

Item No. 5
Regional Council
February 11, 2014

TO: Mayor Savage and Members of Halifax Regional Council

Original Signed by Director

SUBMITTED BY: _____
Greg Keefe, Finance and Information, Communications & Technology

DATE: January 22 2014

SUBJECT: Shape Your City, Shape Your Budget – Public Consultation

INFORMATION REPORT

ORIGIN

- Staff report dated, October 9, 2013
- October 16, 2013 meeting of the Audit and Finance Standing Committee, Item 9.1.3
- The Budget Consultation Plan that was approved by Council on 22 October 2013, Item 14.2

LEGISLATIVE AUTHORITY

Halifax Charter, section 35 (1) The Chief Administrative Officer shall (b) ensure that an annual budget is prepared and submitted to the Council.

BACKGROUND

One of the key deliverables approved by Council for the 2013-14 fiscal year was citizen engagement for the 2014-15 Budget. To achieve that outcome, staff recommended that three key items be implemented: public discussions during Community Council meetings beginning in November; an on-line budget tool, which allows the public to better understand the municipal budget process and provide input; and an “open mike” session at the end of each Committee of the Whole meeting, during the budget presentations.

DISCUSSION

For the initial public consultation on the Budget, residents of HRM were invited to contribute to the 2014 Budget consultation by sharing their thoughts on service priorities and how they would like to see their municipal tax dollars allocated.

In order to engage as many people as possible, the consultation was promoted in print and electronic ads, through social media, the Mayor's interview with Global, and on Halifax.ca and the Halifax Regional Libraries site. (See Appendix 1)

The consultation process began on November 13, 2013 and is on-going during the Budget presentations to Committee of the Whole. The public engagement strategy included the following elements:

- reviewing informational fact-sheets and departmental videos on the Engagement site
- utilizing the Budget Allocator, an on-line Budget Tool
- attending Community Council Presentations
- "Open Mike" at Committee of the Whole

The on-line information was limited to services that the public encounters or utilizes on a day to day basis. These services cost \$366.95 million in the 2013-14 fiscal budget, which included:

1. Protective Services
 - a. Police
 - b. RCMP
 - c. Fire
 - d. Emergency Services
2. Community & Recreation Services
 - a. Recreation (Arenas, Aquatics, Programs, Community Centres, etc.)
 - b. Sports fields and Playgrounds
 - c. Parks, Trails & Open Green Space
 - d. Municipal Compliance / By-Law enforcement
 - e. Libraries
 - f. Culture/Heritage/Events
 - g. Customer Service Centres & 311 Call Centre
 - h. Transit
3. Infrastructure
 - a. Roadway Maintenance
 - b. Right of Way and Traffic Management
 - c. Streetlights
 - d. Snow Removal & Ice Control
 - e. City Beautification
 - f. Fleet Management Services
 - g. Solid Waste
4. Planning & Property Development
 - a. Regional & Community Planning

- b. Development Approvals, Permits and Inspections
- c. Economic Development

Informational fact sheets and videos were available for viewing to provide background information on the various services, prior to engaging the Budget Allocator for the opportunity to re-balance the budget of \$366.95 million, based on an individual's priorities. Each service showed the Budget allocated for the 2013-14 year, with the choice and impact for the following options:

- 1. to maintain the current budget
- 2. to increase the budget by 5%
- 3. to increase the budget by 10%
- 4. to decrease the budget by 5%
- 5. to decrease the budget by 10%

Budget staff also provided a presentation on the budget process (see Appendix 2) to both the public and Councillors at the following Community Councils.

14 Nov 2013 – Community Council – Harbour East

18 Nov 2013 -- Community Council – North West

02 Dec 2013 – Community Council – Halifax West

Consultation Findings

Since this was an open invitation to all citizens of HRM, the results are random and not necessarily a statistically correct sample of the average citizen in HRM.

The following summarizes participation in the engagement process:

- 7,585 visitors to the Shape your City engagement site
- 2,369 views of the on-line information videos
- 367 participants completed the Budget Allocator
- 95 individuals attended the Presentations at Community Council
- 4 individuals representing stakeholder groups spoke during the Open-mike at COW. (after two sessions)

The citizen's participation resulted in the following results.

- 1. Just over 20% of citizens that completed the Budget Allocator, expressed positive thoughts at being invited to participate in the budget process.
- 2. 65% of those that completed the Budget Allocator, wanted to maintain or decrease the total amount budgeted for these services. (Appendix 4)
 - a. 51% completed their budget priorities below the current spend;
 - b. with 14% maintaining the current budget.
 - c. 35% were willing to increase the budget and the tax rate, which was voiced in a few of the comments as well.

3. The average budget calculated by the 367 respondents was \$364,830,000; \$2.1 million less than the 2013-14 budget for these services.

