

Session Agenda

Session One: 1:30pm to 3:30pm

1:30pm Welcome and Introductions

1:40pm to 2:00pm HRM Staff Presentation

2:00pm to 2:10pm Question Period

2:10pm to 3:30pm Open House & Discussion Tables

Session Agenda

Session Two: 6:00pm to 8:00pm

6:00pm Welcome and Introductions

6:10pm to 6:30pm HRM Staff Presentation

6:30pm to 6:40pm Question Period

6:40pm to 8:00pm Open House & Discussion Tables

Why We Are Here?

1. Provide an overview of the new Rural Active Transportation Program
2. Learn the community perspective on:
 - active transportation infrastructure in Lucasville
 - the proposed area tax rate
 - the preliminary area rate boundary
3. Answer other questions and take suggestions

HALIFAX

Rural Active Transportation (AT) Program

Area Rate Engagement

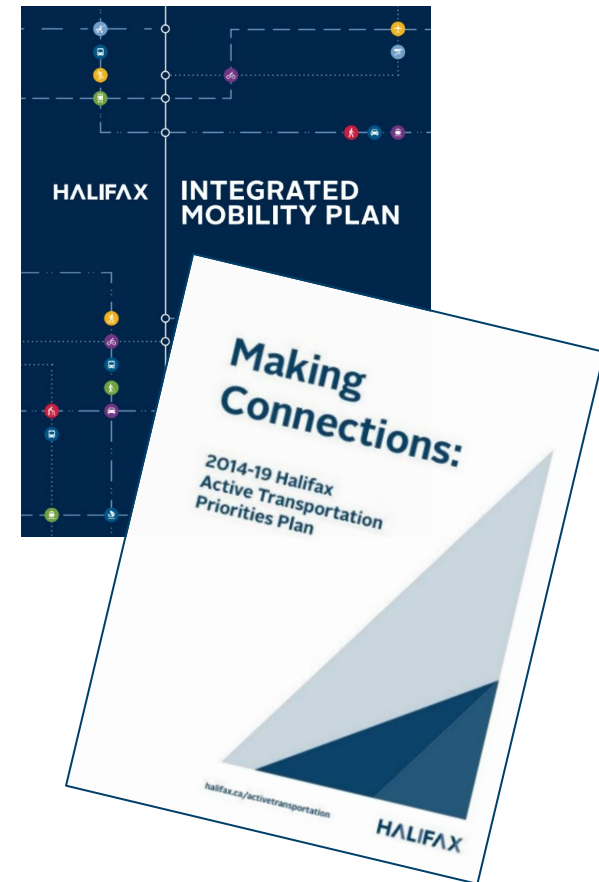
April 25, 2024

Background: Rural AT Program

Active Transportation Priorities Plan and Integrated Mobility Plan provide direction for Rural Active Transportation Program.

Establish a **rural pedestrian program** that includes:

- a **financing mechanism** which recognizes that rural pedestrian safety is affected by regional traffic;
- criteria **to prioritize development in village centres**, hamlets, or other rural areas of concentrated pedestrian activity;
- and **opportunities for cost sharing** with other orders of government.



Background: What is active transportation infrastructure?



Sidewalk. Pedestrian only.



Multi-Use Pathway. Pedestrian & Cycling
(and other rolling activities)

The proposed Lucasville Greenway would be a “multi-use pathway” on Lucasville Road.

Background: Why do we build sidewalks and multi-use pathways?

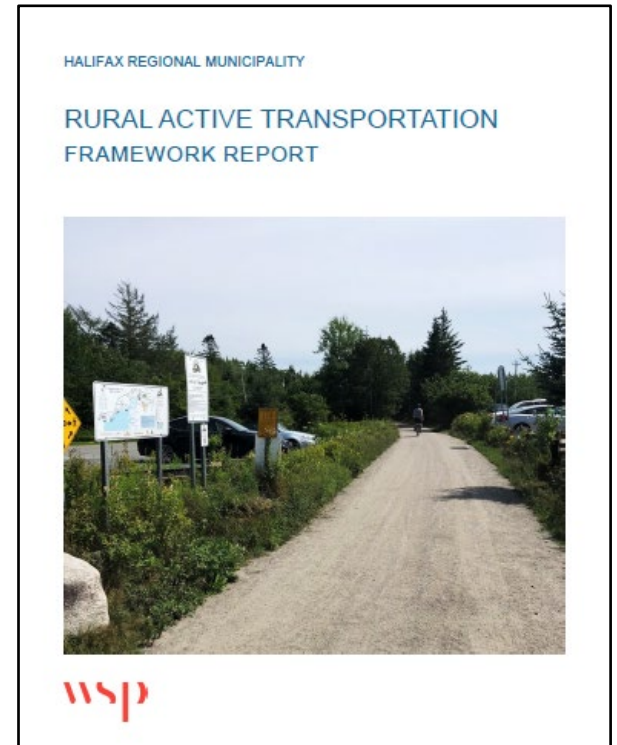
- Improve **safety** by providing designated space for pedestrians and cyclists
- Make it easier for people to improve their **physical and mental health**.
- Facilitate **community development**.
- Enhance community cohesion through **creating connections**.



