

APPENDIX B

SURVEY SUMMARY REPORT

The survey was an exploratory questionnaire to gauge respondents' opinions and priorities with respect to a range of topics across the themes of the Regional Plan Review's Themes and Directions report. The survey examined how and where growth should be directed, what features people value in their communities, and what they would like to see in the future. Key survey topics included: growth, complete communities, housing, the environment, climate change, parks and wilderness areas, transportation, and impacts of the COVID-19 pandemic. The survey was one component of the engagement conducted on the Themes and Directions Report. Due to COVID-19 health restrictions, engagement took place largely online, through the survey, virtual Q&A events, and email submissions.

The survey was available on the Shape Your City website from June 3rd to July 16th, 2021 and was composed of the following types of questions:

- 'Yes' or 'No' questions
- Questions to indicate the level of AGREEMENT or DISAGREEMENT with a statement
- Questions to select top priorities, in no particular order (e.g. "Choose all that apply" or "Choose a maximum of 10")
- Questions to RANK the relative importance of issues
- Open-ended questions

Most types of questions were analyzed using quantitative methods (i.e. tallying the number of responses for each option provided); however, the open-ended responses required a qualitative approach. Staff used content analysis to examine these responses, using an inductive approach to coding. This involved reading through the data, taking note of themes which repeated themselves across multiple responses, and tallying how many responses touched on each of the themes identified. This is a method of quantifying qualitative data and identifying patterns in free-text responses.

Throughout this document, the sample size (number of people who responded to the question) is indicated between brackets, for example (n=800) means there were 800 responses to that particular question.

Since this was a voluntary survey, the sample of respondents is not necessarily representative of the population of the Halifax Regional Municipality. Voluntary sampling bias is a likely issue, meaning that those who feel strongly about a topic are more likely to respond to the survey. The results should be interpreted as an exploratory study, rather than a poll, allowing staff to get a sense of opinions, priorities, and concerns on Regional Plan-related topics.

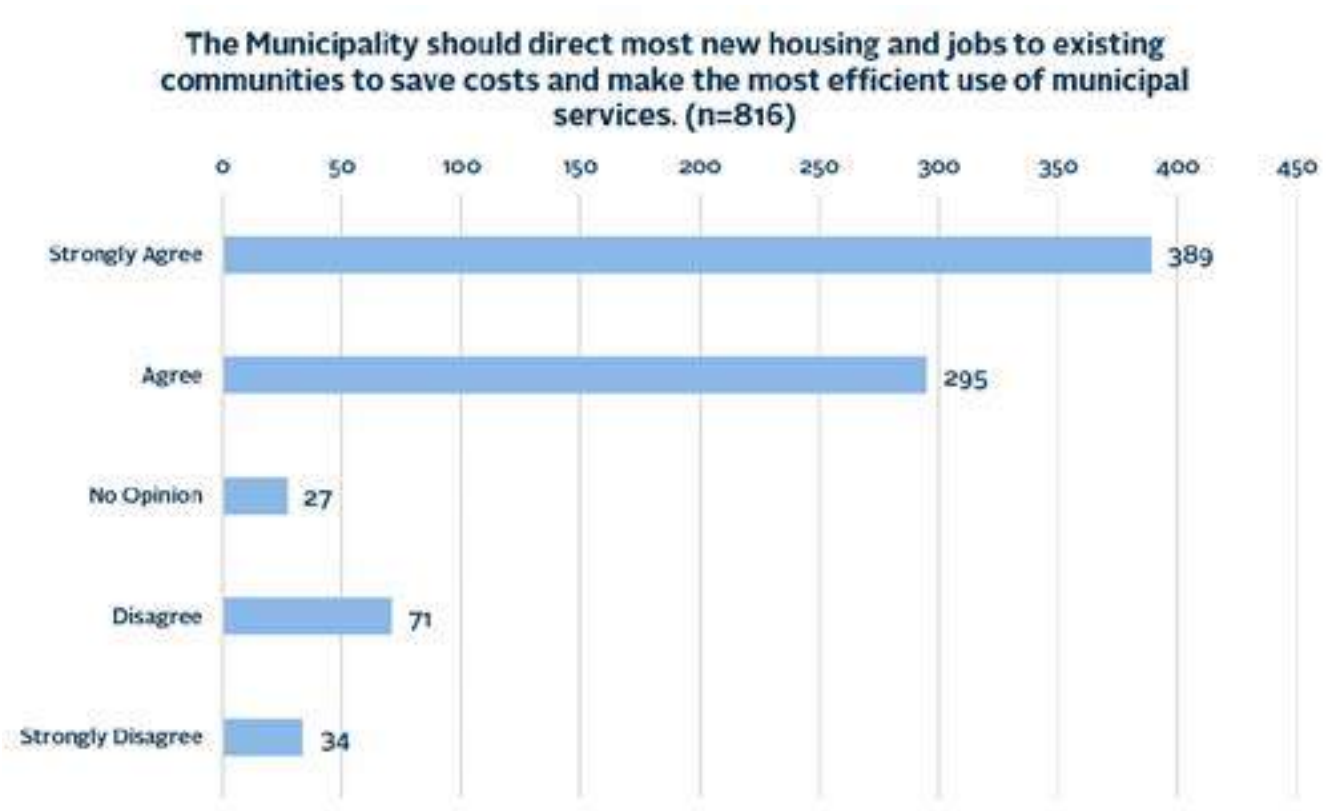
QUESTION 1: AS OUR POPULATION GROWS, THE MUNICIPALITY WILL STUDY AND DETERMINE HOW MUCH LAND SHOULD BE MADE AVAILABLE TO ACCOMMODATE NEW HOUSING AND EMPLOYMENT GROWTH, AND HOW MUCH LAND SHOULD BE PROTECTED. PLEASE INDICATE TO WHAT EXTENT YOU AGREE WITH THE FOLLOWING:

- 1. THE MUNICIPALITY SHOULD DIRECT MOST NEW HOUSING AND JOBS TO EXISTING COMMUNITIES TO SAVE COSTS AND MAKE THE MOST EFFICIENT USE OF MUNICIPAL SERVICES.**
- 2. THE MUNICIPALITY SHOULD IDENTIFY THE MOST IMPORTANT NATURAL AND CULTURAL PLACES TO PROTECT, AND DIRECT DEVELOPMENT AWAY FROM THOSE AREAS.**
- 3. IN THE FUTURE, THE MUNICIPALITY SHOULD CONSIDER EXPANDING THE URBAN AREA TO ACCOMMODATE A LARGER POPULATION.**

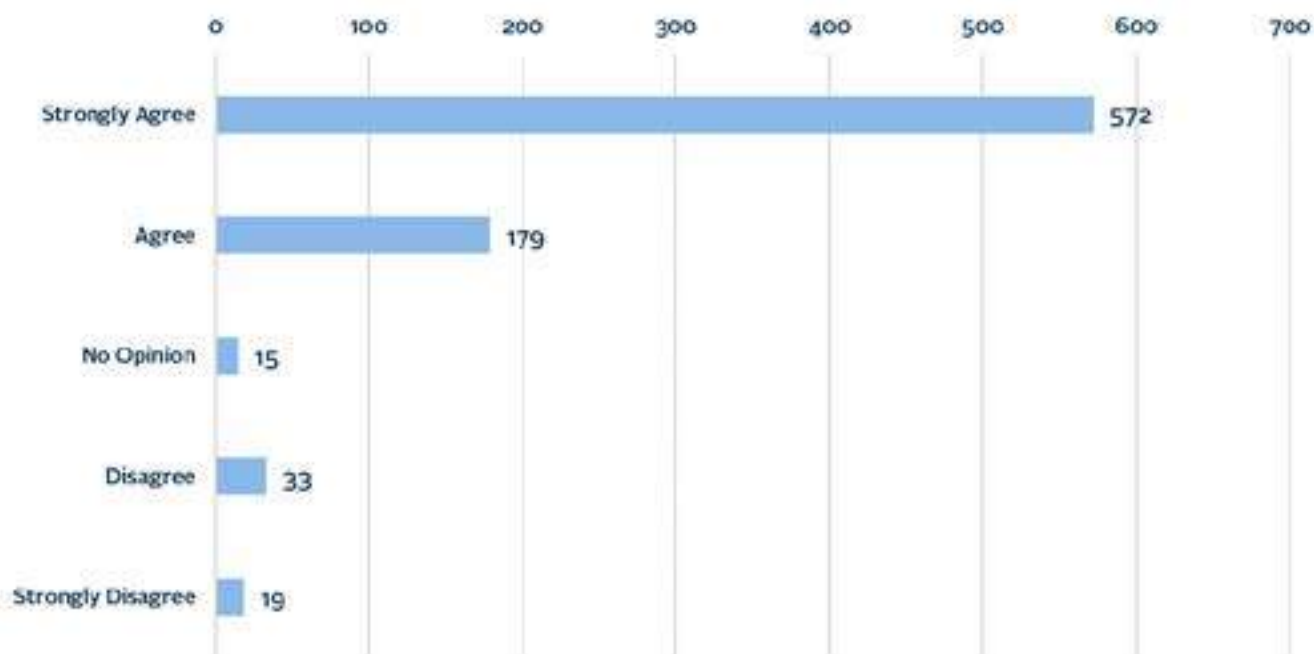
The majority of respondents said that they either agreed or strongly agreed with

- “directing most new housing and jobs to existing communities to save costs and make the most efficient use of municipal services”; and
- “identifying the most important natural and cultural places to protect and directing development away from those areas”.

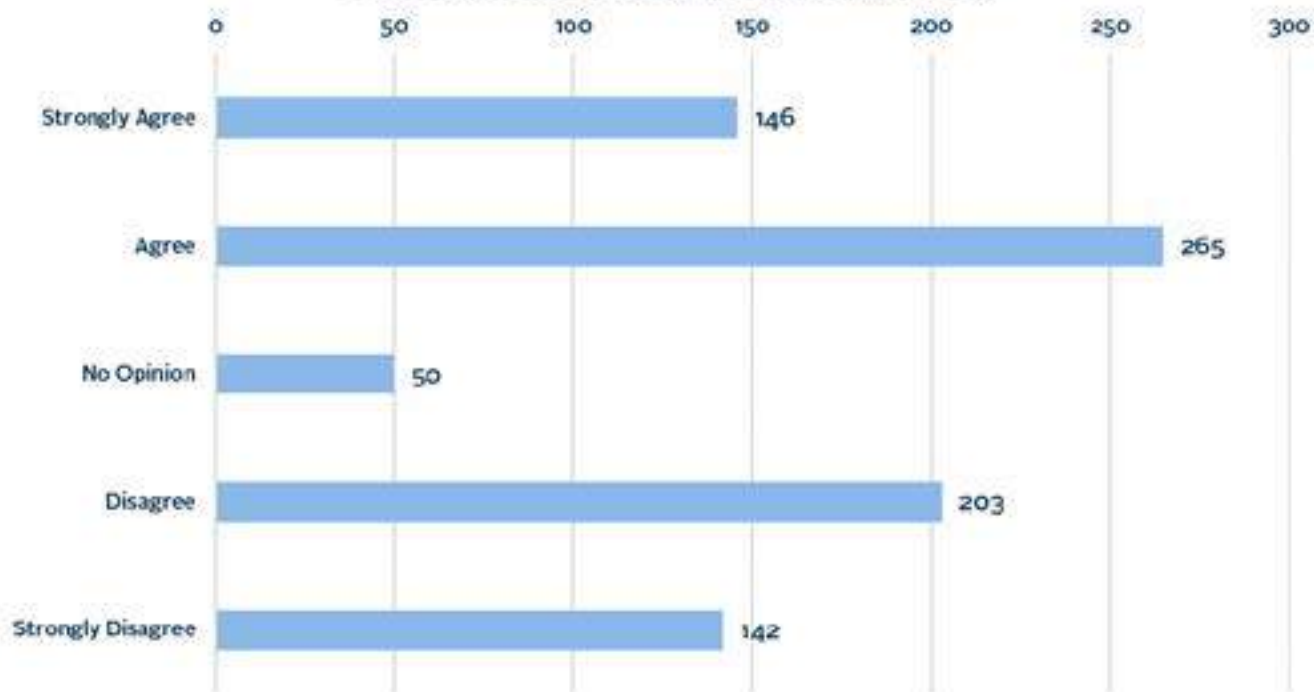
However, when asked about expanding the urban area to accommodate a larger population, the responses were much more split. Slightly more respondents agreed with expanding the urban area, but 42% said they either disagreed or strongly disagreed.



**The Municipality should identify the most important natural and cultural places to protect, and direct development away from those areas.
(n=818)**



In the future, the Municipality should consider expanding the urban area to accommodate a larger population. (n=806)



QUESTION 2: DO YOU HAVE ANY OTHER IDEAS ABOUT HOW THE MUNICIPALITY SHOULD GROW?

Of the 496 responses to this question, the most common themes in these responses were:

- a desire to increase density in existing communities to avoid sprawl (140 responses touched on this), and
- to have strong transit and active transportation connections (101 responses).

Other topics that align with the Regional Plan's Themes & Directions came up frequently as well, such as

- environmental/wilderness protection (62 responses),
- affordable housing (49 responses),
- recreation & greenspace (46 responses),
- sustainability (40 responses – both in terms of concerns with eternal growth, as well as reducing emissions and green building/transportation technology),
- complete communities (32 responses), and
- protection of heritage, existing communities as they are, and cultural resources (28 responses).

Another idea which was mentioned in 20 responses, was the notion of several “satellite” complete communities outside the Regional Centre (throughout suburban and/or rural areas), containing the necessities of daily life (like schools, places of work, greenspace, services) and connected to each other by transit.

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Increase density in existing communities/avoid sprawl	140
Transit & active transportation	101
Environmental/wilderness protection	62
Affordable housing	49
Recreation & greenspace	46
Sustainability (over eternal growth, reduce emissions, green building techniques)	40
Complete Communities	32
Protect heritage, existing communities, areas of cultural importance	28
Satellite communities	20
Growth in rural areas	19
Expand service boundary to accommodate growth	14
Create more transportation connections to the core	14
More growth/housing construction	13
More low-density/no high-rise	11
Economic growth	11
Increase services to existing communities	11
Deal with traffic congestion	9
Focus growth on other population centres, not just Regional Centre	9
Stick to regulations	8
Bring back Beaverbank bus service	8
Infrastructure before growth	7
N/A	7
Reduce regulation/red tape/taxes	6
Accessibility	6
Mix of housing types	6
Maintain/plant trees	6
Remove height restrictions	5
Avoid coastal development	5
Limit height to mid-rise	5
Specific road requests	5

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Income diversity within neighbourhoods	4
Low-rise density	4
Tiny homes	4
Growth with intention	4
Equity	3
Seniors housing	3
Concerns with short-term rentals	3
Access to schools	3
More parking	3
Speed up approvals process for development	3
Concerns with gentrification	3

Topics mentioned once each:

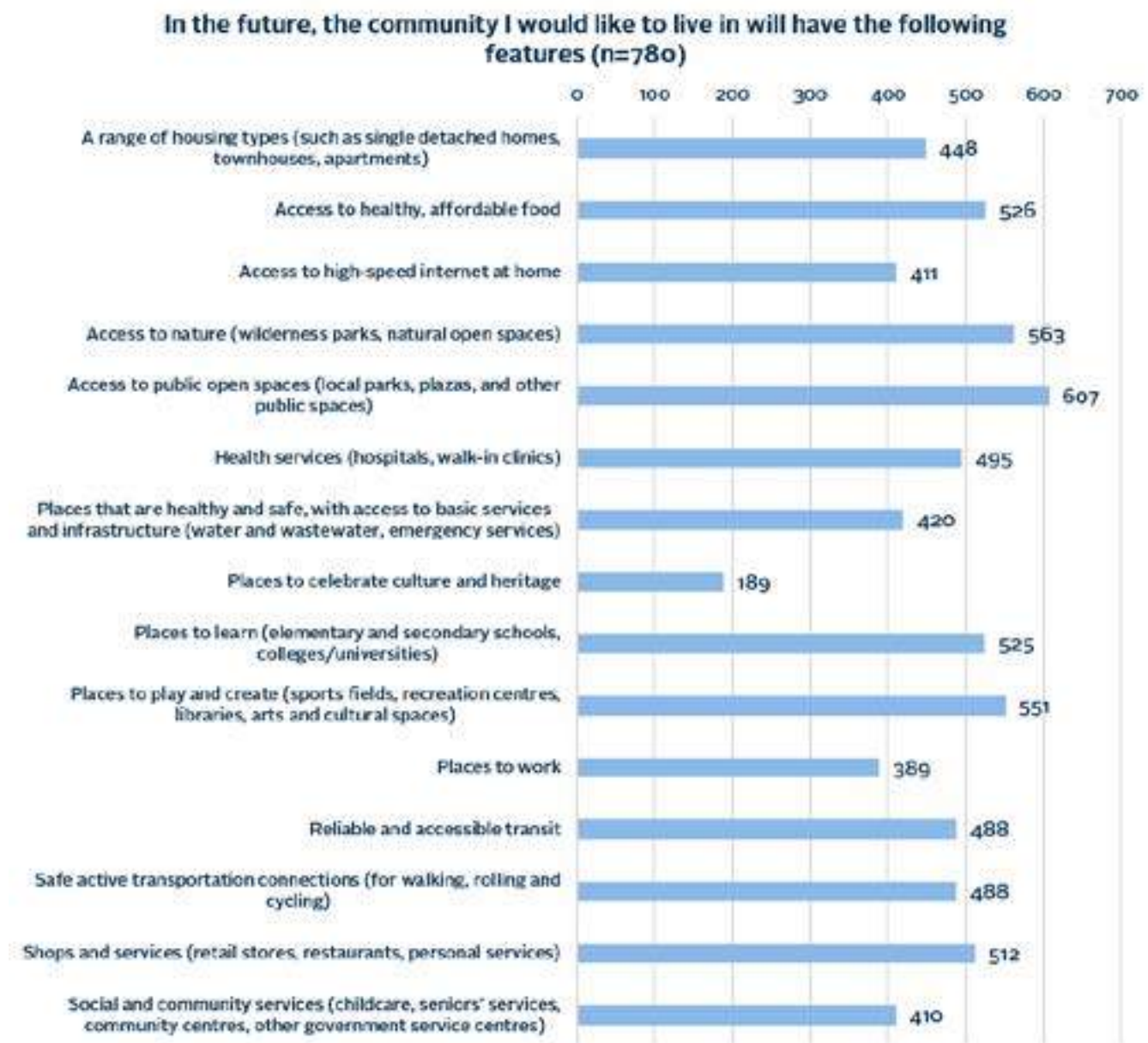
- Housing should be affordable for single person households too, not just families
- HRM should have a festival ground
- ATVs on roads
- Against mixing housing types
- Cluster housing in rural
- Do not allow infilling of waterways
- More smaller emergency shelters
- Incentives rather than restrictions to direct growth
- Eliminating food deserts
- Stormwater treatment systems
- Living off-grid
- Concern with renovictions
- Importance of public participation in designating places for protection
- Remove on-street parking in favour of off-street parking garages
- Repurpose office space to residential
- Suburban form better suited to post-COVID world
- Remove protected bike lanes
- Decision-makers not informed
- Avoid all metal and glass architecture
- Cost of growth should be calculated holistically, not just a monetary measure
- Developers should be required to pay all capital costs of new infrastructure outside serviced areas
- Development should be allowed as long as it bears the cost of infrastructure
- Houseboat communities
- Create restrictions on number of vehicles per household
- Tourist beach resort town
- More vehicle friendly
- Representation from people who care
- Urban/suburban focus is so important
- Transparent criteria for regional growth decisions
- More lupins
- Small communities
- Tax underutilized urban land

- Transport, health services, roads
- Secondary suites
- Consistency with Province (affordable housing, schools, hospitals)
- Commercial should be separate from residential
- People will leave the city (COVID trend)
- Slow and steady
- Can see both pros and cons to living in areas of increased density
- Relocate container port to Eastern Passage
- No more growth
- Better transportation
- Retain land surrounding service boundary for future dense growth
- Protect shorelines with public access
- EAC priorities
- Farmers markets at transit terminals
- Focus on design with new construction
- Marine parks network for eco-tourism
- Need family-friendly communities
- Communal housing, townhouses
- Halifax county independence
- Consultation with Mi'kmaq on all development
- Avoid development immediately adjacent to major transportation connections to avoid traffic
- Move downtown to Washmill Lake/Bayers Lake
- Landlord licensing
- Large yards are waste of space
- Limit foreign ownership
- Arts
- Grow Ragged Lake areas
- Off-grid housing
- Against bike lanes
- Reuse buildings
- Public access to coast
- Work with the Province on issues like Owl's Head
- Transit not just for commuting, but other kinds of trips
- Flexibility
- Inclusivity
- Setbacks for tall buildings
- No waterfront development
- Suburbs on a grid
- Reduce streetlights in rural
- Supports for people experiencing homelessness should exist throughout the municipality
- Pedestrian rooftop culture
- EV infrastructure
- Separate rules urban vs rural
- Monorail, stop bus and biking
- Reforest the suburbs
- Universal Basic Income, Rental Regulation, new NSCC campus
- Listen to people, not developers
- New provincial highways
- Integrate nature into communities
- Smart immigration
- Slow growth, road safety, public washrooms

