

January 27, 2026

**HALIFAX**

# **Lucasville Greenway- Rural Active Transportation Program**

Lucasville Community Engagement  
In – Person Meeting  
Presented by: Emma Martin, MBA  
Project Manager, Rural AT Area Rate Project

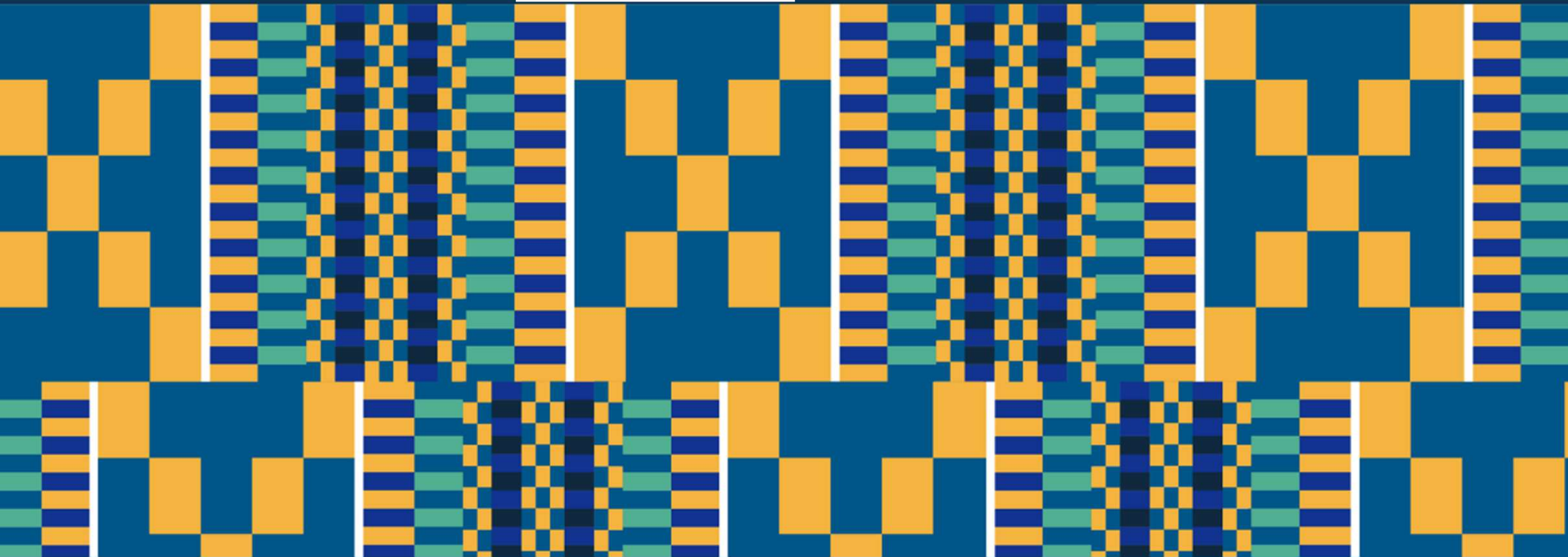
## February is African Heritage Month



Celebrate the rich culture, legacy, achievements and contributions of African Nova Scotians and communities of African descent in our region and across Canada.

This year's theme is *Strength in Unity – Moving forward with Purpose, Prosperity, Power and Progress.*

[halifax.ca/AHM](http://halifax.ca/AHM)



## Items covered in this session:

- Rural AT Program - Overview
- Lucasville within the Municipal Tax Rates - Overview
- 2022 Lucasville Greenway Community Engagement Results
- 2024 Rural AT Program Community Engagement Results
- Changes for the 2026 Rural AT Program Community Engagement
- Timelines for Lucasville Greenway Project

## Rural AT Program

- Approved February 8, 2022
  - Follows directions from the Active Transportation Priorities Plan and Integrated Mobility Plan to consider AT infrastructure in rural centres.
- Priority
  - Sidewalks and multi-use pathways in rural community centres.
- Commitment
  - Construct AT facilities in five prioritized communities by 2032

