

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 2:45pm Question Period

2:35pm to 3:30pm Open House & Discussion

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 7:15pm Question Period

7:15pm to 8:00pm Open House & Discussion

Why We Are Here?

1. Provide an overview of the new Rural Active Transportation Program
2. Learn the community perspective on:
 - sidewalk or multi-use pathway in Musquodoboit Harbour
 - the area tax rate
 - the proposed area rate boundary
3. Answer other questions and take suggestions



*Example of a community centre with a sidewalk
Source: Musquodoboit Harbour Community Development Plan*

HALIFAX

Rural Active Transportation (AT) Program

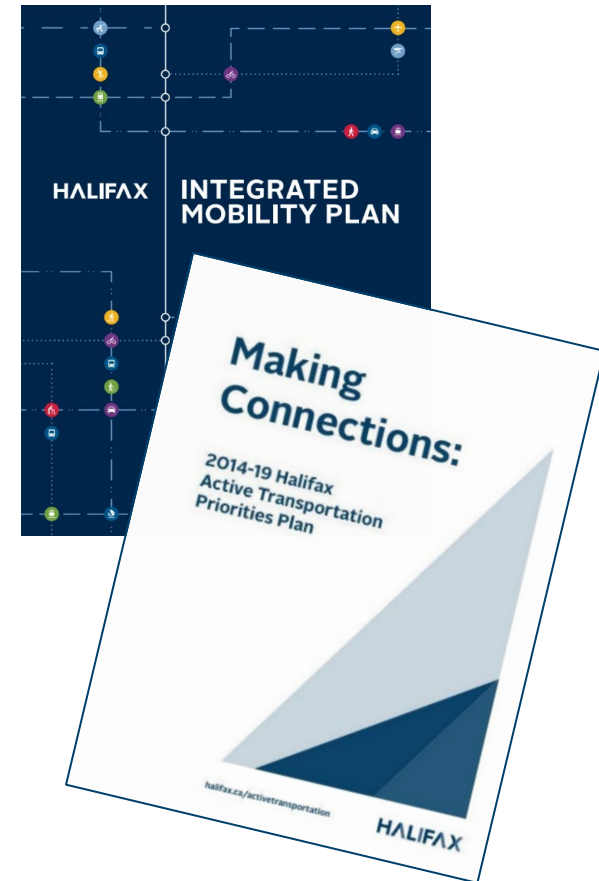
Area Rate Engagement
January 31, 2024

Rural AT Program: Background

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

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

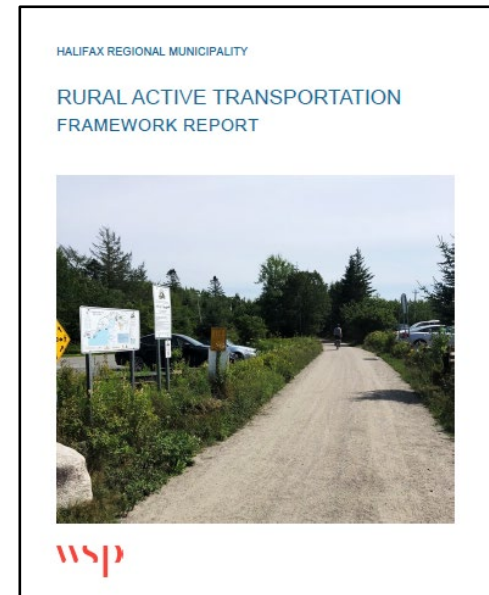
- a **financing mechanism** which recognizes that rural pedestrian safety is affected by regional traffic;
- criteria **to prioritize development in village centres**, hamlets, or other rural areas of concentrated pedestrian activity;
- and **opportunities for cost sharing** with other orders of government.



