

# 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

**2:45pm 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 Porters Lake
  - 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**

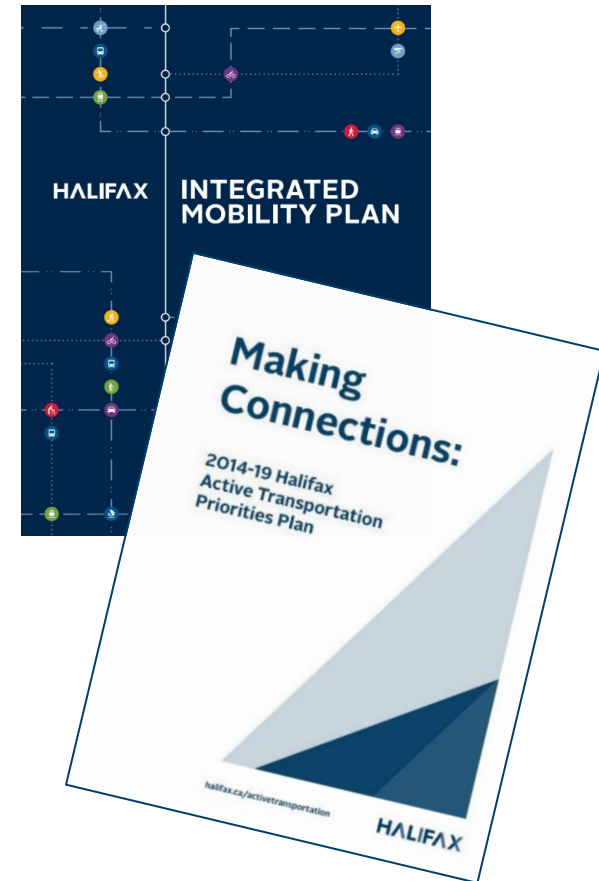
Area Rate Engagement  
February 12, 2024

# 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:

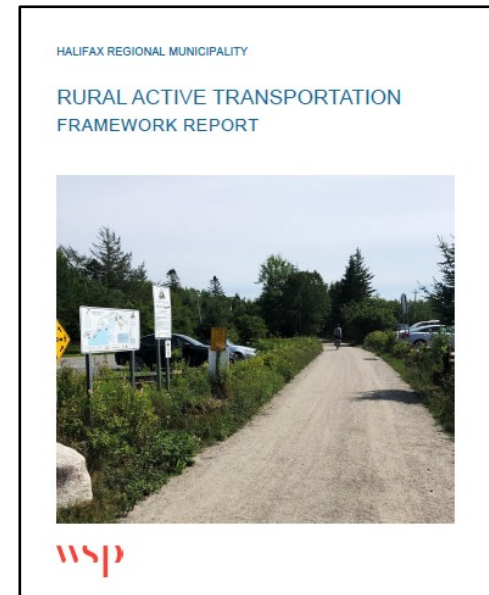
- a **financing mechanism** which recognizes that rural pedestrian safety is affected by regional traffic;
- criteria **to prioritize development in village centres**, hamlets, or other rural areas of concentrated pedestrian activity;
- and **opportunities for cost sharing** with other orders of government.