### Administrative Order #2022-008-ADM

- Approved February 7, 2023, amended July 8, 2025
  - Outlines requirements for Implementation of area rates to fund sidewalks outside the Urban Tax Area

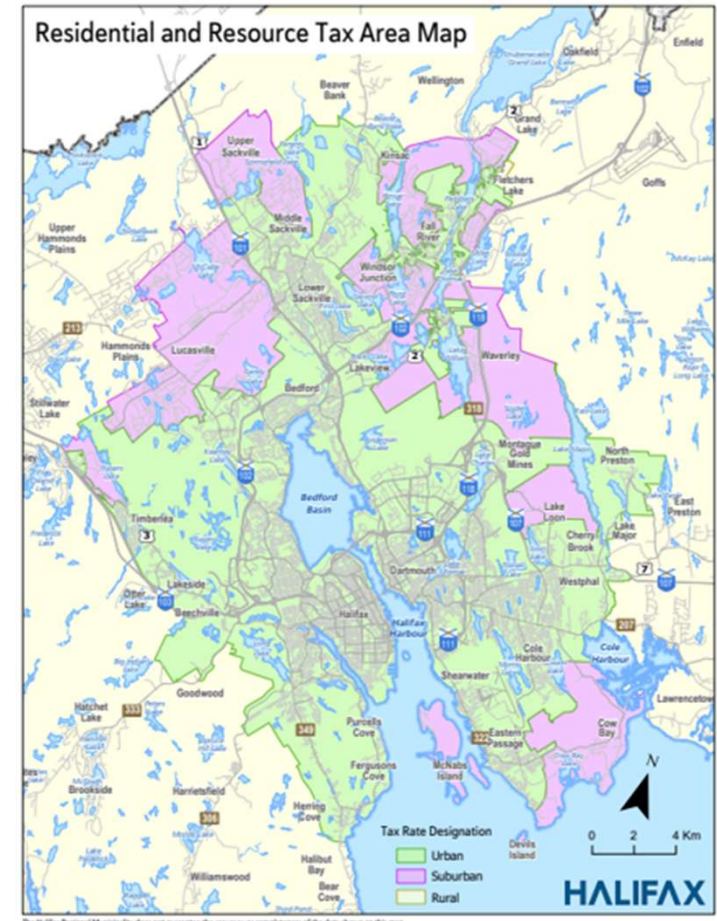


## Municipal Tax Rates

Municipal Tax Rates are set by Halifax Regional Council following Municipality Charter section 94 (1)

- a rural area general rate (\$0.628 in 2025) receiving a rural level of services;
- a suburban area general rate: (\$0.628 in 2025) receiving a suburban level of services; and
- an urban area general rate: (\$0.661 in 2025) receiving an urban level of services.

All tax rates are per \$100 of assessed value (capped) unless otherwise noted.



# Municipal Tax Rates:

## Residential Property General Rates & Services

Lucasville General Rate = \$0.628	Urban General Rate = \$0.661
Policing, Solid Waste, Community Facilities (Recreation, Libraries, Community Centres), Recreational Programs, Parks, Trails, Sport fields and Playgrounds, Fire Suppression, Streetlighting, Administration, Planning	Policing, Solid Waste, Community Facilities (Recreation, Libraries, Community Centres), Recreational Programs, Parks, Trails, Sport fields and Playgrounds, Fire Suppression, Streetlighting, Administration, Planning
<i>Not Included</i>	Sidewalks/ (or multi-use pathways along side roads)

Urban General Rate \$0.661 – Suburban General Rate \$0.628 = \$0.033 per \$100 of taxable property value (capped) to service sidewalks in urban areas

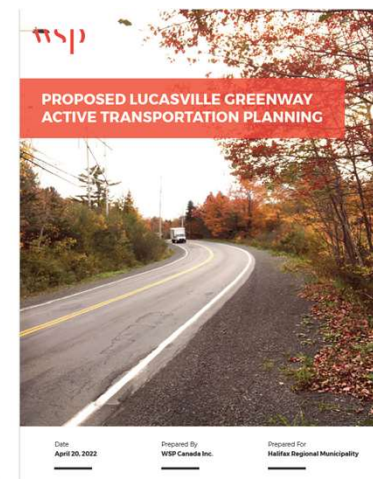
Rural AT Rate to implement Lucasville Greenway (and other AT infrastructure in rural communities) : \$0.021 per \$100 of taxable property value (capped)