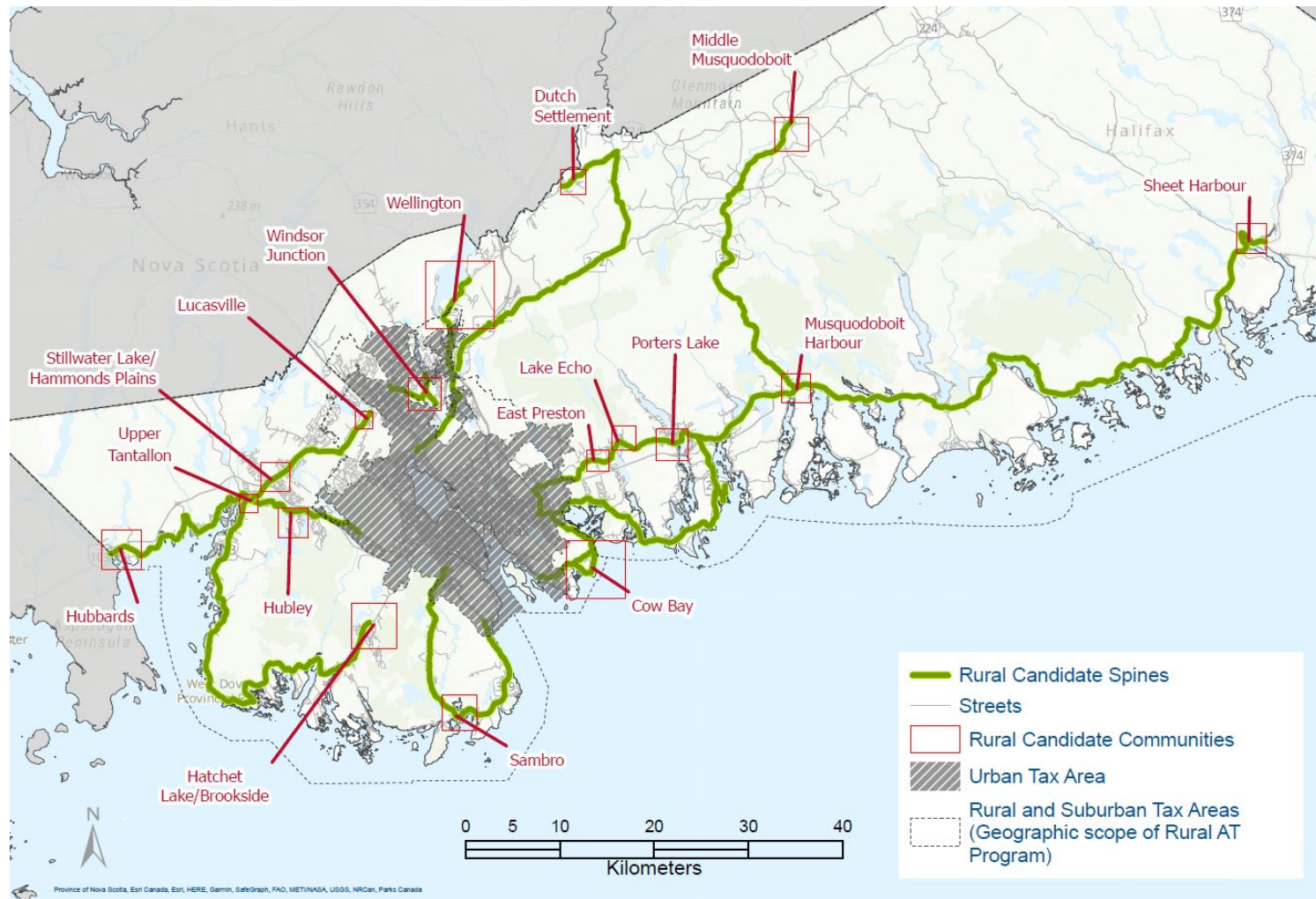
Rural AT Program: Overview

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

1. Sidewalks and multi-use pathways in **rural community centres**.
2. Long term vision for “**spine**” **connections between rural community centres** (paved shoulders, multi-use pathways, trails, or greenways).
3. Continued **support for community-led trails and greenways** with HRM’s existing Active Transportation Grant Program (e.g., Musquodoboit Trailway, Gaetz Brook Greenway, and Blueberry Run).



Rural AT Program: Rural Network Vision



Rural AT Program: Sidewalks and Multi-Use Pathways in Rural Community Centres

What is a sidewalk or multi-use pathway?



Sidewalk (Annapolis Royal, NS)