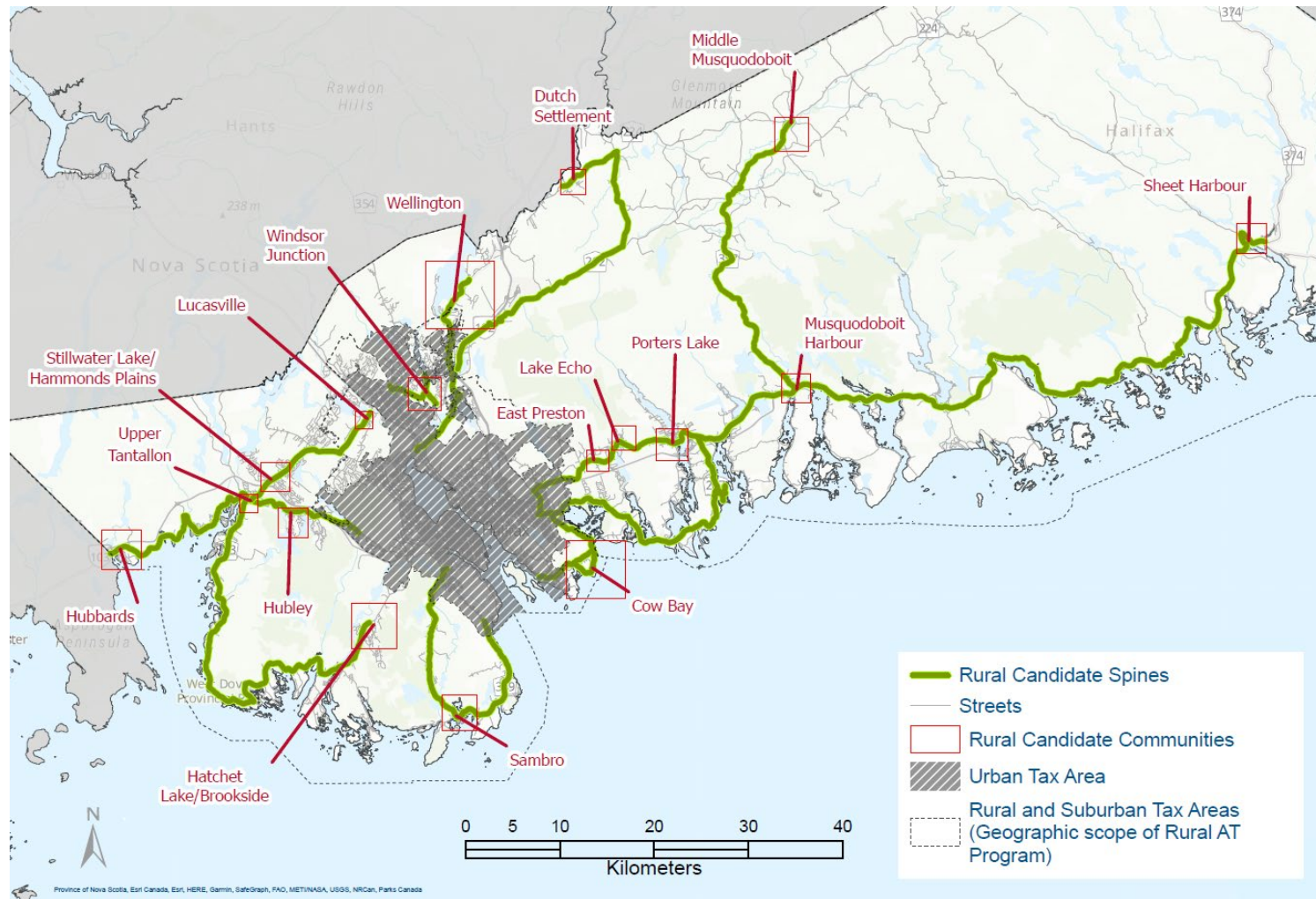
# Rural AT Program: Overview

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., Atlantic View Trail, 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)*



