

Appendix B: Suburban Plan Questionnaire Responses

An online questionnaire regarding HRM's suburban communities was live on the Regional Plan Review's Shape Your City page from July 1, 2023 to October 27, 2023. Hard copies of the questionnaire were also available at Open House events for attendees to complete. The questionnaire included five open ended questions intended to gauge respondents' opinions on suburban communities in HRM, and find out what they like and what could be improved.

The survey tool available through Shape Your City is frequently used for a variety of municipal policy initiatives. However, it is not designed to be statistically representative. The survey tool facilitates feedback from interested residents and groups, as an additional way to engage and provide feedback. As a result, the results of the questionnaire are strongly influenced by volunteer sampling bias.

A total of 56 questionnaires were completed.

Summary of Responses

What makes suburban communities great places to live?

The most common feature that respondents identified as making suburban communities great places to live was access to trails, parks and open spaces, often within walking distance of residential areas. Other commonly identified features included quieter and calmer neighbourhoods, quick access to amenities in the core and nearby communities, the availability of safe indoor and outdoor recreational facilities and schools, closer-knit communities, and the availability of larger properties and yards.

Respondents also frequently identified features they would like to see more of in suburban communities in response to this question. Many respondents identified that they would like to see increased housing density, and more local commercial and public amenities. Several respondents identified a need to improve transit and mobility options in suburban communities. Some respondents identified that they would like to maintain lower densities in their neighbourhoods.

What important green and cultural spaces should be protected?

Public parks (including recreation spaces, sports fields and school grounds) and forested areas (including wilderness areas, wildlife habitats and trails) were the most common features identified as being important by respondents. The protection of water bodies (including watercourses, wetlands, floodplains and coastal areas) was also frequently identified by respondents as a priority.

Many respondents identified specific sites that they would like to see protected. The most common of these included Sandy Lake, Blue Mountain Birch Cove Lakes and Hemlock Ravine.

What services or amenities are missing or could be better?

The most commonly requested service improvements identified by respondents included improved and expanded transit service, increased small scale commercial uses, and additional active transportation infrastructure (such as sidewalks, bike lanes and paths that provide connections between neighbourhoods).

Some respondents also identified a need for additional parks and recreation facilities, health care services, and schools. Several respondents identified suggestions for enhanced transportation infrastructure for specific areas.

What new forms of housing should be encouraged in suburban communities?

The comments included support for the introduction of more dense forms of housing in suburban communities, though there was a range in opinions on the appropriate scale of this density. Low and mid-rise multiunit

dwelling were the most common forms identified by respondents as being appropriate, followed by townhouses, two-unit dwellings and high-rise multi-unit dwellings.

Other forms of housing, such as stacked townhouses, single detached houses, cluster dwellings and tiny homes, all received some support, with several respondents identifying that any housing provided should be more affordable and accommodate a mix of forms and uses.

What are important issues facing suburban communities?

The most common issues identified by respondents included a need for more reliable and efficient public transit, a need to address traffic congestion and commuting times, and a need to address infrastructure that needs repair or is operating over capacity.

Additional responses included a lack of active transportation infrastructure and connections, a lack of public services and amenities, a lack of connections to facilitate commuting and emergency access, and issues around housing availability, variety and affordability.

Respondent location

Respondents were asked to provide the first 3 digits of their postal codes. 51 responses were from a location in the suburban area (or a postal code that is both suburban and rural), and 5 postal codes were within the Regional Centre.

Verbatim responses

The table below contains the verbatim responses to these questions.

Question	Responses
Question 1: What makes suburban communities great places to live?	Parks, trails, and limited number of people crowding the space or making noise.
	Streets that are designed to follow the integrated mobility plan.
	Quiet, slower-paced places to live. Less car traffic, safe spaces for children to play. Lots of parks and trees. More community connection.
	Proximity to the city
	Families being able to own home; living close to other families and having easy access to schools and recreational facilities.
	They aren't great places to live because of the lack of future planning and quality of life planning. What would make them great places to live is more community gathering places, more green buildings and natural spaces, more noise pollution and light pollution control, more locally owned shops and businesses within walking distance to create a community feel. Less tolerance for pollution like cigarette butts and dog shit especially in parks that children play in.
	Not much
	If they are well planned they can be like a small village which is attractive to where people want to live. Green space trails and Environmental protection are high values for most people.
	Ooouh, that's a trick question. What is a suburb? Well, if we are considering the modern definition... nothing. They are car dependent hellscapes that deprive opportunities to the poor, disabled, aged, or young, or anyone who just doesn't drive. If we are referring to "streetcar suburbs" which don't get built anymore (which is why they're so in demand, they're desirable), vibrancy, community, and cost efficient for everyone
	Close to everything
	Vegetation. Less pavement.
	They are in Nova Scotia
	Proper infrastructure

	When they are designed with communities in mind instead of urban sprawl, or the alternative which is how many houses can be squeezed into a space. Balance. Plus amenities, recreation and natural areas nearby.
	Current HRM suburbs are not very good when compared to counterparts across other North American or European cities due to less Dense Housing coupled with no/very little services available within your neighborhood. They could become great places to live if we were to adopt mixed use zoning with higher densities to become more resembling old "streetcar" suburbs that were prevalent in pre WW2 suburbs across the country
	Quieter, slower living, sense of smaller community. I grew up in a suburban community and loved being able to walk to friends houses and the park alone, have large open green spaces to play.
	Larger parcels, privacy, green space, local amenities.
	I don't know anymore it use to be a place where average income families could live now it's just the very wealthy who can afford the cost of housing. HRM has lost its way to being a place where everyone can live now with rents being well over 2 grand a month it has made renting a decision on how many people can we cram into the apartment to pay the rent. It a really bad state we are in.
	Community Proximity to amenities (groceries, restaurants, cafes, auto, etc) Community trails and outdoor recreation opportunities
	Easy access to the Municipality's many ecological assets such as lakes and green spaces, while still living in close proximity to the downtown core.
	More space. Backyards.
	Amenities and planning new subdivisions such as wetlands to they don't cause flooding in existing areas which happened to my house. That is disgusting!
	Being close to the core for any special events and needs, yet being far enough away that you do not have to deal with the problems of density in the core.
	Less traffic, more green space and privacy. Wildlife, fresh air, swimming, thinking trails and a better sense of community.
	Affordable rapid reliable transit
	They are quieter, feel safer, have less traffic, and yet are still short drives to the fuller amenities of the city.
	Many families in the suburbs know each other and look out for each other. We build communities based on our location rather than individual factors, which in turn allows for people of more varied backgrounds to participate.
	The ability to live close to nature but still be close to the city. Not be boxed in with homes so close to each other you have no privacy. New development in Beechville has houses built in such a way all the trees are gone. Homes on top of each other like a maze of overdevelopment for such a small space. Not a healthy enviroment for people to live in and has caused over crowding in the schooling system and the water and sewer services were already over capacity with trucks loads of sewer waste being trucked away for dumping else where. With mass development without upgrades to services it causes higher tax rates to fix te left behind problems.
	Lots of green areas and access to local services and retail
	Quieter neighborhoods while still having close proximity to services and shopping.
	Relative density, walkability, transit options, good schools and other services, affordability
	The ability to live and work in the same community. Amenities such as shops and restaurants are handy too.
	More trees and green spaces, quieter neighborhoods than urban core
	easier access to areas outside the municipality