## Property Tax Rates: Residential Property Rates & Services

Halifax Regional Municipality - 2025 rates shown applied per \$100 of taxable (capped) property value	
Lucasville	Urban Area
Suburban General Rate = \$0.628	Urban General Rate = \$0.661
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
Rural AT Rate = \$0.021 to be charged in the fiscal year following construction of Segment 2, if approved	Sidewalks already included in Urban General Rate= \$0.033
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)	
<b><u>\$1.024</u></b>	<b><u>\$1.127</u></b>

## Lucasville – Priority Community

- Lucasville Greenway Functional Plan and design projects, previous community engagement
- Rural Growth Centre in the Municipal Regional Plan
- Regional destination with a Village Core (concentrated community amenities: community centre, farmers market, church, others)
- Lucasville Community Visioning Plan
- Key Concerns
  - 2025 Traffic studies: Vehicle Traffic volumes upwards of 10,000 cars both ways, and speeds upwards of 72km/hr during daylight and upwards of 76 km/hr during nighttime



HALIFAX REGIONAL MUNICIPALITY  
LUCASVILLE GREENWAY  
FUNCTIONAL PLAN

FINAL REPORT –  
REVISION 1



LUCASVILLE  
GREENWAY SOCIETY



wsp

Project No. 185-11813  
April 2021

# Lucasville Greenway

## Results from Community engagement – Spring 2022

## Summary (1) – received 48 responses

- **70% (33) confirmed walking/ cycling** in Lucasville to exercise self/ family/ dogs, access farmers market/ store/ water park, cycling to Sackville, walk to work, mailboxes - of those 40%(13) confirmed using Lucasville Rd.
- **93.8% (45) did not feel safe walking** on Lucasville Rd. and 72.9% (35) did not feel safe walking on the local streets in their neighbourhood due to high speeding vehicles
- **51% (24) use neighbourhood trails** (Timber Trails, Power line Trails, Kingswood North); only 6 belonged to a trail group/ walking/ running club
- **Areas where people feel safe with a wheelchair/ baby stroller in Lucasville (36):** majority (24) responded “no place is safe”; only 8 identified Timber Trails;
- **Areas safe for a child/ senior to walk/ cycle (35 responses):** majority (26) responded “no place”, only 8 identified Timber Trails; one identified subdivision; “No where on Lucasville Road is safe for anyone to walk. You either have to drive to a walking trail or a subdivision to walk safely.”