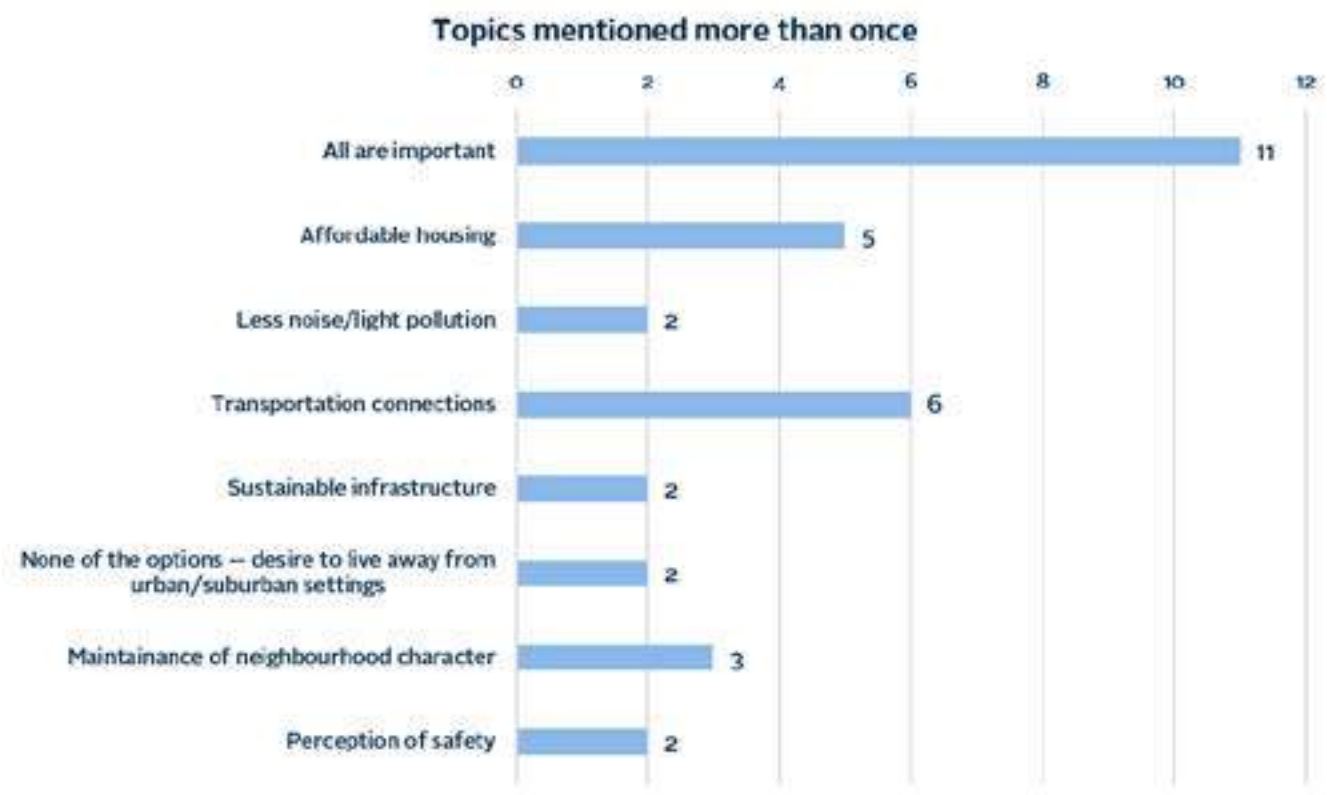
QUESTION 3: IN THE FUTURE, THE COMMUNITY I WOULD LIKE TO LIVE IN WILL HAVE THE FOLLOWING FEATURES (CHECK A MAXIMUM OF 10).

The results demonstrate that the respondents value all the options provided, with most options occupying between 6 and 8% of the selections. The most common topic mentioned in the “Other” category, was that all of the features listed were important, and some respondents expressed frustration at only being able to select 10 of the 15 options.

The most-selected option was “Access to public open spaces (local parks, plazas, and other public spaces)”, which occupied 9% of the selections. “Places to celebrate culture and heritage” garnered the least interest, occupying only 3% of the selections.



OTHER (N=41)



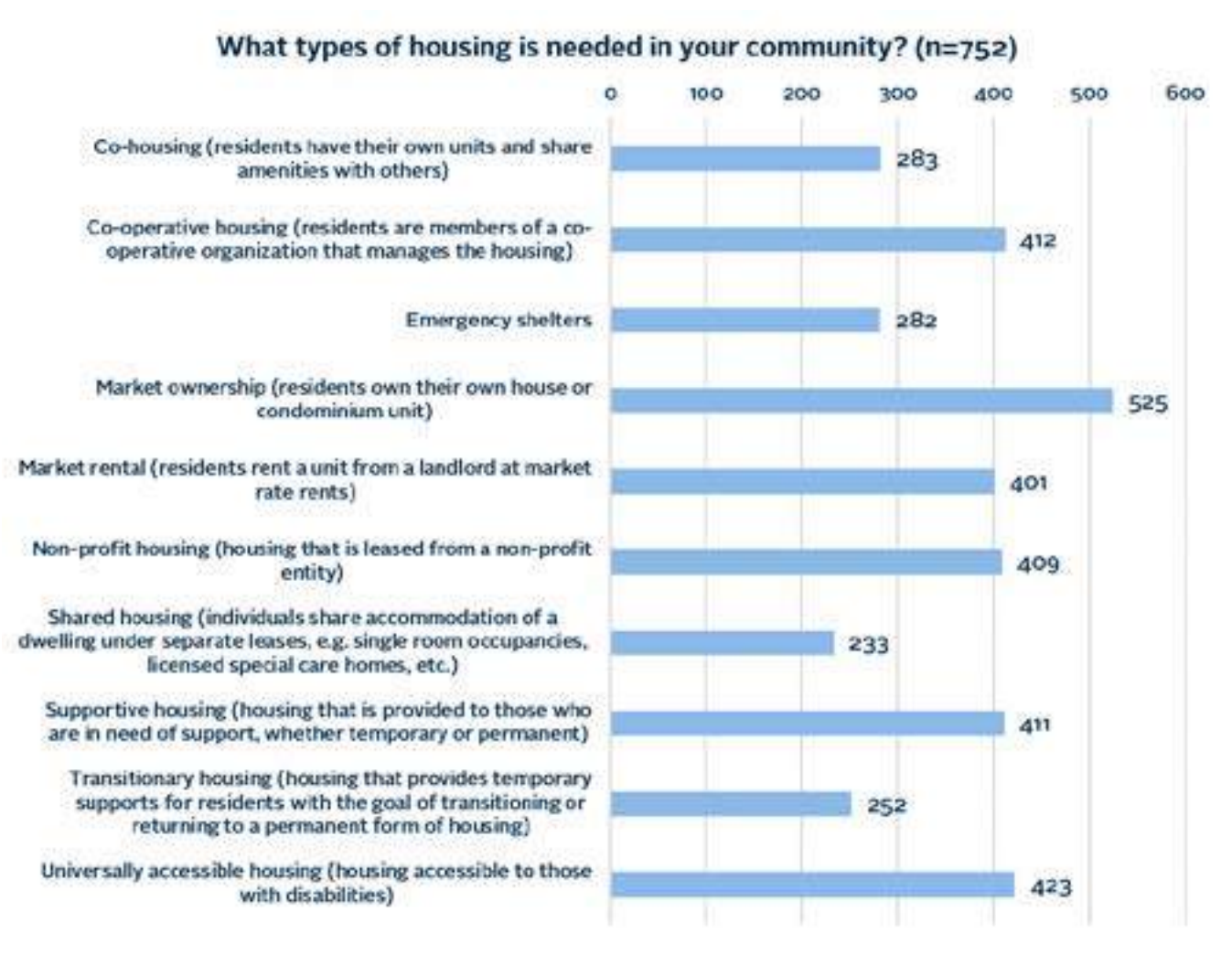
Topics mentioned once each:

- Affordable property taxes
- Space for vehicles
- Marine parks
- Recreation Programming
- Privacy
- Safe drinking water
- Preservation of wilderness areas
- Public restrooms
- Accessibility/Universal Design
- Places of Worship

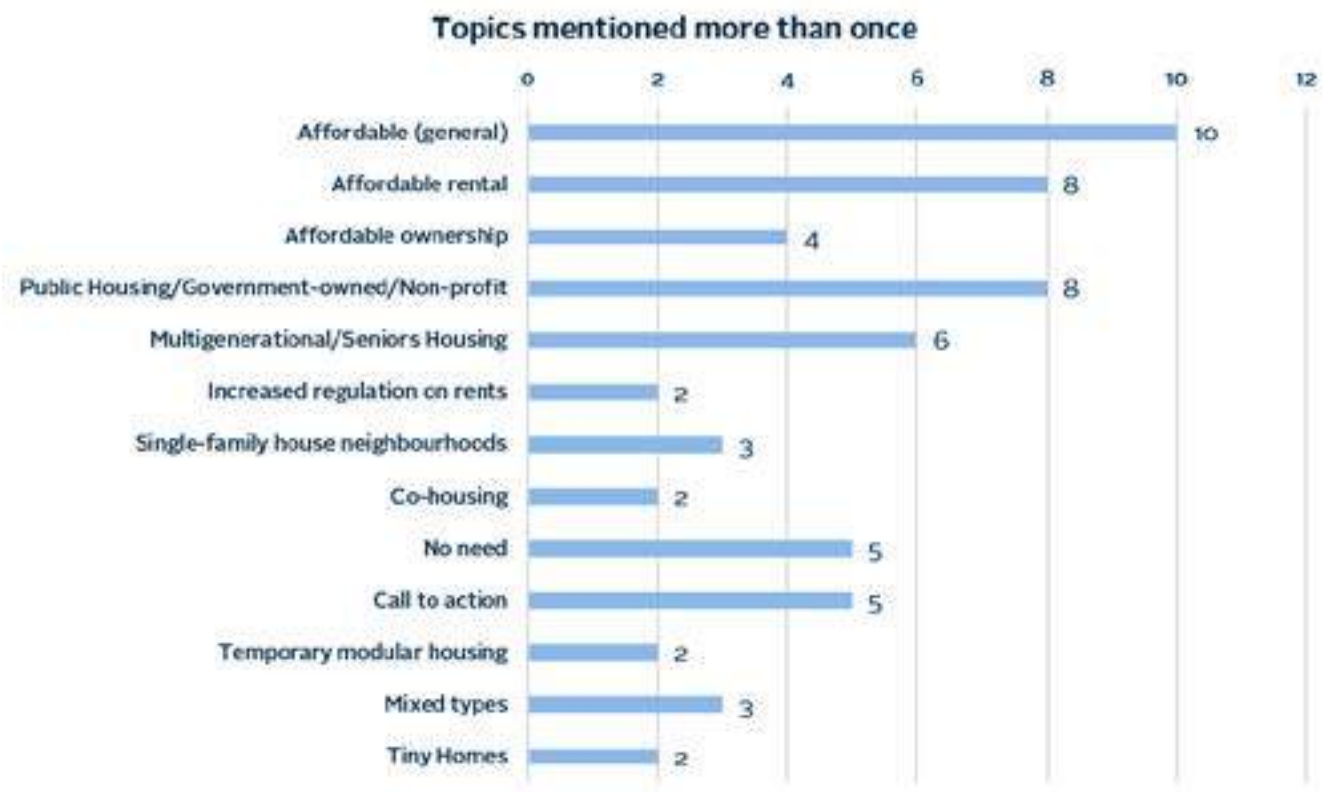
QUESTION 4: THE REGIONAL PLAN ENVISIONS THAT COMMUNITIES WILL HAVE A MIX OF HOUSING TYPES FOR PEOPLE OF ALL AGES, ALL ABILITIES AND ALL LEVELS OF INCOME. HRM NEEDS MANY DIFFERENT TYPES OF HOUSING SO THAT ALL RESIDENTS HAVE A PLACE TO LIVE. WHAT TYPES OF HOUSING IS NEEDED IN YOUR COMMUNITY (CHOOSE ALL THAT APPLY)?

The most-selected response was for “Market Ownership”, which made up 14% of the selections. There were several other options which made up 11-12% of the selections each: “Co-operative housing”, “Market rental”, “Non-profit housing”, “Supportive housing”, and “Universally accessible housing”. The remaining options made up 6-8% of the selections each: “Co-housing”, “Emergency shelters”, “Shared housing”, and “Transitional housing”.

The responses under the “Other” category had a strong focus on affordable housing, whether specifically ownership (4 responses) or rental (8 responses), or affordable housing in general (10 responses). Eight respondents expressed there was a need for public/government-owned/non-profit housing, and five responses stressed urgency with a call to act on the housing situation to address the needs that currently exist.



OTHER (N=55)

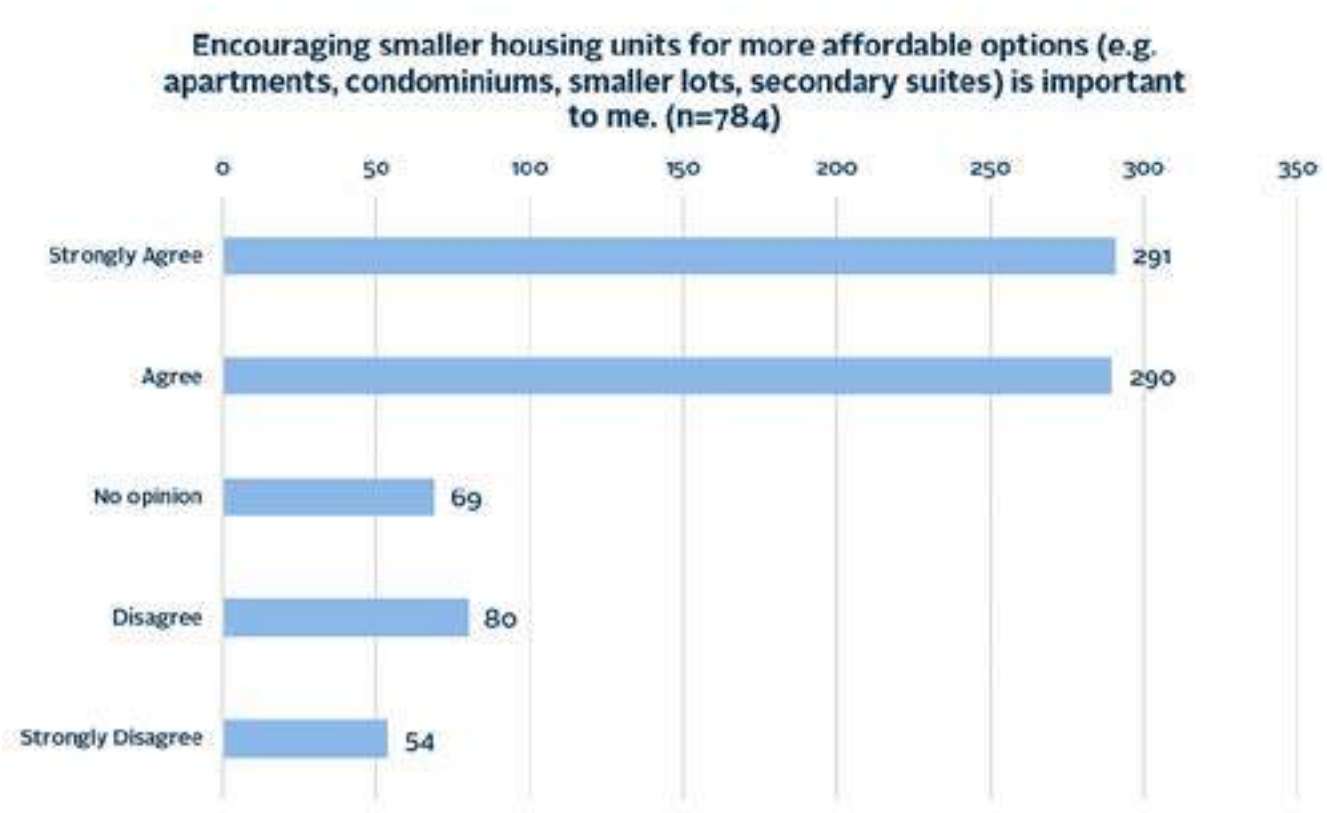


Topics mentioned once each:

- All of the above
- Taller
- Historic neighbourhood preservation
- Smaller homes
- Moored floating homes, traditional housing wigwams, long houses and natural buildings
- Units with enough bedrooms for families

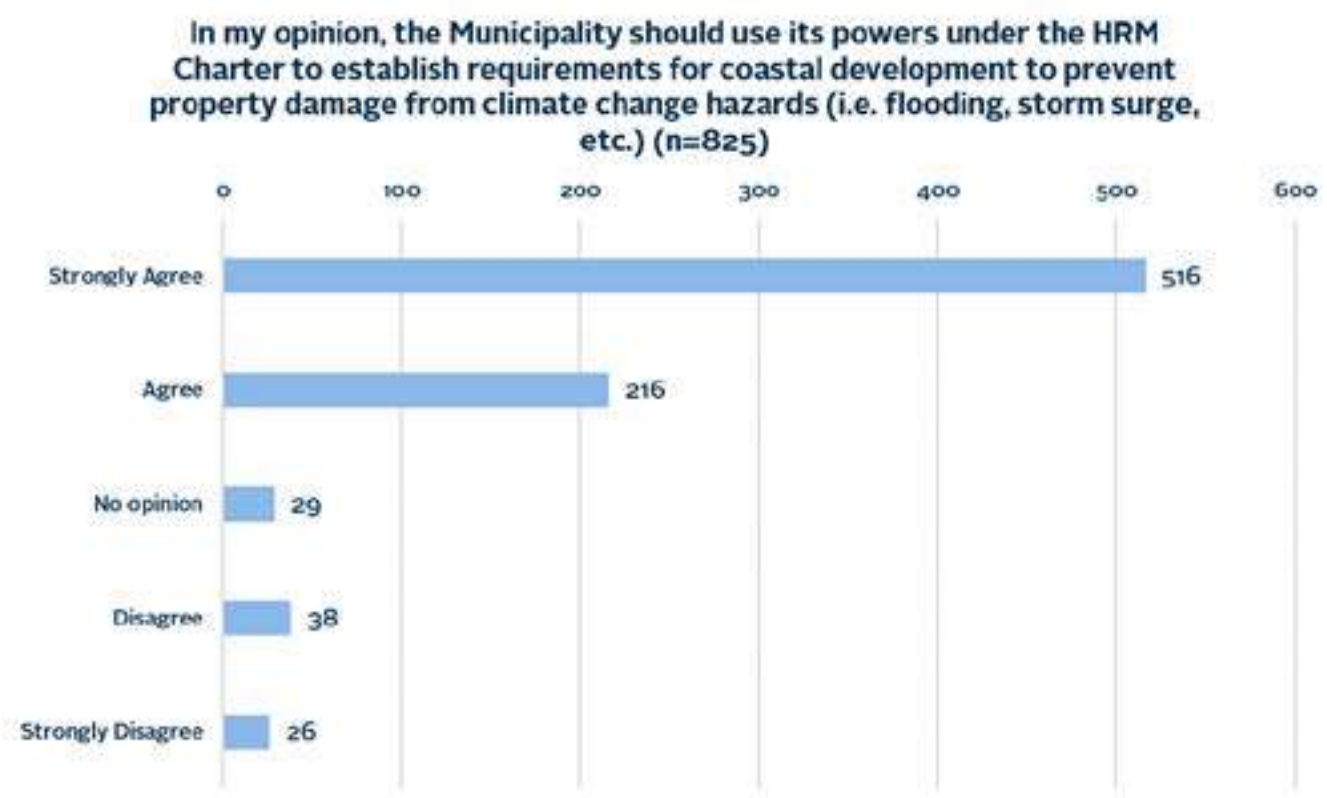
**QUESTION 5: ENCOURAGING SMALLER HOUSING
UNITS FOR MORE AFFORDABLE OPTIONS (E.G.
APARTMENTS, CONDOMINIUMS, SMALLER LOTS,
SECONDARY SUITES) IS IMPORTANT TO ME.**

The majority of respondents (74%) indicated that encouraging smaller housing units for more affordable options was important to them.



QUESTION 6: THE PROVINCE IS CURRENTLY DEVELOPING REGULATIONS UNDER THE COASTAL PROTECTION ACT TO MANAGE DEVELOPMENT IN COASTAL AREAS. IN MY OPINION, THE MUNICIPALITY SHOULD USE ITS POWERS UNDER THE HRM CHARTER TO ESTABLISH REQUIREMENTS FOR COASTAL DEVELOPMENT TO PREVENT PROPERTY DAMAGE FROM CLIMATE CHANGE HAZARDS (I.E. FLOODING, STORM SURGE, ETC.).