	- Affordable housing - Mixed housing - Appropriate infrastructure (roads, interconnecting pathways, schools, parks, meeting places, natural spaces, playing fields) - Clean air, clean water, recreational facilities, both in and outdoor - Public transit - Library and shopping nearby
	Affordable for families, single family homes provide sufficient housing space for family (and extended family) and home-based business, more house for your money, more outdoor space (private yards) for children's play as well as positive impacts on physical & mental health (recent covid restriction studies), and ability to enjoy personal space. Suburban neighbourhoods provide opportunities for personal interaction and community support which is often not the case in high density residential environments or large lot rural development. Suburban communities offer "city services" (water, wastewater, transit), have schools and recreation for families and stores for daily needs and appear to have a lower incident of illegal activity evident from the lower police staffing in suburban areas versus city centre policing services.
	They allow families to live on properties surrounded by forests, birds and animals in a peaceful, private, safe, rural environment.
	Green spaces, low density, less street noise
	Our location makes it easy to commute to other communities, Chester, Windsor, Truro
	They provide a 'mostly' complete community with amenities, services, and infrastructure located outside of the development core.
	Fast and Efficient Public Transportation.
	sense of community and belonging. Not large and over crowded. Space to move
	Less traffic
	affordable housing close to amenities - local food stores and markets
	Walkability! Having the option to walk to friends houses, grocery store, parks, etc.
	Depends a lot on the design. If the focus is on traffic calming methods that still leave a lot of room for car traffic then it is counterintuitive, because you are basically hoping that people will respect the environment and drive accordingly, rather than build the infrastructure to force people in cars to respect the environment. Also, designing land use in the suburbs can still account for single-unit homes, but lot sizes should be conducive to multiple forms of modal usage (including walking, transit, bicycle) to get to/from home, work, and amenities.
	Long term Intergenerational family homes, connected green spaces within walking distance, natural wild places within reach, local schools, shared community spaces for events, compact commercial areas with services that have density instead of the current commercial/light-industrial sprawl along every main road. The best fix for suburban sprawl is mixed density housing, especially mid-rise apartment complexes that are 4-5 stories. Density is needed to preserve and protect existing green spaces, especially wetlands and natural coastal areas. We are a coastal city and yet have almost no public access to urban and suburban coastal areas.
	They are a bit quieter and have more privacy than urban.
	It feels like a smaller, closer knit community. Having a green spaces, hiking trails, library, grocery store, local retailers, community groups, makes it feel like home. It feels a bit like a small town outside of the downtown core and I appreciate that.
	Very little. Suburban neighborhoods are so low density that each home is far from work, school, and shopping; cars are essential here, therefore every other transit mode is underfunded.
	Space, knowing your neighbor, lower traffic levels, green space, single family dwellings, proximity to urban centers, nature, no high rise buildings, local owned or operated amenities, residentially zoned areas where no businesses are operated. Not being Bedford

	Retaining the character of existing residential neighbourhoods. A skilled planner can build growth without destroying the character of existing neighbourhoods. The Draft Plan should include preserving existing neighbourhood character as one of its goals.
	Kitchen in Basement or additional unit should be allowed in Clayton Park Area similar to other areas
	Spryfield is still close to Halifax city center, but greener and a lot more quiet.
	Diversity - we need to protect our green spaces and wet lands for the sake of our environmental survival. We acknowledge there is a major housing crisis. We fear bill 329 will expropriate with thought for the future.
Question	Responses
Question 2: What important green and cultural spaces should be protected?	Parks and trails are preferable to artistic features or other "cultural" type projects. If we wanted city life we would live in the city.
	Staffa Verde designated areas I'm happy with whatever is designated.
	Macintosh Run, any and all ocean waterfront property. Any old/big trees. Polly's Cove, Crystal Crescent, Conrad's Beach. Any saltmarshes.
	Neighbourhood parks
	Rails to trails needs expansion to encourage active commuting and physical activity. Access to coast line for public rather than access being blocked by private ownership. Public boat launches.
	All wetlands, all waterways, all waterfront. More of our forests need to be turned into protected wildlife parks. Just as important, the city and suburbs need to become green spaces themselves.
	As much as possible wetlands rivers and lakes should have flood zones around them to protect both human and non human Enviroment. HRM is lucky to have so many rivers amd lakes and lots of Ocean frontage. Good healthy set backs from these natural wonders ensure a healthy vibrant community at the same time protecting the environment.
	Protected how? From general development? Or from upgrades? Either way, I can't comment, as this question is a bit too braod
	Existing parks and green space
	Herring Cove headlands; Purcells Cove backlands; shorelines of Dartmouth/ Fall River lakes; Hartlens Point.
	All parks, all school grounds, all watersystems
	Public areas, lakes, wooded areas, trails
	There are many in the city. To name a few, Sandy Lake Park needs to be preserved in its ecological entirety, not just the current boundary. To save only the current boundary will not preserve the current park's assets. They will be degraded once their related watershed is degraded by the province's current plan for housing in the sensitive watershed. Others are Blue Mountain Birch Cove Lakes and Purcells Cove Backlands, Eisner's Cove Wetlands loss was a tragedy and travesty. Hemlock Ravine, Long Lake, McNabs island, Sackville River walking trails, 5 Bridges, Ingram River wilderness, WRWEO, Cole Harbour Trails, more. They are all important and enrich our city. Plus the George Dixon Centre, Museum of Natural History, Halifax Explosion bell tower, The Dingle, York Redoubt, and many other historical and cultural features that make this an interesting city.
	Anything that is critical for biodiversity and preserving local flora/fauna should be protected. Parks/libraries/social infrastructure should also be prioritized and protected
	Publicly accessible and shared greenspaces, less lawns. Important ecological services (wetlands, watercourses, species habitat). Consider the ecological value of land (cost to replace, aesthetic value, emotional/cultural value). No more greenfield development.
	Wildland areas and large forested areas. Public water access (for recreation). Wildlife corridors and habitat connectivity.