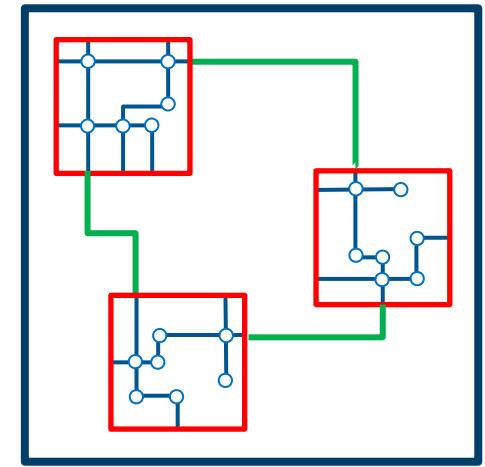
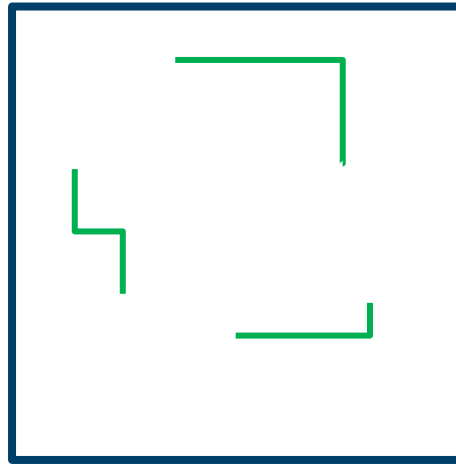
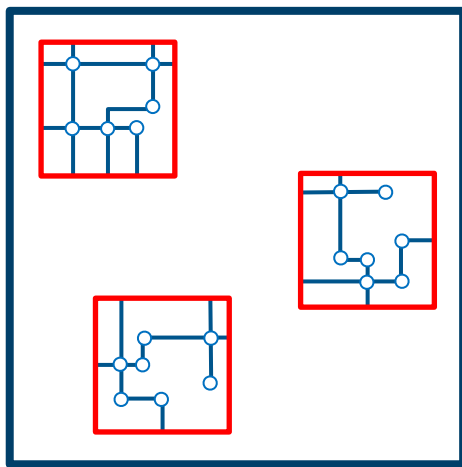
Rural AT Program: Overview

Rural Active Transportation Program
(approved February 8, 2022):

1. Sidewalks and multi-use pathways in **rural community centres along roadsides.**
2. Long term vision for “**spine**” **connections between rural community centres.**
3. Continued **community-led active transportation trails on parkland/crownland** HRM’s existing Active Transportation Grant Program. For example: BLT Trail.



