **Colley Street (all)**

- Cortleigh Drive (all)
- Eisenhower Crescent (all)
- Goodwood Drive (all)
- Holborn Avenue (all)
- Howard Court (all)
- Kelowna Street (all)
- Mion Court (all)
- Newland Drive (all)
- Prince of Wales Drive (2747 to 3806)
- Queen Anne Crescent (all)
- Rideau Glen Drive (all)
- Ryerson Avenue (all)
- Woodroffe Avenue (3436 to 3626, even only); and

**WHEREAS** despite the reclassification, Hearts Desire and Rideau Glen continue to have no transit service nearby, with most homes in the communities averaging one kilometre to their nearest bus stop; 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 about 370 per cent;

**THEREFORE BE IT RESOLVED THAT** Transit Committee recommend Council direct staff to introduce transit service (either fixed route or on-demand) into Hearts Desire and closer to Rideau Glen by the autumn 2026 booking; and

**BE IT FURTHER RESOLVED THAT** should no transit service be introduced into Hearts Desire or closer to Rideau Glen by the autumn 2026 booking, or if it is unfeasible, all households in the two communities be reverted to the Rural Transit Area-A transit property tax levy starting in the 2027 taxation year and until such time as service is introduced.

#### **MOTION**

**ATTENDU QUE** le 18 novembre 2020, la Commission du transport en commun a approuvé le rapport ACS2020-TSD-TS-0006, ultérieurement approuvé par le Conseil le 9 décembre 2020; et

**ATTENDU QUE** l'on recommandait dans ledit rapport d'uniformiser les limites entre le secteur de transport en commun urbain (STU) et le secteur de transport en commun rural (STR) avec les limites établies à l'annexe B du Plan officiel; et

**ATTENDU QUE** ce changement fait passer de vastes secteurs de la ville de STR à STU; et

**ATTENDU QUE** même si ce changement concerne surtout la Ceinture de verdure et des zones non aménagées, quelques secteurs peuplés ont aussi été touchés,

les plus importants étant ceux de Hearts Desire et de Rideau Glen, dans le quartier 24; et

**ATTENDU QUE** ces secteurs comptent les voies suivantes :

- Croissant Barcham (tous les numéros)
- Chemin Bren-Maur (2 à 79, 126)
- Rue Colley (tous les numéros)
- Promenade Cortleigh (tous les numéros)
- Croissant Eisenhower (tous les numéros)
- Promenade Goodwood (tous les numéros)
- Avenue Holborn (tous les numéros)
- Cour Howard (tous les numéros)
- Rue Kelowna (tous les numéros)
- Cour Mion (tous les numéros)
- Promenade Newland (tous les numéros)
- Promenade Prince of Wales (2747 à 3806)
- Croissant Queen Anne (tous les numéros)
- Promenade Rideau Glen (tous les numéros)
- Avenue Ryerson (tous les numéros)
- Avenue Woodroffe (3436 à 3626, numéros pairs seulement); et

**ATTENDU QUE** malgré cette reclassification, les secteurs de Hearts Desire et de Rideau Glen n'ont toujours pas de services de transport en commun à proximité, la plupart des habitations se trouvant en moyenne à un kilomètre de l'arrêt d'autobus le plus près; et

**ATTENDU QUE** selon le budget de 2024, la taxe prélevée pour le STR-A est de 0,055612 pour cent et celle pour le STU, de 0,205539 pour cent, ce qui représente une différence de près de 370 pour cent;

**PAR CONSÉQUENT, IL EST RÉSOLU QUE** le Comité des transports en commun recommande au Conseil de demander au personnel d'instaurer des services de transport en commun (circuits fixes ou à la demande) à Hearts Desire et plus près de Rideau Glen d'ici les assignations de l'automne 2026;

**IL EST EN OUTRE RÉSOLU QUE** si aucun service de transport en commun n'est instauré à ces deux endroits d'ici les assignations de l'automne 2026 ou s'il est impossible de le faire, tous les ménages de ces zones paieront le pourcentage de l'impôt foncier correspondant au secteur de transport en commun rural-A à partir de l'année d'imposition 2027, jusqu'à ce qu'un tel service soit en place.

#### **TRANSIT SERVICES DEPARTMENT**

Staff note that Council's intention when aligning the boundaries of the Urban Transit Area with the boundaries of the Urban Policy Area as defined in the Official Plan was to

ensure parity among all urban properties in contributing to the capital and operating costs of both building and operating the transit system, whether or not property owners are themselves transit customers. Staff note also that there have always been specific properties in the Urban Transit Area that are beyond a normal walking distance of the nearest bus stop but that those properties can be considered as benefiting from the transit system and that residents at those properties can in many cases use park and ride lots as their access point to O-Train and Transitway rapid transit service. Making exceptions could be considered as introducing disparity.

Transit customers who are travelling from the properties identified in this motion have driving access to park and ride lots at Fallowfield, Nepean Woods, Riverview, and Strandherd stations on the Southwest Transitway and at Bowesville Station on O-Train Line 2. Some transit customers who are travelling from properties identified in this motion are within a feasible walking distance of bus stops on Paul Métivier Drive served by Route 277.

If the motion is adopted, staff would bring forward a proposal for peak period bus service operating on Woodroffe Avenue, Cortleigh Drive, Eisenhower Crescent, Bren-Maur Road, and either Temagami Drive or Geddes Way and Haileybury Street, to connect this area with one or more nearby rapid transit stations. Staff would also include this area in the analysis to select the most appropriate zones across the City for the forthcoming on-demand transit service. Staff would include funding in the draft 2026 operating budget, for the consideration of Committee and Council, to provide for the cost of operating such service. Staff note that bus operation in this area may require new parking restrictions on the streets to be served.

Staff also note that Para Transpo service is currently available in this area at standard urban fares. If the alternative resolution were adopted and this area were removed from the Urban Transit Area, Para Transpo fares would increase to the standard rural flat fare of \$10.75 (2025\$).

## **FINANCIAL IMPLICATIONS**

Under the alternative resolution, if conventional transit service were not introduced, the proposed boundary shift between the Urban Transit Area (UTA) and Rural Transit Area A (RTA-A) would result in a \$218,897 transit levy loss for the City.

## **LEGAL IMPLICATIONS**

Legal Services is aware of the Motion and will be in attendance at the meeting to answer any questions.

## **DISPOSITION**

If carried at Committee, this motion will be submitted to City Council for consideration on September 24, 2025.

Staff in the Transit Services Department will implement the recommendations in this motion, as appropriate.