	Waterway conservation, we didn't need another trade centre we don't need another art centre wasting taxpayer money, we don't need a football stadium if someone wants a team here build the stadium
	Outdoor trails, parks, recreation spaces Anything culturally important to Mi'kmaq, Black Nova Scotians, Acadians, etc.
	An interconnected system of natural spaces and corridors connecting suburban neighborhoods and the regional centre, facilitating movement of both people and wildlife.
	Trails. Parks.
	wetlands but you couldn't care less obviously
	Parks and fields, cultural spaces are hit or miss depending on usage and should be assessed individually because of that.
	Fraser's Lake in Timberlea.
	Having trails and parks nearby suburban communities are a must. Living in West Bedford, we have some small trails behind our homes/apartments, then we have Kearny Falls trail and the nearby Bedford boardwalk. Hemlock is a close drive as well. There is also Sandy Lake/Jack lake nearby but they are very underdeveloped and so are rarely used by most people. I would encourage protecting all of these and if anything developing Sandy Lake/Jake lake a bit more for this community.
	Sandy Lake (Bedford) is a gem of an outdoor space in an otherwise rapidly developing area. Given its topography, it is a more accessible park for those with mobility issues than others nearby (i.e. Hemlock Ravine, Blue Mountain) and more natural than others (i.e. Dewolfe Park). The lake is very clean and attracts a wide variety of wildlife. It should not be developed.
	The lands around FRASERS LAKE which are directly across from the Blue Mountain Birch Cove Lakes Park Area. The 3 islands in the lake are a part of this saved area. the land on the opposite side of the lake should be saved and used as an access point to the Blue Mountain Birch Cove Lakes Park Area and the BLT trail. If C337 - proposed Frasers Lake Amendment to Service Boundary is approved then this will cause a disaster for current homes on Frasers Lake and other homes that are on the Nine Mile River. The reason for this comment is that the tree clearing that would be done by Clayon Developments in order to build the 690 units that they want to build on the Frasers Lake land will cause a larger amount of water run off that is currently slowed down by the trees. The loss of more trees on Frasers Lake would result in higher water levels and cause many people on Frasers Lake and further down the Nine Mile River to loose their homes due to higher flooding.that would occur. After the last bad rainfall the water level in Frasers Lake with trees still standing caused the highest water level since 1956 when I first moved here as a child. As development farther up the water ways above Frasers Lake has occurred over the years the water table has continually gotten higher on my property. Now after last months rain fall many homes were damaged due to the water level in Fraes Lake and one home is going to cost \$225.000.00 to orepair to remain in the home. If the water levels contineue to rise their home will be gone for ever that has stood for over 80 years. Clear cutting trees around lake areas to build homes is not worth it if others suffer in order for large developments to make profits. They get away with building too many homes that the current info structure can not accomadate and just walk away. The taxpayer has to pay for upgrades to schools, roads etc. The developer laughs all the way to the bank with profit and concern of the mess that is left behind for the Halifax residents to fix. It is time for developers to be held accountable for upgrades and any damage their builiding will cause a communtiy to deal with after they walk away from the project. Destroying many areas without a care in the world with what they have done. Pleasw due no pass bill C337
	All of them. Green areas are important for the environment.

	Shubie Park, Commodore Park
	Sensitive areas such as wetlands. Areas with rare or endangered species of trees/plants.
	Blue Mountain and Birch cove lakes; Hemlock Ravine park.
	more effort is needed to define & maintain parks and green spaces as we look do density suburban areas.
	- Green spaces for parks, diverse wildlife habitat, pocket parks with interconnection - AT trails - Historical indigenous sites of significance - cross cultural
	All water bodies, parks and tree stands should be protected - These protect water sources, reduces urban temperatures, improves air quality, reduces flooding, and quite often define community identity as common public area encouraging ownership in community structures and participation in community activities which can result in cost savings through volunteerism. This is evident in HRM's numerous green spaces managed by volunteers.
	Waterways, wetlands and existing parklands must be protected and added to.
	Natural habitat
	Margeson Dr. Park & Ride to be the future home of the Cobequid Cultural Society Theatre.
	DeWolf Park and natural pathways between subdivisions.
	Wetlands.
	Acadia Park, All Trails, Greenway Trails, wetlands, Acadia Hall, Old Churches - Anglican and United Baptist, Fultz House
	Most of them, save religious spaces
	the parks, trails, and waterfront
	Lakes, trails, parks
	Anything that already exists as park space, but also anything that could be converted into park space or pedestrian space in general.
	Salt Marshes, Freshwater Wetlands, Lakes, especially where there is existing salmon habitat, and all remaining farmland needs to be preserved! HRM has a responsibility to help protect its biodiverse habitat whether it is on private, municipal, provincial or federal owned lands. HRM needs to speak up more, to make it uncomfortable and more difficult for the province and Canadian government to destroy our natural and wild places, like Eisner Cove, Hartlen Point, Sandy Lake.
	All... build up, not out.
	In Spryfield, it is incredibly important to protect the McIntosh Run (with greater buffers than 20 metres between the water and development), McIntosh Run Regional Park, the wetlands and forests along the Run (from Long Lake to the ocean), Backlands, Long Lake Provincial Park, Kidston Lake, Three-Corner Pond, Sheehan Pond, and Long Pond. The 20 metre buffer from lakes and streams needs to be increased to 250 metres. This would better protect the waterways, sensitive plants and trees in this buffer, and still allow space for recreational activities like fishing.
	Any public parks and recreation - IF it is accessible by active and frequent public transportation should be saved. Everything else is a waste. Private lawns and yards are not important and should not recieved any municipal protection.
	Any existing parklands or public use lands, waterfront walking path from Dingle park towards herring cove. i would expand publicly owned green space
	Respect historical and cultural areas, such as Fort Sackville Area. What work has been donw on Council's decision of June 29, 2021 for staff report on designating it a Heritage Conservation District?
	Kitchen in Basement or additional unit should be allowed in Clayton Park Area similar to other areas