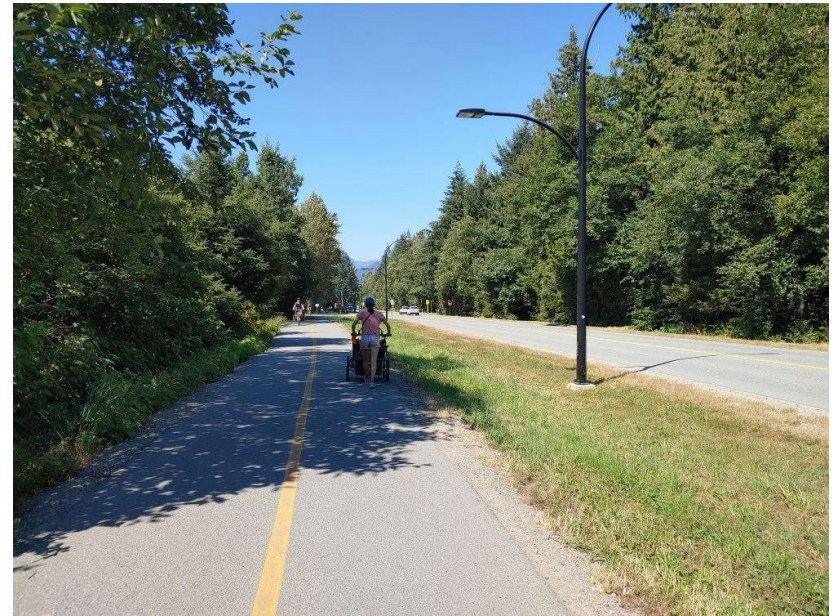


Multi-Use Pathway (Dartmouth, NS)

Rural AT Program: Sidewalks and Multi-Use Pathways in Rural Community Centres

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**.



Multi-Use Pathway (Squamish, BC)

Rural AT Program: Sidewalks and Multi-Use Pathways in Rural Community Centres

Why do we build sidewalks and multi-use pathways?

- Facilitate **community development** through creating an identifiable 'Village Core'.
- Enhance community cohesion through **creating connections**.



*Sidewalk with streetscaping and community art
(Yarmouth, NS)*

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

2023

Determine five priority communities from the seventeen rural candidate communities and a proposed area rate boundary for each.

2024

Engage property owners and residents on area tax rate, and proposed 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. Construction is planned to be completed no later than 2032.

Sidewalks and Multi-Use Pathways in Rural Community Centres: Community Prioritization

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:

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

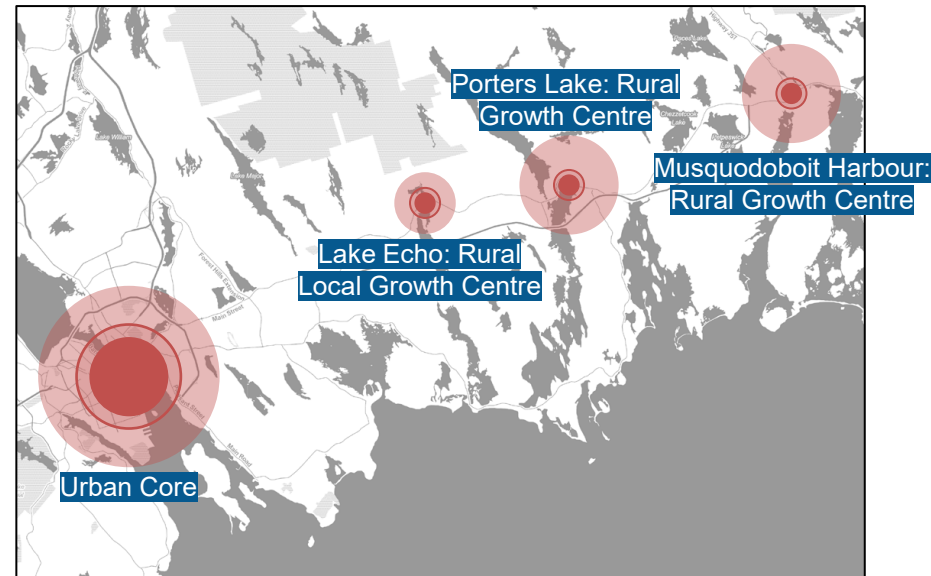


*Musquodoboit Harbour Community
Development Plan (2017)*

Sidewalks and Multi-Use Pathways in Rural Community Centres: Community Prioritization

Why Musquodoboit Harbour?

- ✓ Regional destination
- ✓ Rural Growth Centre
- ✓ Musquodoboit Harbour Community Development Plan
- ✓ Traffic volumes, speeds, and collision rates
- ✓ Village Core (concentrated commercial and service area)
- ✓ Provincial Blue Route (cycling tourism)

