

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 2:30pm Question Period

2:30pm to 3:30pm Open House

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 7:00pm Question Period

7:00pm to 8:00pm Open House

Why We Are Here?

1. Provide an overview of the new Rural Active Transportation Program
2. Receive feedback from the community on:
 - the area tax rate for new sidewalks or multi-use pathways
 - the proposed area rate boundary
3. Answer questions and provide clarification



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

HALIFAX

Rural Active Transportation (AT) Program

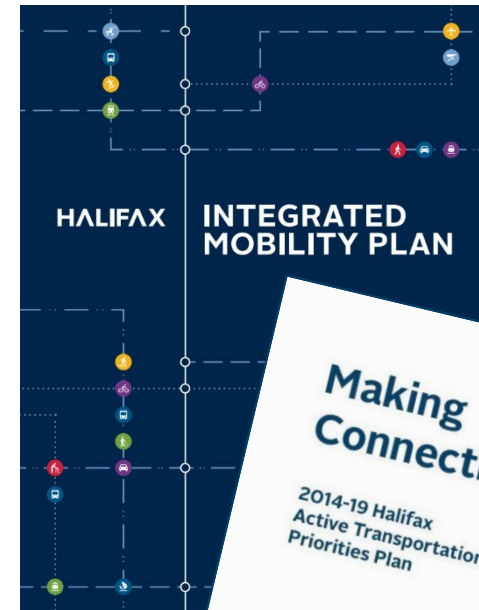
Area Rate Engagement
January 22, 2024

Rural AT Program Background

This program receives direction from the Active Transportation Priorities Plan and Integrated Mobility Plan.

Action 82: Establish a **rural pedestrian program**, including:

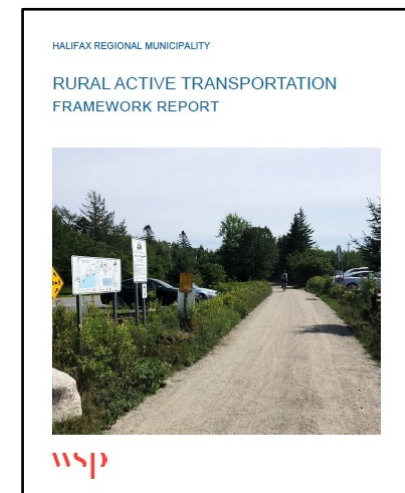
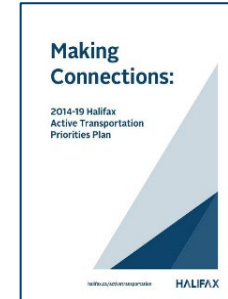
- a **financing mechanism** which recognizes that rural pedestrian safety is affected by regional traffic;
- criteria **to prioritize development in village centres**, hamlets, or other rural areas of concentrated pedestrian activity;
- and **opportunities for cost sharing** with other orders of government.



Rural AT Program Background

The Rural Active Transportation Program (approved February 8, 2022) has three components:

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



Rural AT Program Background

Sidewalks (or multi-use pathways) in rural community centres is the first priority.



Sidewalk: walking and rolling (using a mobility device)



Multi-use pathway: walking, rolling and biking.