	Woodlands, forests, wetlands, beach/lakes/coastal areas. There should be no waterfront housing. This should be publically owned and accessible space, where it's safe for people and nature to do so, of course. No private property on the waterfronts.
	Heritage park, Salt March Trail, and connected areas. There is a need for recreational space for all ages and nature must survive to have the earth survive.
Question	Responses
Question 3: What services or amenities are missing or could be better?	Beaver Bank is in desperate need of a bypass road to the highway.
	Implement the rapid transit, plan, and plan for conversion to LRT, or other higher order transit.
	Every community needs a corner store and a park. Some sort of plaza or meeting place. Bike lanes and bus transit. Small-scale businesses like cafes, office spaces, daycares, etc.
	Improved neighbourhood connections for walking and biking. A lot of suburban areas have city-owned lands behind homes and between streets that are nominally parks but undeveloped and inaccessible from the public. These are public spaces that should be embraced and enhanced with things like walking and cycling trails, picnic areas, playgrounds, etc. City owned lands near existing/planned multi-family housing should be prioritized for these improvements since these families often don't have private outdoor spaces like backyards.
	Developments in suburban areas need to have more livable walkable communities with side walks, playgrounds, schools in neighborhoods, shops for basics like groceries and pharmacies, outpatient doctors offices, libraries, community centres, etc so that citizens in those communities don't need to drive to access all the basics of everyday living. Better public transport is missing everywhere in Halifax.
	Almost all of them. We have people living in tents from lack of housing. HRM should strive for a 0% on homelessness. Any society that forces its population into the streets is fundamentally flawed. Not to mention the lack of doctors, the overworking and underappreciation of the education for children...
	In suburban HRM there are a lot of communities with few if any walkable amenities and/or public goods.
	Local grocery stores for food lacking areas.
	WALKABILITY, BIKEABILITY, Transit that works properly (poor connections). Think outside the box (Gondolas! - Imagine, 9 mins from Portland Terminal to Woodside, via Baker {There isn't even a bus route to do this effectively} that doesn't have issues with lack of drivers, cars every 2 mins, cheaper than retrofitting Portland for BRT, doesn't have the same right of way issues due to only needing land for pylons, as air rights aren't a thing, and are common enough to have easily accessible parts, can run in most weather, and if timed correctly, would be faster than BRT to get DT, and given that NSCC is building new student residences, and Woodside being a food desert, would give access to 2 Sobeys, a Walmart, and a Superstore in a short ride, and could double as a tourist attraction which when tied in with the ferry itself, can extend tourist dollars to Cole Harbour) and quit listening to motorists, pull a Paris, a make the suburbs accessible for everyone. Road Diets (There is no reason why Cole Harbour Road should be 5 lanes wide... also the flower boxes are lipstick on a pig, they aren't making that beautiful... or quiet)
	Traffic is a serious issue. The roads are rough and the stupid roundabouts
	Convenience stores: greengrocers, coffee shops within walkable distance. Residential zoning doesn't need to exclude home-based businesses, as long as parking is adequate (need less if smaller facilities are better distributed), and noise is confined to the property. Many suburban areas are actually food deserts. and zoning forbids smallscale community gathering spots.

	public transit is very poor in HRM, sidewalks and other infrastructure are missing from most suburbs ... car lanes are too wide, and there are too many car lanes on most roads ...
	Better transit for one. Also public housing that has the resources to make it work well. Not build & abandon. HRM seems to cower under the dual pressures from developers goals and the province's goals. HRM has to be the visionary regulator that chooses what is best for the city in a planned way with coordination - the big vision. These piecemeal decisions that attempt to compromise the developer's desire to make maximum dollars and the province's build build build at all costs approach, water down that wisdom and vision. Stand tall, HRM!
	Suburban areas need significantly more flexible zoning rules
	Fast, Frequent and reliable transit is severely lacking in HRM suburbs. Lack of neighborhood services and amenities such as grocery stores, shops, offices, etc is also lacking. Too much space today is allocated for cars and parking which leads to large land parcels not being productive and impacting city finances. Lack of bike infrastructure in HRM suburbs could be improved greatly
	Transit 100%. Biggest issue with existing suburban communities is lack of transit accessibility. Suburbs in other cities (Vancouver, Toronto, Edmonton) are way more livable because of strong transit access. Not to mention pedestrian safety and walkability, cul-de-sacs are safe but you can't go anywhere, major roads are designed for cars so you aren't safe and also can't go anywhere. Also grocery stores and other amenities - more neighbourhood commercial opportunities, local commercial nodes, etc.
	Walkability, transit, recreation access and programs, public water access (for recreation), stormwater runoff quality targets and enforcement - In addition to schools, childcare, and all forms health care which continue to be desperate needs across HRM.
	Roadways to handle traffic. Years ago high speed ferries didn't happen, we are challenged to move traffic because our roads were not built for the amount of traffic. Another bridge
	Better bus routes and mass transit. Make it easier to get to the city centre/hubs for work and pleasure. More healthcare opportunities More indoor rec/swim facilities
	Transit service needs to be drastically improved to encourage increase suburban ridership. Increase the diversity of uses permitted in residential areas to increase walkability. Allow for services such as childcare and small commercial businesses such as neighbourhood variety stores.
	Schools are over crowded, not enough child care, not enough extracurricular activities. Middle Sackville needs an indoor swimming pool, groceries, rec Center, activities for children.
	Nightlife, museums.
	Hospital's, schools and third places. Things that are not work or home but have a good space to do other things, could be lounges, clubs, MU space in apartment buildings.
	Transit is terrible. Traffic is getting worse every day.
	reliable rapid transit
	We have cortado cafe and noggins farmer market as well as several small restaurants near by, which are great to have. A co-working space is about to open in the Western Parkway plaza too which is exciting. The main gaps I feel are the lack of nearby bakeries. Noggins has a little bit but not much options bakery wise. So getting fresh and healthy bread I have to drive to Cobs at the other end of Bedford. The other main one I feel is the lack of indoor raquetball/squash courts as they are only in Halifax and Dartmouth, none in Bedford at all. These are my favorite sports, especially in Winter.
	Public transit that actually works. Busses that connect with each other and can get a person where they need to go. An off-leash dog park in Bedford (not West Bedford).