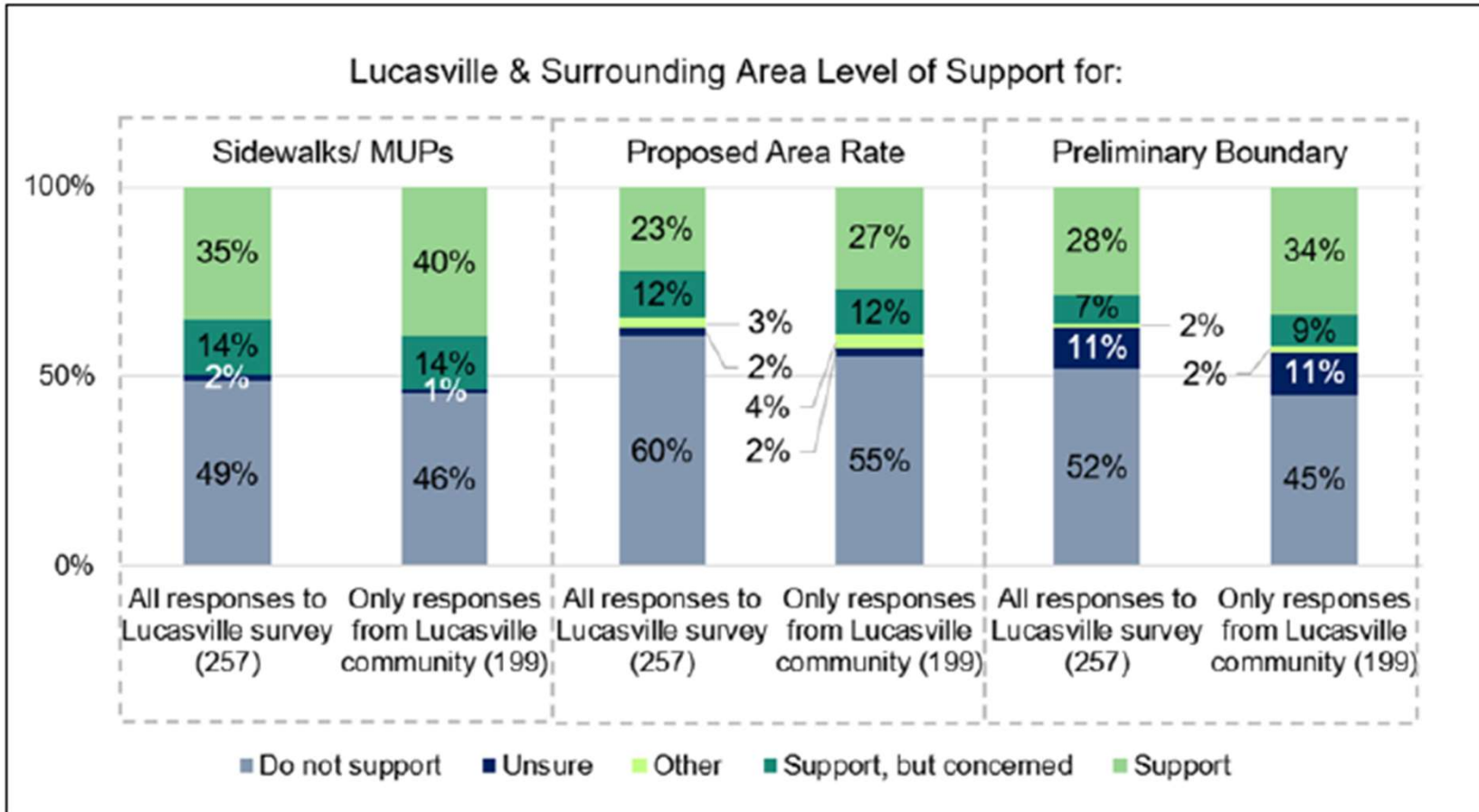
## Summary (2) – received 48 responses

- **Sidewalk (30)/ multi-use pathway (27)/ paved shoulder (28) / crosswalks(23) were considered to improve walking / cycling in Lucasville**
- **81.25% (39) stated that presence of sidewalks/ MUPs would encourage them to choose AT over driving;** 51% (24) mentioned shoulders, and 38% (18) traffic calming; 57.44 (27) access to bikes, scooters, wheelchairs and lessons/training
- To reach a destination: **28% would walk and 22% would cycle 2km-3km,** 22.22% would walk and 17.5 % would cycle 1km-2km and 20% would walk and **37.5% would cycle more than 5km**
- **Only 51.1%(24) use a vehicle for all needs** and 32%(15) use it most times; 8.5% do not use a vehicle at all
- **78.7% would use public transit if it were available,** equally for either or more than one purpose: employment, medical, shopping, leisure

## Rural AT Program in Lucasville Results from Community engagement – Spring 2024

Main questions requested opinion and reasoning related to:

- Lucasville Greenway
- Adding an area rate of \$0.033 per 100 of taxable (capped) assessment value to support construction, maintenance and repairs
- Preliminary area rate boundary



## Summary: Opinions (Themes) for Lucasville Greenway

### Support with benefits recognized in 70 responses

- Improved road condition and protection from speeding vehicles
- Family & Community Well-being and connectivity
- Sidewalks are seen as a basic right—not a luxury
- Environmental benefits and lower healthcare costs