Rural AT Program: Building a Rural Active Transportation Network

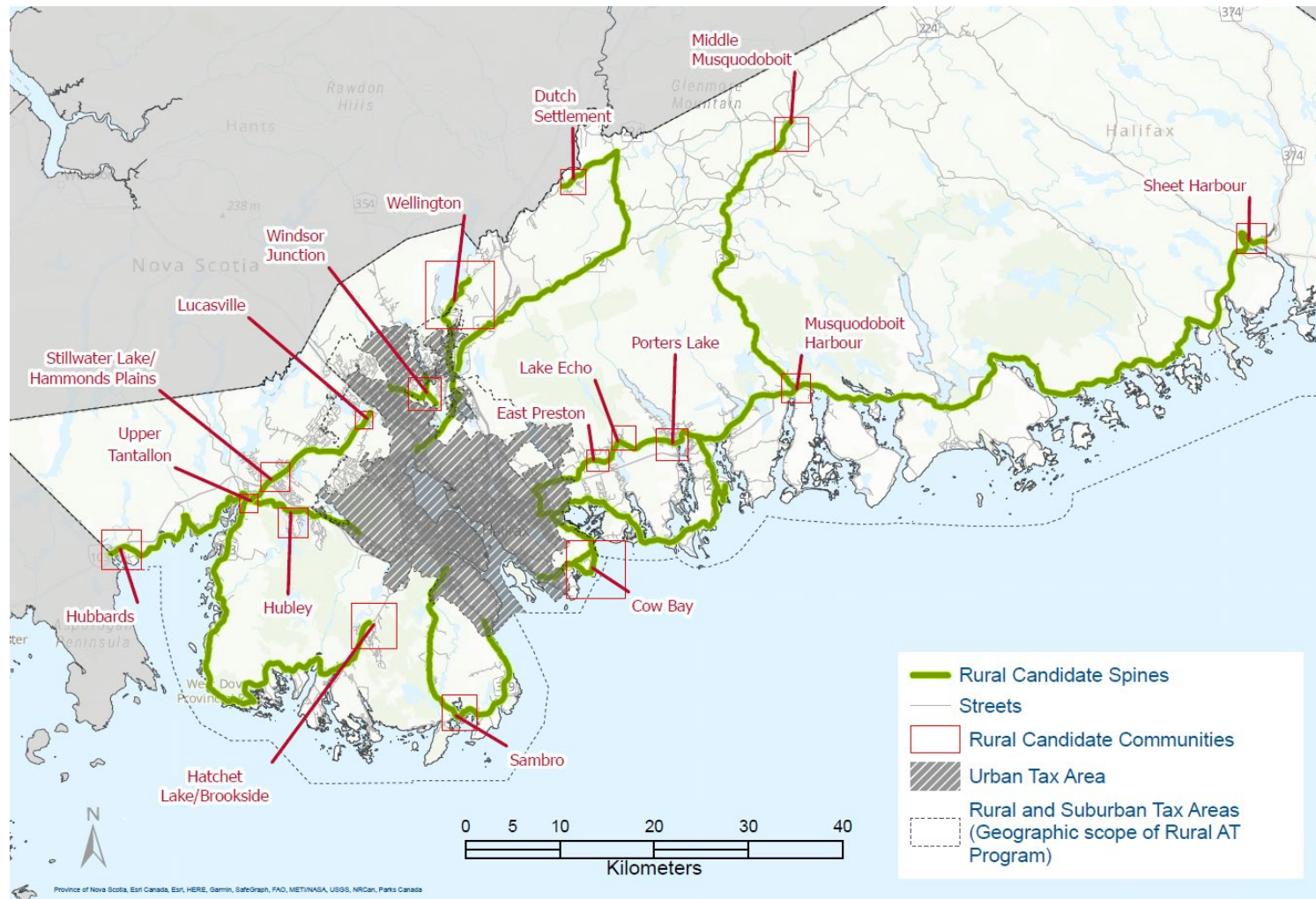


Rural Community Centres with sidewalks and multi-use pathways

“Spine” Connections **Between Rural Communities Centres**

Connected Rural Network of Active Transportation Infrastructure

Rural AT Program: Rural AT Network Vision



Sidewalks and Multi-Use Pathways in Rural Community Centres: Implementation Timeline

2023	Determine five priority communities from the seventeen rural candidate communities and a <u>preliminary</u> area rate boundary for each.
2024	Engage property owners and residents on proposed area tax rate, and <u>preliminary</u> area rate boundary. Prepare report to seek Regional Council direction.
If recommended, and approved by Regional Council...	
2024 to 2032	...candidate rural communities will enter planning*, and design phase for their initial sidewalk or multi-use pathway, planned to be completed no later than 2032.

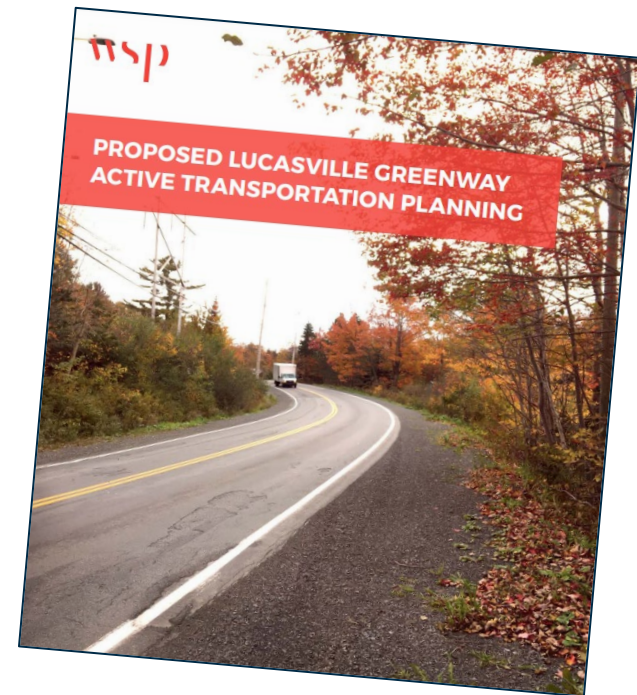
**This planning work has been on-going in Lucasville/ in parallel with Rural AT Program development*