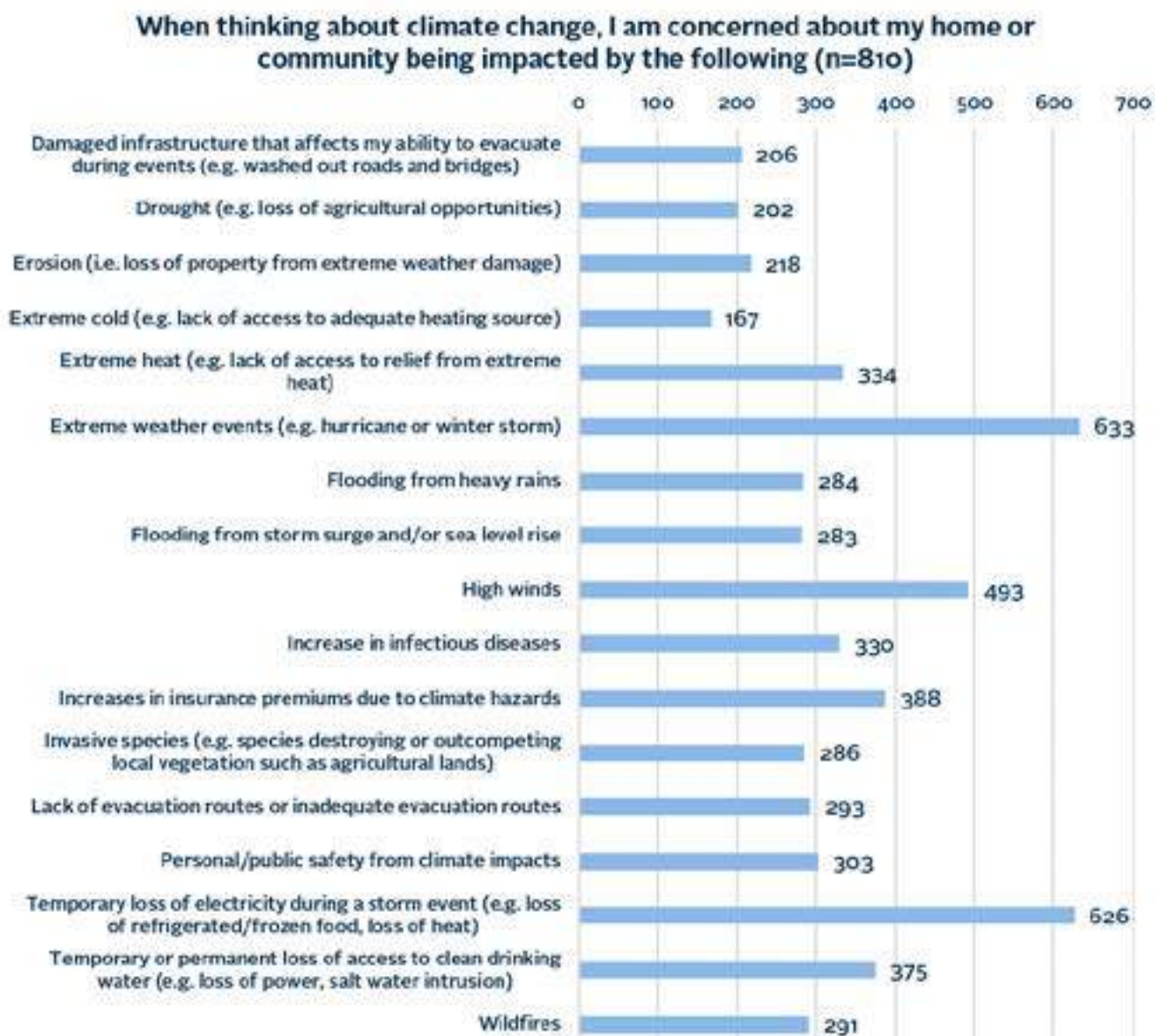
The responses indicated a strong support for establishing requirement for coastal development to prevent property damage from climate change hazards. 63% of respondents said they strongly agreed with that, with an additional 26% saying they agreed. Only 8% of respondents said they disagreed or strongly disagreed and 4% had no opinion.



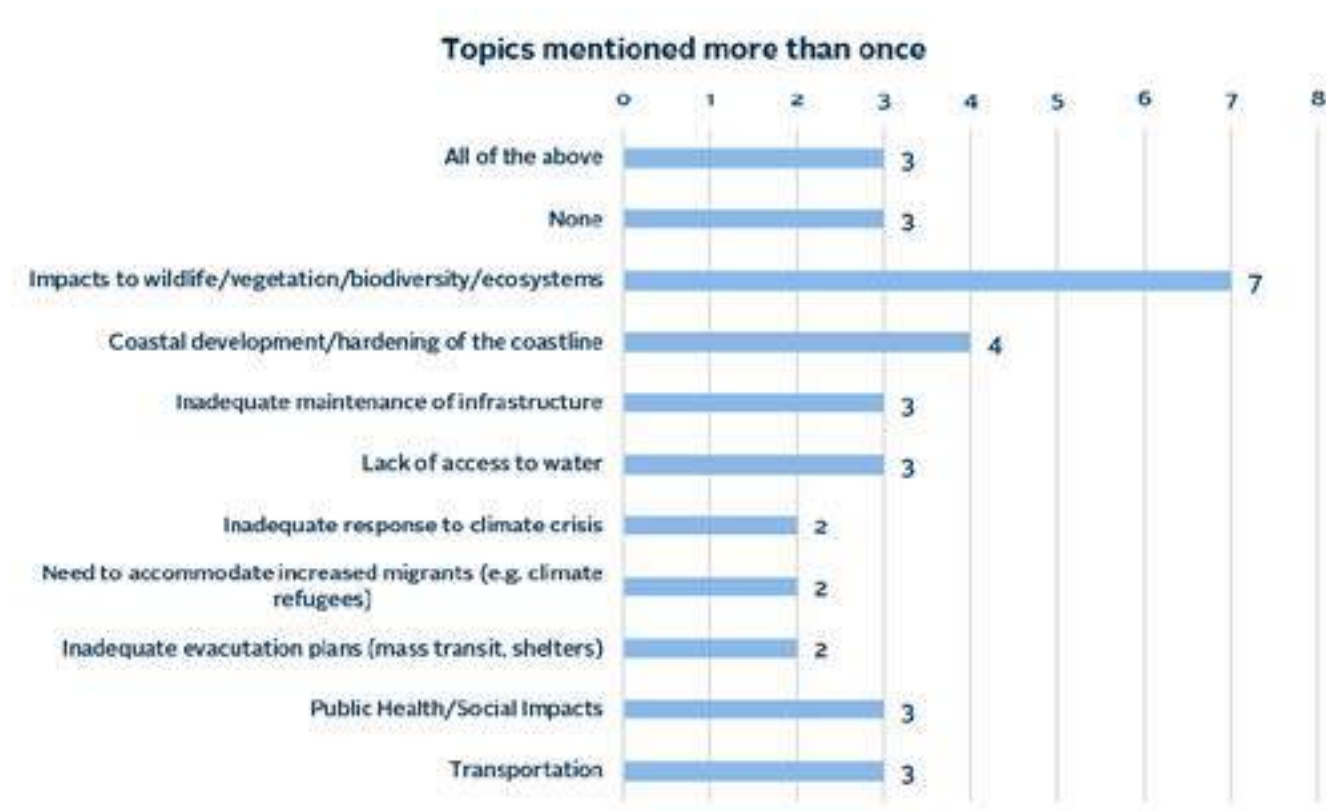
QUESTION 7: WHEN THINKING ABOUT CLIMATE CHANGE, I AM CONCERNED ABOUT MY HOME OR COMMUNITY BEING IMPACTED BY THE FOLLOWING (CHOOSE ALL THAT APPLY).

The two most common responses were “Temporary loss of electricity during a storm event” and “Extreme weather events”, each representing 11% of the selections. These options – as well as the third most common response, “High winds” (9%) – are impacts that residents of HRM already commonly experience. The remainder of the response options are less commonly experienced, but there was concern for each of them. Each of the remaining responses made up between 4 and 7% of the selections.

The most common topic raised in the “Other” category was the impact to wildlife, vegetation, biodiversity and ecosystems. Respondents also had concerns relating to public health and social impacts of climate change, and coastal development, among others listed below.



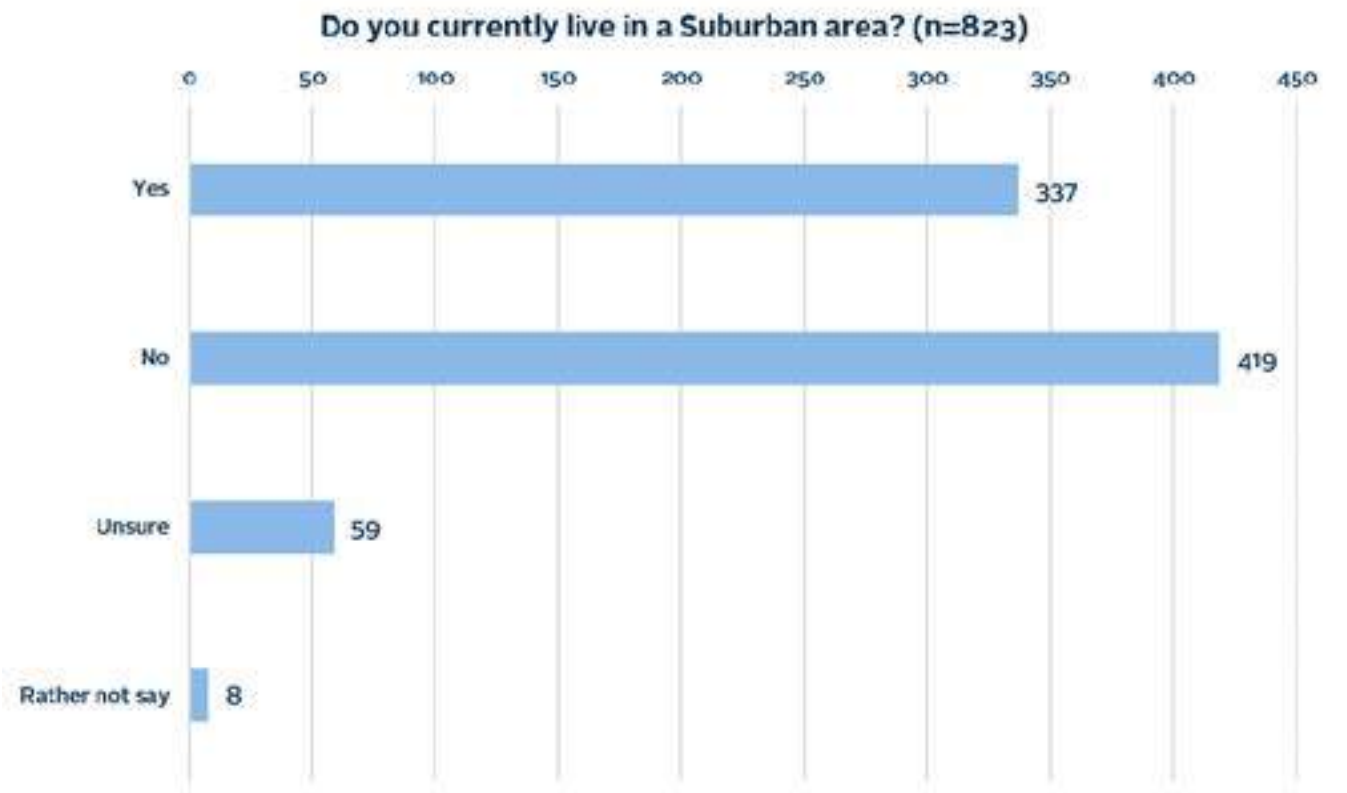
OTHER (N=39)



Topics mentioned once each:

- Too much government intervention
- Placement of Construction and debris processing or transfer centers in residential areas
- Industrial forestry practices and gold mining
- Ticks
- Opposition to the Coastal Protection Act

**QUESTION 8: DO YOU CURRENTLY LIVE IN A
SUBURBAN AREA?**



QUESTION 9: IN THE FUTURE, I WOULD LIKE TO LIVE IN A SUBURBAN AREA WHERE I CAN (CHOOSE ALL THAT APPLY)...

There were a few options which generated approximately equal interest, each garnering between 11 and 13% of the selections:

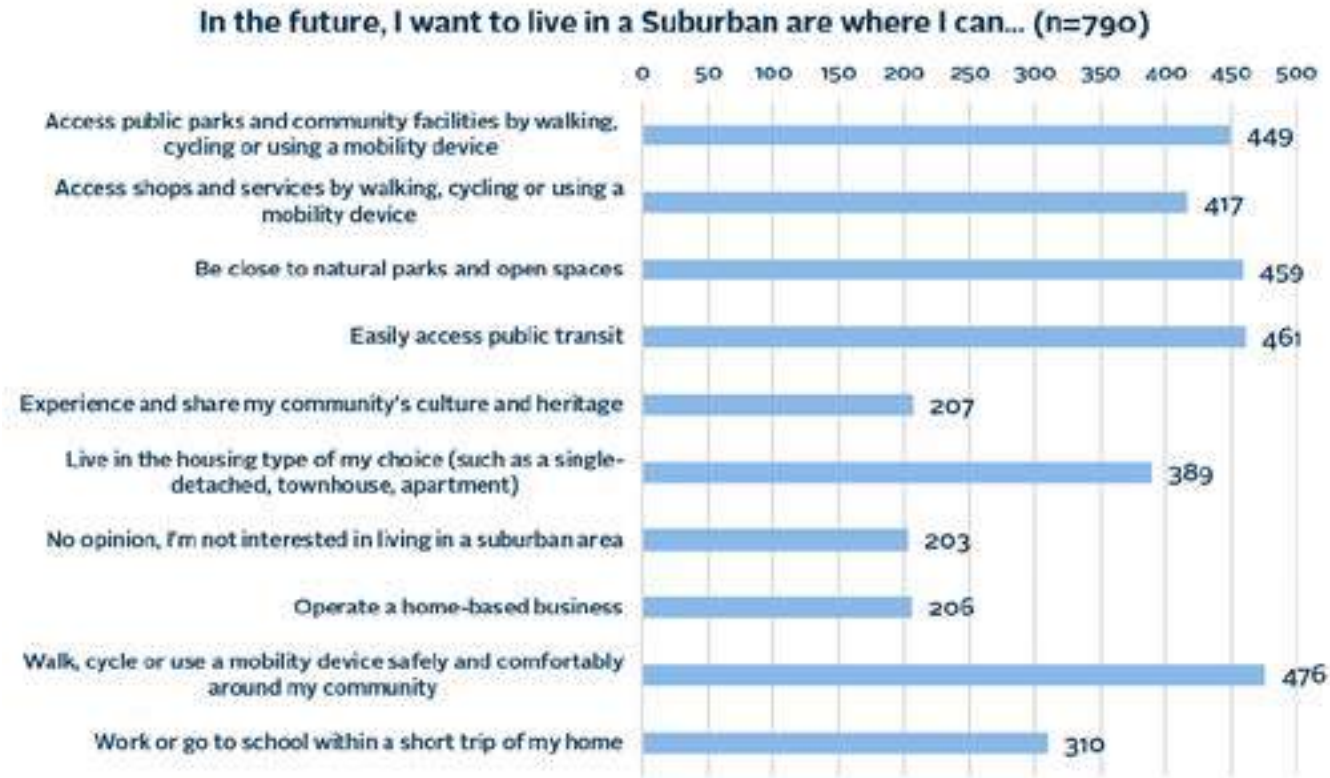
- “Access public parks and community facilities by walking, cycling or using a mobility device”,
- “Access shops and services by walking, cycling or using a mobility device”,
- “Be close to natural parks and open spaces”,
- “Easily access public transit”,
- “Live in the housing type of my choice (such as a single-detached, townhouse, apartment)”, and
- “Walk, cycle or use a mobility device safely and comfortably around my community”.

Three of those six most common responses involve using active transportation to get around suburban communities, indicating that this is a priority among respondents. This is echoed in the “Other” category, as the most common response (11 people) discussed not wanting to be car-dependent.

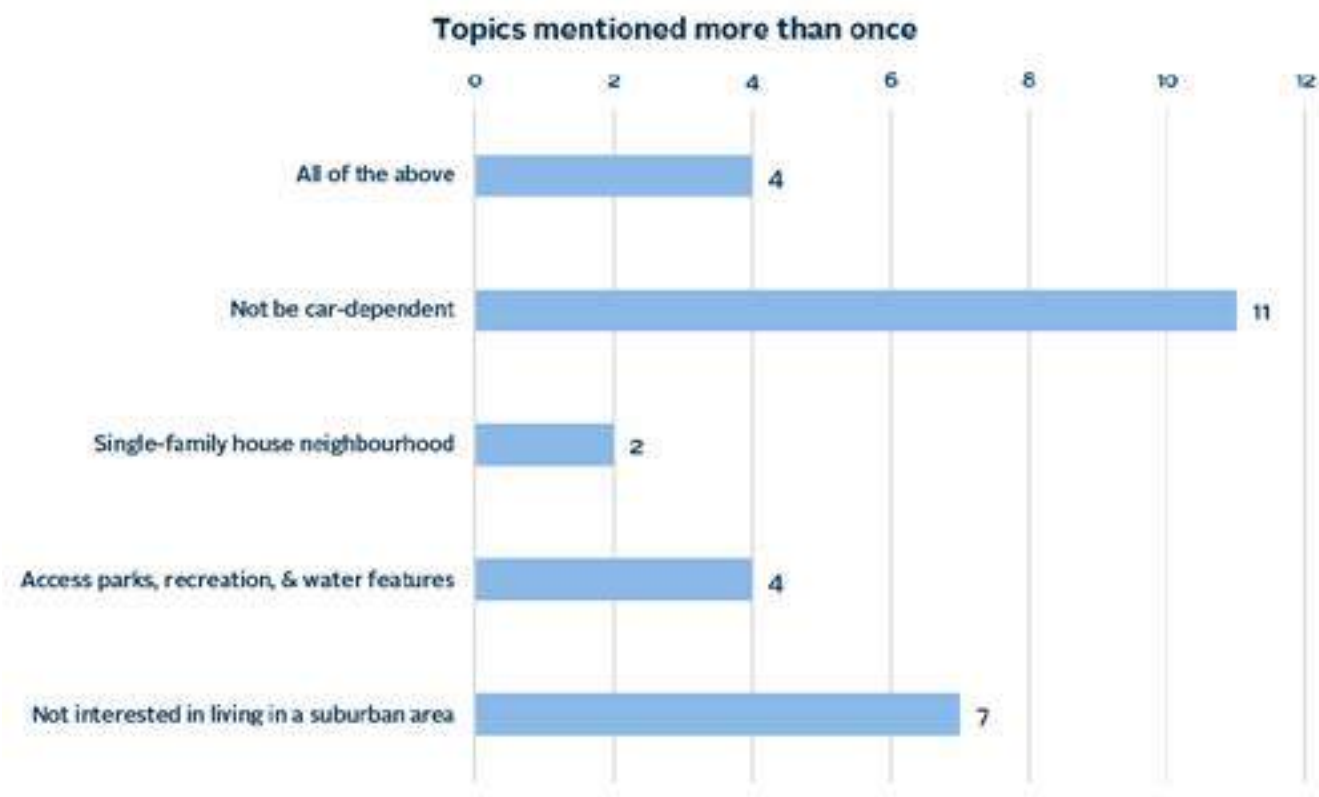
“Work or go to school within a short trip of my home” had 9% of the selections.

The remaining options had the fewest selections, making up 6% each. These include:

- “Experience and share my community’s culture and heritage”,
- “No opinion, I’m not interested in living in a suburban area”, and
- “Operate a home-based business”



OTHER (N=38)



Topics mentioned once each:

- Bypass for Main and Portland street
- Grid street pattern, increased density of low-density housing
- More density in urban areas to mitigate the need for new suburbs
- Quiet, safe and friendly neighbourhood with local small businesses
- Have access to efficient vehicle infrastructure
- Services for suburban areas outside the service boundary
- Reduce the number of streetlights
- Museums

QUESTION 10: THE INTEGRATED MOBILITY PLAN AND RAPID TRANSIT STRATEGY DIRECTS THAT NEW HOUSING AND JOBS SHOULD BE LOCATED IN SUBURBAN AREAS WHERE THERE IS OR WILL BE FAST, FREQUENT AND RELIABLE TRANSIT SERVICE. THIS WILL ALLOW MANY PEOPLE TO LIVE AND WORK WHERE THEY CAN EASILY ACCESS TRANSIT. IN THE FUTURE, I WOULD LIKE TO SEE THE FOLLOWING TYPES OF USES ALONG THE BUS RAPID TRANSIT NETWORK (CHOOSE ALL THAT APPLY).