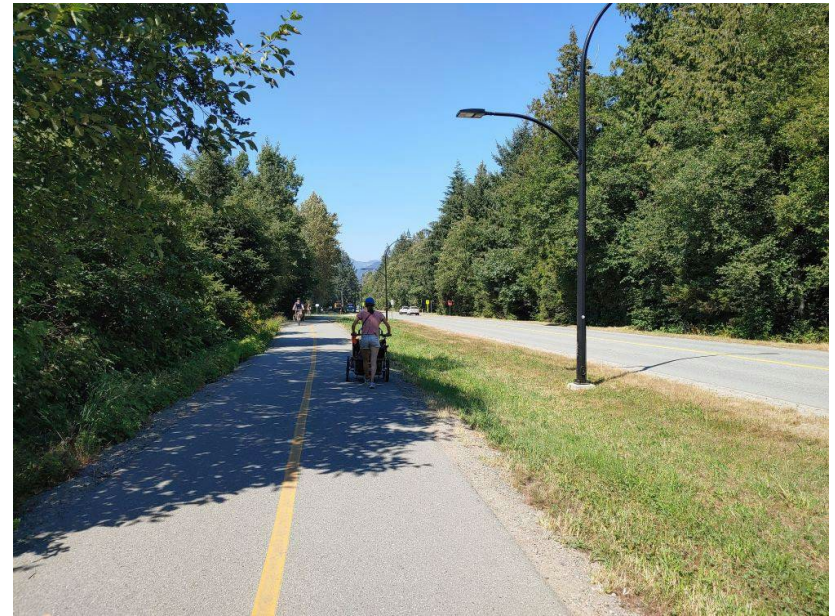
*Multi-Use Pathway (Dartmouth, NS)*



# 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**

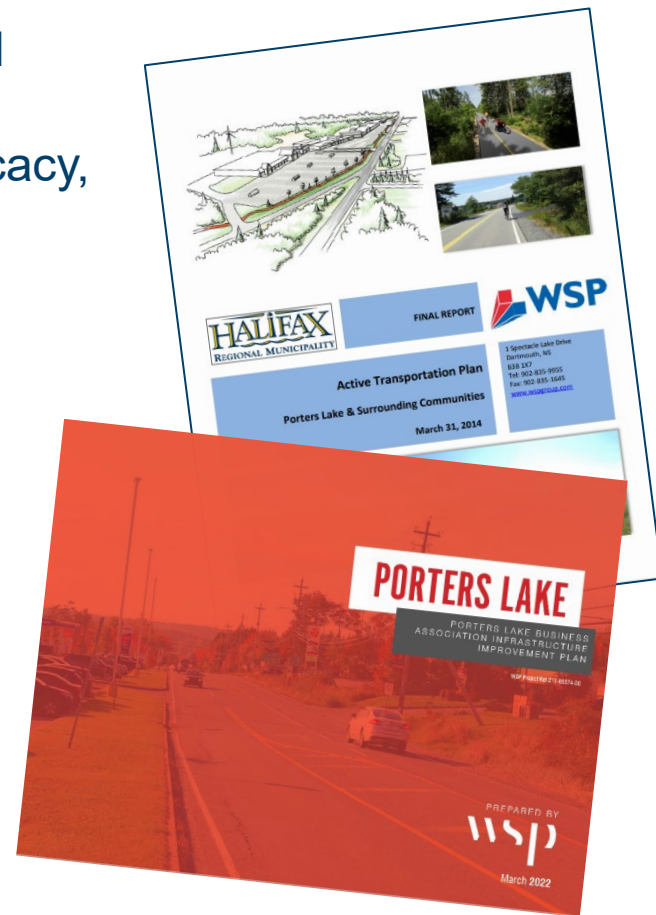
...candidate rural communities will enter planning, and design phase for their initial sidewalk or multi-use pathway. Construction is planned to be completed no later than 2032.

# 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:

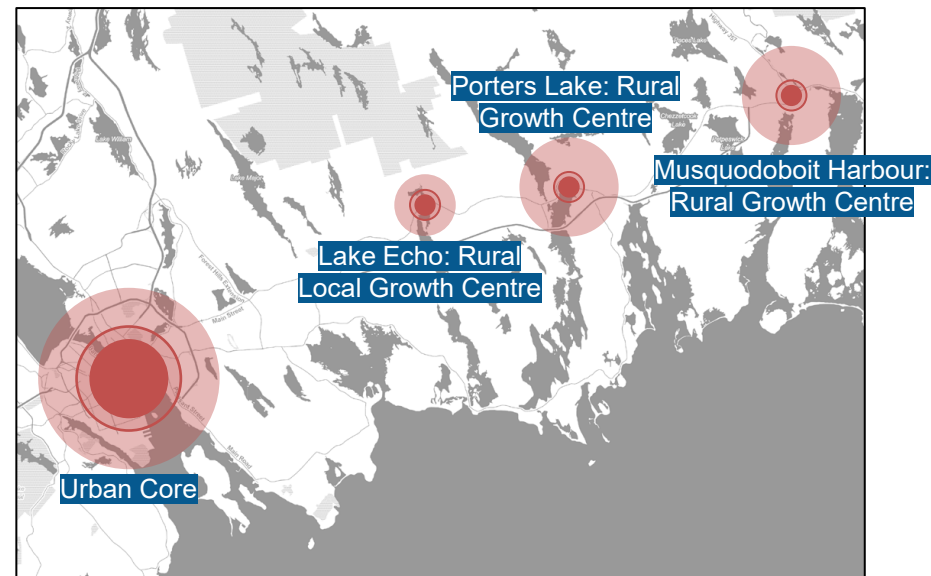
- Porters Lake
- Hubbards
- Lucasville
- Musquodoboit Harbour
- Upper Tantallon