Sidewalks and Multi-Use Pathways in Rural Community Centres: Prioritized Communities

All 17 candidate communities were prioritized based on criteria such as population density, safety, equity, community planning and advocacy, and number of local or regional destinations.

The five prioritized communities are:

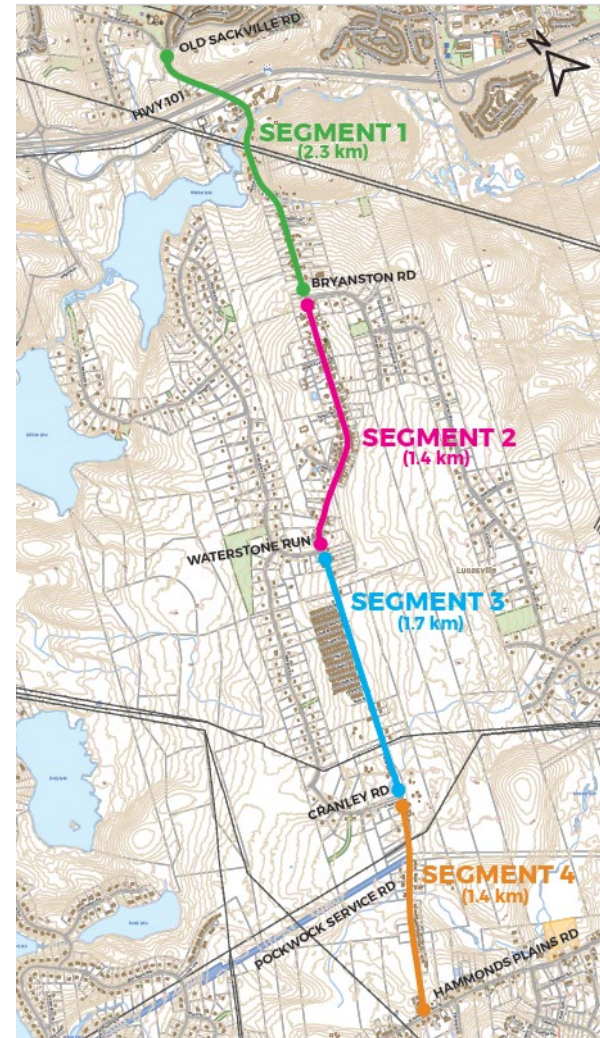
- Lucasville
- Hubbards
- Porters Lake
- Musquodoboit Harbour
- Upper Tantallon



Prioritized Communities: Why was Lucasville Prioritized?

- ✓ Rural Local Centre
- ✓ Traffic volumes, speeds, and collision rates
- ✓ Lucasville Greenway* Active Transportation Plan
- ✓ Historical African Nova Scotia community

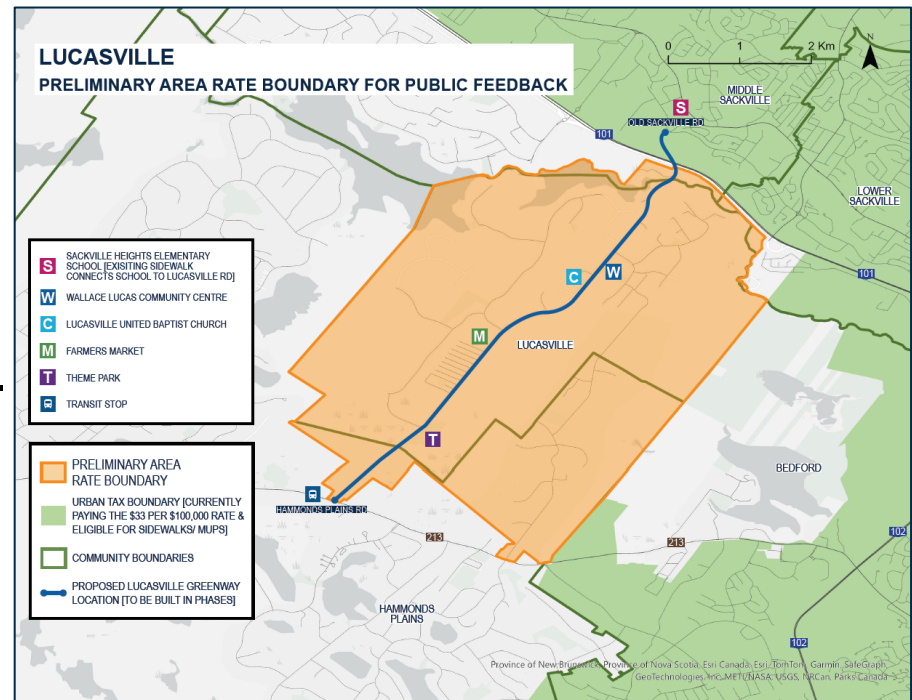
**More information on Lucasville Greenway provided later in presentation*



