

**Report to
Rapport au:**

**Transit Commission
Commission du transport en commun
4 November 2020 / 4 novembre 2020**

**and Council
et au Conseil
9 December 2020 / 9 décembre 2020**

**Submitted on October 26, 2020
Soumis le 26 octobre 2020**

**Submitted by
Soumis par:
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Ward: CITY WIDE / À L'ÉCHELLE DE LA VILLE File Number: ACS2020-TSD-TS-0006

SUBJECT: REVISIONS TO BOUNDARY OF URBAN TRANSIT AREA FOR 2021

**OBJET: RÉVISION DES LIMITES DU SECTEUR DE TRANSPORT EN COMMUN
URBAIN POUR 2021**

REPORT RECOMMENDATIONS

- 1. That, at its Special Meeting on November 4, 2020, the Transit Commission table the “Revisions to Boundary of Urban Transit Area for 2021” report to be considered at its regularly scheduled meeting of November 18, 2020; and**

- 2. That, at its meeting on November 18, 2020, the Transit Commission recommend that Council approve the revisions to the boundary of the Urban Transit Area as detailed in this report, to be effective January 1, 2021, to provide for the provision of funding for transit service in expanding areas of the city, and that Council enact an implementing By-law.**

RECOMMANDATIONS DU RAPPORT

- 1. Que lors de sa réunion extraordinaire du 4 novembre 2020, la Commission du transport en commun dépose le rapport portant sur les révisions aux limites du secteur de transport en commun urbain pour 2021 pour qu'il soit examiné lors de sa réunion régulière prévue le 18 novembre 2020;**
- 2. Que lors de sa réunion du 18 novembre 2020, la Commission du transport en commun recommande au Conseil d'approuver les révisions aux limites du secteur de transport en commun urbain telles qu'elles sont décrites dans ce rapport, dont l'entrée en vigueur est fixée au 1^{er} janvier 2021, afin d'offrir des contributions financières au service de transport en commun dans les secteurs en expansion de la Ville et que le Conseil adopte un règlement de mise en œuvre à cet effet.**

BACKGROUND

At its meeting of July 11, 2001, Council approved a report entitled Financing Methods – Funding City Services (ACS2001-CRS-FIN-0015), which directed that “properties to be automatically included in the Urban Transit Area (UTA) as they receive the defined level of service.” Staff identified the areas to be added to the UTA through the normal development approval and transit planning processes, however, the by-law to define the UTA needs to be approved by Council.

Since 2001, Council has updated the UTA boundary regularly, as new lands are added to the Urban Policy Area (as defined by the Official Plan) or as development occurs in established parts of the Urban Policy Area.

The recommendations in this report would make the UTA boundaries consistent with the current boundaries of the Urban Policy Area.

DISCUSSION

Property taxes to fund the net capital and operating costs of transit service are collected at different rates in three different areas across the city, and different service standards apply in each of these areas. The three areas are:

- Urban Transit Area (UTA);

- Rural Transit Area A (RTA-A); and,
- Rural Transit Area B (RTA-B).

The UTA, which is the subject of this report, is currently defined by By-law No. 2015-168 and sets the area within which regular transit service is provided and within which a levy to contribute to the capital and operating costs of regular transit service is applied to property taxes. The UTA includes the central, urban parts of the city, generally from Stittsville to Orléans, and as far south as South Nepean and Riverside South.

Within the UTA, and where the pattern of development, level of population, and layout of roads permit, conventional bus and train service and urban Para Transpo service are provided. The current service standard is that transit service is provided to bring 95 per cent of the population within a five-minute walk of the nearest stop or station in peak periods and within a 10-minute walk at other times of the day. Within the UTA, Para Transpo fares are the same as the fares for conventional bus and train service.

The UTA levy funds the net operating costs of conventional transit and Para Transpo service, as well as the capital costs of transit vehicles and facilities within the UTA boundaries, including all support costs. In 2020, the UTA levy for a residential property assessed at \$415,000 (average assessment for a residential property in 2020) was \$729. By comparison, the levy for a similar property in RTA-A is \$206.

Changes to the boundaries of the UTA were last approved by Council on February 25, 2015, and those revisions were made retroactive to the start of the 2015 tax year.

The areas shown on the map in Document 1 are recommended for inclusion in the UTA, effective January 1, 2021. Within these areas there are approximately 890 properties, 822 of which are residential.

As shown on the map in Document 1, all areas recommended for inclusion in the UTA are located entirely within and do not exceed the boundaries of the City of Ottawa's Urban Policy Area, as defined by the Official Plan (Schedule B – Urban Policy Plan). The recommendations in this report would make the UTA boundaries consistent with the boundaries of the Urban Policy Area. This would provide that funding for urban transit service is consistent across all properties in the Urban Policy Area. In the future, staff would propose expanding the UTA in conjunction with any expansion of the Urban Policy Area, so that both are aligned.

The expansion of the UTA recommended in this report would increase property tax revenue to the City by approximately \$915,000 per year by changing the tax rate applicable to the areas shown on the map in Document 1. There would be no change to the tax rate applicable to the many properties currently included in the UTA.

As noted earlier, transit service would be introduced into new areas as development on these lands proceeds, as the population grows, and as more of the street network is developed. The timing will depend on the pace of development, market demand, and the availability of budgeted operating resources.

RURAL IMPLICATIONS

The expansion of the Urban Transit Area has no effect on the rural parts of the city, as all areas affected are within the Urban Policy Area.

CONSULTATION

The recommended expansion of the Urban Transit Area follows long-standing Council direction. Consultation on expanding future transit service into developing areas is conducted through OC Transpo's regular transit service review process.

COMMENTS BY THE WARD COUNCILLOR(S)

This report will be tabled along with the 2021 budget documents at the Transit Commission meeting of November 4, 2020, and will return for consideration at the meeting of November 18, 2020. Staff will be available to respond to any questions from Councillors through this period.

ADVISORY COMMITTEE(S) COMMENTS

This section contains any comments or recommendations made by one or more Advisory Committees relating to this report.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations as outlined in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications related to the implementation of this report's recommendation.

ASSET MANAGEMENT IMPLICATIONS

N/A

FINANCIAL IMPLICATIONS

The expansion of the Urban Transit Area will result in an estimated \$915,000 in transit tax revenue growth.

ACCESSIBILITY IMPACTS

With the addition of the recommended areas to the UTA, Para Transpo fares in these areas will decline from the current rural zone flat fare to the urban zone fares as in the rest of the UTA.

TECHNOLOGY IMPLICATIONS

There are no technical implications associated with receiving this report.

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority of the 2019 to 2022 Council Plan.

- Integrated Transportation: Enable effective mobility through a sustainable, accessible and connected city transportation system.

SUPPORTING DOCUMENTATION

Document 1 – Map of the Proposed Revisions to the Urban Transit Area Boundary.

DISPOSITION

Upon approval of this report, a by-law will be prepared for enactment at a subsequent meeting of Council. That by-law will replace the current By-law No. 2015-168.

Document 1

Map of the Proposed Revisions to the Urban Transit Area Boundary