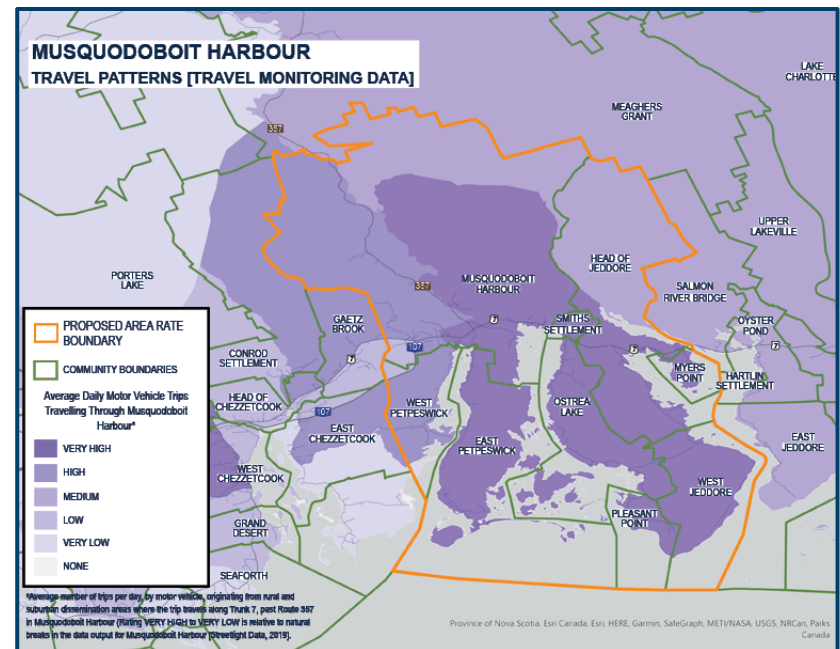


*Rural Growth Centres Map
(Regional Plan, 2014)*

Sidewalks and Multi-Use Pathways in Rural Community Centres: Proposed Area Rate Boundary

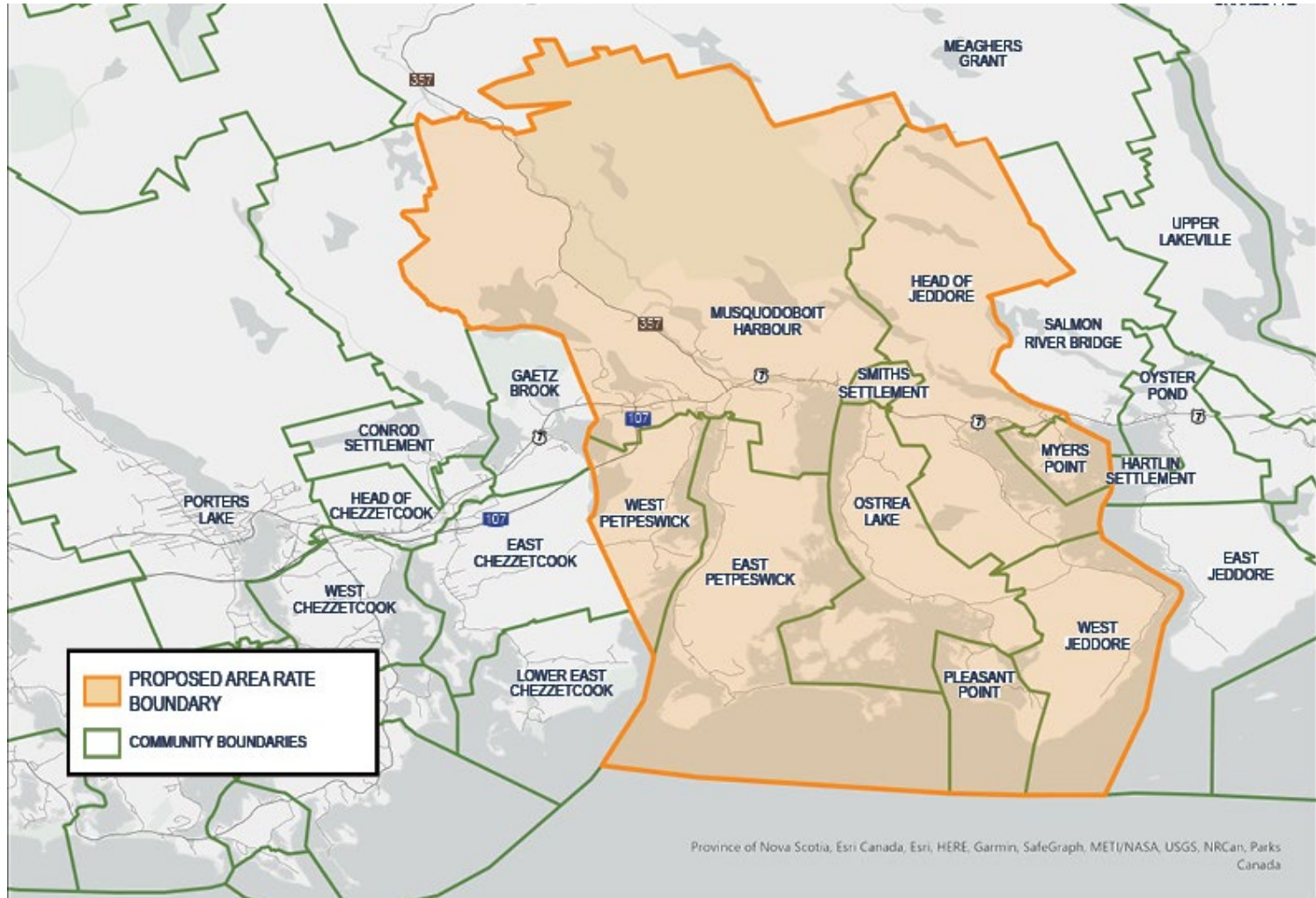
Purpose of Area Rate Boundary:

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



Average number of trips per day, by motor vehicle, where the trip travels along Trunk 7, past Route 357 in Musquodoboit Harbour

Proposed Area Rate Boundary



Municipal Taxes: General Rates

Residential and Resource rates:

Urban general rate: \$0.649

Suburban general rate: \$0.616

Rural general rate: \$0.616

Services provided in this rate: policing, solid waste, recreation programs, planning, libraries, sports fields, playgrounds, administration, fire suppression, street lighting, recreational and community facilities (municipality's share of capital and operating costs), sidewalks including plowing (for urban areas only).

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

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

Municipal Taxes: Examples of Existing General Rate Services in Musquodoboit Harbour



Municipal Taxes: Additional Rates & Services

Additional municipal tax rates that are **applied to all properties** within the municipality include:



Supplementary Education



Climate Action

Additional municipal tax rates that are **applied to some properties** within the municipality include:



Transit



Water & Sewer

None of the properties within the **proposed** area rate boundary for Musquodoboit Harbour pay these rates.



Fire Protection



Right-of-Way

Municipal Taxes: Reason for Area Tax Rate for Sidewalk or Mutli-Use Pathway Eligibility

- An area rate of **3.3 cents /\$100** of assessed taxable (capped) property value was chosen because:
 - **3.3 cents is the difference** between the urban general tax rate and suburban and rural general tax rates; and,
 - the construction and maintenance **of sidewalks (or multi-use pathways) are the difference** in eligible services between the urban general tax rate and suburban and rural general tax rates.

Sidewalks and Multi-Use Pathways in Rural Community Centres: Area Tax rate

- Applied after the initial sidewalk or multi-use pathway 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 suburban and rural communities who are paying the area rate.

Area Tax Rate: Taxable Property Value & Tax Increase Per Year

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: Musquodoboit Harbour & Proposed Area Rate Boundary Context

- A residential property within the proposed area rate boundary would see an average tax increase of **\$50 per year (\$4 per month)**.
- The estimated tax collected from the proposed area rate boundary for Musquodoboit Harbour is **\$154,160.33 per year**. This number can change based on community feedback on the proposed area rate boundary.
- The cost to construct a sidewalk or multi-use pathway is **\$1.5 million to \$4 million per kilometer**. This could include stormwater piping, ditch filling, land acquisition, drainage, rock breaking, streetscaping, and/or a retaining wall.
- Maintenance is **\$11,000 per year, per kilometer**.

Public Engagement: Learn More & Provide Feedback

- Shape Your City webpage (public engagement platform)
- Survey
- halifax.ca webpage (municipal website)
- Social media posts; location targeted ads
- Regional Councilor Newsletter
- Public Meeting and Open house
- Pop-ups (if needed)
- Letters to Residents and Property Owners

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 a sidewalk or multi-use pathway in the Village Core?
 - Does the community understand and support the area tax rate?
 - Does the community agree with the proposed 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 Spring 2024.

An architectural rendering of a vibrant city street scene. The scene features a row of multi-story buildings with varied facades in shades of orange, yellow, and light blue. The buildings have numerous windows, some with decorative frames. 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 another car is visible in the background. The overall atmosphere is bright and sunny, with a clear blue sky. The text "Thank You!" is overlaid in a large, bold, dark blue font across the center of the image.

Thank You!

HALIFAX

Questions for Community

1. Do you think that Musquodoboit Harbour is a good location for a sidewalk or multi-use pathway? Why or why not?
2. Do you understand and support the area tax rate? Why or why not?
3. Do you agree with the proposed area rate boundary? If not, where do you think the boundary should be?
4. Do you have any other comments or questions? Do you want anything clarified?