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

## Why Porters Lake?

- ✓ Regional destination
- ✓ Rural Growth Centre
- ✓ Porters Lake Infrastructure Improvement Plan & AT Plan
- ✓ Traffic volumes, speeds, and collision rates
- ✓ Village Core (concentrated commercial and service area)
- ✓ Provincial Blue Route (cycling tourism)



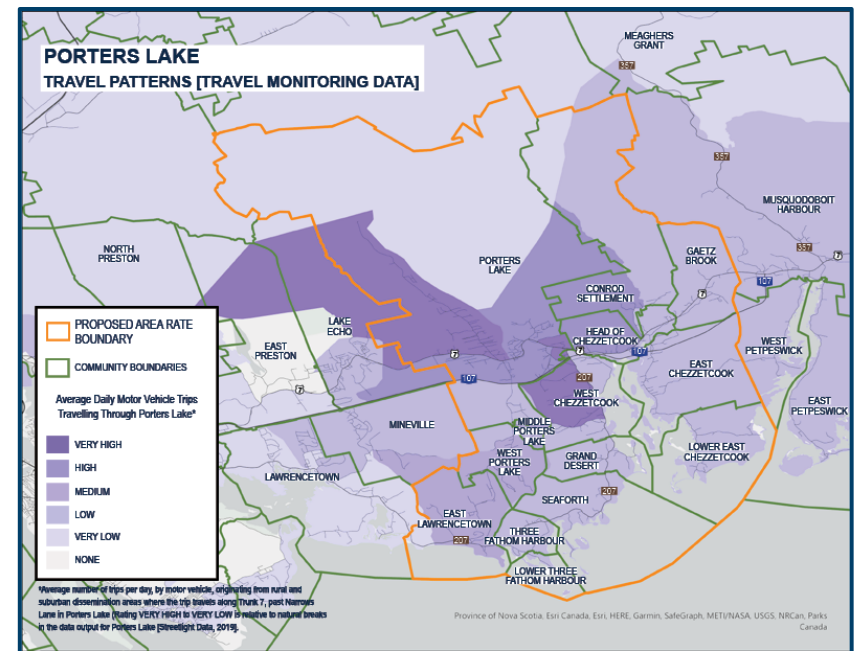
*Rural Growth Centres Map  
(Regional Plan, 2014)*