	Additional pop-up clinics like what are happening at Cobequid. More activities for preteen and teenage kids to help build community in that age group and hopefully reduce bullying and exclusion.
	Enough schools to serve the over populated area, road improvements, emergency exits for the trailer park and other subdivisions to the 103 in case of a mass exit needs to be done as was necessary in Hammonds Plains in Ma 2023. Transit service for people to get to work or shop at the new Sobeys in Timberlea. Currently you need a car. Transit to run to the 103.
	Snowplowing could be better.
	Need a rapid transit bus from Dartmouth to West Bedford bus terminal as NSHA recently moved my work location to West Bedford (Innovation Dr area). 3 to 4 buses per trip now.
	Transit options, AAA bicycle infrastructure
	Commercial/employment opportunities. Define more nodes to encourage/concentrate these services/amenities tactically.
	Better transit system, more than bus is needed like go trains or ferries into downtown core; more public charging stations for electric cars since that is what the government is pushing us to buy; please no pickleball courts next to homes, they need to be at least 500 metres from residential areas...I am less than 10 metres away, as HRM converted tennis courts to pickleball 5 years ago with no analysis into the loudness and annoyance of this sport! It is good for the players mental health, but not for people who are forced to live beside it!! Please convert the ones at Castle Hill Park back to a tennis court! Pickleball has become very popular, but needs a designated area, far away from homes! A large indoor/outdoor racquet club that incorporated tennis, squash, pickleball, and maybe racquetball would be amazing. Although the outdoor tennis and pickleball courts would have to be on separate ends, as tennis players are also annoyed by nearby pickleball courts!
	transit, affordable housing, walkable basic services, ie grocery, pharmacy etc.
	- Appropriate wildlife corridors - Watershed management (developers responsible to hold runoff within their subdivisions and not run into streams/rivers) - Lake monitoring - ramp up
	More sidewalks to enable safe passage for pedestrians to access transit and students travel to schools. Frequent transit, possibly small buses on local streets, and an increase in bus shelters.
	Transportation must be improved. Beaver Bank needs to have the arterial road system planned in the late1990's built immediately. In the case of an emergency like a wildfire escape would be difficult if not impossible. The municipality keeps approving developments off the Beaverbank Rd that our present infrastructure cannot handle. As a result our quality of life is declining and our commute times are increasing. Put in a roundabout at Beaverbank Rd and Windgate where the new Fares apartment building is going to be built. How else are the people in those apartments going to get out on the Beaverbank Rd. alive? That is a nightmare intersection. Twin the Beaverbank RD northbound between Sackville Dr and Glendale, that one action would improve traffic flow in both Beaver bank and Sackville. Put in dedicated right hand turn lanes on the Beaverbank Rd at Stokil/Millwood. The amount of traffic making right hand turns at this intersection is enormous. That would improve traffic flow on the Beaverbank Rd. greatly. We have no grocery store or gas station. We need a road between Beaver Bank and HWY 2 and the 102 as well as the arterial roads built to link us to the Middle Sackville exit of the 101.
	Light rail transit, municipal services
	Sewer and water
	Smaller scale or independent businesses (ie. boutiques, cafes, local grocer) and options for connectivity to the core without requiring a private vehicle (ie. public transit).

	Light Rail should be considered (Especially for Bedford).
	Transit - especially Lucasville Area - even a circle to get residents to the Old Sackville Rd station. Playgrounds or natural open green space areas. Low income youth support
	TRANSIT
	small areas for local fresh markets fruits, vegetables, fish , meat etc
	Fast bus system! Taking the bus should not take an hour when the drive takes 15 minutes.
	In addition to lot space and types of housing being more variable , a good mixture of light commercial should be interwoven so people within suburban neighbourhoods do not have to drive everywhere to get their groceries or visit friends at a café, etc.
	I am proud that HRM recycles so much waste. More education is needed about not burning tree branches in your yard that can be bundled and recycled, to help reduce carbon emissions. This is unnecessary pollution. I am proud HRM banned certain pesticides and herbicides but those are still sold, there is an exception for golf courses which are very heavy users, and the ban isn't really enforced anywhere. Can you do more? Can you promote No Mow May and leaving leaves down in the fall? It is good for insects, amphibians and pollinators. I would love to see a ban on gasoline leaf blowers operating in the 80+ decibel range that causes unnecessary noise disturbance. I appreciate the bike lanes but they appear and disappear so often it doesn't feel safe to use them to go any distance. They need to be connected and separated physically from cars. Continue to improve Public transportation, for example, it takes my cousin 1.5 hours and 3 buses to get from Woodlawn to Eastern Passage! Can you refine routes, add more and move towards free services to increase ridership, speed up the service and reduced costs for enforcement of non-payment. Free buses are warm safe places in winter for people who can't afford a home to live so be preemptive, keep increasing temporary housing unit options, shelters like Out In The Cold, no-police harassment camping places, winter camping parks, mini-homes, min-apartments, and of course, non-market affordable housing. HRM has come some way in improving the lives of our most vulnerable citizens, keep going, find more and better solutions.
	Build complete communities. Mix small shops/businesses amongst residential. Increase the reliability and frequency of bus service drastically. Add separated active transportation routes. Give all double-lane roads and highways a priority bus lane 24/7 (e.g. Sackville Drive, Cobequid Rd, Magazine Hill). Build commuter rail.
	Transit needs to be adapted - I understand that there is a rapid transit in the works and Spryfield benefits from having very consistent, regular bus routes. However, the buses getting stuck on Herring Cove Road each weekday morning is incredibly frustrating. The pinch point is the intersection from Cowie Hill to the Rotary. This is a narrow area of road - if it is possible to have a third lane for buses, that is amazing, but it is understandable if it is not possible.
	Public services that aren't cars: frequent public transportation, active transportation, walkable neighbourhoods, walkable shopping districts, etc.
	marked crosswalks, speed signs on purcells cove rd, a better arena, health clinic, traffic easing, small impact transit options
	Existing services are already maxed out in certain neighbourhoods. Traffic flow is maxed out at Sunnyside exchange as are sewer and water capacities.
	Kitchen in Basement or additional unit should be allowed in Clayton Park Area similar to other areas
	Where it makes sense, waterfront areas should be public with big recycling bins. Maybe toilets, if there is budget to keep them clean. Otherwise just some benches and bins.
	When planning the future include green spaces and facilities that will support our youth. Rocketball is an example that is futuristic yet the rights of the surrounding