### Support with concerns expressed in 23 responses:

- Construction Disruption & Infrastructure Challenges
- Design Preferences & Alternatives
- Area Rate model
- Personal and/or property impacts

### Opposition expressed in 89 responses:

- Low Usage & Lack of Demand; Safety & Practicality
- Financial Burden
- Lack of Infrastructure & Services/ Other Infrastructure Priorities
- Maintenance & Safety Issues of the Lucasville Greenway, if constructed
- Limited Personal Benefit

## Summary: Opinions (Themes) on Area Rate

### Support for Area Rate- 47 responses

- Recognized the benefits of the Lucasville Greenway in the community
- Future transit potential
- Shared responsibility
- Economic and Environmental Benefits
- Accept it provided the infrastructure will be built and maintained properly

### Support with Concerns – 18 responses:

- Affordability (23%)
- Transparency & Accountability
- Equity in Tax Distribution
- Infrastructure Maintenance

### Opposition – 107 responses

- Financial Burden 25%
- Lack of community/ personal benefit
- Insufficient Municipal Services relative to current taxation
- Low Usage
- Alternative funding models preferred
- Alternative Priorities

## Summary: Opinions (Themes) on Preliminary Boundary

### Support for preliminary area rate boundary - 51 responses

- Community Identity and support for boundary (30%)
- Fairness & Inclusion/ Shared Responsibility
- Recognized benefits and needs of the infrastructure
- Community growth and equity

### Support with concerns - 16 responses

- Taxation and fairness (30%)
- Lack of Current Services
- Boundary size

### Opposition – 85 responses

- Tax Increase Concerns: (35%)
- Limited Benefit / Accessibility
- Boundary Misalignment
- Lack of need
- Alternative Priorities
- Distrust and Past Experience

## Outcomes from Spring 2024 Community Engagements

- Regional Council moved away from setting the rate as “the difference between the general tax rate and service delivery in the urban tax boundary and suburban and rural tax boundary” and toward an approach where the rate is intended to cover maintenance and repairs costs of the infrastructure.
- Regional Council approved a new area rate of **\$0.021 per \$100** (changed from \$0.033) of taxable property value to reduce property owners’ financial burden while still providing funding for maintenance and repairs of the built infrastructure