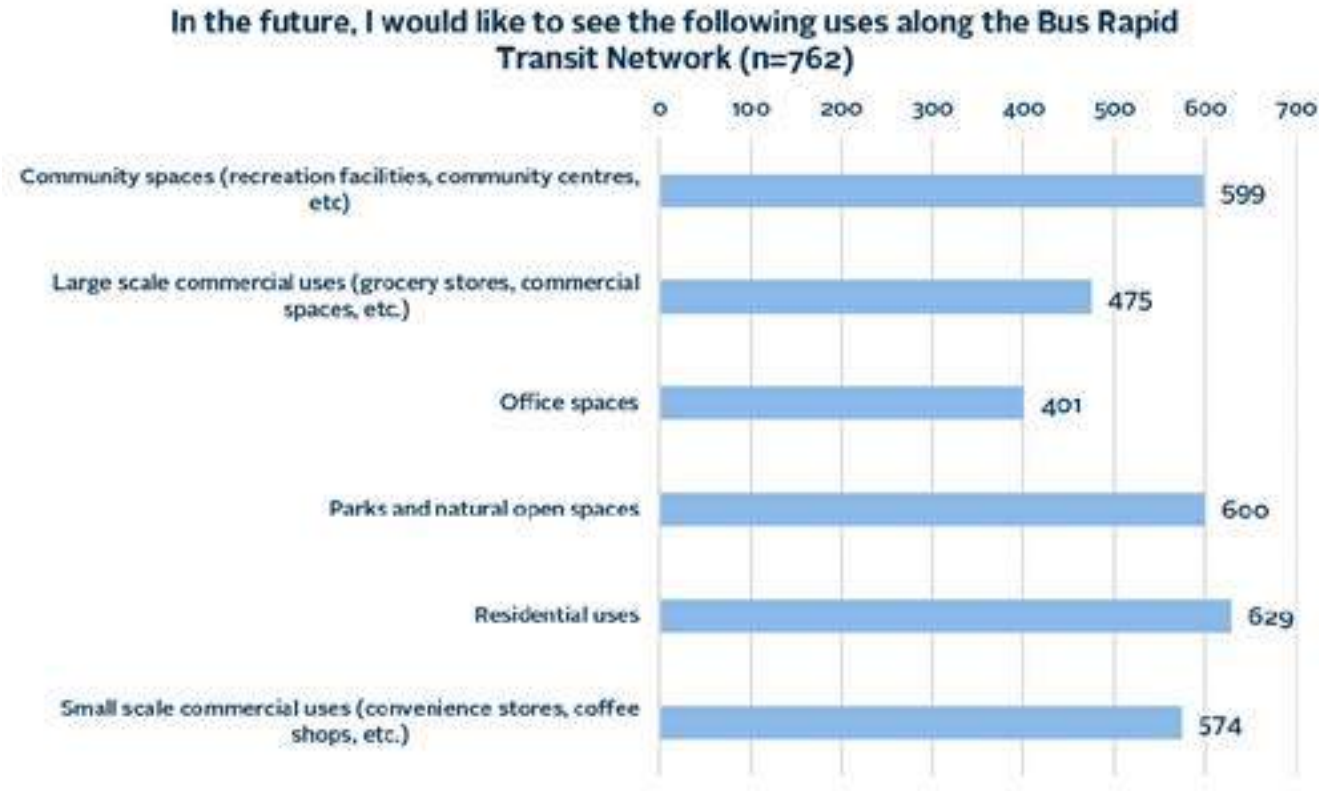
There were a few options which generated approximately equal interest, each garnering between 18% and 19% of the selections:

- “Residential Uses”
- “Community spaces (recreation facilities, community centres, etc)”
- “Parks and natural open spaces”
- “Small scale commercial uses (convenience stores, coffee shops, etc)”

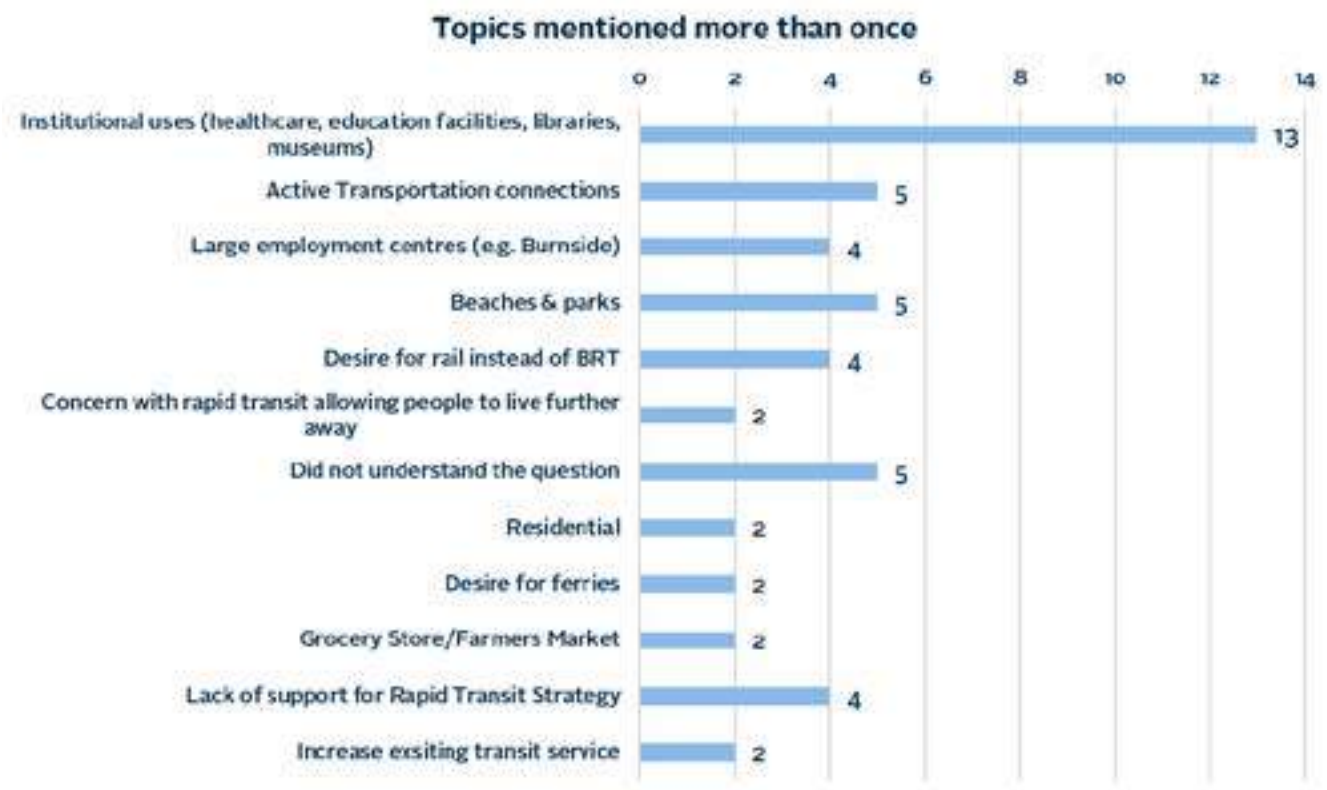
The remaining options had the fewest selections, making up 12% and 14% each. These include:

- “Office Spaces”
- Large Scale commercial uses (grocery stores, commercial spaces, etc)”

The most common land use discussed in the “Other” category (13 responses) was institutional, which includes healthcare, education facilities, libraries, and museums.



OTHER (N=51)

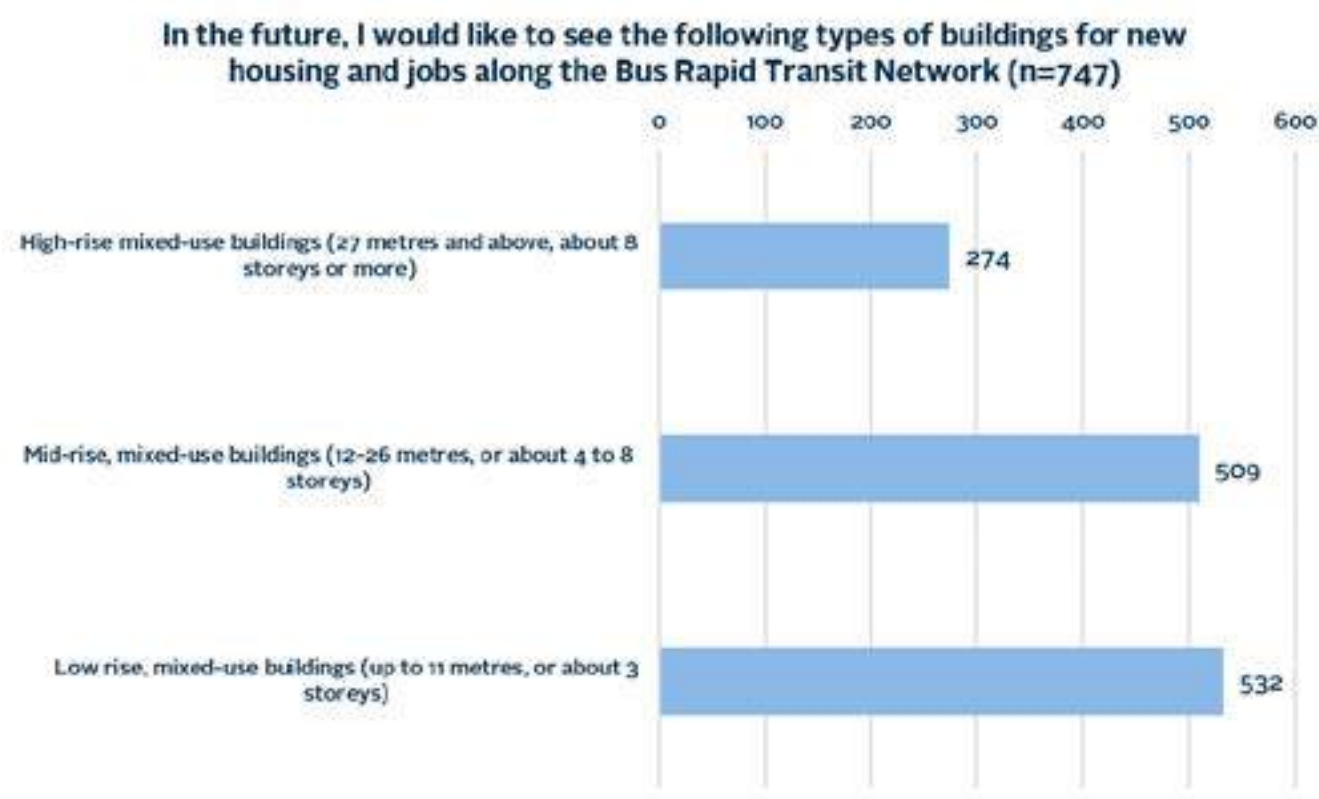


Topics mentioned once each:

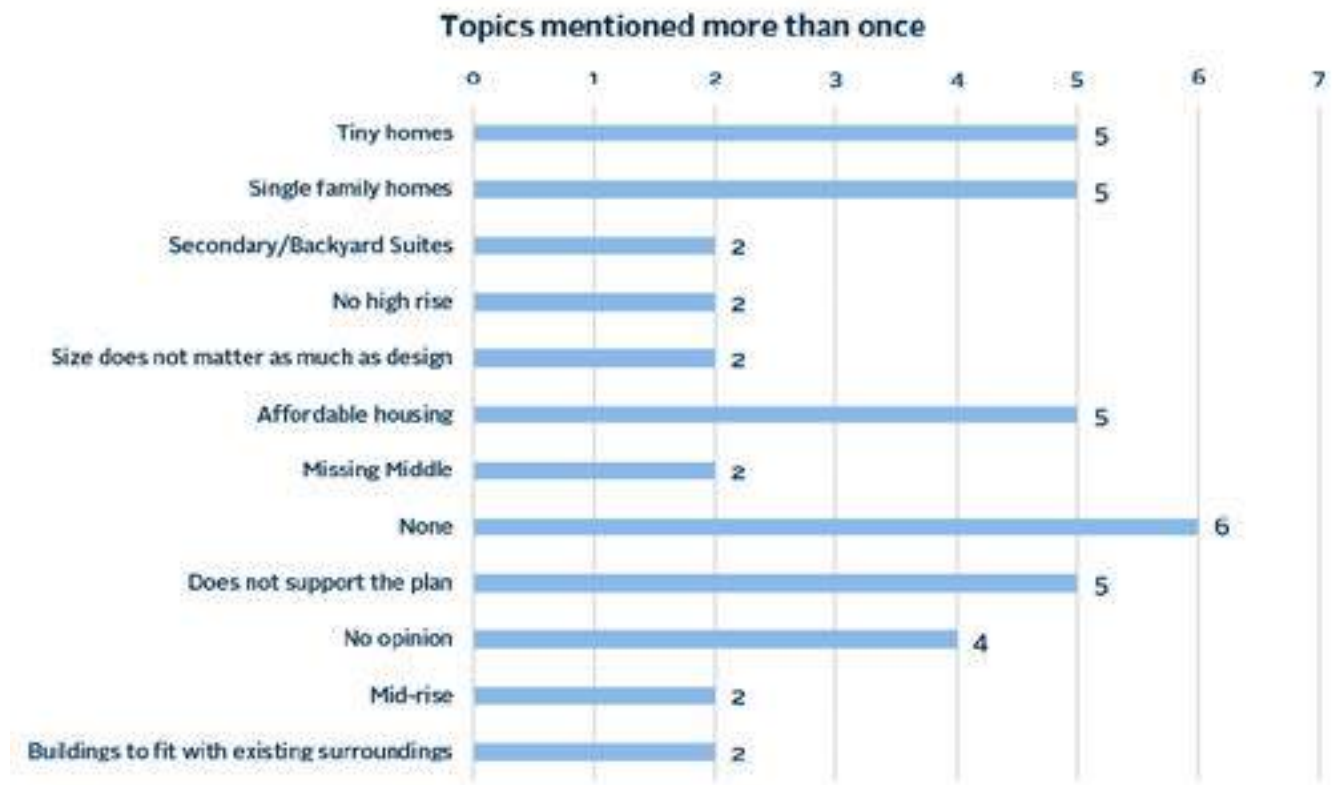
- Support of transit connecting services
- Artistic spaces
- Rural areas
- Flexibility in regulations to allow for multiple land uses

QUESTION 11: IN THE FUTURE, I WOULD LIKE TO SEE THE FOLLOWING TYPES OF BUILDINGS FOR NEW HOUSING AND JOBS ALONG THE BUS RAPID TRANSIT NETWORK (CHOOSE ALL THAT APPLY).

The majority of respondents wanted to see mid-rise and low-rise mixed-use buildings along the Bus Rapid Transit Network, making up 39% and 40% of selections, respectively. There was more limited support for high-rise mixed-use buildings along the Bus Rapid Transit Network; only 21% of respondents chose this option.



OTHER (N=50)



Topics mentioned once each:

- Townhouses and parks
- Transit changes before land use changes
- Interconnected village - discrete small private dwellings with a communal building in the centre
- All housing types, not just high-density
- Commercial only
- Tree-lined
- As tall as the infrastructure will allow
- Buildings on existing apartment lots
- Decrease time to process permits
- Housing for older adults
- Co-op, co-housing

QUESTION 12: IN THE FUTURE, I WOULD LIKE TO MAKE MOST SHORT TRIPS IN AND AROUND MY COMMUNITY USING THE FOLLOWING MODES OF TRANSPORTATION (RANK YOUR TRANSPORTATION MODES, WITH 1 BEING THE MOST COMMON MODE YOU WOULD USE).

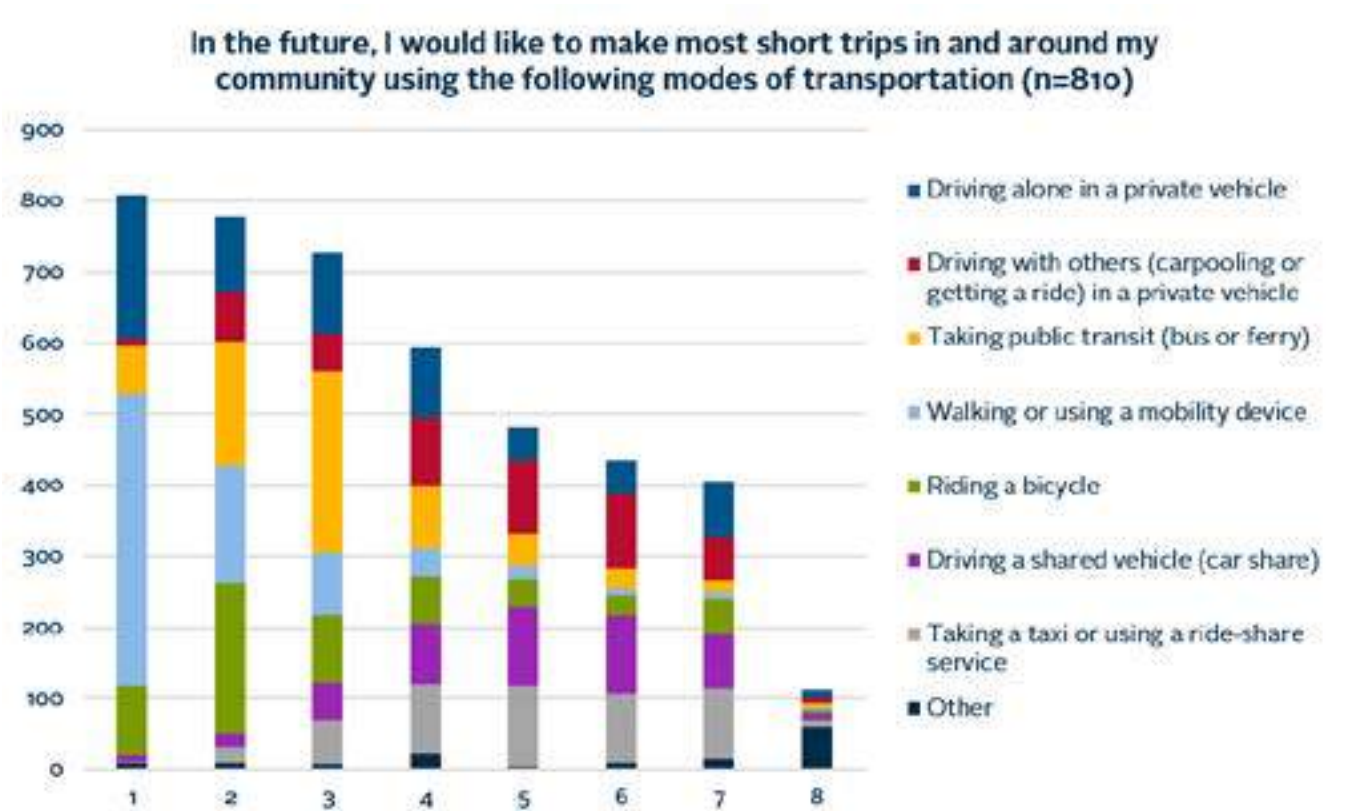
“Walking or using mobility device” was, by a wide margin, the most common option respondents ranked “Most important”, garnering 51% of the selection for the top-ranked position. The next most common selection for the top rank was “Driving alone in a private vehicle” (25%).

The most common selections for the second-ranked position were “Riding a bicycle” (28%), “Taking public transit (bus or ferry)” (23%), and “Walking or using a mobility device” (21%).

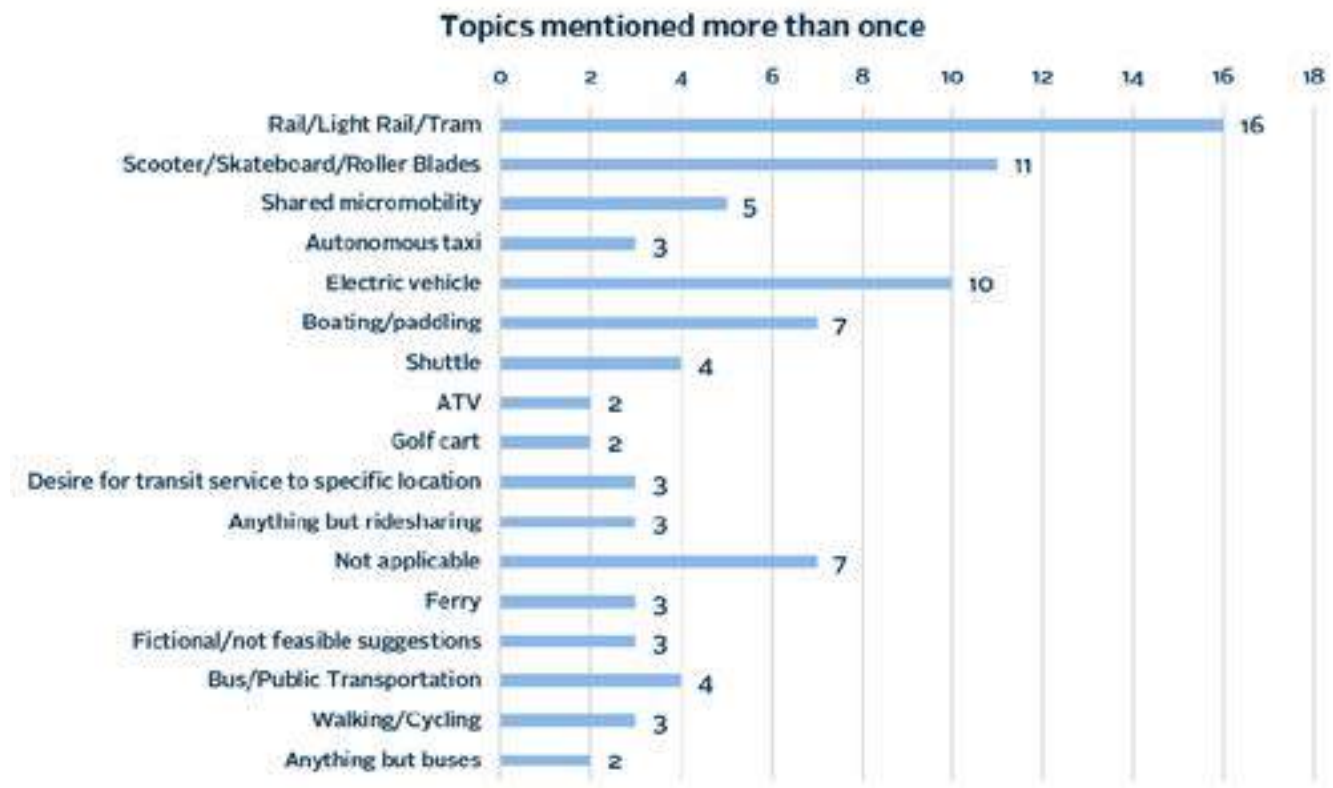
“Taking public transit (bus or ferry)” was the most common selection for the third-ranked position, at 35% of the selections.