	facilities and new participants are equally important. Please remember everyone does not have a smart phone attached to them nor does things on line. Some phone access is a benefit to both sides of the connection.
Question	Responses
Question 4: What new forms of housing should be encouraged in suburban communities?	Single family detached only. Apartments and condos belong in downtown areas.
	Dense walkable communities. Allow for some single family in town houses but better to have higher density.
	Townhouses and row housing! multi-unit developments that are still ground scale with courtyards. Housing options with multiple bedrooms.
	Mixed use mid rise housing should be encouraged. It would be lovely to have small businesses like cafes, convenience stores, doctors' offices etc. within walking distance not just on busy arterial streets at the edge of our neighbourhoods.
	Mix of single family, duplex, small apartment and condos
	Examine what works in other countries. Many other countries have developed systems for many of the problems that we have in Canada.
	Denser housing. Streets central to the community should be densified and allow mixed use if the owner of the business lives on the property. In Cole Harbour, for example, how neat would it be if Mt. Edward was densified as a central community street, and Main was kept as an exit/arterial?
	As long as areas have municipal sewer and water- more density should be encouraged. There are many strip malls that could easily be converted to high rises with shopping on the main level. Stop the sprawl. Areas without sewer and water should be part of a much needed green belt and open space. The blanket policy to allow backyard suites is a danger to the water table in areas not supported with municipal water and sewage!
	2~8 Plexes, Car free mini home gardens, apartment buildings up to 6 floors, and whilst not a form of housing... building in GRIDS.
	Tiny homes, mini homes. Affordable housing. Seniors communities.
	Small, freestanding or clustered affordable housing. Set MAXIMUM footprints, and reduce maximum lot coverage.
	townhouse, stacked towns, mid-rise, and high-rise tower forms ... in appropriate locations with access to services and a wider variety of transportation options.
	there should be more cooperative housing to assist with lower income earners being able to afford a place to live, The crossroads coop in Middle sackville is an excellent example of how housing can help people along with community. The area around 1st lake which is being considered for a 22 storey apt building would better serve the community and more importantly the need for low cost affordable housing by building a community similar to what has been in middle sackville for years.
	See a clever proposal developed by Frank Palesmo and team for Subarea 12 & 1. Although it needs to better include a full wildlife corridor to the Chebucto Peninsula, it has enough wisdom to warrant being adjusted for the corridor and built as a pilot project for us all to learn from. It is a community within a suburban area, and could also be in an urban area.
	All forms of housing should be encouraged. Everything from large apartment towers to new subdivisions and everything in between should be permitted.
	Medium Density housing should be the baseline for minimum density across all HRM (e.g. triplexes, semi-detached, row houses, small apartments, etc.). This could be paired with allowing commercial uses in ground level of these building to bring neighborhoods the much-needed services and amenities within walking distances to reduce car dependency which is too prevalent in HRM today.
	Missing middle, apartment buildings concentrated near transit and other services. More mix of housing throughout communities - there shouldn't be the "apartment area" and the "mcmansion area" all areas should permit some form of multi - create interesting

	and diverse neighbourhood by providing housing suitable for different people in the same area.
	Townhomes/small multifamily units, buildings friendly to a pedestrian realm and not huge towers.
	Low cost family housing to help alleviate the crisis. For example when was the last time this type of housing built by the city. What happened to these new condos to include low rent units for tenants this was supposed to be a stipulation to get approval that so many units needed to be dedicated for those families?
	ALL types of housing. Row, townhouse, semi-detached, condo, apartment. We need all types of housing with all types of price-points. Focus on lower-middle income income-accessibility - 30% of a person's income.
	Allow for more density in R1 zones. Permit multi-family housing such a duplexes and triplexes. Do not limit to single family dwellings.
	Multi units.
	smaller affordable housing for seniors and singles
	Apartment buildings in and around single family and townhouse, even condo building.
	Affordable housing not what is called attainable.
	Rooming Houses
	Apartments are amazing. Being able to solve the housing crisis quickly and also being able to justify more commercial businesses within walking distance is very valuable. I really appreciate the West Bedford model of streets of apartments with communities of homes and town homes nearby. Though most of the homes are very over-priced making rental apartments the only viable option for many of us.
	Please only add to low income housing in the area if public transportation is improved at the same time. Those who need affordable housing should not then be stranded in small pockets of the suburbs without access to varied employment, educational and recreation activities.
	Homes on 2 or more acres of land if you are on a shoreline of a lake or a stream so the loss of trees does not cause rapid run off of water. The homes can have wells and septic systems so as not to need to be added to current water and sewer lines that are already on over load. We do mass cutting down of trees to then spend millions of dollars replanting trees. Homes build not near water ways could be the size a plot of land needs to be to allow for the use of wells and septic systems. Again no addition to water and sewer lines at the cost to taxpayers.
	More two-family homes for greater affordability
	Semi-detached, town houses, bungalows - affordable starter homes. A whole subdivision of them.
	Mid-rise condominiums, duplexes, triplexes, quadplexes, and townhomes
	Multi unit dwellings, townhouses, and high density single unit dwellings
	Townhouses? Taller and narrower
	multi unit low rises, ideally with zoning for commercial ground floor space to foster in community spending
	- Mixed housing - Reduction in low density acreage style development
	Low rise multi-unit buildings and townhouses WHEN Municipal services can support increased residential density.
	No more development until the arterial roads are built. It is a matter of public safety! In rural suburban areas you should be maintaining the lot size at 60' by 100'. The fact that you permitted 40' by 100' lots in Carriageway Estates is just plain wrong. In Beaver Bank there should be a moratorium on new developments until the arterial roads are built or better still let the developers build the new arterial roads needed at their own expense. We do not have enough services here for people to live without a car. We cannot handle anymore traffic on the Beaverbank Rd. We cannot handle greater density housing until the road access problems have been solved. Hwy 354 is being