The priorities for the Budget Distribution (Appendix 3) were:

1. To maintain or increase the current budget.

- a. **Recreation** (Arenas, Aquatic, Program, Community Centres, etc.) – the majority of respondents wanted to maintain (36%) or increase the budget (44%) in this area.
- b. **Sports fields & Playgrounds** – the majority of respondents wanted to maintain (43%) or increase the budget (34%)
- c. **Roadway Maintenance** - the majority of respondents wanted to maintain (39%) or increase the budget (45%)
- d. **Parks, Trails & Open Green Space** - the majority of respondents wanted to maintain (29%) or increase the budget (41%)
- e. **Libraries** - the majority of respondents wanted to maintain (39%) or increase the budget (36%)
- f. **Transit** - the majority of respondents wanted to maintain (35%) or increase the budget (45%)
- g. **Economic Development** - the majority of respondents wanted to maintain (31%) or increase the budget (39%)

2. Just maintain the current budget.

- a. **Regional & Community Planning** - the majority of respondents wanted to maintain (40%)
- b. **Protective Services** (Police/RCMP, Fire and EMO) – over 50% of respondents wanted to maintain.
- c. **Culture/Heritage Events** - the majority of respondents wanted to maintain (34%).
- d. **Streetlights** - the majority of respondents wanted to maintain (51%).
- e. **Snow Removal & Ice Control** - the majority of respondents wanted to maintain (59%).
- f. **City Beautification** - the majority of respondents wanted to maintain (36%).
- g. **Solid Waste** - the majority of respondents wanted to maintain (63%).

3. To maintain or decrease the current budget.

- a. **Customer Service Centres & 311 Call Centre** - the majority of respondents wanted to maintain (46%) or decrease the budget (46%).
- b. **Right of Way and Traffic Management** - the majority of respondents wanted to maintain (48%) or decrease the budget (38%).
- c. **Fleet Management Services** - the majority of respondents wanted to maintain (44%) or decrease the budget (52%).
- d. **Development Approvals, Permits and Inspections** - the majority of respondents wanted to maintain (48%) or decrease the budget (34%).

Along with balancing the Budget, participants were invited to provide general comments on HRM's budget, as well as comments on why they made their choice with each particular service. There were 145 general comments provided by participants. The following are typical of comments repeated by many participants.

1. More progressive form of taxation other than property assessment.
2. Develop additional ways to increase the Municipalities Revenues, other than taxes.
3. Decrease the overall city spending.
4. I expect the municipality to find ways to do more with less.
5. Look for efficiencies at all levels.
6. HRM needs to increase the budgets to those priorities that impact every citizen....Policing, Fire, Roads and infrastructure.
7. Public transit, trails and Active Transportation should be the top priorities.
8. Expansion of Library & Community services would impact our poorest communities.
9. Build better cycling infrastructure
10. Why does HRM pay for both RCMP and a Police service?
11. Wise Planning; important to focus on increasing density in the core and controlling suburban expansion.

The detail comments are attached in Appendix 6, from the Shape Your City engagement site, the Budget Allocator, and Community Council.

The engagement site also requested that citizens consider the following: (see Appendix 7)
“Thinking into the future, what type of services or facilities would you like to see in HRM?”

Some of these suggestions included:

1. Bus service in West Pennant
2. Street lights in Kingswood subdivision
3. Commuter rail / light rail system
4. Widening the Bedford Highway
5. Greater focus on developing rural communities through their growth centres
6. Relocating the Halterm container facility to the Dartmouth side of the harbour
7. New or improved fountain on the Commons
8. Bridge across Northwest Arm
9. More ‘walking streets/pedestrian malls’ downtown
10. More urban forests

FINANCIAL IMPLICATIONS

There are no immediate financial implications from this Report. The information in this report will assist Council in the development of a proposed budget for 2014/2015. The broader financial implications will be discussed and debated as the budget is developed in more detail.

COMMUNITY ENGAGEMENT

As outlined in the Discussion section above, the budget consultation included a number of ways to engage citizens to provide insight and direction into the priorities for the 2014-15 Budget.

ATTACHMENTS

Appendix 1 – Marketing Communication Report
Appendix 2 - Community Council Budget Presentation
Appendix 3 – Budget Allocator – Budget Distribution
Appendix 4 – Budget Allocator – Budget balances
Appendix 5– Budget Allocator – by Service comments
Appendix 6 - Citizen General Comments
Appendix 7 – Engagement site dialogue

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Barb Wilson, Budget Coordinator, 490-4280

Original Signed

Report Approved by: _____
Bruce Fisher, Manager, Financial Policy & Planning, 490-4493

Shape your Budget

Various media placements were made in both traditional and digital channels. Below are examples of some of the Shape your Budget ads:

Facebook



Tell us what you think

Thurs. Nov 14, 6 PM, Harbour
East-Marine Dr. Community
Council, 90 Alderney Dr.
Dartmouth

Tell us what you

think It's your city. It's
your budget. Tell us your
spending priorities.

Play with the numbers

Tell us how
you would allocate HRM
tax dollars. Use our online
Budget Allocator.



Help us shape your city's budget during a citizen engagement program starting in mid-November. Tell us what your service priorities are and how you think your municipal tax dollars should be allocated.

Let your voice be heard at a Community Council Session:

Halifax & West Community Council Meeting

Districts 2, 3, 4, 5, 6

Mon. Dec 2, 7-9 PM (Budget discussions will follow public hearings)

Halifax & West Community Council Meeting, Canada Games Centre, 26 Randall Drive, HFX.

halifax.ca/commcoun/index.html

Can't make it to a Community Council session?