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

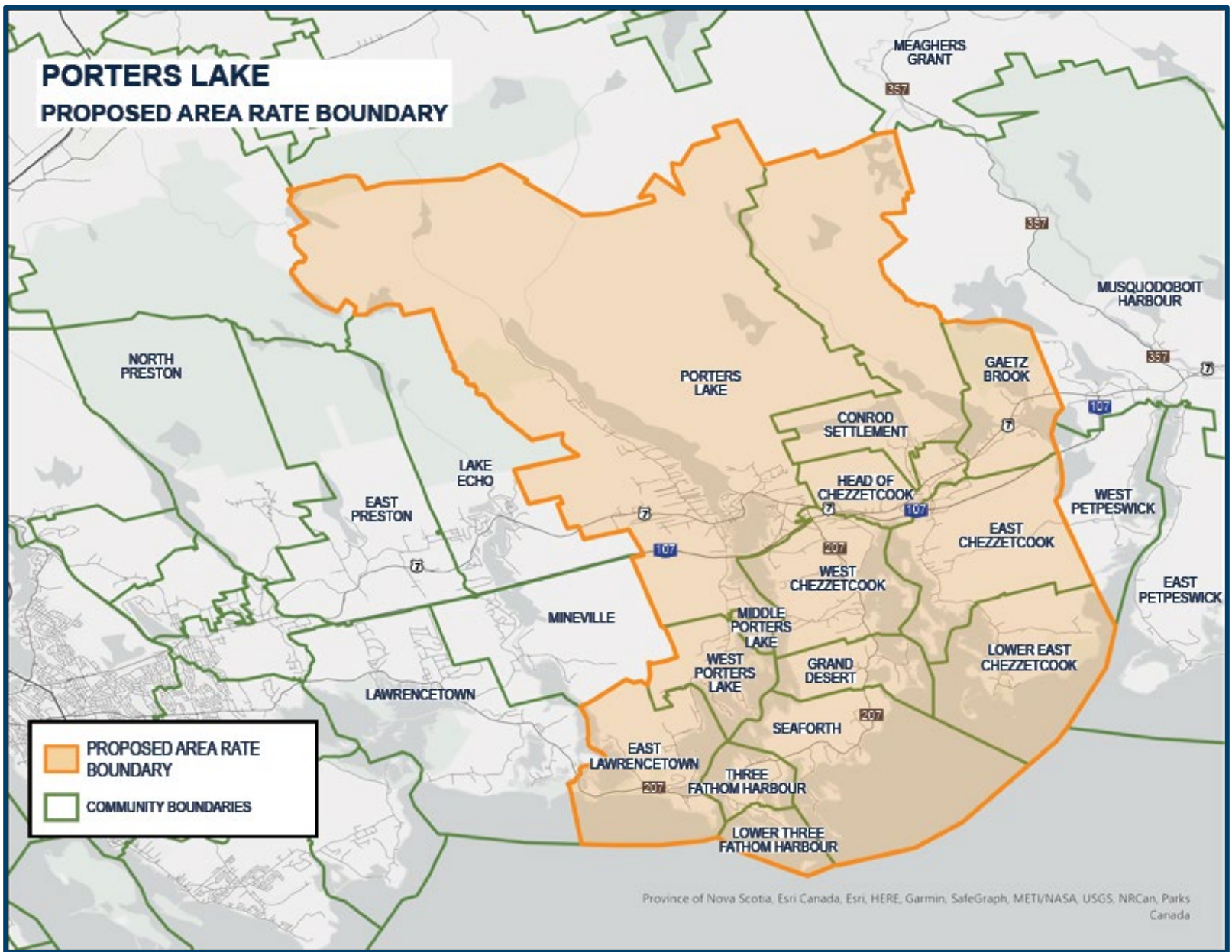
Purpose of Area Rate Boundary:

- 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 Narrows Lane in Porters Lake*

# PORTERS LAKE PROPOSED AREA RATE BOUNDARY



- PROPOSED AREA RATE BOUNDARY
- COMMUNITY BOUNDARIES

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

# Municipal Taxes: Residential Rates & Services

Average Porters Lake Tax Bill	Average Urban Tax Bill
Rural General Rate = \$0.616	Urban General Rate = \$0.649
Policing (RCMP), Solid Waste, Community Facilities (Recreation, Libraries, Community Centres), Recreational Programs, Parks, Trails, Sport fields and Playgrounds, Fire Suppression, Streetlighting, Administration, Planning	Policing (RCMP), 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
<b>Additional Rates and Services Applied to All Properties</b>	
Supplementary Education = \$0.019	Supplementary Education = \$0.019
Climate Action = \$0.020	Climate Action = \$0.020
<b>Additional Rates and Services Applied to Some Properties</b>	
Transit (some properties) = \$0.091	Transit = \$0.091
<i>Not Included</i>	Fire Protection = \$0.012
<i>Not Included</i>	Right-of-Way = \$0.011
<b>Total in Municipal Rates</b>	
<b><u>\$0.655</u></b> to \$0.746	<b><u>\$0.802</u></b> + Sewer & Water Utility

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Total in Municipal Rates	
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# Municipal Taxes: General Rates

Rural General Rate = \$0.616	Urban General Rate = \$0.649
Policing (RCMP), Solid Waste, Community Facilities (Recreation, Libraries, Community Centres), Recreational Programs, Parks, Trails, Sport fields and Playgrounds, Fire Suppression, Streetlighting, Administration, Planning	Policing (RCMP), 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

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: 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) is the difference** in eligible services between the urban general tax rate and the 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.