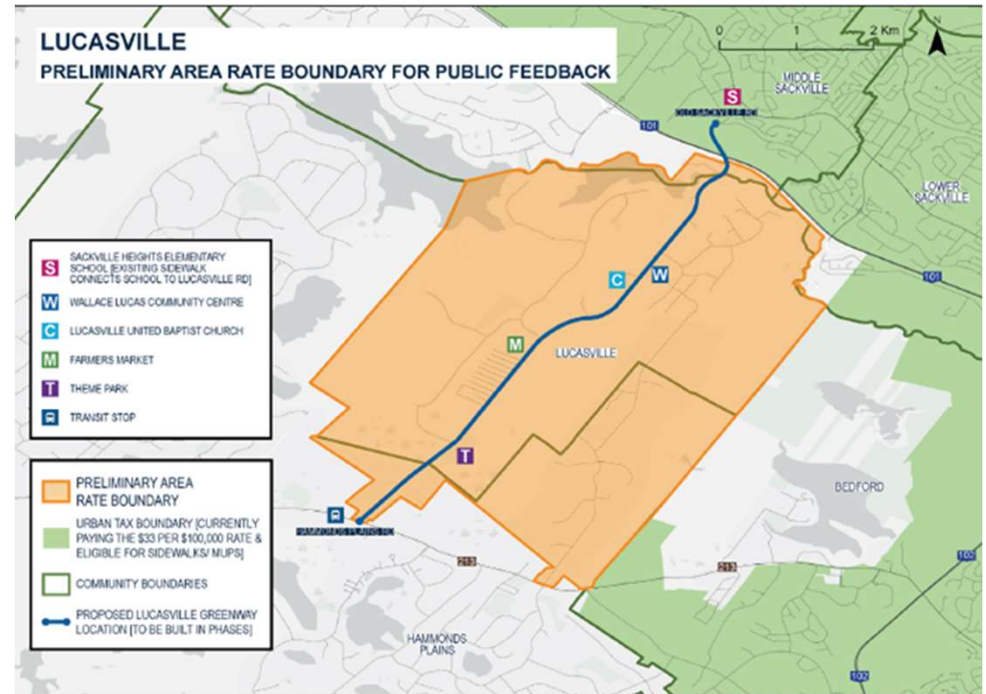
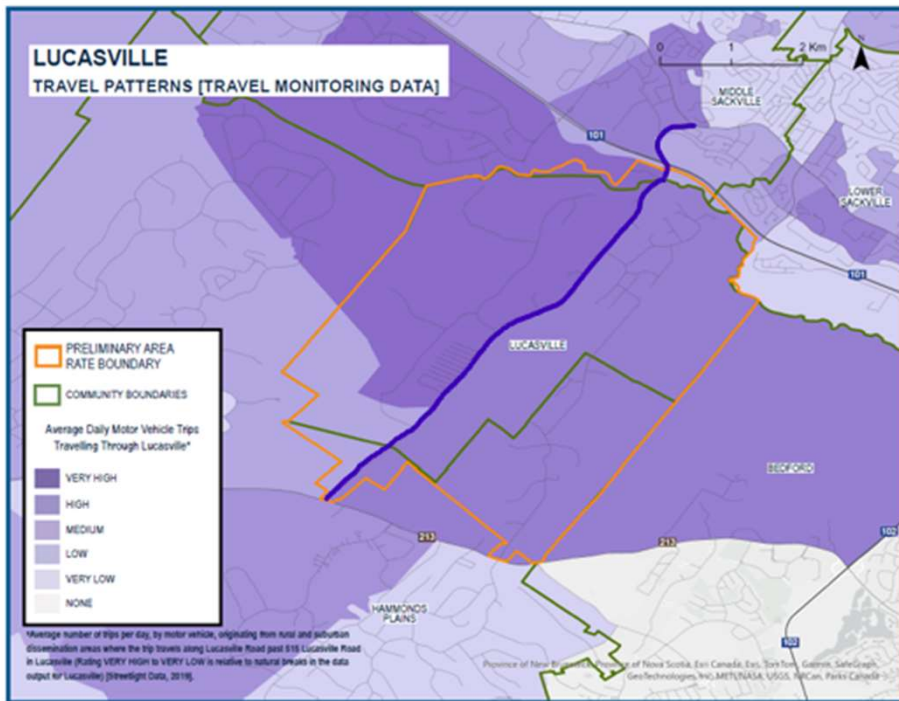
## Rural AT Program in Lucasville

### Second Round Community engagement – January 2026

Main questions are asking opinion and its reasoning related to:

- Lucasville Greenway
- Adding \$0.021 per \$100 of taxable (capped) area rate to support only maintenance and repairs (after warranty expiration)
- Preliminary area rate boundary

# Preliminary Area Rate Boundary for Community Engagement



# Area Rate Calculations

Examples of calculations for the Rural Transportation Area Rate:

Taxable Property Assessment	Area Rate Applied to Property Bill Annually
\$100 - \$100,000	\$0.021 - \$21
\$100,000 - \$200,000	\$21 - \$42
\$200,000- \$300,000	\$42 - \$63
\$300,000- \$400,000	\$63 - \$84
\$400,000 - \$500,000	\$84 - \$105
\$500,000 - \$1,000,000	\$105 - \$210
\$1,000,000 - \$2,000,000	\$210 - \$420