Use our online Budget Allocator, a new consultation tool that lets you adjust taxation levels to support the level of services you think HRM needs. (Available mid-November).

Visit our website to have your say.

shapeyourcityhalifax.ca/hfxtax



SHAPE YOUR CITY SHAPE YOUR BUDGET

Help us shape your city's budget during a citizen engagement program starting in mid-November. Tell us what your service priorities are and how you think your municipal tax dollars should be allocated.

Let your voice be heard at a Community Council Session:

Community Council sessions on Nov 14, Nov 18 and Dec 2 will discuss the 2014/2015 budget. For agenda information, locations and start times visit:

halifax.ca/commcoun/index.html

Can't make it to a Community Council session?

Use our online Budget Allocator, a new consultation tool that lets you adjust taxation levels to support the level of services you think HRM needs! (Available mid-November)

shapeyourcityhalifax.ca/hfxtax



Click here to try our

BUDGET ALLOCATOR



SHAPE YOUR CITY SHAPE YOUR BUDGET

Play with the numbers.

Use our online Budget Allocator

shapeyourcityhalifax.ca/hfxtax

SHAPE YOUR CITY SHAPE YOUR BUDGET



Tell us what your service priorities are and how you think your municipal tax dollars should be allocated.

Use our online Budget Allocator shapeyourcityhalifax.ca/hfxtax

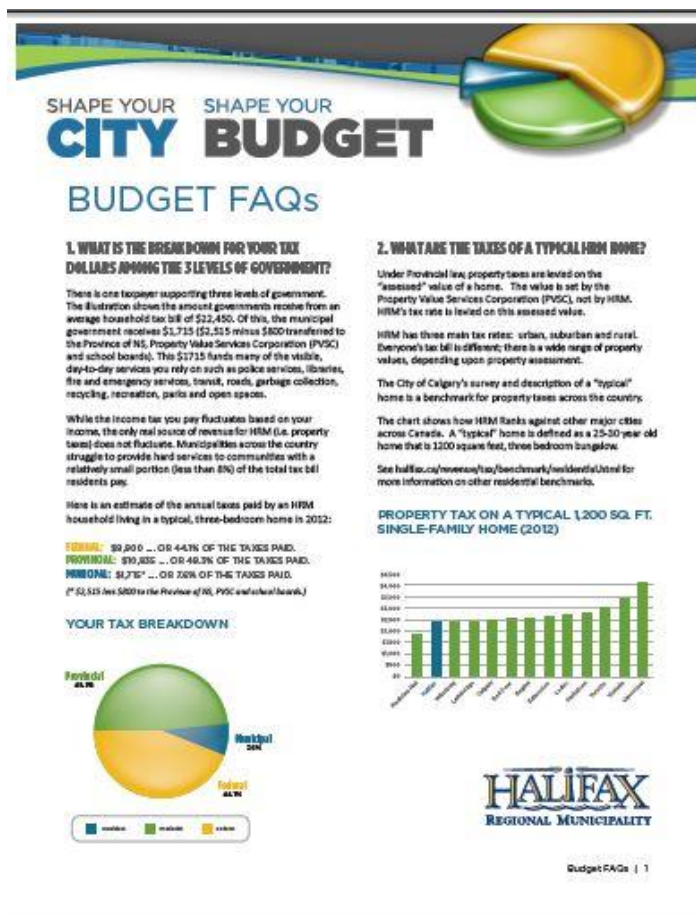


SHAPE YOUR CITY
get engaged!

Budget Consultations



FAQ information flyer was completed with information on the budgeting process, engagement and frequently asked questions on municipal taxes. There were 744 document downloads on the various questions provided within the flyer package.



Document Downloads ?	Document downloads ?	
Download full budget FAQ document	101	(101)
What are the taxes of a typical HRM home?	99	(99)
What services do your municipal tax dollars support?	95	(95)
Why is the budget allocator only allowing me to allocate \$367 million of the total \$824 million operating budget?	84	(84)
What are HRM's sources of revenue?	76	(76)
How do your municipal tax dollars break down by service type?	49	(49)
How do HRM's commercial taxes compare with other Canadian cities?	37	(37)
What is the residential and commercial tax revenue split?	37	(37)
Does the municipality provide support for low income families?	37	(37)
What are HRM's municipal tax rates?	35	(35)
What is the breakdown for your tax dollars among the three levels of government?	35	(35)
What is the budget process?	31	(31)
What information does your tax bill provide?	28	(28)
TOTAL	744	(744)

Shape your City, Shape your Budget – Public Consultation

Print/digital advertisements - Insertion costs

Appendix 1

Publisher	Dates	To Public	Specs	Cost
Community Herald	Book – Nov 4 Artwork – Nov 7 th	Nov 11 th	1/3 page (5.97wx11.21) b/w	\$381
Shore News (Eastern Shore monthly)	November 2012	November 7, 2012	Full page (8.5x11)	\$400
Facebook		Nov 12-14	(geotargeting above districts)	\$400
TOTAL				\$1181