Prioritized Communities: Preliminary Area Rate Boundary for Public Feedback

Purpose of Area Rate Boundary:

- Capture communities that use the area of the potential new sidewalks or multi-use pathways.
- Recognizing that pedestrian safety is affected by regional traffic.



Preliminary Area Rate Boundary for Lucasville

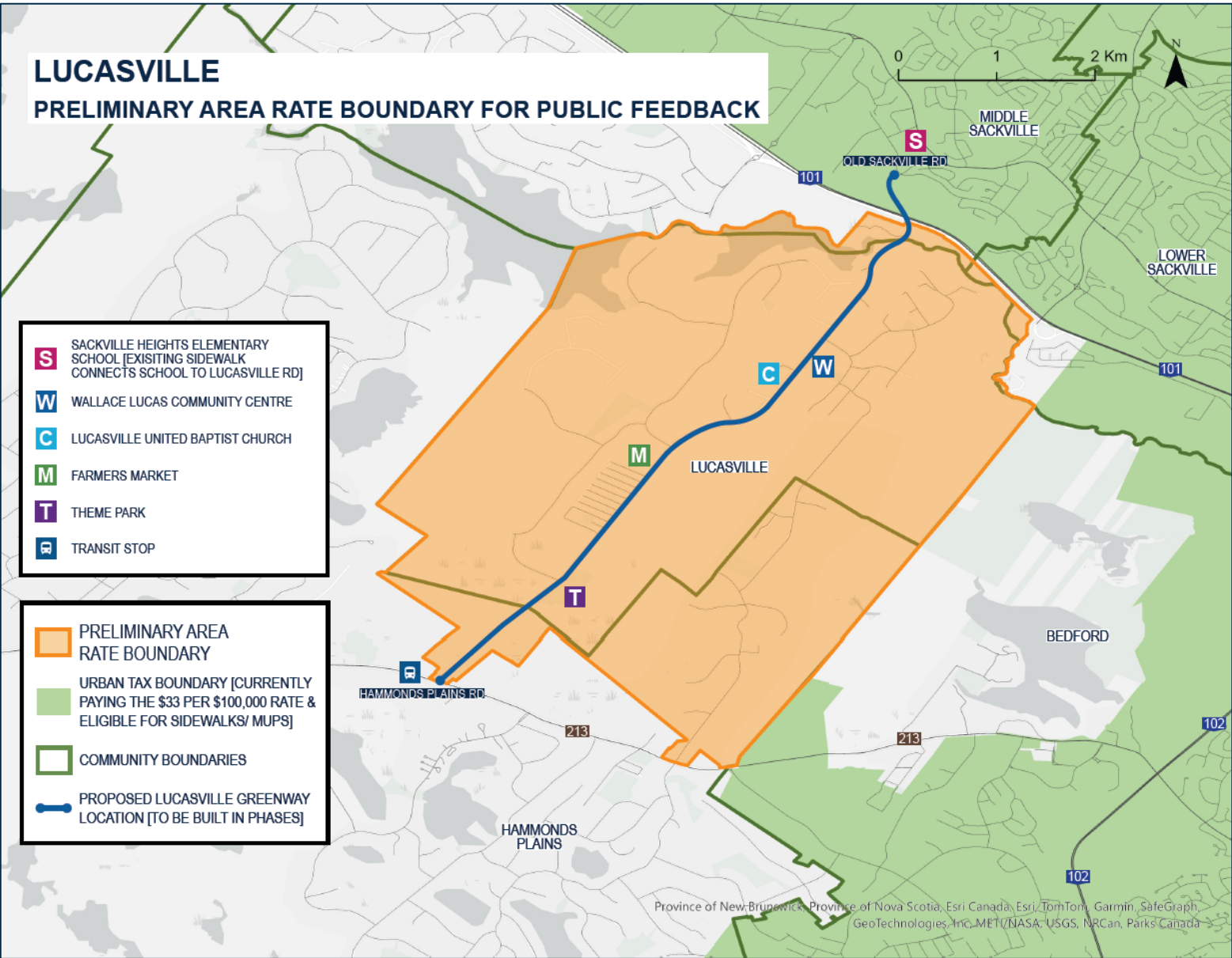
LUCASVILLE

PRELIMINARY AREA RATE BOUNDARY FOR PUBLIC FEEDBACK



- S** SACKVILLE HEIGHTS ELEMENTARY SCHOOL [EXISTING SIDEWALK CONNECTS SCHOOL TO LUCASVILLE RD]
- W** WALLACE LUCAS COMMUNITY CENTRE
- C** LUCASVILLE UNITED BAPTIST CHURCH
- M** FARMERS MARKET
- T** THEME PARK
- R** TRANSIT STOP

- PRELIMINARY AREA RATE BOUNDARY**
- URBAN TAX BOUNDARY [CURRENTLY PAYING THE \$33 PER \$100,000 RATE & ELIGIBLE FOR SIDEWALKS/ MUPS]**
- COMMUNITY BOUNDARIES**
- PROPOSED LUCASVILLE GREENWAY LOCATION [TO BE BUILT IN PHASES]**



Property Tax Rates: Residential Property Rates & Services

Halifax Regional Municipality	
Lucasville	Urban Area
Suburban General Rate = \$0.616	Urban General Rate = \$0.649
Additional Rates and Services Applied to All Properties	
Sup. Education = \$0.019	Sup. Education = \$0.019
Climate Action = \$0.020	Climate Action = \$0.020
Provincial Rates = \$0.313	Provincial Rates = \$0.313
Additional Rates and Services Applied to Some Properties	
<i>Not Included</i>	Transit = \$0.091
Fire Protection = \$0.012	Fire Protection = \$0.012
Right-of-Way = \$0.011	Right-of-Way = \$0.011
Total Residential Property Tax Rates (per \$100)	
<u>\$0.991</u>	<u>\$1.115</u>

All rates shown are per \$100 of taxable property value