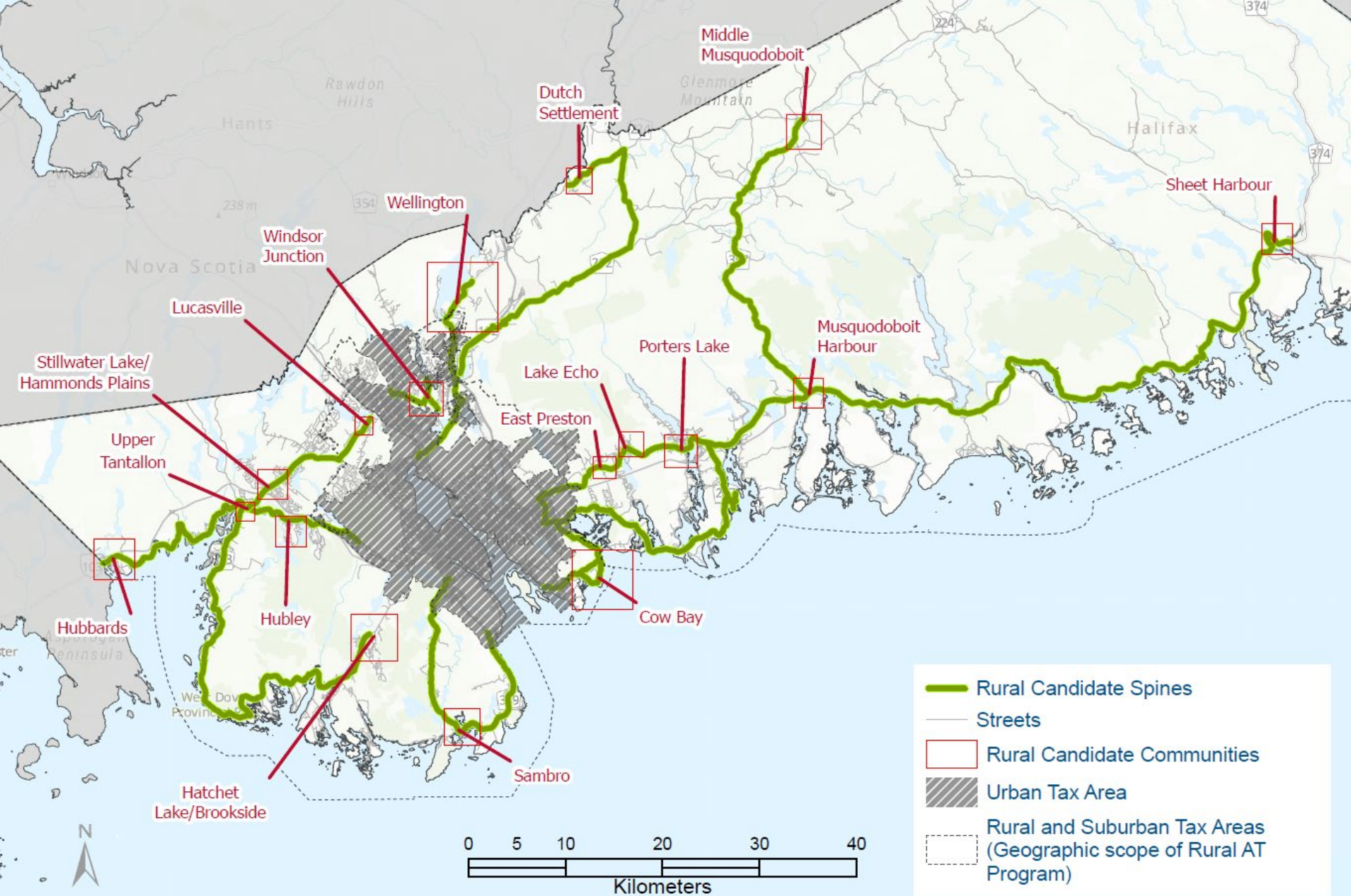
Rural AT Program Background

Administrative Order #2022-008-ADM Respecting the Implementation of Area Rates to Fund Sidewalks Outside of the Urban Tax Area in the HRM (approved February 7, 2023):

- Provides direction for applying an area tax rate to enable the construction and maintenance of sidewalks or multi-use pathways in rural communities
- Provides direction for determining an area rate boundary for the area tax rate

Document is available at discussion tables and on the Shape Your City webpage





Province of Nova Scotia, Esri Canada, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, NRCAN, Parks Canada

Program Implementation

Initial Tasks Overview

Tasks	Status
Step 1: Determine five priority communities from the seventeen candidate communities to receive sidewalks or multi-use pathways in their community centre.	Complete
Step 2: Collect data to determine a <u>proposed</u> area rate boundary for each priority community.	Complete
Step 3: Engage property owners and residents on the area tax rate, and the <u>proposed</u> area rate boundary.	Current
Step 4: Prepare report to seek Regional Council direction on area tax rate and area rate boundary. Information received through the engagement will inform this report.	Not started

Step 1: Determine five priority communities from the seventeen candidate communities.

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:

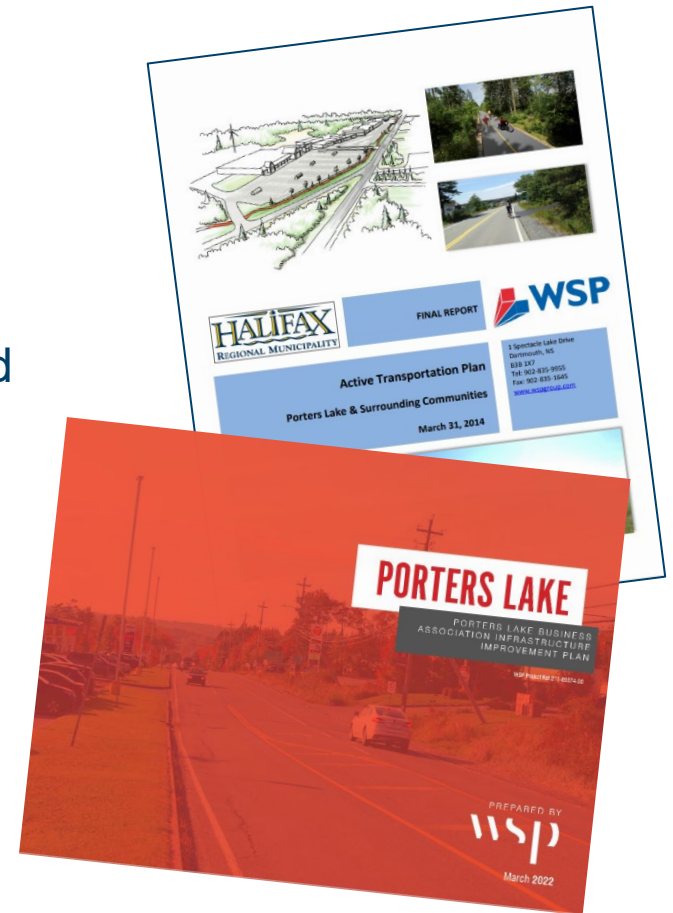
- Porters Lake
- Hubbards
- Lucasville
- Musquodoboit Harbour
- Upper Tantallon



Step 1: Continued...

Why Porters Lake?

- Porters Lake Infrastructure Improvement Plan
- Active Transportation Plan for Porters Lake and Surrounding Communities
 - 95% of survey respondents wanted improve Active Transportation
 - 84% of respondents expressed concerns regarding a lack of places to walk and cycle in the area



Step 2: Collect data to determine a proposed area rate boundary for each priority community.

The goal of the area rate boundary is to capture communities that use the area of the potential new sidewalk or multi-use pathway.

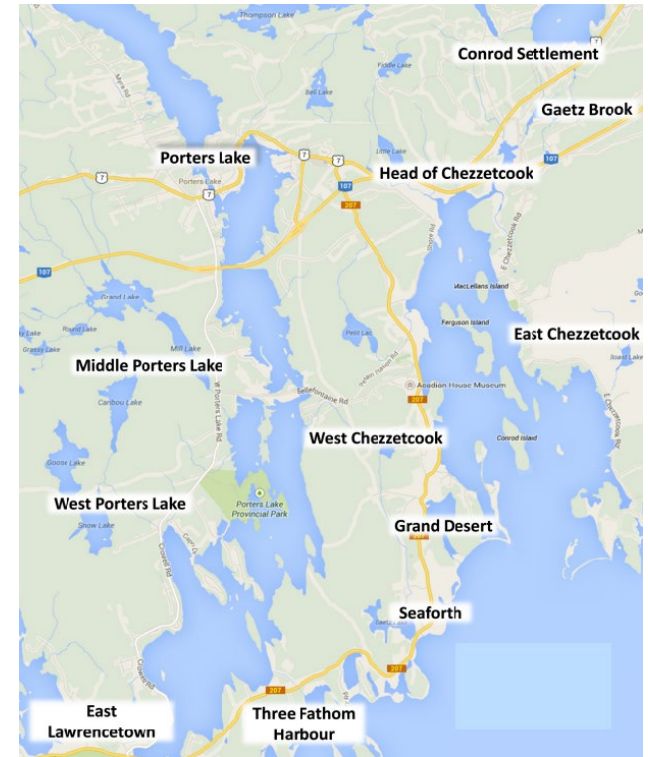
As directed by Administrative Order #2022-008-ADM the proposed boundary for the area rate was determined using the following data:

1. concentration and use of community amenities (e.g., grocery stores, regional services, recreation, etc.);
2. travel patterns as determined by travel monitoring data;
3. school catchment boundaries; and
4. community and stakeholder engagement (Covered in Step 3).

Step 2: Continued...

Concentration and use of community amenities in Porters Lake.

- Services and Retail (e.g., grocery store, hardware store, bank, drugstore, healthcare services, employment services, pet services, restaurants)
- Halifax Transit bus stops
- Community Centre & Recreation Centre
- Schools (English and French program)