AREA: Harbour East – Marine Drive (Districts 2, 3,4, 5, 6)

DATE: Thursday, November 14

Publisher	Dates	To Public	Specs	Cost
Community Herald	Book – Nov 4 Artwork – Nov 7 th	Nov 11 th	1/3 page (5.97wx11.21) b/w	\$381
Facebook		Nov 14-18	(geotargeting above districts)	\$500
TOTAL				\$878

AREA: North West Community Council (Districts 1, 13, 14, 15, 16)

DATE: Monday, November 18

Publisher	Dates	To Public	Specs	Cost
Community Herald	Book – Nov 26 Artwork – Nov 27	Dec 2	1/3 page (5.06w x 8.21h) b/w	\$381
The Coast	Book – Nov 21 Artwork – Nov 22	Nov 28	1/3 page (5.06w x 8.21h) b/w	\$510
Metro	Book – Nov 26 Artwork – Nov 27	Dec 2	¼ page	\$731
Facebook		Nov 28 – Dec 2	(geotargeting above districts)	\$300
TOTAL				\$1922

AREA: Halifax & West Community Council (Districts 7,8,9,10,11,12)

DATE: Monday, December 2

General social media digital ads to push engagement software:

\$5500

Nov 12-17 - \$1500 (Facebook; online news sources; Google AdWords)

Nov 18-24 - \$1500 (Facebook; online news sources; Google AdWords)

Nov 25-Dec 3 - \$1500 (Facebook; online news sources; Google AdWords)

Jan 2 – Jan 6 - \$1000 (Facebook)

TOTAL AD BUY:

\$9481 (+HST)

Shape your City, Shape your Budget – Public Consultation

Engagement HQ website (www.shapeyourcity.ca/hfxtax)

Appendix 1

Website statistics:

Shape your Budget webpage

Site visits ?	10,198
Page views ?	14,072
Visitors ?	7,585

Budget Allocator webpage

Verified participants ?	235
Unverified participants ?	367

A series of videos were completed to inform about the various types of services provided by the municipality and the tax dollars that are allocated to support these services. Over 2300 videos were viewed over the campaign period.

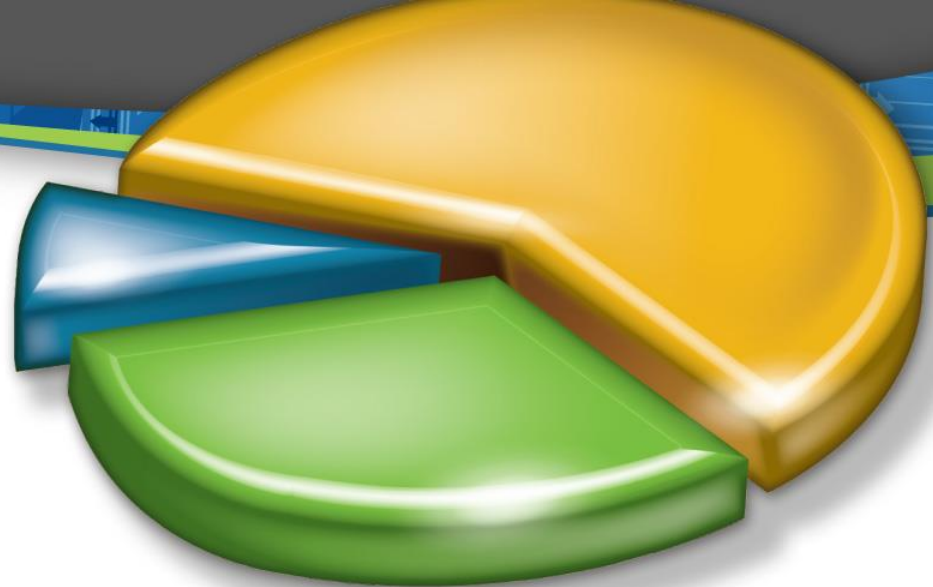
	Shape your City	YouTube
Culture, Heritage and Events	34	109
Development and Building Standards	14	74
Fire and Emergency	3	295
Halifax Public Libraries	60	196
Mayor Mike Savage	11	459
Metro Transit 0	0	161
Municipal Budget 101	93	215
Parks and Open Spaces	8	64
Partners in Policing	14	116
Recreation	33	96
Regional and Community Planning	0	111
Solid Waste Resources 0	0	109
Streets and Roads	6	88
Sub TOTAL	276	2093
TOTAL VIEWS		2369