“Driving a shared vehicle (car share)”, “Driving with others (carpooling or getting a ride) in a private vehicle”, and “Taking a taxi or using a ride-share service” were more commonly ranked lower on the scale, making up less than 10% of the selections for the highest-ranked positions, and making up between approximately 15-25% of the selections for the lowest-ranked positions on the scale.

The most common modes identified as part of the “Other” responses, were rail (16 responses), scooters/skateboards/roller blades (11 responses), and electric vehicles (10 responses).



OTHER (N=101)



Topics mentioned once each:

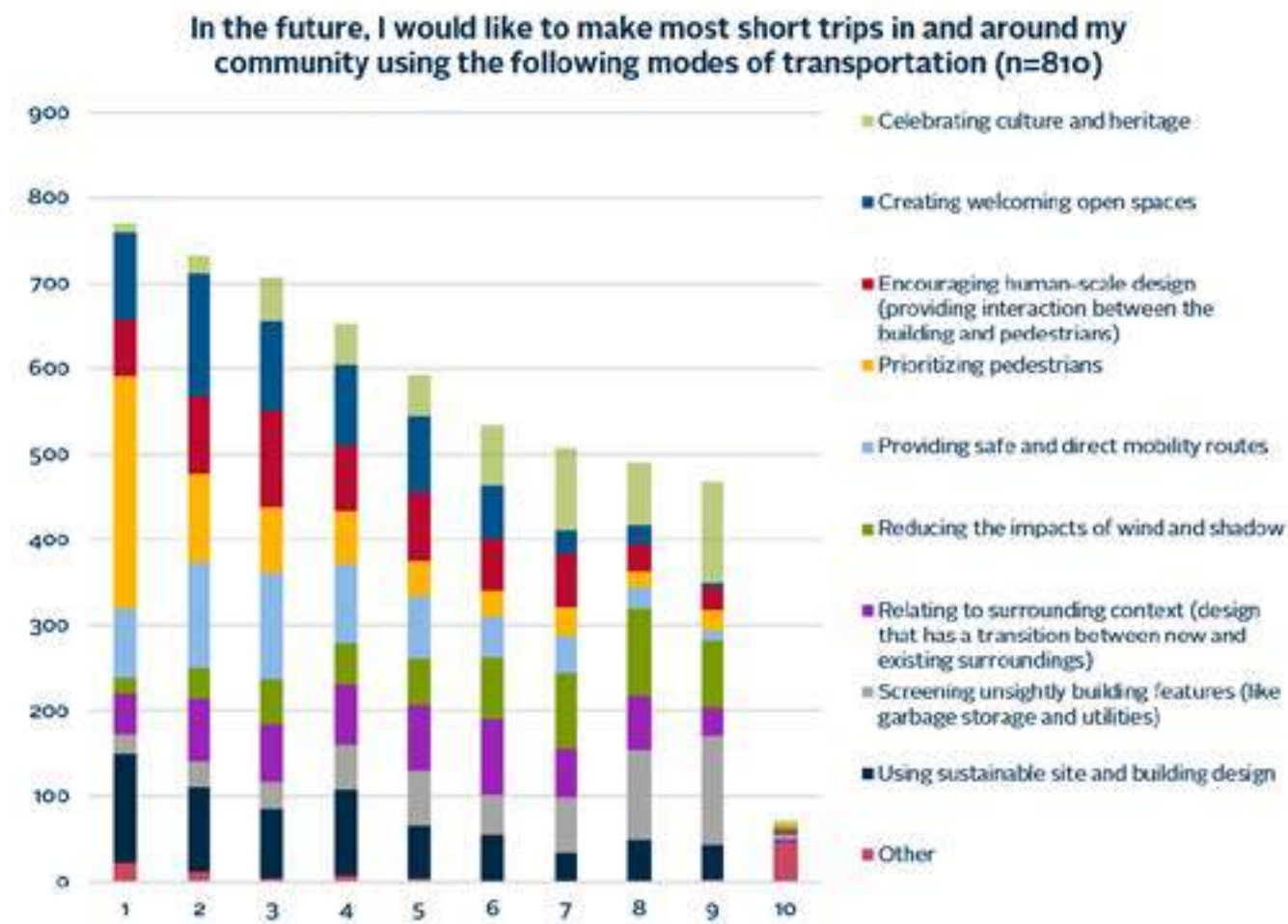
- Hoverboard
- Running
- Public transit other than bus/ferry
- Depends on season/weather
- Have no other options but private vehicle
- Desire for less expensive parking
- Shorter commute time and distance to work
- Motorcycle
- Anything but private vehicle
- Opposition to bike lanes
- Concerns around the safety of electric scooters/segways on sidewalks
- Any type of transportation taking people to urban areas

QUESTION 13: IN DESIGNING AND SHAPING THE PHYSICAL FEATURES OF SUBURBAN COMMUNITIES, THE FOLLOWING ARE MOST IMPORTANT TO ME (RANK THE FEATURES BELOW, WITH 1 BEING THE MOST IMPORTANT).

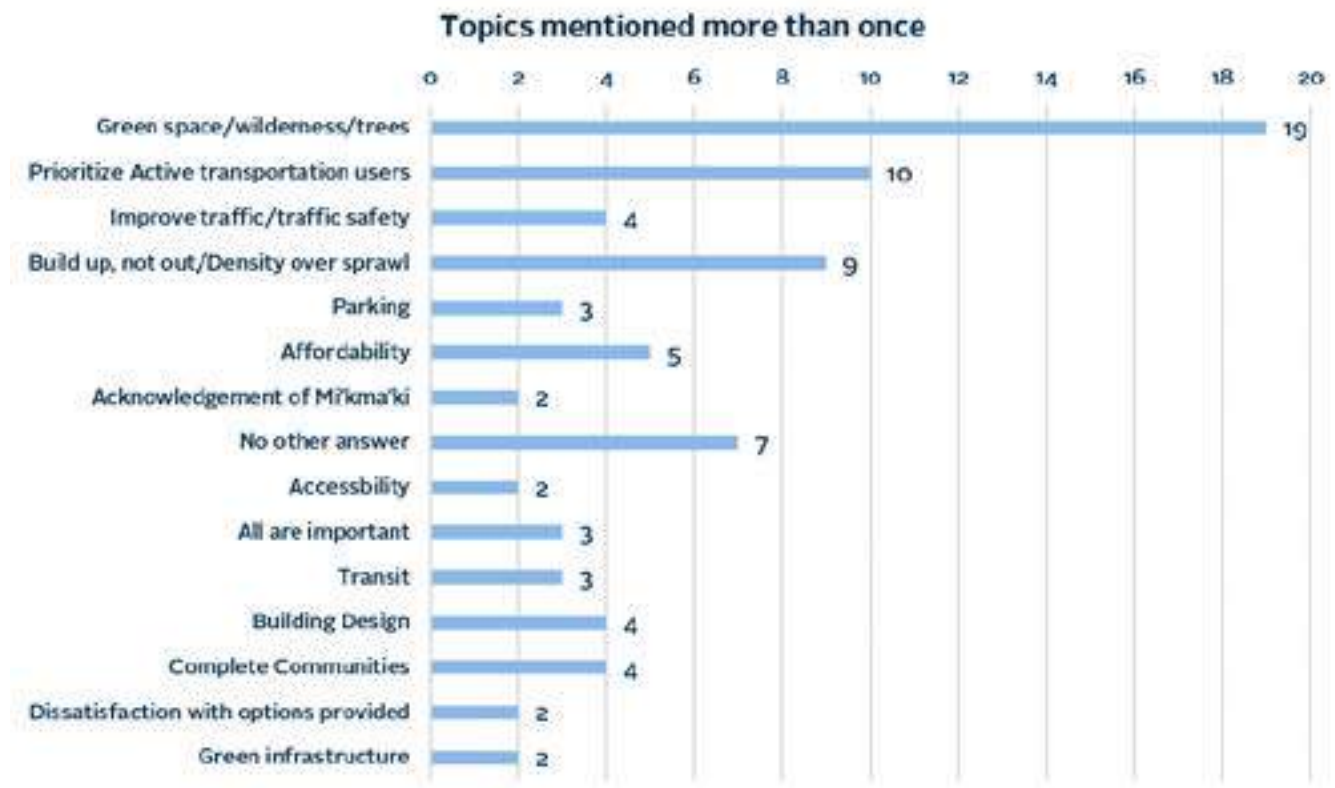
The most common response ranked first (or “most important”) was “Prioritizing pedestrians”, which made up 35% of the selection for the top rank. “Creating welcoming open spaces”, “Using sustainable site and building design”, and “Providing safe and direct mobility routes” were consistently ranked highly, each making up between 10 and 20% of the selection for the first five ranking positions. “Celebrating Culture and Heritage”, “Reducing the impacts of wind and shadow”, and “Screening unsightly building features (like garbage storage and utilities)” were more commonly rated lower on the scale, each making up between 1 and 10% of the

higher ranking positions, and 10 to 30% of the lowest ranking positions.

Through the “Other” responses, 19 respondents identified green space, wilderness, and/or trees as being important to them.



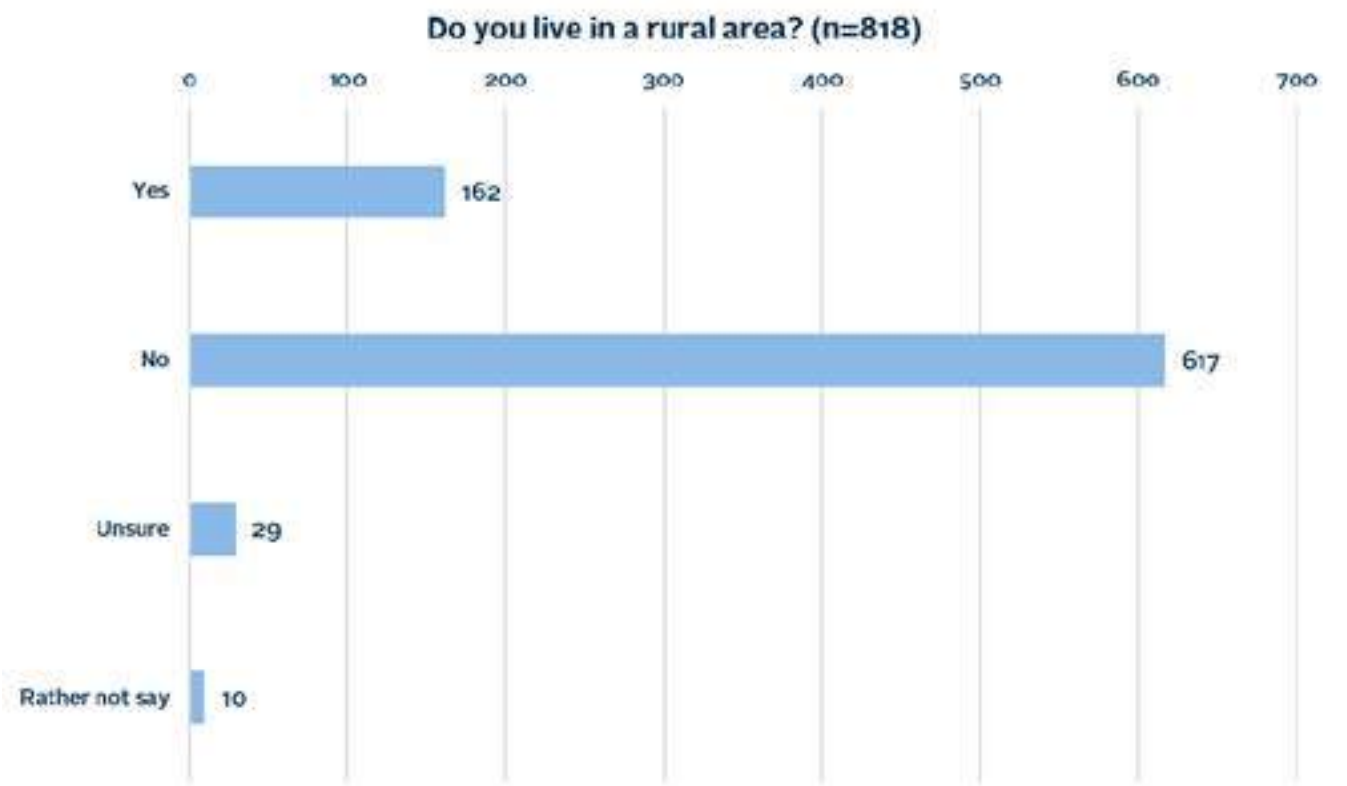
OTHER (N=85)



Topics mentioned once each:

- Low-density, exclusively residential suburban areas
- Private vehicle access to downtown
- Coherent urban form with small front yard setback
- Grid street patterns over serpentine layouts
- Priority infrastructure for vehicles
- Repurposing or reusing existing structures & making driving difficult
- Access to schools
- Privacy
- Protect from gentrification
- Transportation (general)
- Efficient travel in and out of the city

QUESTION 14: DO YOU LIVE IN A RURAL AREA?



QUESTION 15: IN THE FUTURE, I WOULD LIKE TO LIVE IN A RURAL AREA WHERE I CAN (CHOOSE ALL THAT APPLY).

The two highest ranking responses at 14% and 15% were:

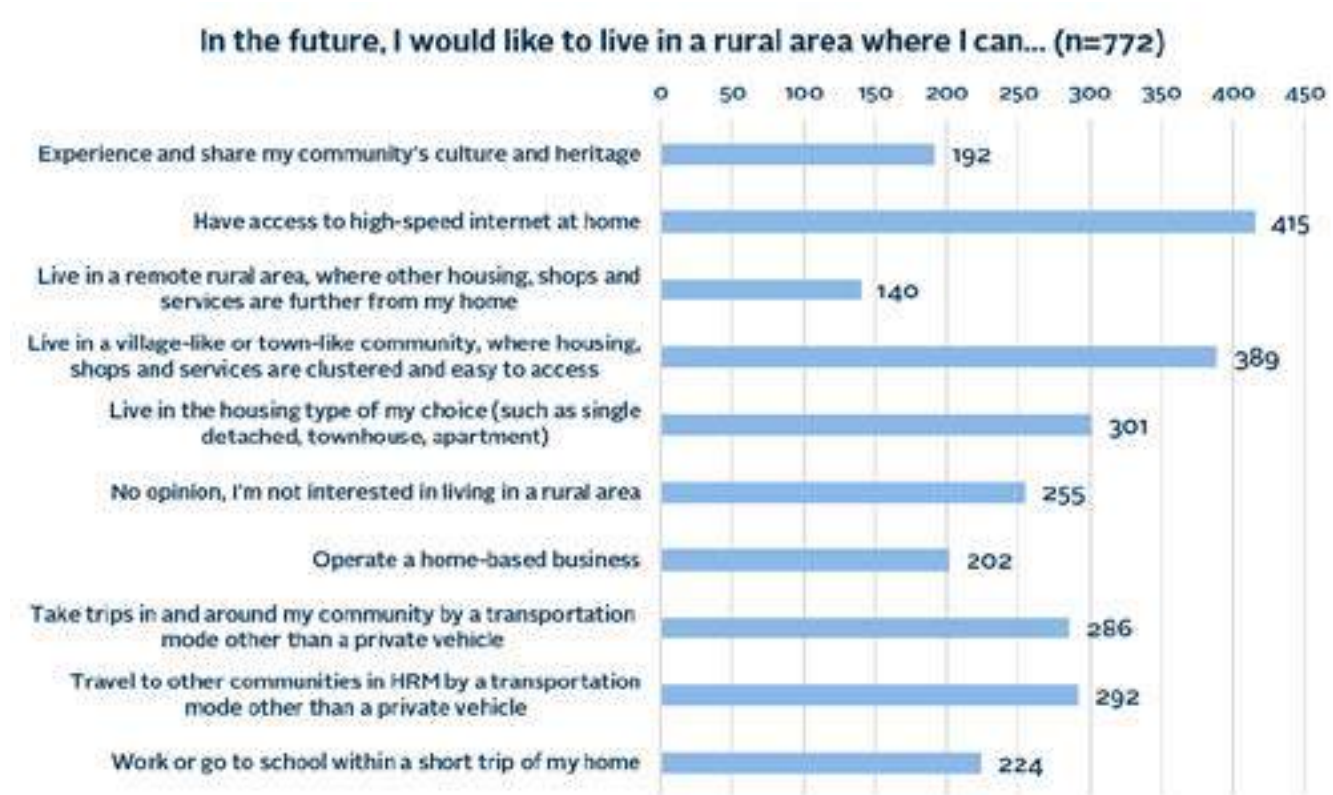
- “Live in a village-like or town-like community, where housing, shops and services are clustered and easy to access”
- “Have access to high-speed internet at home”

The mid-range responses between 9% and 11% of the selections were focused on transportation and housing choice and include:

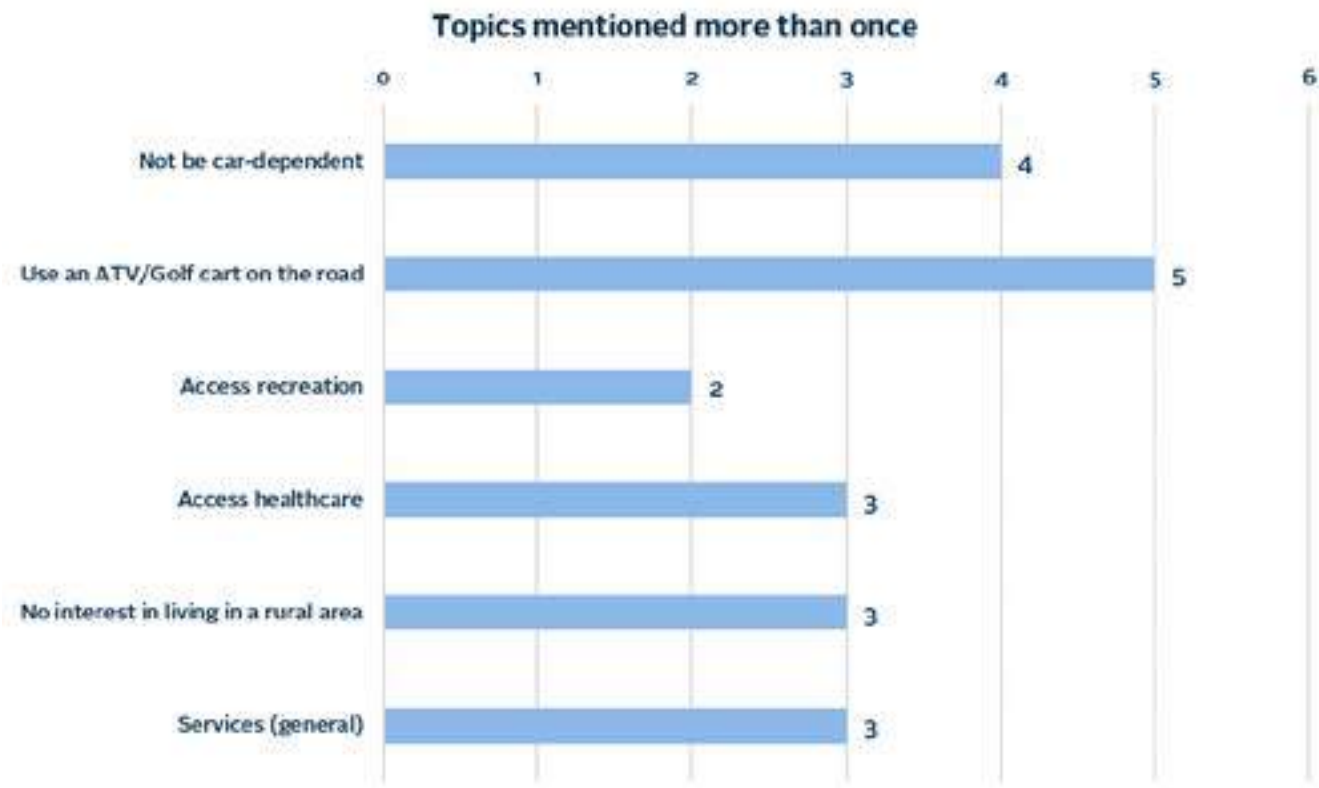
- “No opinion, not interested in living in a rural area”
- “Take trips in and around my community by a transportation mode other than a private vehicle”
- “Travel to other communities in HRM by a transportation mode other than a private vehicle”
- “Live in the housing type of my choice (such as single detached, townhouse, apartment)”

The least popular responses ranging between 5% and 8% of the selections included:

- “Live in a remote rural area, where other housing, shops and services are further from my home”
- “Experience and share my community’s culture and heritage”
- “Operate a home-based business”
- “Work or go to school within a short trip of my home”



OTHER (N=35)



Topics mentioned once each:

- Improved reliability of water
- Opportunities for intergenerational partnerships
- Green spaces
- Quiet
- Divide family land without subdivision
- Live on a lake
- Hovercraft ferry
- Smaller complete communities, rather than growing the urban area
- Free internet access
- Marine transportation network
- Agriculture & animal husbandry
- Protection of existing community character
- Minimal government interference
- Arts and library
- No streetlights shining into windows
- Home office & electric vehicles

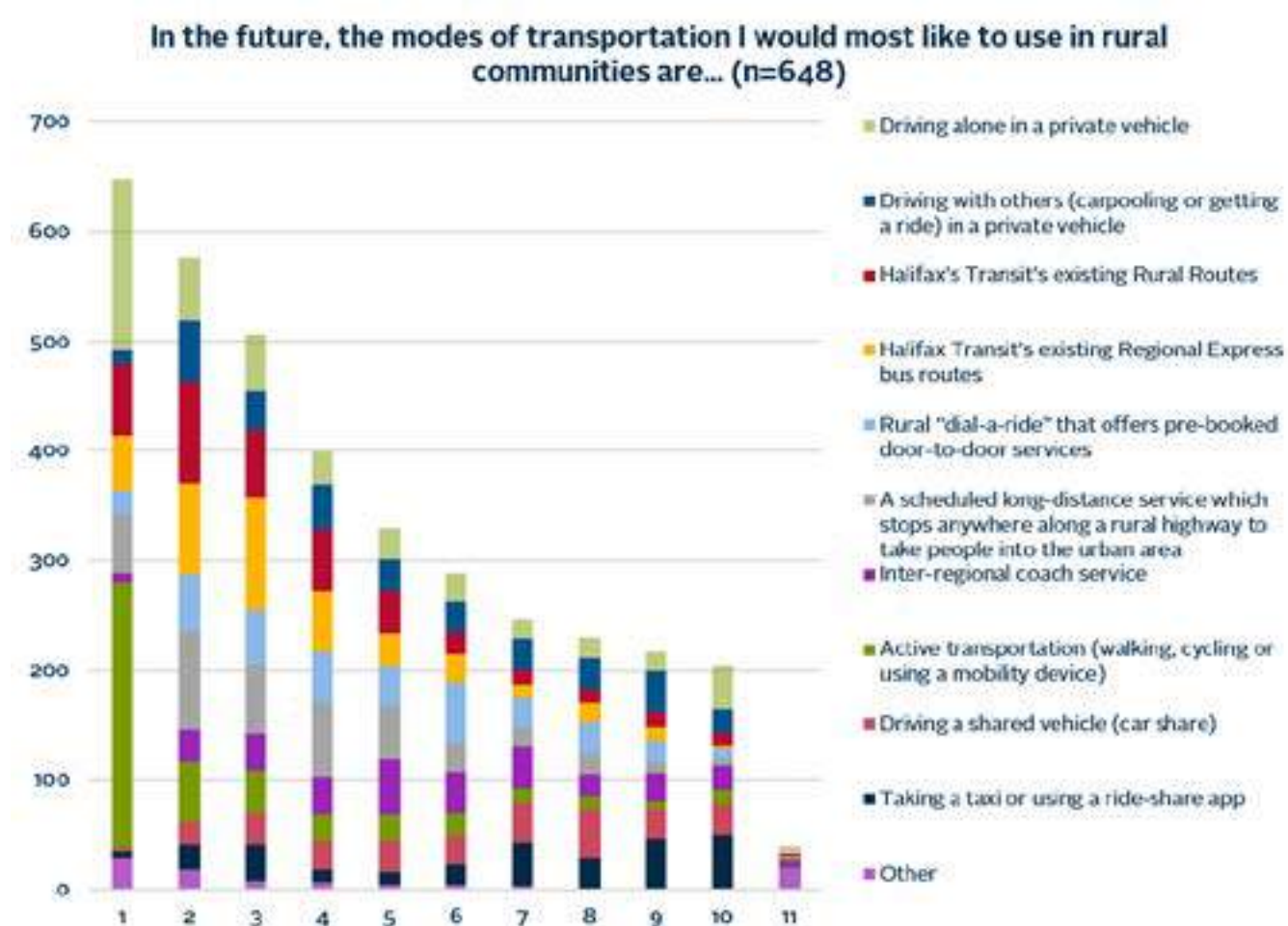
QUESTION 16: THE MUNICIPALITY IS INTERESTED IN IMPROVING RURAL MOBILITY. CONVENTIONAL PUBLIC TRANSIT (BUS ROUTES) CAN BE DIFFICULT TO OPERATE IN RURAL COMMUNITIES WITH LOW POPULATIONS WHERE PEOPLE LIVE FAR APART. WE PLAN TO EXPLORE ALTERNATIVES THAT COULD ALLOW RESIDENTS TO MORE EASILY MAKE TRIPS IN RURAL AREAS. IN THE FUTURE, THE MODES OF TRANSPORTATION I WOULD MOST LIKE TO USE IN RURAL COMMUNITIES ARE: (RANK AS MANY OF THE FOLLOWING TRANSPORTATION MODES AS YOU WOULD LIKE, WITH 1 BEING THE MOST COMMON MODE YOU WOULD USE)

The most common option respondents rated as “Most desired” was “Active transportation (walking, cycling, or using a mobility device)”, making up 37% of the selection for the top-ranked position. The next most common option for the top-ranked position was “Driving alone in a private vehicle” (24%). Interestingly,

not many respondents ranked this option in the middle of scale, but it made up 20% of the selections for the “least desired”. This demonstrates two groups of respondents: those who rated “Driving alone in a private vehicle” as their first choice, and those who rated it as their last.

The most common responses for the second-most desired mode were

- “A scheduled long-distance service which stops anywhere along a rural highway to take people into the urban area”,
- “Halifax Transit’s existing Regional Express Bus Routes (providing a few limited-stop trips per day between rural Park-and-Ride Terminals, urban jobs/campuses and other transit services, such as routes 310, 320, 330, 370)”, and
- “Halifax’s transit’s existing Rural Routes (providing a few trips per day with frequent stops



in rural communities outside of the Urban Transit Service Boundary, such as routes 401, 415, 433”, each making up 15-16% of the selections for the second highest ranking.

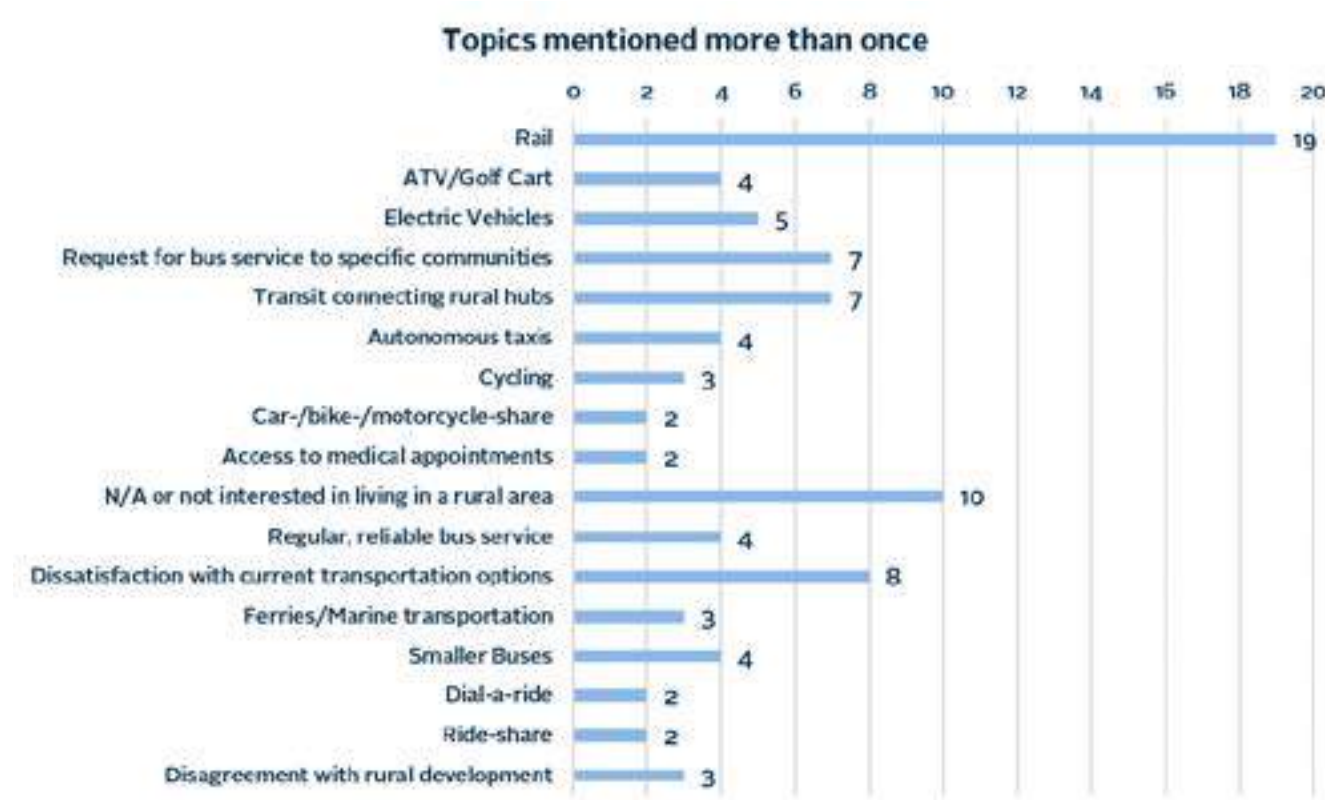
“Inter-regional coach service (like Maritime Bus)” and “Rural “dial-a-ride” that offers pre-booked door-to-door services (like MusGo Rider, Bay Rides, East Hants Community Rider, Chebucto Community Transportation Service)” were the most common selections in the middle of the ranking, making up

between 10 and 20% of selections in these positions.

“Taking a taxi or using a ride-share app”, “Driving a shared vehicle (car share)”, and “Driving with others (carpooling or getting a ride) in a private vehicle” were the most common selections at the lower end of the ranking, making up between 10 and 20% of selections at these positions.

Similarly to Question 12, rail was a common mode identified in the “Other” category (19 responses).

OTHER (N=35)



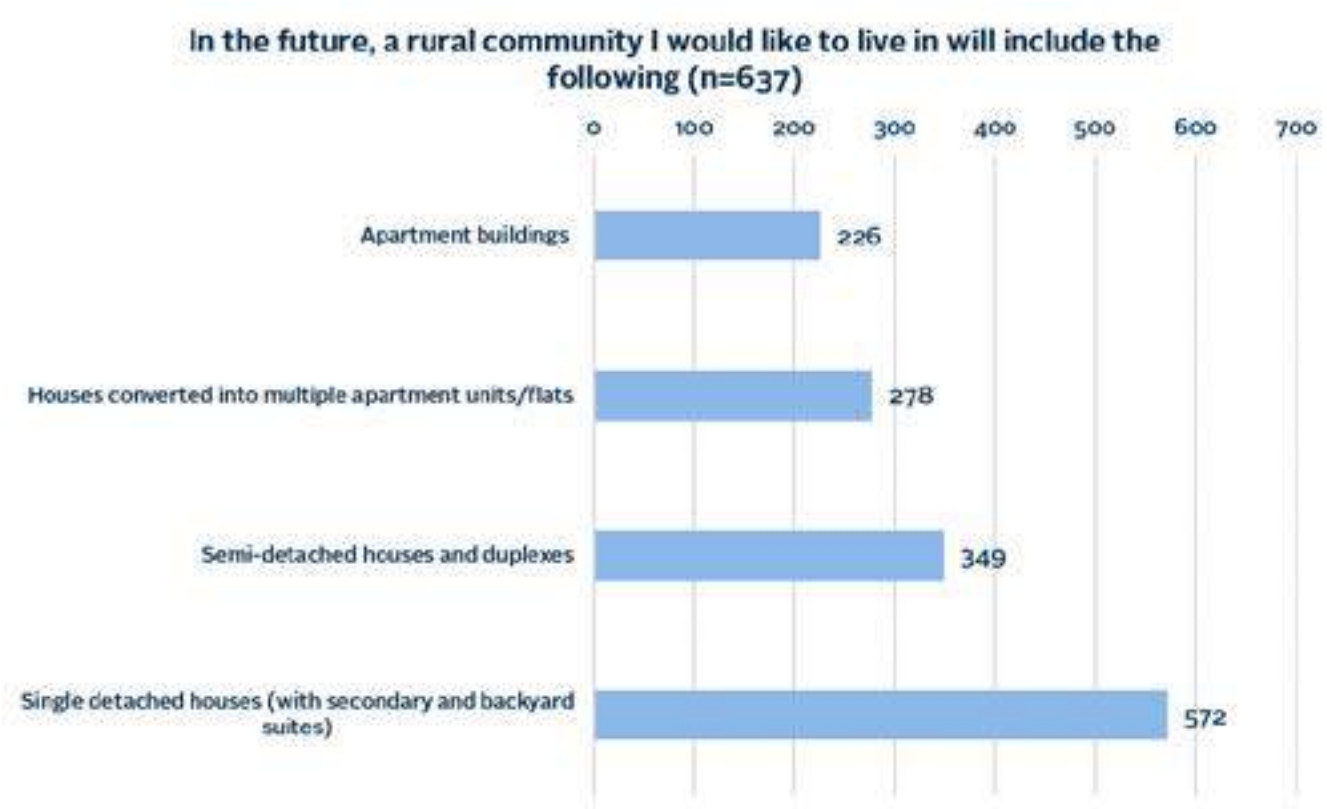
Topics mentioned once each:

- Better pedestrian access to Park-and-Rides
- Extended hours for transit service
- Dissatisfaction with question
- Personal driver
- Express bus
- Connections from rural areas to the airport
- Property taxes should reflect services
- Anything but private vehicle
- Private vehicle

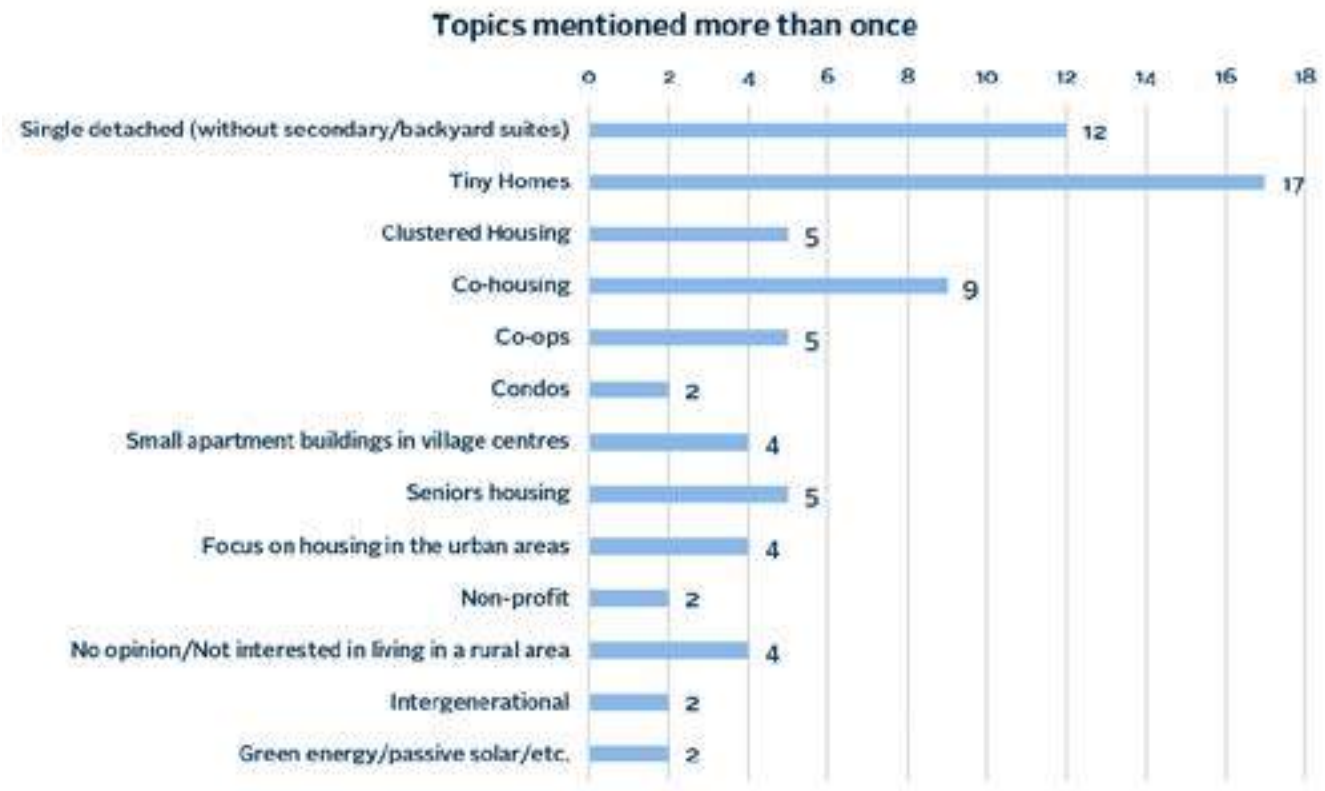
QUESTION 17: THE MUNICIPALITY IS INTERESTED IN ENSURING THAT A RANGE OF AFFORDABLE AND ACCESSIBLE HOUSING OPTIONS ARE AVAILABLE IN RURAL COMMUNITIES. IN THE FUTURE, A RURAL COMMUNITY I WOULD LIKE TO LIVE IN WILL INCLUDE THE FOLLOWING TYPES OF HOUSING.

There was a clear interest in single detached dwellings with secondary or backyard suites as a housing type for rural areas, this option made up 40% of the responses. The second and third choices were semi-detached housing (24%) and houses converted into multiple apartment units/flats (20%). The least popular housing type was apartments at 16%.

The most common housing types identified through the “Other” category were tiny homes (17 responses) and single detached dwellings without secondary or backyard suites (12 responses).



OTHER (N=64)

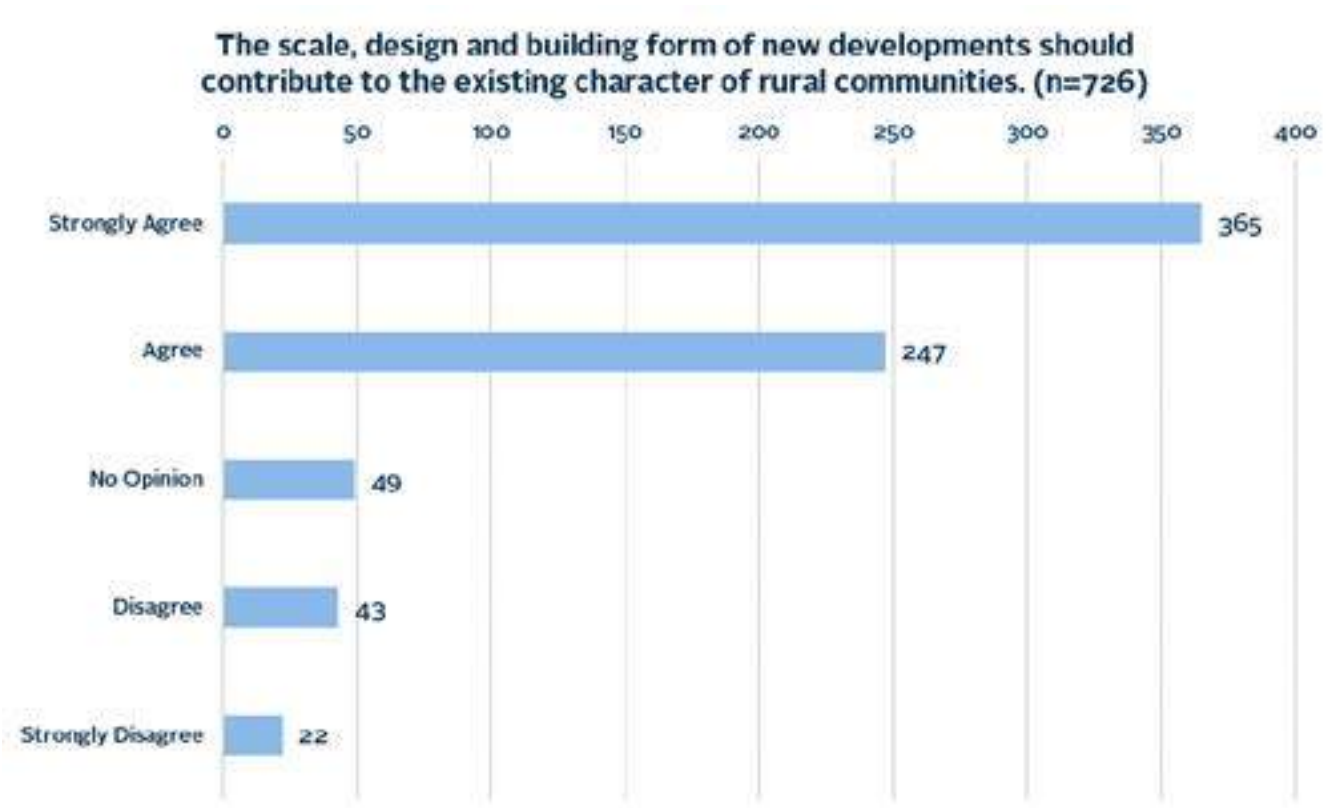


Topics mentioned once each:

- Planned Unit Development
- No apartments
- Townhouses for seniors
- Boarding houses
- Design needs to fit the context
- Bungalow community
- Reduce building permit costs
- Need for development
- Access to transportation and healthcare would make it possible for more older adults to live in rural areas
- Cottage as primary home
- Bungalow townhomes

QUESTION 18: TO WHAT EXTENT DO YOU AGREE WITH THE FOLLOWING: THE SCALE, DESIGN AND BUILDING FORM OF NEW DEVELOPMENT SHOULD CONTRIBUTE TO THE EXISTING CHARACTER OF RURAL COMMUNITIES.