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Municipal Tax Rates: Residential Property

General Rates & Services

Suburban General Rate = \$0.616

Urban General Rate = \$0.649

Policing, Solid Waste, Community Facilities (Recreation, Libraries, Community Centres), Recreational Programs, Parks, Trails, Sport fields and Playgrounds, Fire Suppression, Streetlighting, Administration, Planning

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Not Included

Sidewalks/ (or multi-use pathways along side roads)

Urban General Rate \$0.649 – Suburban General Rate \$0.616
= **\$0.033 (3.3 cents)**

All rates shown are per \$100 of taxable property value

Municipal Taxes: Reason for Proposed Area Tax Rate for Sidewalk or Multi-Use Pathway (MUPs) Eligibility

An area rate of **3.3 cents /\$100** of assessed taxable (capped) property value was chosen because:

- Sidewalks' (or MUPs along side roads) construction and maintenance are the **only municipal service included** in the Urban General Tax Rate **but not included** as a municipal service in the Suburban / Rural General Tax Rates.
- **3.3 cents is the difference** between the urban general tax rate and rural / suburban general tax rate.

Area Tax Rate: Overview

- Applied after the initial segment of multi-use pathway (Lucasville Greenway) is substantially completed and applied in perpetuity.
- Communities paying the rate are eligible for additional sidewalks or multi-use pathways in perpetuity.
- Will not increase as additional sidewalks or multi-use pathways are constructed.
- Collected funds can only be used for communities who are paying the area rate under the Rural Active Transportation Program.