SHAPE YOUR
CITY

SHAPE YOUR
BUDGET



Public Consultations

November to December , 2013

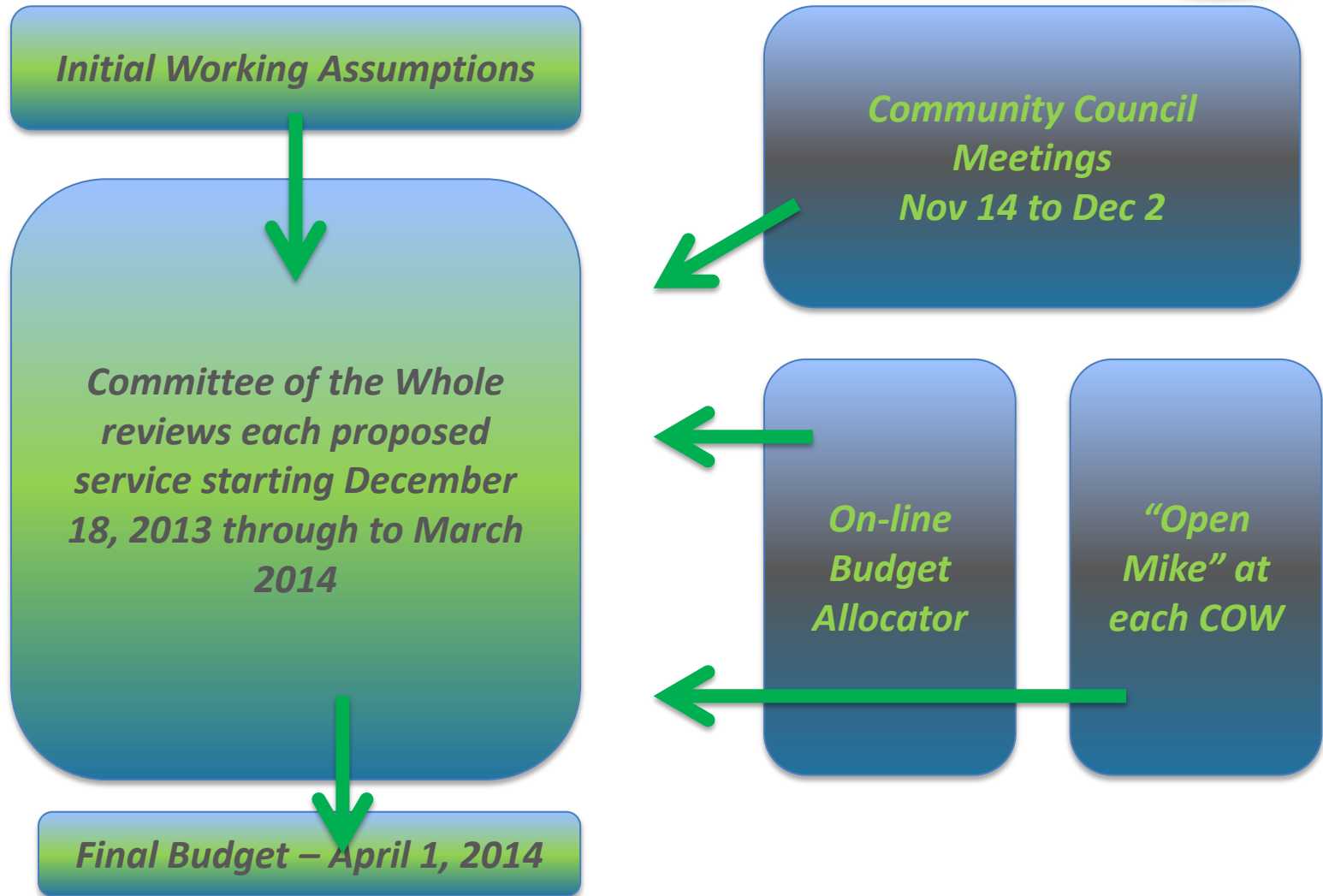
Appendix 2



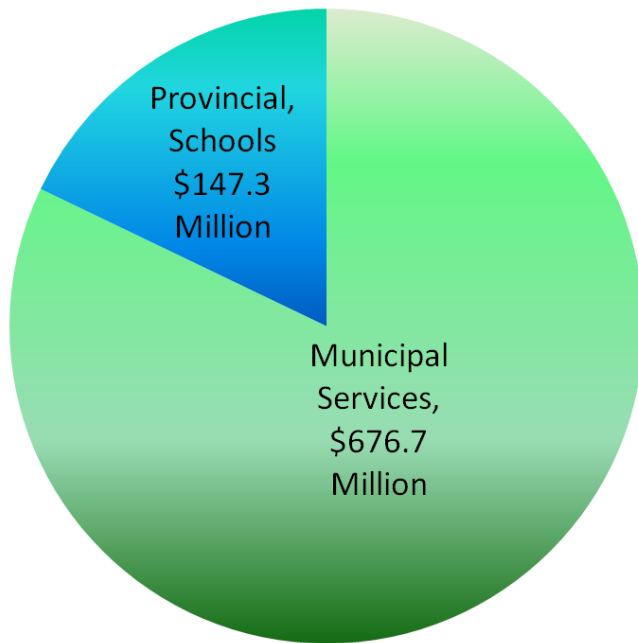
Outline

- **Introduction**
- **Approach to Budget**
- **Overview of Budget**
 - Expenses, Revenues
 - Taxation
- **Public Consultations**
- **Draft Working Assumptions for 2014-2015**