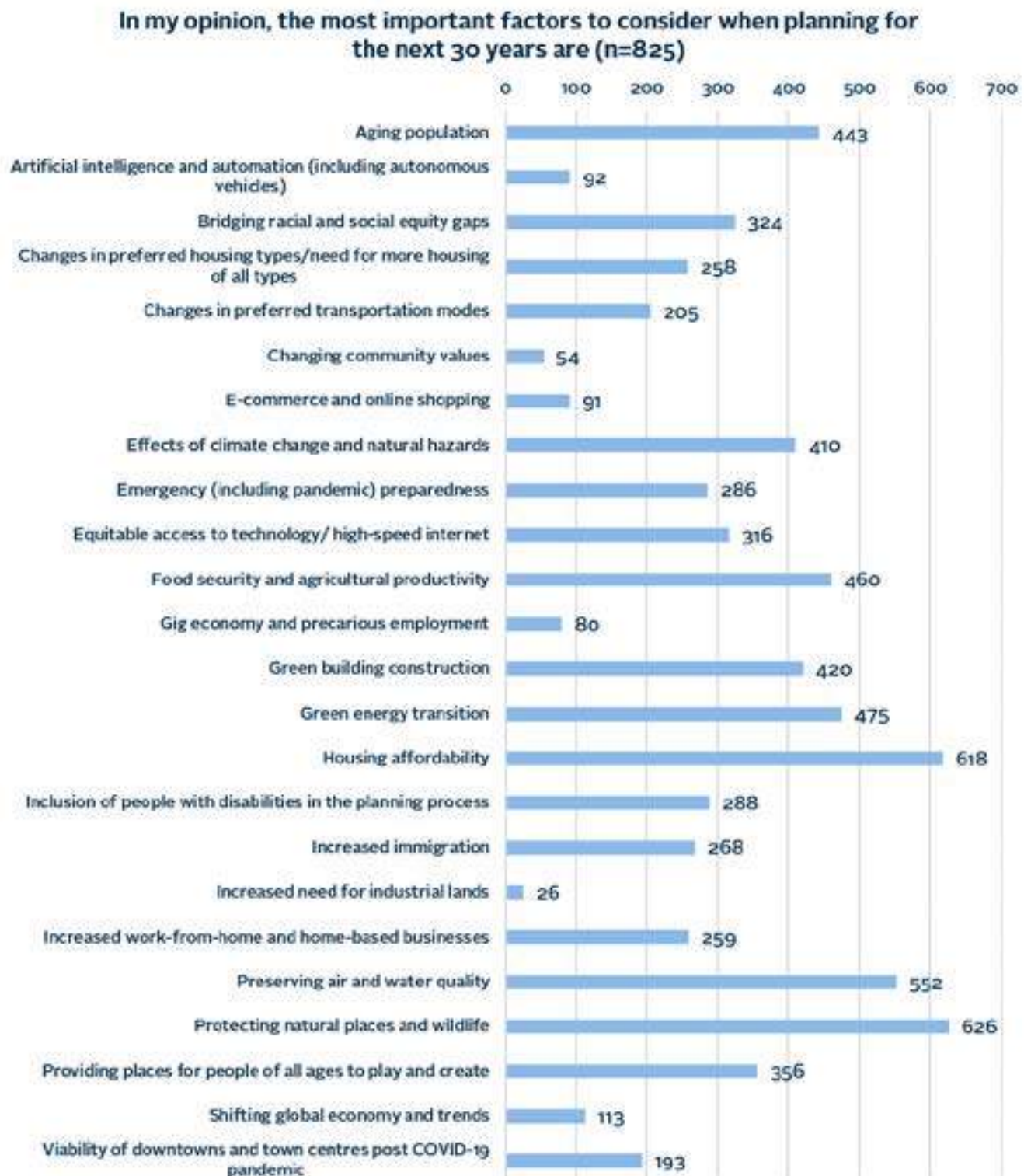
The majority of respondents either strongly agreed (50%) or agreed (34%) with the statement that the scale, design and building form of new development should contribute to the existing character of rural communities. The remaining respondents had no opinion (7%) or either disagreed (6%) or strongly disagreed (3%).



QUESTION 19: IN MY OPINION, THE MOST IMPORTANT FACTORS TO CONSIDER WHEN PLANNING FOR THE NEXT 30 YEARS ARE (CHECK YOUR TOP 10).

The two highest ranked factors to consider when planning for the next 30 years were “Housing affordability” and “Protecting natural places and wildlife” which were tied for 9% of all selections. “Preserving air and water quality” followed closely behind at 8%.

affordability” and “Protecting natural places and wildlife” which were tied for 9% of all selections. “Preserving air and water quality” followed closely behind at 8%.



Additional factors that were rated important at 6% and 7% of responses included the “Effects of climate change and natural hazards”, “Green building construction”, “Food security and agricultural productivity”, “Aging population”, and “Green energy transition”.

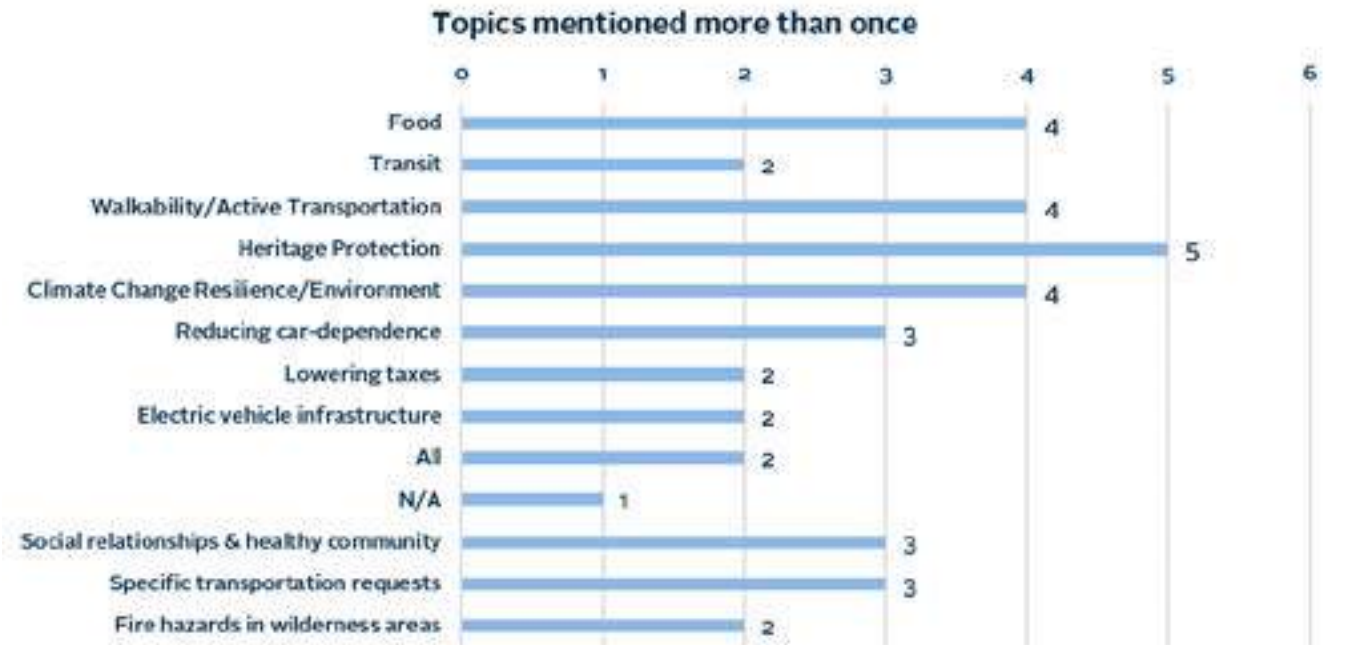
At the lower end of the scale at 4% and 5% of responses were “Bridging racial and social equity gaps”, “Inclusion of people with disabilities in the planning process”, “Increased immigration”, “Changes in preferred housing types/need for more housing of all types”, “Emergency (including pandemic) preparedness”, “Equitable access to technology/high-speed internet”, “Increased work-from-home and home-based businesses”, and “Providing places for people of all ages to play and create”.

OTHER (N=36)

The least popular selections at 1% to 3% included “Artificial intelligence and automation (including autonomous vehicles)”, “Changing community values”, “E-commerce and online shopping”, “Gig economy and precarious employment”, “Shifting global economy and trends”, “Viability of downtowns and town centres post COVID-19 pandemic” and “Changes in preferred transportation modes (transit, active transportation, vehicles) post COVID-19 pandemic”.

There were no responses for the increased need for industrial lands.

Topics raised in the “Other” category included heritage protection (5 responses), walkability/active transportation (4 responses), food (4 responses), and climate change resilience/environment (4 responses).



Topics mentioned once each:

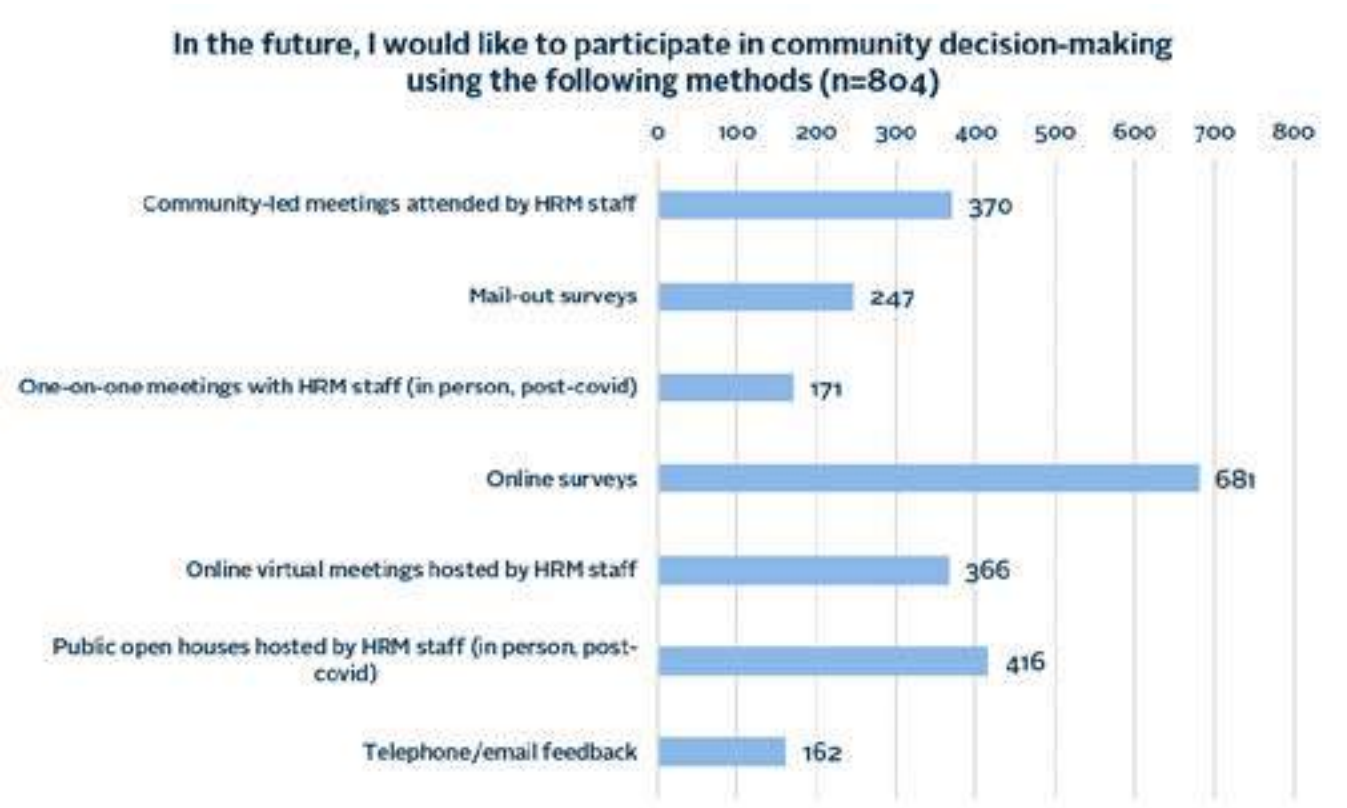
- Supporting local businesses
- Access to reliable clean water
- Housing affordability & gentrification
- High speed internet
- Aging in place, complete communities, air quality
- Urban vitality, areas for off-leash dogs
- Cybersecurity
- Schools and recreation
- Maintain rural identity
- Limiting high rises in downtown Halifax
- Flexibility, attention to those who are affected by change
- Arts and culture
- More police and law enforcement
- Need building boom of small detached homes

QUESTION 20: IN THE FUTURE, I WOULD LIKE TO PARTICIPATE IN COMMUNITY DECISION-MAKING USING THE FOLLOWING METHODS (CHOOSE ALL THAT APPLY).

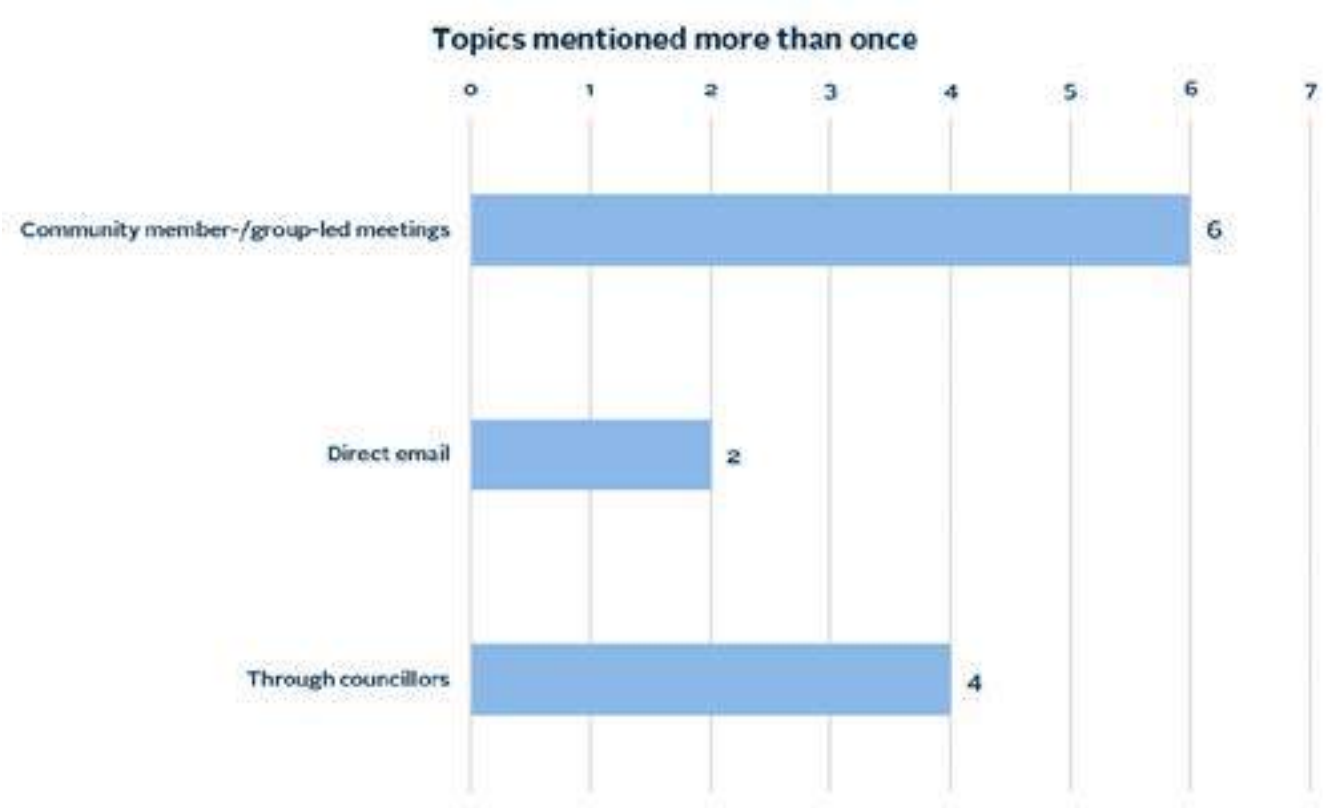
Most respondents indicated a preference for participating in online surveys (this response made up 28% of the selections). In the mid-range between 15 and 17% of selections each were for community-led meetings attended by HRM staff, online virtual meetings hosted by HRM staff, and public open houses hosted by HRM staff (in person, post-COVID). There was less interest in one-one meetings with HRM staff and telephone (7%).

It should be noted that the propensity of respondents to prefer online surveys is likely skewed by the fact that this question was being asked within an online survey (i.e. those who prefer online surveys would be more likely to have filled out this survey). However, this question, and the survey response overall indicates that there is significant interest in engaging via online surveys for community decision-making.

In the “Other” category, six respondents indicated an interest in participating in meetings led by community members or groups, and four responses indicated that they wanted to participate through their District Councillor.



OTHER (N=24)



Topics mentioned once each:

- No more engagement, just implementation
- Small group meetings on specific local topics
- Mail-in still critical in rural areas
- Walkabout with staff & elected officials to attempt to understand gaps and opportunities
- Community engagement events
- Concern with virtual engagement leaving people out
- Voting online
- Online, make planning process transparent
- Methods other than Facebook, like radio and television ads

QUESTION 21: THE MUNICIPALITY IS CONTINUING TO LEARN ABOUT WAYS TO BETTER SERVE AND SUPPORT UNDERREPRESENTED COMMUNITIES. IN THE FUTURE, I WOULD LIKE TO SEE THE MUNICIPALITY WORK WITH THESE COMMUNITIES BY...

There were two main ways this question was interpreted by the respondents, relating either to

- How HRM conducts engagement, or
- Supporting underrepresented communities in general.

The most common response to this question (60 of the 325 responses) was simply to ask for feedback and listen to the community.

Some common topics mentioned were:

- Working with community leaders or groups to get the community involved (28 responses),
- Employment – both more jobs within underrepresented communities and hiring members of those communities to HRM staff (20 responses),
- Collaborative or participatory planning process at all stages of a project (18 responses),
- Providing more affordable housing (17 responses),
- Having more town hall/community meetings (15 responses),
- Improving awareness of engagement opportunities (15 responses),
- Visit communities to see their needs first-hand (14 responses),
- Improving access to services (including water, schools, greenspace, healthcare, transportation, internet) (14 responses),
- Action on the engagement that is conducted (12 responses),
- Creating committees of community members or representatives of underrepresented communities on HRM committees (11).