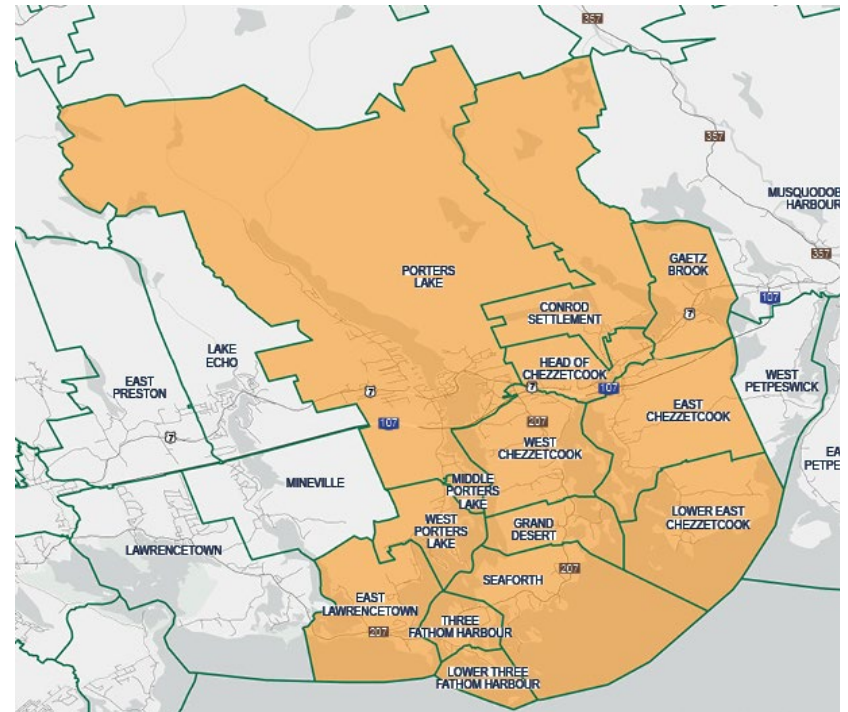
# Area Tax Rate: Taxable Property Value & Tax Increase Per Year

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: Porters Lake & Proposed Area Rate Boundary Context

The estimated tax collected from the proposed area rate boundary for Porters Lake is **\$407,665.60 per year**.

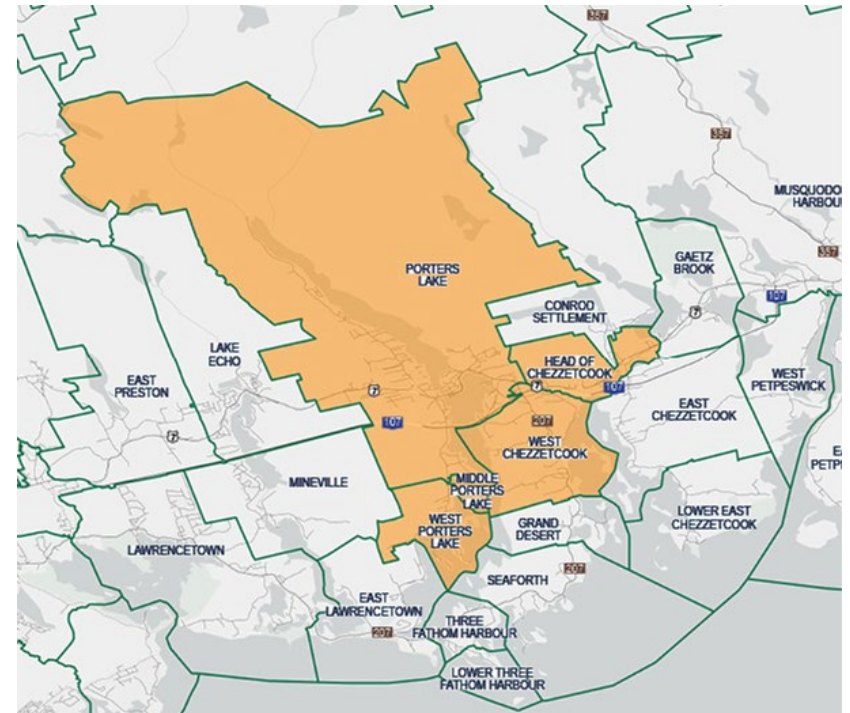
This number can change based on community feedback on the proposed area rate boundary.