Approach to the Budget



Total 2013/14 Expenses of \$824 Million



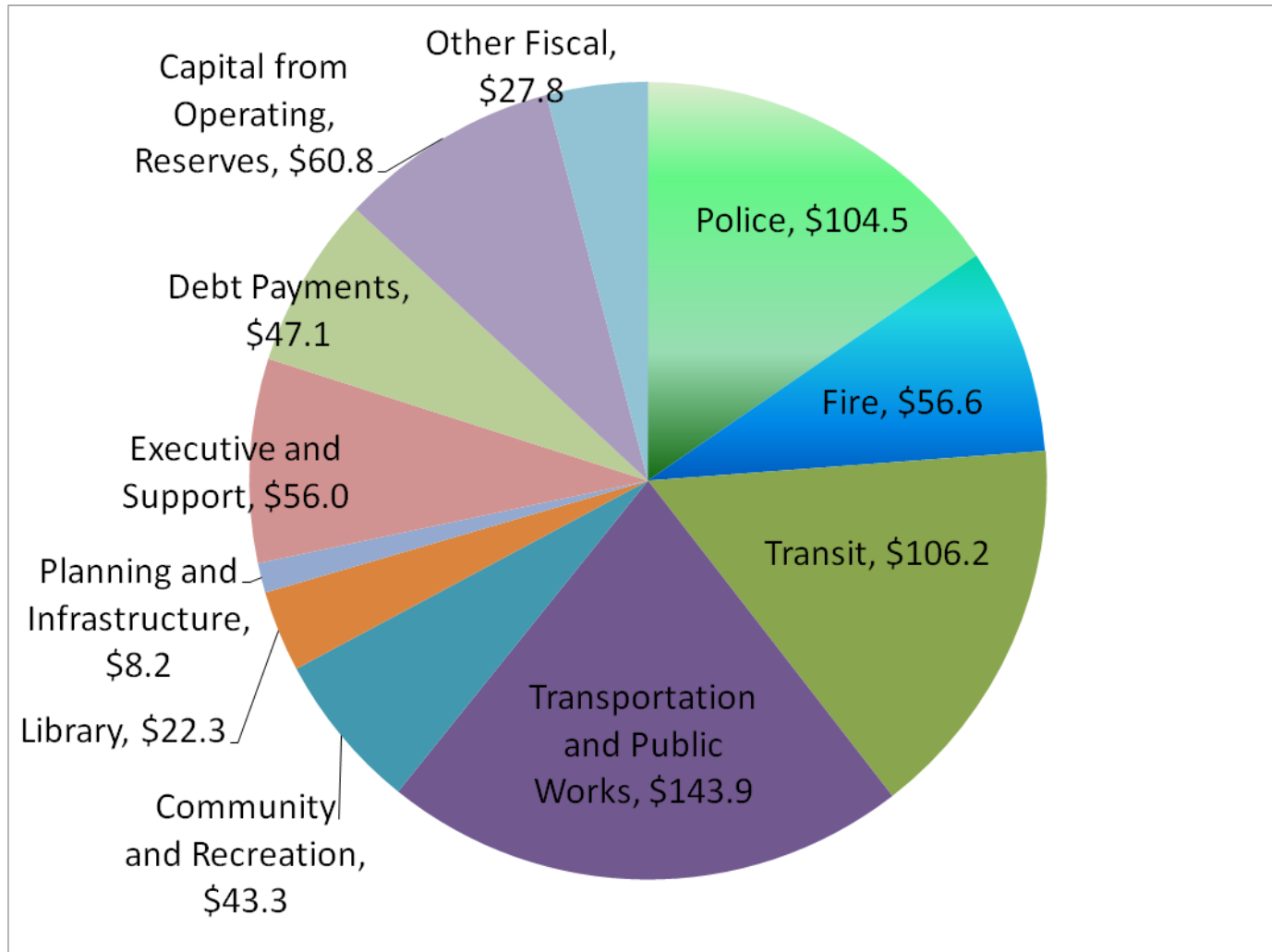
Provincial

Includes Education (Mandatory & Supplementary), Corrections, Housing and Assessment.