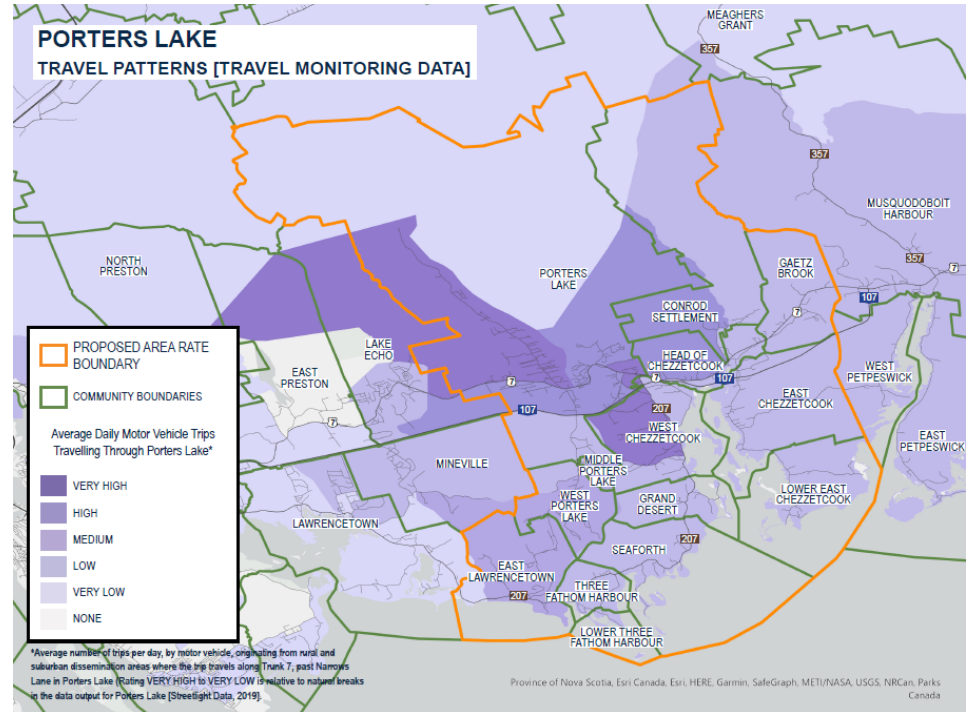


Study area for the Active Transportation Plan: Porters Lake and Surrounding Communities

Step 2: Continued...

Travel patterns as determined by travel monitoring data.

- Shows a snapshot of which areas are using Trunk 7 in Porters Lake on a daily basis
- Average number of trips per day, by motor vehicle, originating from rural and suburban dissemination areas where the trip **travels along Trunk 7, past Narrows Lane** in Porters Lake

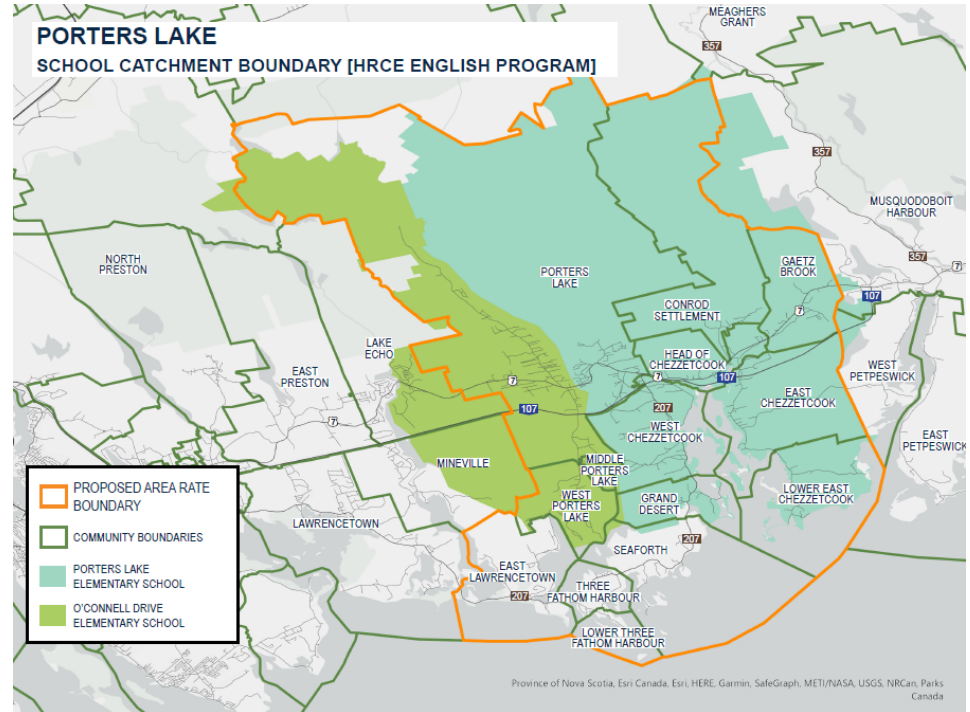


Dissemination Area: the smallest geographic area (about 400 to 700 people) that can be used for analyzing census data.

Step 2: Continued...

School catchment boundaries.