*Current proposed area rate boundary*

# Area Tax Rate: Porters Lake & Reduced Proposed Area Rate Boundary Context

For example, the estimated tax revenue from a decreased boundary for Porters Lake would be **\$270,955.44 per year.**

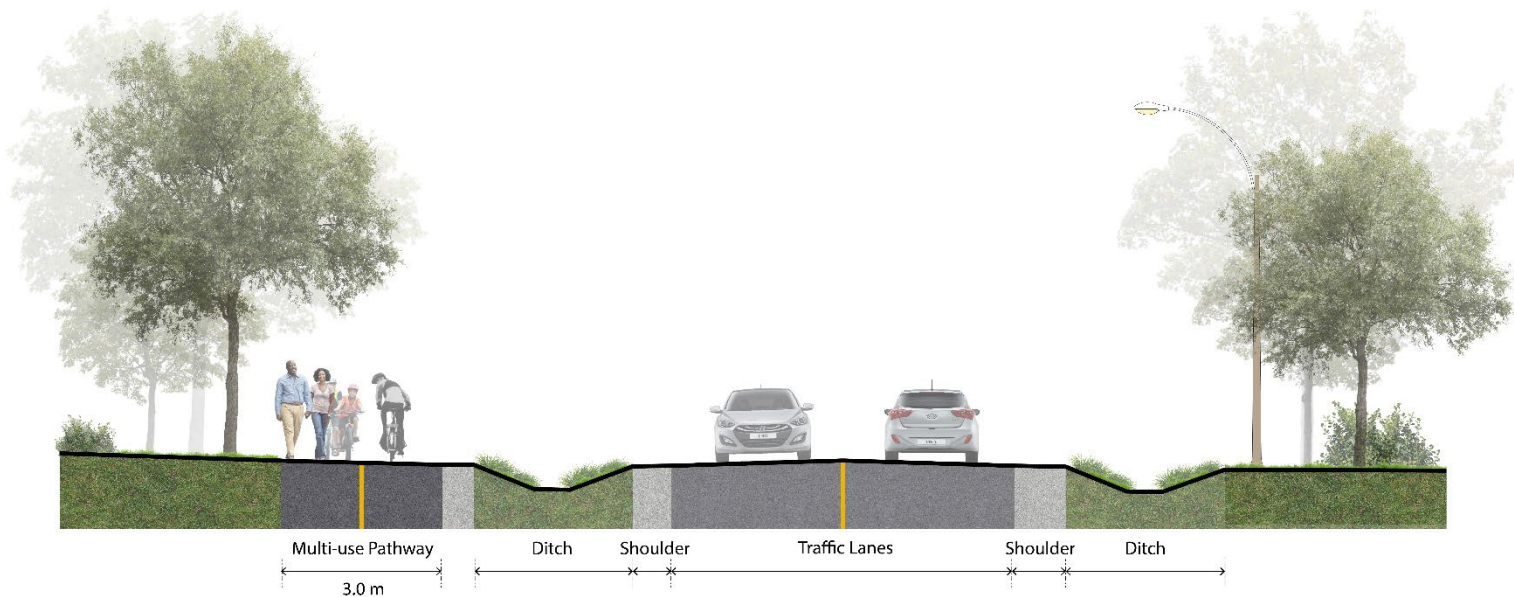


*Example of reduced area rate boundary*



# Estimated Costs

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](mailto:martinem@halifax.ca) or 902-490-4920



Scan QR Code

[www.shapeyourcityhalifax.ca/rural-active-transportation](http://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 Porters Lake?
  - 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 Porters Lake 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?