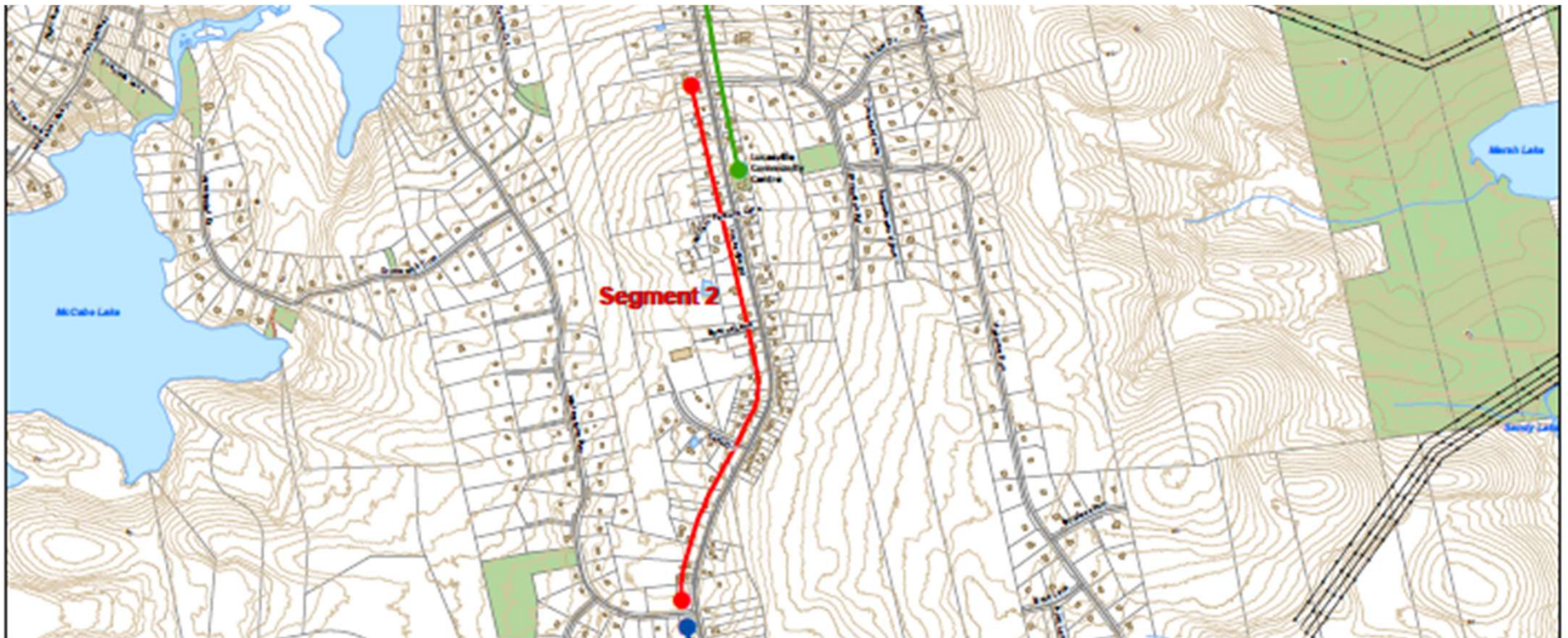
For a house evaluated between \$300,000 and \$400,000 the area rate of \$63 - \$84 per year would add about **\$5.25 - \$7 per month** (less than \$0.25/day) to a household's expenses.

For a house evaluated \$1,000,000 - \$2,000,000 the area rate of \$210 - \$420 per year would add about \$17.5 - \$ 35 per month (up to \$1.17 per day) to a household's expenses.



- 2015 - 2018:** Concept development, led by community; Lucasville Greenway Society (LGS) formed to represent the community for the project
- 2017 - 2021:** HRM added Lucasville Road to the HRM's Active Transportation Priorities Plan and, hired WSP to complete Lucasville Rd Concept Plan and concept designs for all four segments with support from LGS
- 2022:** HRM and WSP, hosted by LGS, implemented public engagement to assess community's perception of safe AT mobility and its impact from building AT infrastructure and identify priority segments
- 2023 -2024:** HRM received Federal and Provincial Grant funding through the ICIP Program to cost share construction of Segment 2 from Waterstone Run to Bryanston Rd. and hired WSP to complete 30% detail design for Segment 2
- 2024:** HRM led community engagement to determine support for the area rate as established by the AO 2022-008-ADM. The community did not support the area rate as proposed and requested an exemption.
- 2025:** Regional Council approved area rate change from \$0.033 to **\$0.021 per \$100** taxable property value to be used for maintenance and repairs of the infrastructure built  
Regional Council directed staff to implement a second round of engagements with the community in Lucasville