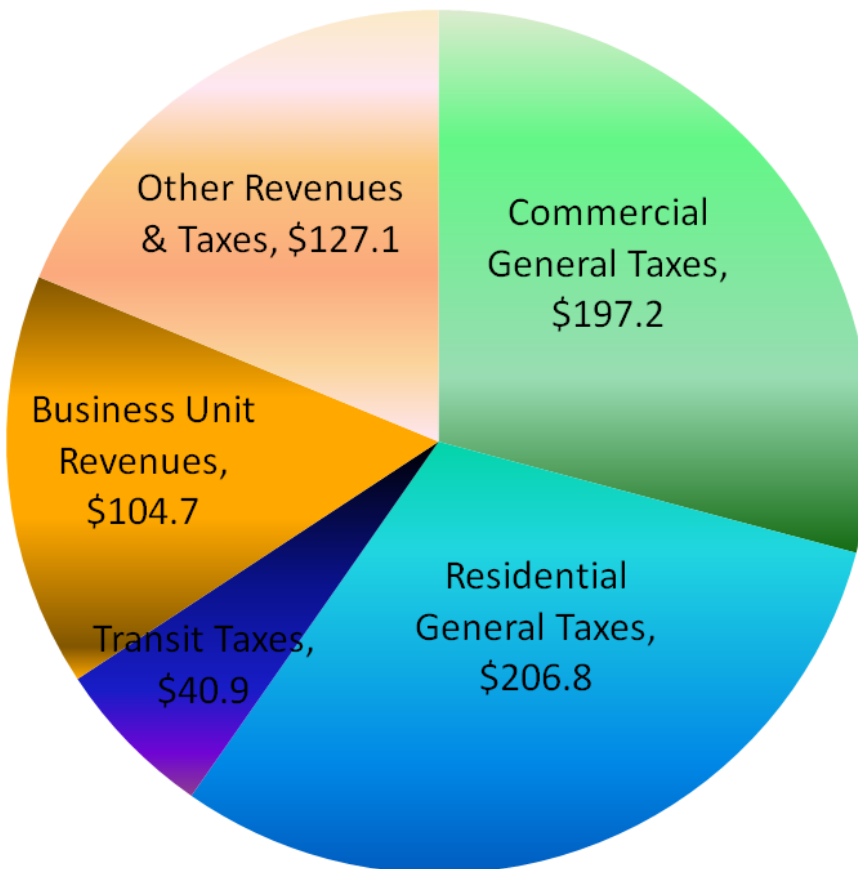
Municipal

includes services under the control and direction of Regional Council.

Municipal Expenses of \$677m



Municipal Revenues of \$677m



Taxes

Main taxes are General Tax rates and Transit (residential).

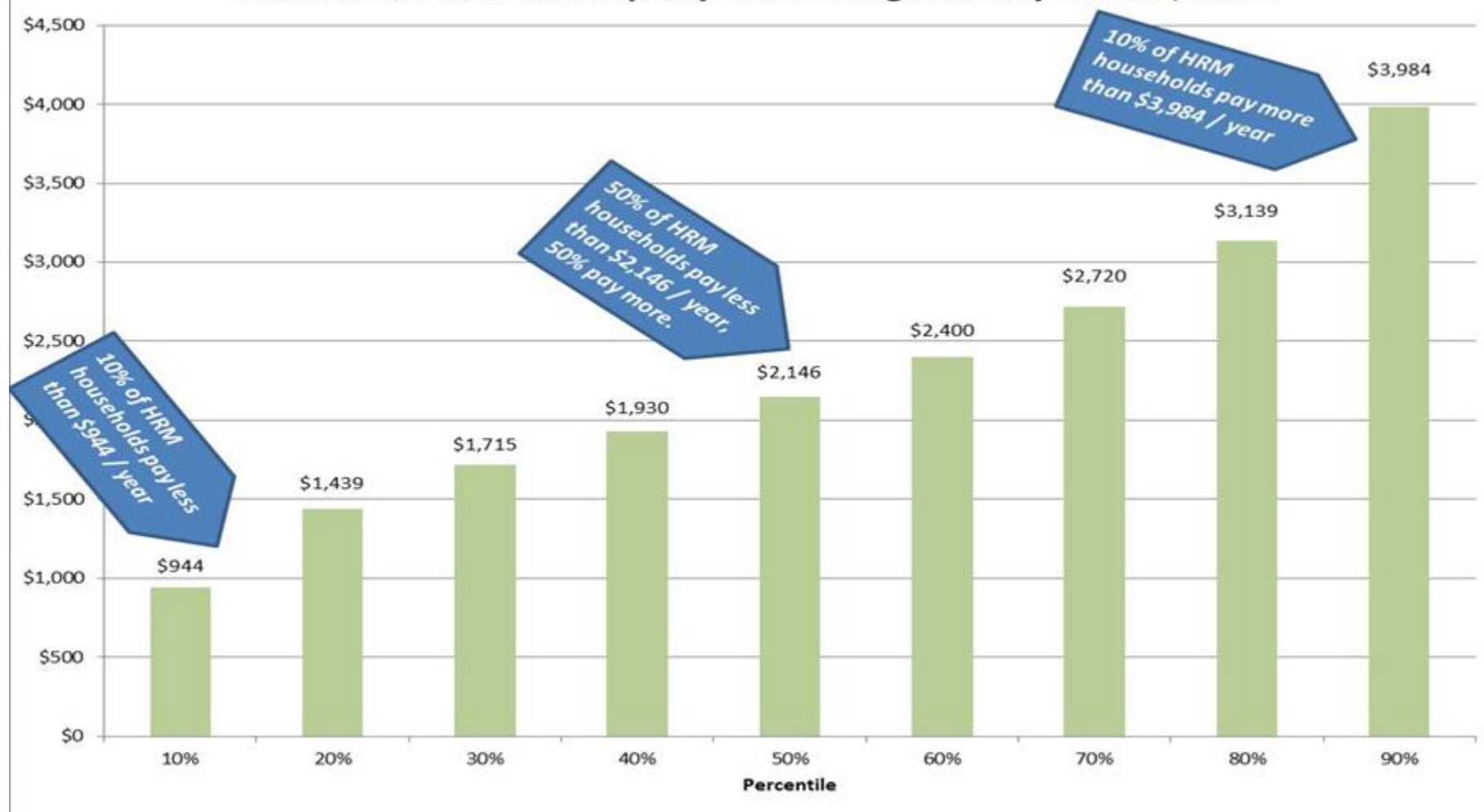
Other

Taxes include Deed Transfer Tax, Payments in Lieu of Taxes (Federal/Provincial), Hydrant Tax, smaller area rates

Business unit revenues come from services (eg Bus and recreation fares, tipping fees).