	used by commuters in Hants Co too and they are beyond frustrated at the lower speed zones.
	Multi-unit
	More low cost housing!
	'Missing middle' housing (ie. medium density buildings included in neighbourhoods) and mixed-use in fringe commercial areas.
	Please add more condos and apartments. We need to add density in these areas.
	mini home communities, low income seacans transformed into bunkies with a common set of bathrooms/showers and covered kitchen area- these need to be for mental health people who cannot conform to apartments - low income apartments which are well maintained that are less than \$1000/month rent utilities included- government subsidized - for the working class from labourers and cashiers who are making min wage. it encourages people to work yet gives them something they can afford
	Small number of unit, AFFORDABLE apartments
	multiple offerings of long term rental units, more density (4 or 5 story units)
	Denser, walkable, also including stores and other amenities so there are things to do and visit within these neighbourhoods.
	Townhomes, 3-4 storey apartments, smaller lot single family home lots, multiple units for single-family homes built on the same lot, etc.
	We need more affordable, non-market middle density housing for low income families, seniors and students. Young adults shouldn't have to move so far from their families and communities to find affordable apartments, integrate those. Public Housing is a provincial responsibility but HRM can push the agenda by continuing to improve data collection to make the case in terms of need. Work with the federal government until the current market-focused for-profit provincial government changes.
	All! Mixed communities are best. Eliminate parking requirements too.
	Adding housing as apartments/condos in areas that are already developed makes the most sense - increasing density in the 'core' of Spryfield. For example, redeveloping existing buildings along Herring Cove Road to be larger to house more people (particularly between the 500 block to Sobeys) places people close to existing bus routes, close to amenities, groceries, community centres, and potentially their jobs. Being closer to these things can also reduce personal vehicle use. Keeping more areas as green space allows everyone to benefit from the space.
	The city already encourages secondary suits - this has had no effect. The city should directly financially support denser construction in exchange for equity in the property.
	not sure what you mean by new forms of housing and what does encouraged mean?
	New forms of housing should be respectful of existing established neighbourhoods - don't build apartment buildings in single family residential zones. Shame on HRM for accepting federal money in exchange for allowing 4 units on a lot.
	Kitchen in Basement or additional unit should be allowed in Clayton Park Area similar to other areas
	Duplexes, triplexes, 5 stories apartment buildings. No extra car garages, instead a MUCH better and reliable rapid transit, and properly maintained sidewalks and BIKE lanes! Why don't we have dedicated, safe bike lanes going from Spryfield into the city??!!
	Multi use in smaller parcels, adaptive reuse is very important
Question	Responses
Question 5: What are the important issues facing suburban communities?	Being forced to pay property taxes for downtown services and programs we don't use is ridiculous. Sewer, water, trash collection, and sometimes snow clearing are the only things many suburban citizens get from the city. We should not be paying for your downtown libraries, parades, or climate change staff.
	Infrastructure that is reaching the end of its useful life and communities aren't done enough to collect revenue to replace this infrastructure.

	Affordability of living in suburban communities, connectivity (with other people and with the rest of the city). Lack of small-scale stores and businesses.
	Pedestrian and cyclist safety. Suburban streets were developed with wide right-of-ways and hostile street design elements like slip lanes that lead to high vehicle speeds. More traffic calming including on main streets and at intersections/crossing with high pedestrian/cyclist volumes is needed.
	Public transportation; lack of local services like clinics, libraries, schools, etc
	Lack of community and lack of nature. City and suburbs are designed to isolate people and that isolation is deeply damaging on many levels both personally and societally. With your community you can work together to create happier & healthier spaces and you have people to turn to in need. Without that you have people who do not care what happens to their neighbors and their neighborhood. Crime goes up, litter increases, disrespect for others goes up... Even worse we are divided and unable to work together for positive change and important issues are no longer achievable changes. Nature has been proven to decrease stress and increase happiness. Some ways to do this are: Encouraging people to move to more natural lawns and away from monoculture lawns helps mental health, the environment, helps cool city and suburban spaces, helps make the city sound quite... some places are paying people to do this as an incentive. Encouraging people to have food gardens in their yard and on their balconies. This helps with food insecurity as well. This is another factor where we should examine what works in other countries and start implementing the changes here.
	Car dependency needs to stop.
	A balance between spade for living and playing. Good commuting routes.
	Poor traffic management due to lack of options, and prioritizing a specific inefficient method that keeps a percentage of the population in poverty, and excludes others who don't own a car. The upcoming bill when it comes time to start replacing all the extra sprawly infrastructure. Speeding. The lack of density and tax base that forces the core (who traditionally were poorer due to historical and societal reasons) to subsidize people who already have money.
	There isn't enough housing and Sackville is getting worse
	HRM has reduced vibrant, historic villages to bedroom communities, without essential services and places of employment within walking distance. Peninsula Halifax is suffering traffic gridlock, and transportation needs make "affordable" housing in off-peninsula areas unaffordable.
	Lack of diversity in housing availability, lack of quantity of housing available, quality of parks is low, lack of transportation options available
	for most suburban areas, the infrastructure, easy access, traffic issues, school overcrowding etc is not being helped with the high density apartments being permitted to be built. While housing is needed, more apartment buildings are no the answer, well thought out communities are.
	Row houses with no soul. No real focus to help create a community feeling. Dependence on cars. Row houses that cost way too much just because there is demand for housing. Profit, profit profit rather than what do people need.
	A lack of attention by municipal planning staff. A 4-5 year timeline to complete a plan is unacceptable.
	Suburban communities (as they are built today) are a net negative drain on city resources due to needing to provide services to a large -low density area whose tax base cannot make up the cost of servicing the area. The suburban communities in HRM need to be re-zoned asap to allow for higher minimum density, mixed use development, and remove mandated parking minimums to encourage growth in these areas to make them financially viable. Additionally, providing adequate transit options

	in the form of buses and bike infrastructure is a must-have that is currently near non-existent in many HRM suburbs today
	Lack of transit, car-oriented design. housing affordability, segregation of housing types (no options for young adults to live close to family, no options for seniors to downsize while staying in their neighbourhood, no option for someone with a disability to live in the area they want to be in). Bland and boring, limited diversity.
	Commuting distances and traffic. Connectivity (lack of multiple access routes, long distances for pedestrians & cyclists to get through communities). Increasing density in areas not developed to support the density (lack of all services).
	Roads and infrastructure not setup to handle traffic , through fares, housing cost , condos, apartments being built on every vacant or purchased property no matter how small which is adding to the congestion without thought as to how to Mitigate the ongoing traffic concerns. Our streets were not built with the additional traffic in mind and how do you build the big freeways and overpasses in our city that is needed to move the traffic
	Transportation Access to ammenities/services
	Limited or total lack of reliable and efficient transit service.
	Areas such as middle Sackville are growing so quickly. Not enough recreation, daycare and not enough school space for the amount of people. Not enough recreational opportunities , swimming facilities.
	Lack of public transit.
	cost amd antiquated drainage systems with increased rain
	NIMBY's, or the aging population that does not like any type of change because that is not how it was 30, 40 or 50 years ago. No 1 person should be able to shut down thought out development's because they have lived there the longest. This is not for a discrimination mindset, but from a young adult who wants to see change, when some of the older generation does not understand or realize that life has changed, and we want different things.
	Over development, clear cutting, lack of infrastructure. Government allowing developers to fast track approved policies and procedures. Developers not required to address infrastructure in areas they're building before building. Destroying communities, wildlife and our waterways for development. This is not a sustainable solution. It's short sighted and also not addressing the lack of housing for people.
	The main one I see is how rapidly we are growing, many of the roads are not designed for such traffic. Especially hammond's plains road next to the highway 102 exit. The left turn onto the highway is almost impossible much of the time and the traffic light is very inefficient near there.
	Increasing traffic without improving infrastructure makes Bedford and Hammonds Plains horrid to travel through. There was not enough thought and action placed into improving traffic flow and reliable public transit to handle the growth of West Bedford. Lack of employment opportunities in the community (rather than urban Halifax) meant that infrastructure needs to improve to allow travel.
	Over crowded schools, transit not available where needed to keep cars off the roads to reduce carbon emmissions,roads that are in bad repair and more traffic will make things worse. No plan for emergency exits for subdivisions in case of fire. Residents need extra escape routes.
	Traffic congestion
	Homeless are everywhere in the suburbs, better rapid transit from Dartmouth to West Bedford, Bedford.
	Sprawl, congestion, transit options, isolation, rising costs of commuting and purchase of housing, inadequate service provision
	Transportation (capacity, availability of AT, public transit, etc)