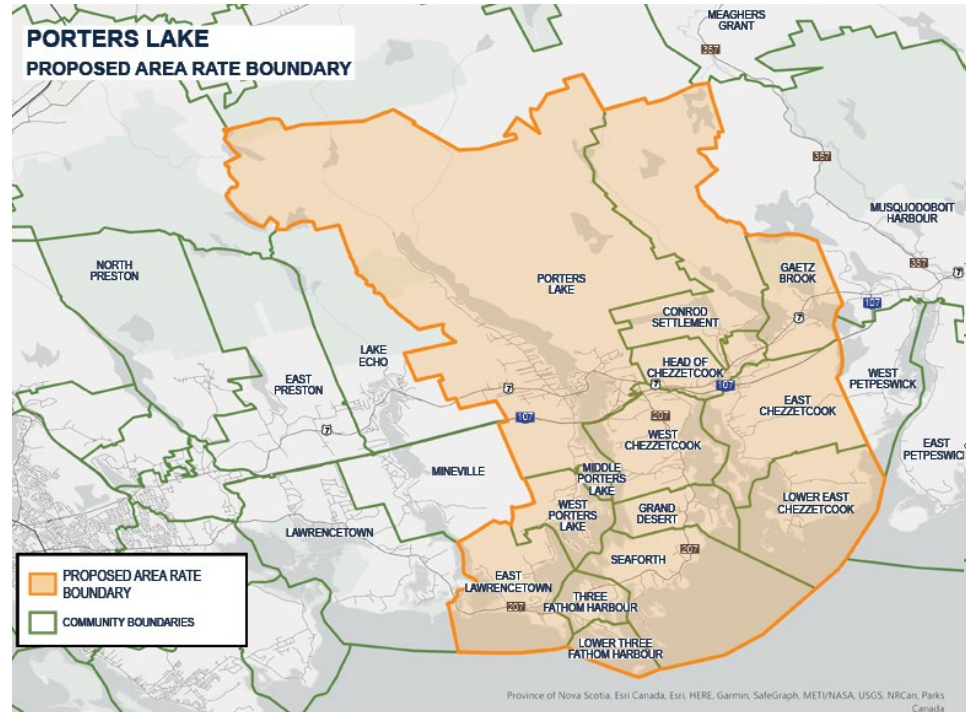
- Shows a snapshot of which areas are using the schools [Porters Lake Elementary and O'Connell Drive Elementary] in Porters Lake on a daily basis



Step 2: Continued...

Proposed area rate boundary for engagement.

- Boundary was reduced during early stakeholder conversations.
- Proposed area rate boundary is not finalized. This engagement is the community's opportunity to provide comment and inform the final boundary.



Area Tax Rate

Sidewalks services are included in the urban general tax rate but are not included as a service in the suburban or rural general tax rate. **This means that to be eligible for sidewalks, rural and suburban tax areas will need to pay an area rate.**

- **An area rate of \$0.033/\$100 of assessed taxable (capped) property value** was approved in Administrative Order #2022-008-ADM.
- This rate will be **applied after the initial sidewalk or multi-use pathway is substantially completed and applied in perpetuity**. The rate **will not increase** as additional sidewalks or multi-use pathways are constructed.
- **The rate is not based on project cost but rather eligibility for services between municipal tax zones.**

Area Tax Rate

Assessed Taxable (capped) Property Value	Annual Cost to Property Owner
\$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

Property Type	Average Annual Cost to Property Owners within the <u>Proposed</u> Boundary
Residential Property	\$33 to \$99
Commercial Property	\$34 to \$56
Resource Property	\$2 to \$12

Step 3: Engage property owners and residents on area tax rate, and proposed area rate boundary.

- 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

Next Steps

Task	Status
Step 4: Prepare report to seek Regional Council direction on area tax rate and area rate boundary. Information received through the engagement will inform this report.	Not started
Step 5: If approved by Regional Council, candidate rural communities will then enter planning, design, and construction of the sidewalk or multi-use pathway in their community centre.	Not started
Step 6: Once the sidewalk or multi-use pathway is substantially constructed the area rate will be applied to the property tax bill in the following fiscal year.	Not started
Step 7: Communities paying the area tax rate will continue to be eligible for new sidewalk or multi-use pathways, these future projects will be determined using the prioritization tool in the Rural Active Transportation Program.	Not started

Conclusion

- Looking to understand community perspectives to advise Regional Council recommendation on the:
 - Area Tax Rate
 - Area Rate Boundary
- Aim to take area tax rate and area rate boundary recommendation on the five priority communities to Community Council and then Regional Council in Spring 2024.

Thank You!

Questions for Feedback Tables

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