## Lucasville Greenway Priority Segment for 2026-2028



## Financials and scheduling moving forward

### 2026 - 2027:

Pending approval of the area rate by Lucasville residents/property owners and area rate boundary by Community Council and Regional Council:

- Capital Budget will include detailed design 30%-90% paid from the general tax rate
- Tender consulting services to finalize the design work for **Segment 2 – 1.7 KM from Wallace Lucas Community Centre (Bryanston Rd.) to Wilson’s Farmers Market (Waterstone Run)**;
- Finalize integration projects with NS Power, Halifax Water; and other HRM units as needed
- Engage with property owners along the corridor regarding catch basins and infills;
- Acquire all permits needed for construction; finalize construction tender.
- Finalize cost estimates and include HRM contribution for construction in the 2027-2028 Capital Budget.

### 2027 – 2028:

- Tender Construction for Segment 2 (after the August 200 Years Celebrations)
- The current cost estimate for Segment 2 approved in the cost sharing agreement is \$7,690,000. HRM must contribute no less than 27%; remainder is contributed by federal and provincial government
- HRM will cover these construction costs from the General Tax Rate

# Cross Section: Multi-Use Pathway



## Examples of multi-use pathways



East Preston Greenway-  
completed in 2024



Bakers Dr Multi-use Pathway  
Dartmouth

## Financials and scheduling moving forward

### After construction is completed (not earlier than November 2029):

- Area rate of **\$0.021 per \$100** of taxable property value will be applied to all properties located within the Regional Council approved area rate boundary (to be at least the Lucasville Community Boundary) to cover maintenance and repairs.
- Average taxable property value in 2025 in Lucasville was \$299,869; this would have resulted in an area rate of **\$62.98 per year (\$5.24 per month)**
- Estimated revenue (using 2025 assessments) is \$60,963
- Maintenance, including snow removal estimated at about \$20,000/km; Surface repairs (after 2 years of warranty) estimated at \$150/sqm - Segment 2 is 1.7Km; Other repairs expected: lighting, signage, amenities (if applicable)

## Why consider this project - through the eyes of Lucasville residents supporting the Lucasville Greenway

- The support for Lucasville Greenway is about safety and accessibility, sustainability, connectivity to services, community's well-being, health, and resilience and a call for equity for a vibrant, historical community.
- Sidewalks are seen as a basic right—not a luxury: Lucasville is a historic African Nova Scotian community that has been underserved for decades; failing to plan for sidewalks and transit now will worsen traffic, isolation, and safety issues as the area grows
- 81.25% of respondents in the 2022 survey stated that presence of sidewalks/ MUPs would encourage them to choose AT over driving in the community;
- Average taxable property value in 2025 in Lucasville: **\$299,869** with estimated area rate of **\$62.98 per year (\$5.24 per month)**; for a taxable value of \$1,000,000 - \$2,000,000 area rate would be \$210 - \$420 per year (\$17- \$35/month)
- Fairness & Inclusion/ Shared Responsibility: There's a sense that the boundary is fair and includes those who would benefit most; as a result, they should also contribute to costs.

## Thank you! Information sources:

- Engage Halifax - Public engagement platform – information, survey, contact – follow <https://engagehalifax.ca/rural-active-transportation> or QR code on the right
- Municipal website: <https://www.halifax.ca/transportation/cycling-walking/sidewalks-rural-community-centres>
- Survey: complete online on Engage Halifax OR complete the printed version – mailed to all addresses in preliminary area rate boundary on Jan 12, 2026
- Addressed letters – sent on Jan 12, 2026
- Halifax Social media posts;
- Open house / In Person Public meetings: Jan 23<sup>rd</sup> and Jan 27<sup>th</sup>
- Pop-ups (if HRM is invited to an event)
- HRM Contact M-F (9:00am-5:00pm):

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