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Asking for feedback/Listening to the community	60
Working with community leaders/groups to get community involved	28
Employment (more job opportunities, hire representative staff at the Municipality)	20
Collaborative/participatory planning at all stages	18
Affordable housing	17
Community meetings	15
Improve awareness of engagement opportunities	15
Visit communities to see their needs first-hand	14
Access to services (water, schools, greenspace, healthcare, transportation, internet)	14
N/A	14
Action	12
Community committees/Representation on HRM committees	11
Transit/active transportation connections	10
Diversity/Inclusivity/Democratic Process	10
Equal treatment of all/underrepresented not a priority	9
Engagement/accountability of Councillors	8
Online surveys/forums	7
Environmental protection	6
Education/workshops	6
Return Beaverbank Bus Service	5
Indigenous involvement	5
Transparency	5
Active recruitment/outreach for engagement	5
Integration (including mixed-income neighbourhoods)	5

TOPICS MENTIONED MORE THAN ONCE	FREQUENCY
Investing in these communities	4
Traffic safety	4
Mail outs	4
Confusion about question	4
Compensation (financial, transit, childcare, food) for engagement	4
Engagement in other languages	3
Focus not just on downtown	3
Specific road request	3
Defund police/don't over-police	3
Acknowledgement of wrongdoing & efforts of reconciliation	3
Engaging youth	3
Seniors housing/care	3
Income assistance/Universal Basic Income	3
ATV trail development	2
Removing bias/leading questions	2
Localized surveys	2

Topics mentioned once each:

- Respecting communities that want to stick together, celebrate culture and sharing, encourage interaction
- Respect desire to not participate
- No more outreach/community meetings
- Publicly identifying underrepresented communities and how selected
- Taking down the tent cities and eliminating bike lanes (accessibility/safety)
- Equal opportunities, not guaranteed equal outcomes
- Stop the use of lie detectors in HRP interviews
- Restore Halifax County
- Ensuring a percentage of participation
- Resolve rural/urban split, remove Regional Centre Community Council
- Collaboration among levels of government
- Libraries, arts & culture
- Tax breaks and/or grants/loans for black owned businesses and a reduction in property taxes for historically black communities like North and East Preston
- Not relying on councillors
- More greenspaces
- Quarterly meetings
- Concerns with renovations
- Integrating engagement with existing community events
- Accessibility
- Government sensitivity training
- Need engagement on mini home parks
- Housing security, community supports
- Various types of communication
- Have communities propose an annual list of priorities
- Understanding that not all disabilities are physical
- Traditional media
- Return portions of unceded land to the Mi'kmaq
- More mental health supports, stronger workplace laws
- Personal contact from staff
- Facilitate relationships between Indigenous and

non-Indigenous residents

- Encourage community members to come together
- Sports fields outside Halifax/Dartmouth
- Changing district boundaries so all councillors represent the rural-urban transect
- Decolonize the planning process
- Acknowledgement of challenges, work quickly to remove barriers
- Human-centered design
- Adopting the principle of asking 'who is not at the table and should be' when beginning planning and design discussions.
- Improve quality of surveys
- Different times of day for engagement
- Infrastructure, neighbourhood beautification
- Marine parks network
- Attention, respect
- Prioritize community over private industry
- Play space, open fields, splash pad, boat launch, community garden, volleyball court
- Focusing on a "smart" technology-oriented transition to a eco-friendly and sustainable expansion. Protecting core values of our community (friendliness, care and sharing).
- Remove the blue signs that confuse tourists
- Decision-makers required to live as part of marginalized communities to understand the needs
- Plebiscites
- Means that have proven effective in the past, and by piloting new approaches to engagement
- The opinion of locals should have more weight than others living elsewhere
- Share the budget equally among all ridings
- Consultation method tailored to each community
- Concerns with tokenism
- Deeper conversations, engage people who can't participate in surveys
- Desire to return areas historically occupied by African Nova Scotian and Indigenous communities to those communities
- Moving beyond the notion that underrepresented

populations fall largely under the jurisdiction of the province

- Extend notification area beyond 300m
- Housing policy
- Plain language
- Reach out to tenants, not just homeowners
- Accounting for undercoverage of underrepresented people
- Do consultation like a jury (don't rely on those that have the time/vested interest)
- End implicit racial divide in housing
- Engaging women, girls, non-binary and gender diverse people. I would like to see HRM providing childcare for engagement sessions and using a gender lens in the planning process.
- Less performative action and more meaningful engagement
- Cultural places to celebrate immigration
- Flexible engagement options
- Recognition of unceded territory
- Spend time
- Get to know the community
- Help them to advocate for themselves in ways that are respectful and do not alienate any other groups. Help them to meet their needs for building communities in ways that don't harm the other communities around them.
- Engagement that resonates with the communities
- Supporting existing projects rather than creating new initiatives
- Meeting regularly with the Mainland Grand Council, and the local bands instead of dealing with KMKNO
- Engage all age groups, don't disadvantage one community over another
- Represent all communities
- Consistent community presence
- Concerns with building design
- Consider what the rural communities really need to grow with the municipalities.
- Sincere, genuine

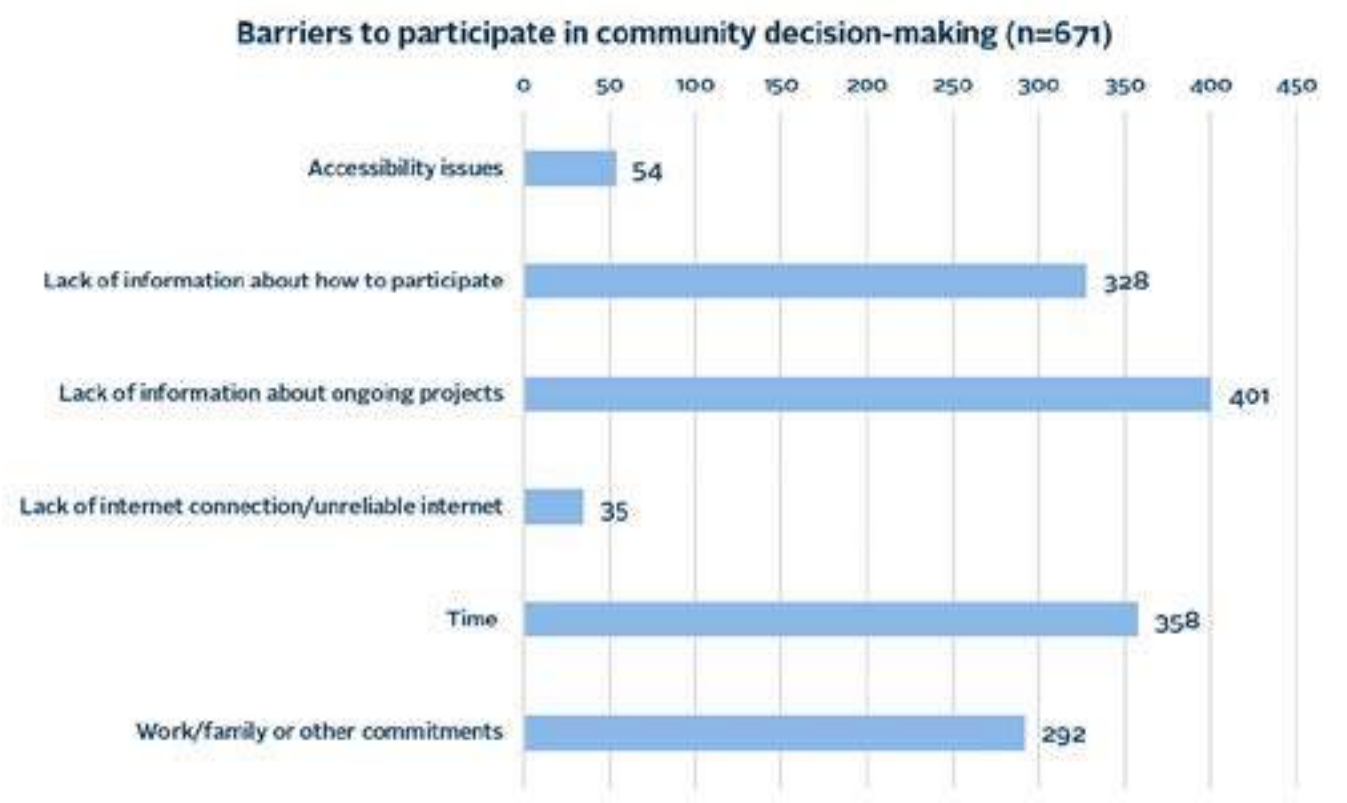
QUESTION 22: THE FOLLOWING ARE BARRIERS FOR ME TO PARTICIPATE IN COMMUNITY-DECISION MAKING (CHOOSE ALL THAT APPLY).

The most common barriers for participation cited were:

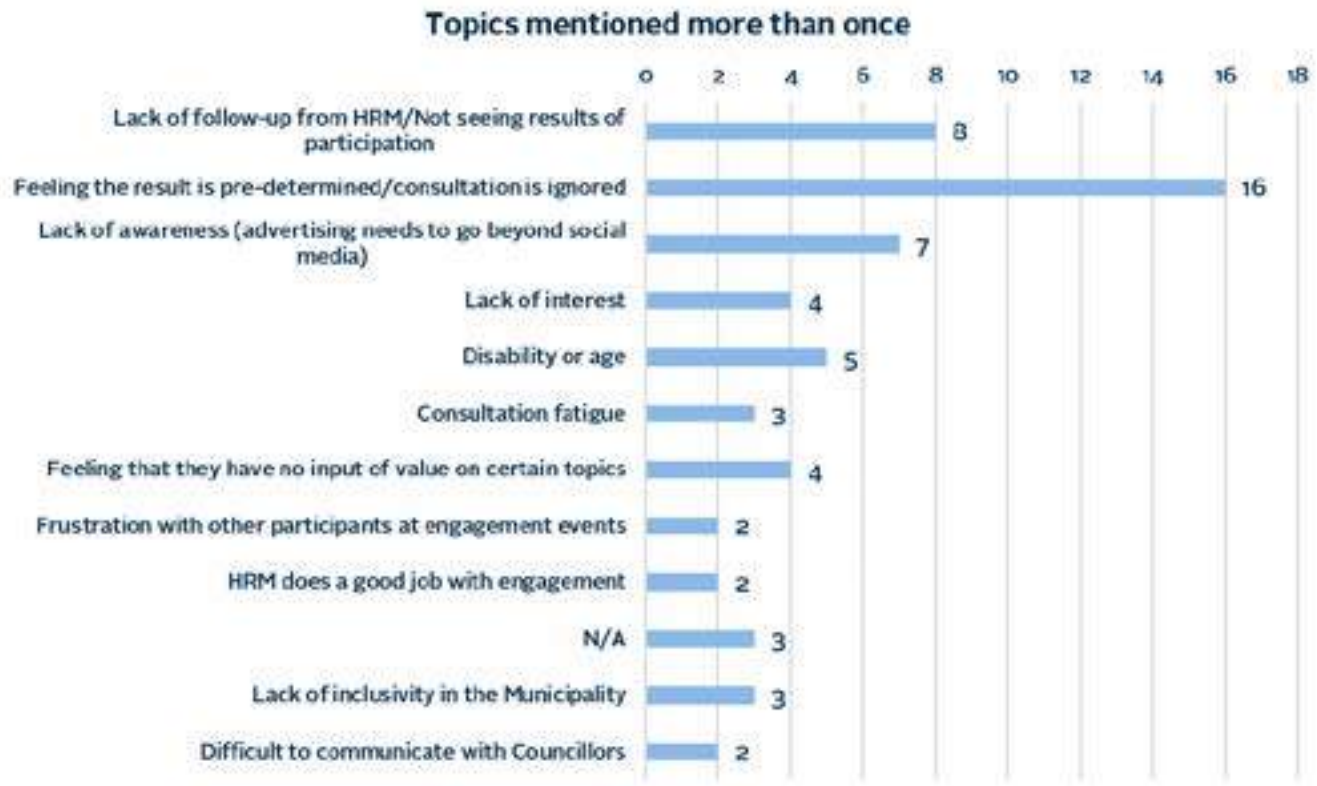
- “Lack of information about ongoing projects” (27%)
- “Time” (24%)
- “Lack of information on how to participate” (22%)
- “Work/family or other commitments” (20%)

The remaining barriers were significantly less common, but were still identified by some respondents, including accessibility issues (4%) and lack of internet connection/unreliable internet (2%). However, these two barriers may be underrepresented in this sample, because of the format in which this question was asked (i.e. in an online survey – these barriers may have prevented people from responding to the survey at all).

The most common barrier identified as part of the “Other” responses, was a feeling that the result was pre-determined, so there is no point in participating (16 responses). This perception was represented in the answers to Question 21 as well, where one of the most common suggestions for supporting underrepresented communities was to ask for feedback and listen to the feedback received.



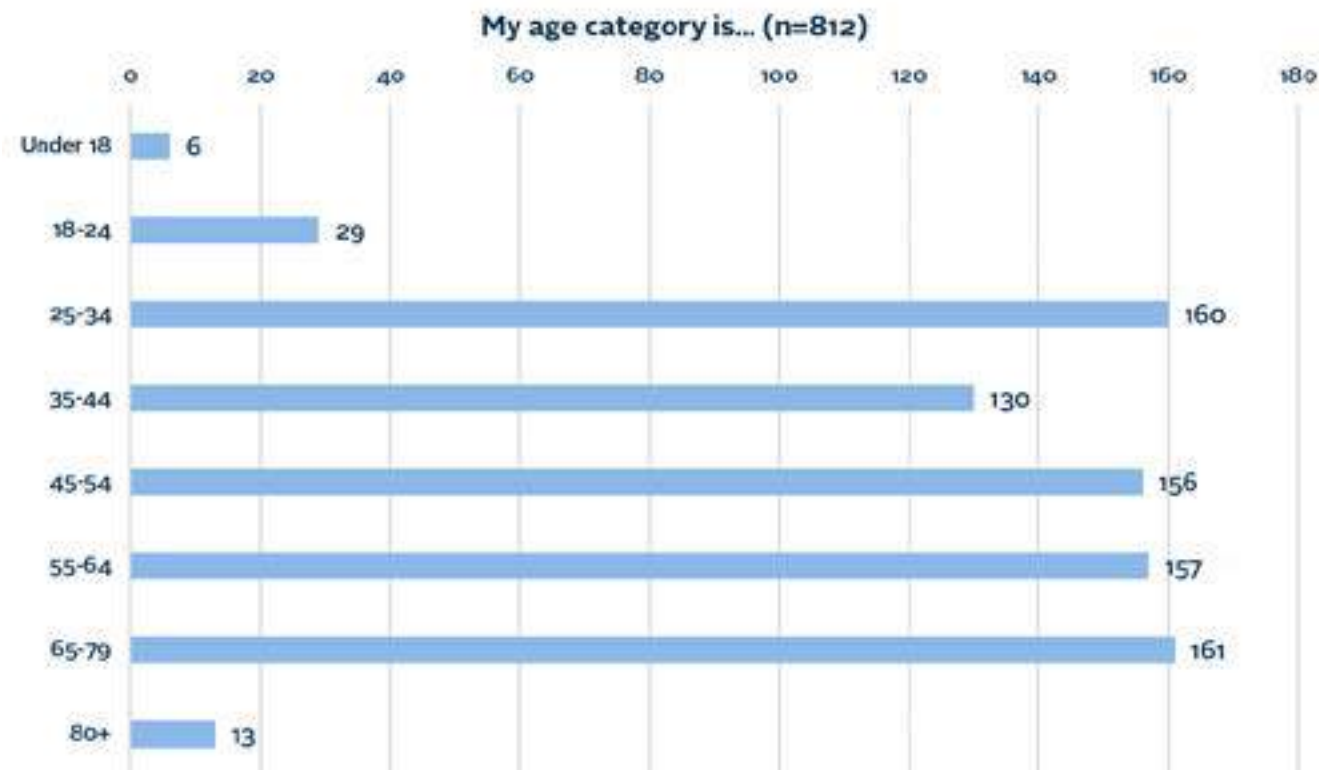
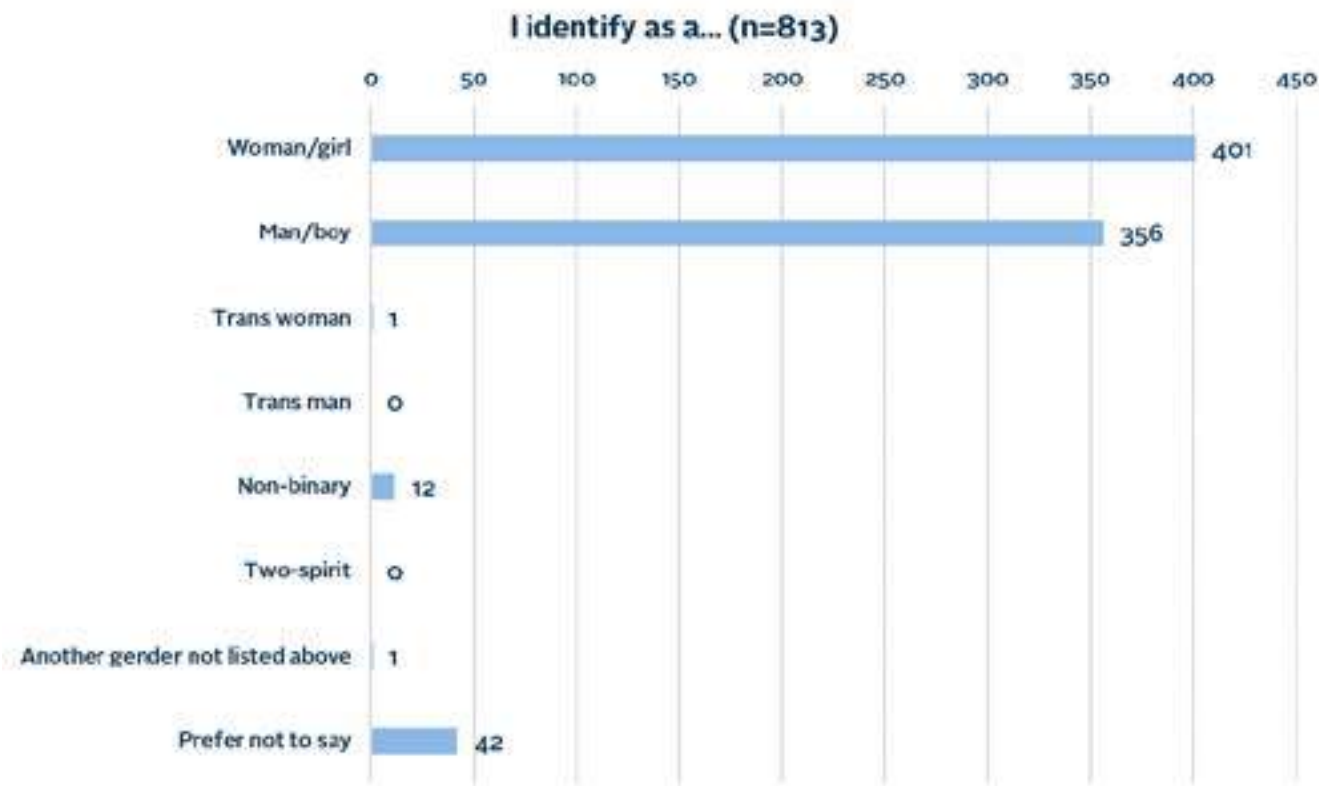
OTHER (N=65)



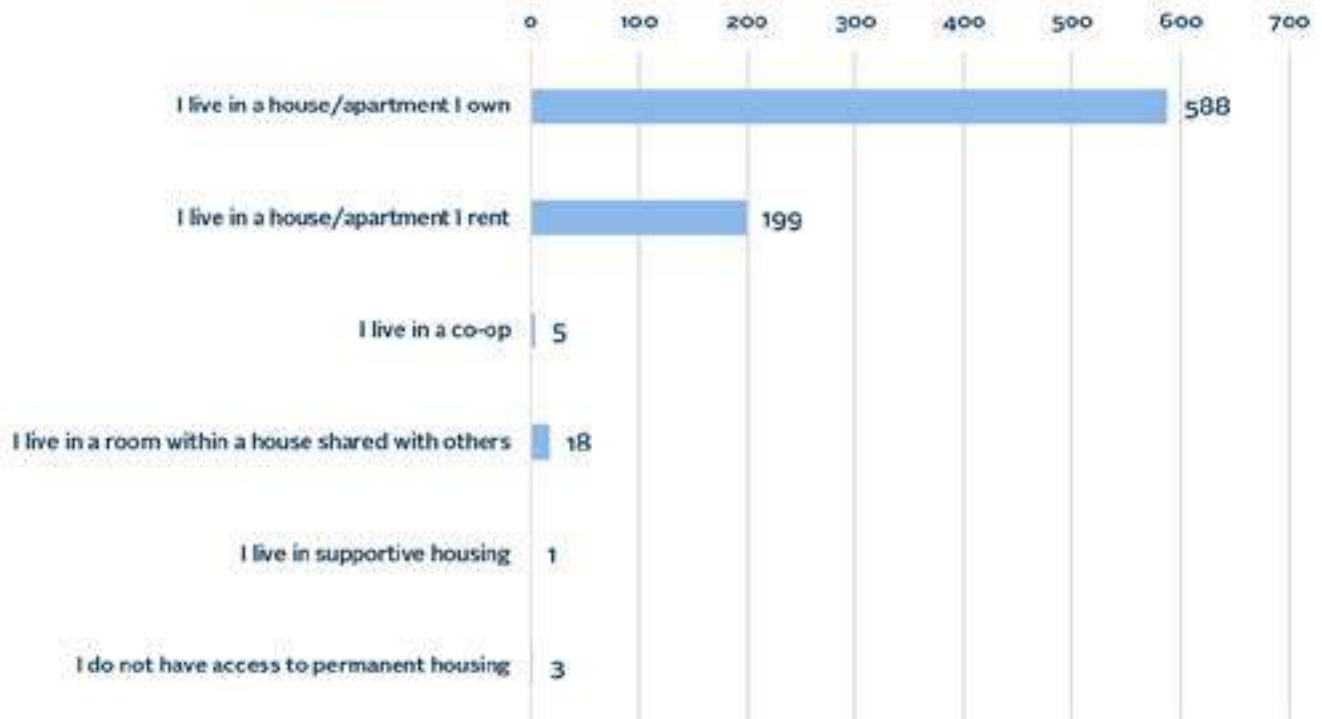
Topics mentioned once each:

- Fear of online harassment
- Time consultations are held
- No more engagement, time for implementation
- Feeling of disenfranchisement
- Desire for less government involvement in community decision-making
- City waits too long and things fly under the radar
- Concern with virtual-only engagement excluding people
- Need for more human communication

DEMOGRAPHIC INFORMATION: WHO PARTICIPATED?



What best describes your current housing situation? (n=814)



Do you identify as a person with a disability? (n=772)