Area Tax Rate Calculations Examples:

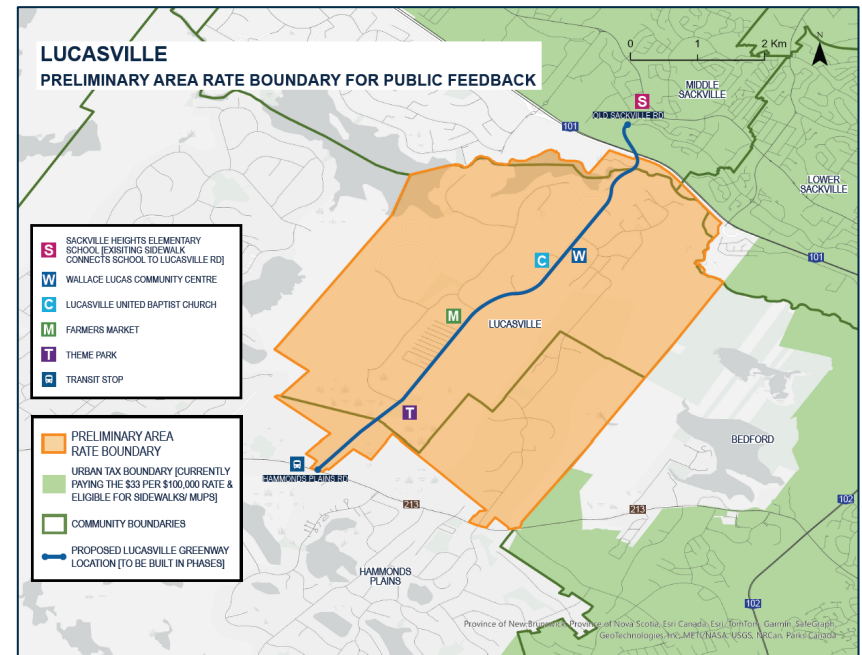
Assessed Taxable (Capped) Property Value x \$0.033

Assessed Taxable (capped) Property Value	Tax Increase to Property Owner (per year values)
\$100 - \$100,000	\$0.033 - \$33
\$100,000 - \$200,000	\$33 - \$66
\$200,000 - \$300,000	\$66 - \$99
\$300,000 - \$400,000	\$99 - \$132
\$400,000 - \$500,000	\$132 - \$165
\$500,000 - \$1,000,000	\$165 - \$333
\$1,000,000 - \$2,000,000	\$333 - \$666

Area Tax Rate: Preliminary Area Rate Boundary Revenue

The estimated funds collected from the preliminary area rate boundary for Lucasville is **\$114,016 per year.**

This number can change based on community feedback on the preliminary area rate boundary.



Preliminary Area Rate Boundary for Lucasville

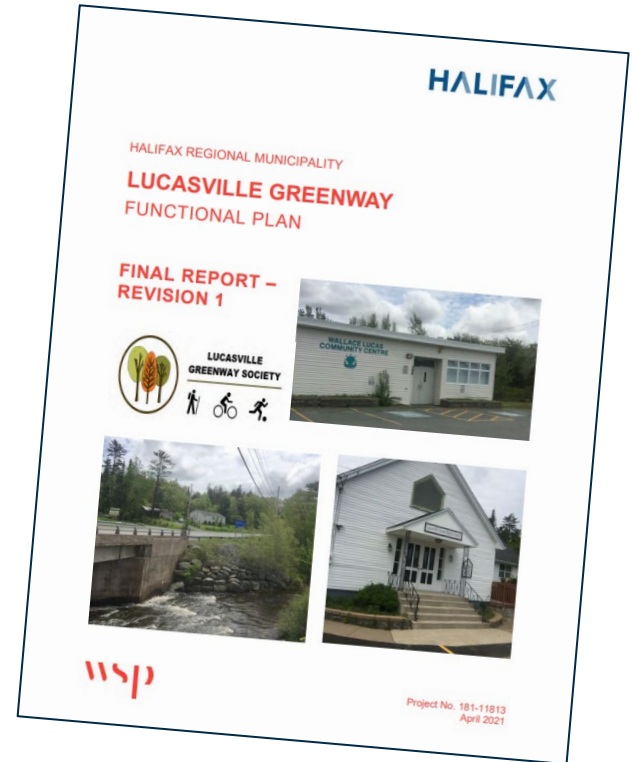
Sidewalk or Multi-Use Pathway Locations: Lucasville Greenway (Background)

2015: Lucasville Greenway concept development, led by community

2017: Lucasville Road added to HRM Active Transportation Priorities Plan as candidate route

2021: HRM hires consulting firm to:

- initiate planning (integration opportunities with Halifax Water project)
- do 30% design from Community Centre to Old Sackville Rd
- engage community through survey and public meetings
- do 30% design from Waterstone to Community Centre



Sidewalk or Multi-Use Pathway Locations: Lucasville Greenway

If the proposed area rate is supported by community and approved by Regional Council:

- detailed design and construction of an initial segment of the Lucasville Greenway.
- On-going planning work. Requests for sidewalks or multi-use pathways (beyond the Lucasville Greenway) will be considered and evaluated for implementation.