	Increased traffic congestion as population expands; noise pollution; putting pickleball courts too close to homes!! I want the ones at Castle Hill Park removed as I live less than 10 metres away from them which is not good for my mental health!! Also loss of green spaces to build condo/apartment buildings.
	Lack of transit, lack of grocery options, lack of housing
	- Traffic - Need traffic calming! - Noise pollution - hotrods, loud motorbikes - Preservation of traditional pedestrian access routes - Fire egress + emergency access
	Pressure from developers to increase the density of residential development where the HRCE and the HWC both accept the increase will be accommodated without acknowledging capacity constraints in school capacity and wastewater treatment. HRM suggests increase in transit, policing and fire service will be advanced after the increase in population. Development may proceed before services are available, and/or can be afforded, to adequately and safely support it.
	The biggest issue is developers creating development "by right" and creating urban densities in rural areas thus ruining the rural suburban areas and overtaxing the road and education systems. I want to see the rural nature of my community protected from becoming citylike! I do not want more housing developments in my neighbourhood because the infrastructure is already overwhelmed and commute times are increasing at all hours of the day. I am not interested in living in a 15 minute city or anything like it. We have to change the urban plans on the climate change narrative which would ban wood burning and the sale of gas/diesel cars after 2030. You cannot survive in a rural area without a backup heating source such as a wood stove. The stove keeps your house warm, your pipes from freezing and provides a way to cook food during power interruptions which are becoming more frequent all the time. As for green cars they are not green at all. They exploit child labour in third world countries to mine the lithium used for the batteries. They are banned from ferries in Scandinavia because they burst into flames so often. They are a hazard to firefighters and first responders. They use electricity created by oil and coal generation. They are unaffordable and can only be driven short distances before recharging. Most people do not want to own one. I have no intention of ever owning one of these vehicles.
	Connectivity/amenities
	To be recognized by HRM as actual part of HRM not just Halifax Peninsula.
	Lack of walkability supports (ie. connectivity and wayfinding), emphasis on vehicular travel, lack of clustered Points of Interest.
	Commuting cost and living expense.
	income levels of families below national average and therefore not able to live affordably. So many 2 income families gross \$1200/week which means they clear maybe \$800 max which as a couple gives them \$3200/month for rent, food, clothing, utilities, healthcare, gas, busfares, etc. cost of food too high
	Unaffordability, lack of transit
	transportation and traffic congestion
	Being stuck in traffic for upwards of an hour just to get to work. Suburban sprawl is not fun.
	Not enough mixed usage of land us both in terms of residential zoning and commercial zoning, but also transportation. Not enough done to allow for safe and protected bicycle and pedestrian infrastructure and more efficient transit infrastructure. Too much done to accommodate cars.
	Infrastructure Challenges Due to Climate Change: flooding and storm surge problems on low lying roads, sea-level infrastructure damage i.e. ferry wharfs, wildfire services, emergency evacuation networks Increasing Loss of Habitat and Biodiversity: its death by a thousand cuts with development-related destruction of the habitat and plant life mitigating climate change effects such as wetlands that provide cooling, carbon scrubbing and storage, rainwater flood control. Economic Challenge of Affording

	Development-Related New Infrastructure: This too-fast suburban growth needs new roads, sidewalks (more are needed on Waverly Road, Hammonds Plains, Eastern Passage, etc.), fire and emergency services, water and sewer services. Are there enough tax levies on new property owners to pay for HRM's portion of direct costs the developer doesn't cover?
	NIMBY-ism, Car-dependence.
	Sprawl - as we sprawl further and further out, we lose green space, we need more roads and maintenance of those roads, we need cars more (especially if transit doesn't exist in the area and it is harder to convince people to take transit if it is added later), and this also spreads the community out and makes it harder to connect within the community.
	Suburban neighbourhood design principles exist in opposition to community.
	manageable growth, sustainability, access to social and health services, transportation
	Preserving character of existing neighbourhoods and heritage areas. Plan for growth without displacing existing established areas.
	Lack of additional Space, my parents want to stay in basement and need additional kitchen for them to use, however it is not allowed per HRM Rules.
	1 - TRAFFIC CONGESTION - Traffic congestion on Herring Cove Road from about Highfield St (sometimes even closer to Punchbowl Dr) to the Armdale roundabout is out of control. There is only one main road and everyone from this area is taking it into downtown. During rush hours, Herring Cove Road has become one long stopped-cars lane. It's not sustainable and extremely polluting. There is also no bike or dedicated bus lanes. 2 - BUS SERVICE & NO SHELTERS - Collector bus service is great but requires at least 1 connection to get into Halifax city center. From Spryfield, for example, I need to take 2 buses. First a collector bus from my subdivision to Halifax Shopping Center, and from there a connection into downtown. This is great, except on rainy days, in winter, and in August when it's +30C. There is no shade or any kind of shelter at the Mumford Bus Depot. Who wants to be in the elements on cold, hot, or rainy days, waiting for a collector bus which only runs every 60 minutes??! 3 - TREES - we are cutting too many trees on new housing lots. Forget giving people lawn space; keep the trees. I live in the Governors Brook subdivision, backing onto the protected woodlands. Since 2021 the rapid building of housing on Herringcove Road meant huge areas of trees have been cut. I can now HEAR a LOT more noise from cars and buses running on Herring Cove Road which I did not hear when I moved into the house in September 2019. Trees provide a noise buffer, and collect a lot of water. Why do we insist on cutting so many of them?! We are creating, heat areas, on purpose. We have to prioritise leaving trees and native shrubs on new house lots instead of laying grass on rocks to "grow". New house lots would look more attractive, provide shade, cooler area temperatures, and collect water, if we left more of the natural environment intact. Thank you for listening.
	Protect watershed. Even in suburban communities. There are areas that are subject to coastal erosion and flooding as well as anywhere could the next wildfire. Adapting to change. There must be changes yet this change need not [illegible] the past.