Estimated Costs: Lucasville Greenway

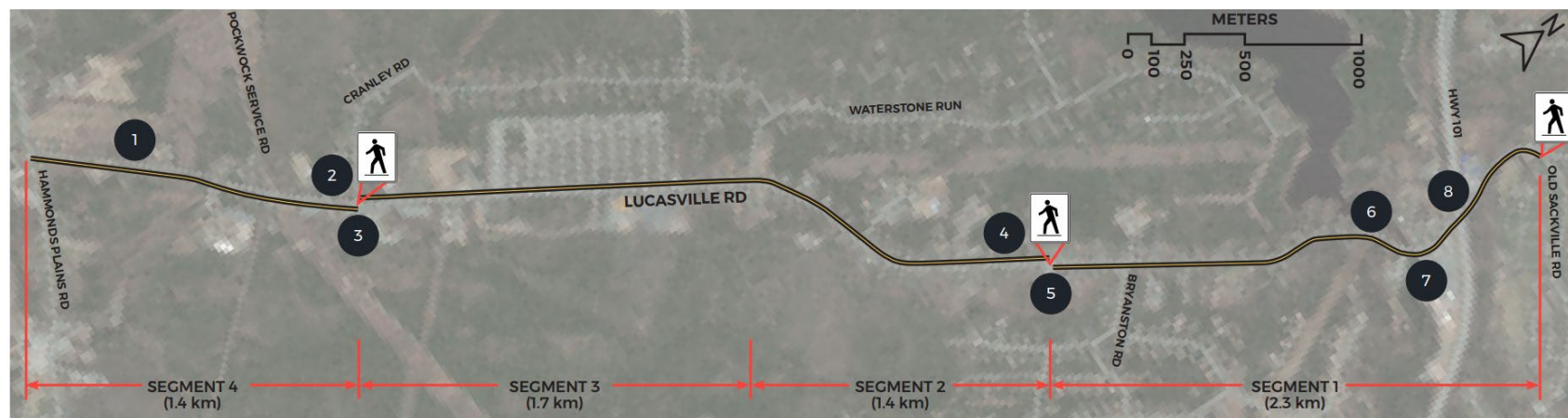
Segment 1 – Old Sackville Road to Bryanston Road - **\$4,230,000**

Segment 2 – Bryanston Road to Waterstone Run - **\$2,620,000**

Segment 3 – Waterstone Run to Cranley Road - **\$820,000**

Segment 4 – Cranley Road to Hammonds Plains Road - **Not Available**

Total Estimate (3 segments): **\$7,670,000***



*Cost estimates do not include maintenance (\$11,000 per km/per year)

*Cost estimates do not include recent inflation and are likely higher as of 2024

Public Engagement: Learn More & Provide Feedback

- Letters to Residents and Property Owners
- Shape Your City webpage (public engagement platform) – Scan QR code
- Survey (Open until May 9th)
- www.halifax.ca webpage (municipal website)
- Social media posts; location targeted ads
- Regional Councilor communications
- Public Meeting and open house
- Pop-ups (if needed)
- Contact Project Manager, Emma Martin martinem@halifax.ca or 902-490-4920



Scan QR Code

www.shapeyourcityhalifax.ca/rural-active-transportation

Conclusion: Key Takeaways

- Looking to understand community perspectives to advise Regional Council recommendation on the following:
 - Is the community interested in having active transportation infrastructure in Lucasville?
 - Does the community understand and support the proposed area tax rate?
 - Does the community agree with the preliminary area rate boundary?
- We are aiming to take area tax rate and area rate boundary recommendations for the five priority communities to Community Council and then Regional Council in Summer 2024.

An architectural rendering of a vibrant city street scene. The scene features a row of multi-story buildings in various colors: a blue building on the left, a large orange building with many windows, a yellow building, and a white building with a gabled roof. In the foreground, there is an outdoor seating area with wooden tables and chairs, some under green umbrellas. A white car is parked on the street, and a planter box with green bushes is visible. The overall style is a soft, painterly architectural sketch.

Thank You!

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Questions for Community

1. Do you think that Lucasville is a good location for active transportation infrastructure? Why or why not?
2. Do you understand and support the proposed area tax rate? Why or why not?
3. Do you agree with the preliminary area rate boundary? If not, where do you think the boundary should be?
4. Do you have any other comments or questions?