Distribution of Total Property Tax on Single-Family Homes, 2011



Commercial Tax per Square Foot





Public Consultations

- **Three key ways to improve citizenship engagement:**
 - Community Council Presentations
 - On-line Budget Tool
 - “Open Mike” at Committee of the Whole



Community Council

- **Presentations to the Public starting in November**
 - Harbour East – Marine Drive
 - North West
 - Halifax and West

On-line Budget Tool



- Public will be able to provide input using on-line tool.
- Allows the public to increase/decrease certain services and see the impact on the budget and taxes.
- Its all about priorities

Example of Web Tool



Protective Services

Police

- ☐ Increase budget by 10% (\$81.27m)
- ☐ Increase budget by 5% (\$77.58m)
- ☐ Maintain existing budget (\$73.88m)
- ☐ Decrease budget by 5% (\$70.19m)
- ☐ Decrease budget by 10% (\$66.5m)



Your Spend

\$0

Budget

\$73.88m

RCMP

- ☐ Increase budget by 10% (\$25.3m)
- ☐ Increase budget by 5% (\$24.15m)
- ☐ Maintain existing budget (\$23m)
- ☐ Decrease budget by 5% (\$21.85m)
- ☐ Decrease budget by 10% (\$20.7m)



Your Spend

\$0

Budget

\$23m

THE ALLOCATOR

Budget

\$366.95m

Your Budget Priorities

\$0.00m

Amount left to allocate

\$366.95m

You're under budget!

You are under budget and based on your current selections, the City may be able to **decrease taxes by -88.1%**.



Services for On-Line Discussion

Protective Services

- Police
- RCMP
- Fire
- Emergency Measures (EMO)

Community Services

- Recreation Facilities and Programs
- Sportfields and Playgrounds
- Parks, Trails & Open Green Space
- Municipal By- Law and Compliance
- Libraries
- Culture / Heritage / Events
- Customer Service Centres & 311

Infrastructure

- Roadway Maintenance
- Streetlights
- Snow Removal and Ice Control
- Traffic Management & Right of Way
- City Beautification
- Solid Waste

Transit Service

Property Development

- Planning
- Development Approvals, Permits and Inspections
- Economic Development & Business Parks

“Open Mike”

- **Dedicate time at the end of each Committee of the Whole for the public.**
- **Encourage them to comment on that session’s topic.**





Business Unit/Subject	COW Meeting Wednesday
Transit	December 18
Transportation and Public Works	January 15
Community Recreation Services & Library	January 22
Police & Fire	January 29
Planning & Infrastructure	February 5
HR, Finance, IT, CAO & Legal Services	February 12
Capital Budget	February 19
Fiscal and Consolidated Accounts	February 26
Full Review of Final Budget	March 26

Balancing Taxes and Services

Key Economic Assumptions



	Base Year 2013-14	Year 1 2014-15	Year 2 2015-16	Year 3 2016-17
Inflation (CPI)	1.4%	1.2%	1.2%	2.0%
Income (per person)	\$40,034	\$41,181	\$42,585	\$43,851
- percentage change	2.7%	2.9%	3.4%	3.0%
Employment (000s)	226,000	230,000	235,000	238,000
New Homes	2,900	2,289	2,431	2,191
- percentage change	1.6%	1.6%	1.2%	1.1%
Gross Domestic Product (GDP)	3.1%	3.8%	4.6%	5.4%



Source: Conference Board of Canada

Balancing Taxes and Services

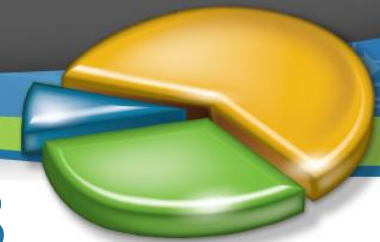
Draft Working Assumptions



	Base Year 2013-14	Year 1 2014-15	Year 2 2015-16	Year 3 2016-17
Debt Targets (\$ millions)	265,200	261,100	256,300	251,500
- per dwelling	1,422	1,379	1,338	1,298
Capital from Operating	47,155,900	49,977,000	52,688,000	55,810,000
- per dwelling	253	264	275	288
Assessment Cap	1.0%	1.3%	1.2%	1.2%
Residential Tax Bill	1,851	1,874	1,895	1,916
- percentage change	1.7%	1.3%	1.1%	1.1%
- as a percentage of income	1.48%	1.46%	1.43%	1.40%
Commercial Tax Bill	42,327	42,860	43,376	43,909
- percentage change	2.0%	1.3%	1.2%	1.2%
- as a percentage of GDP	1.08%	1.07%	1.07%	1.07%

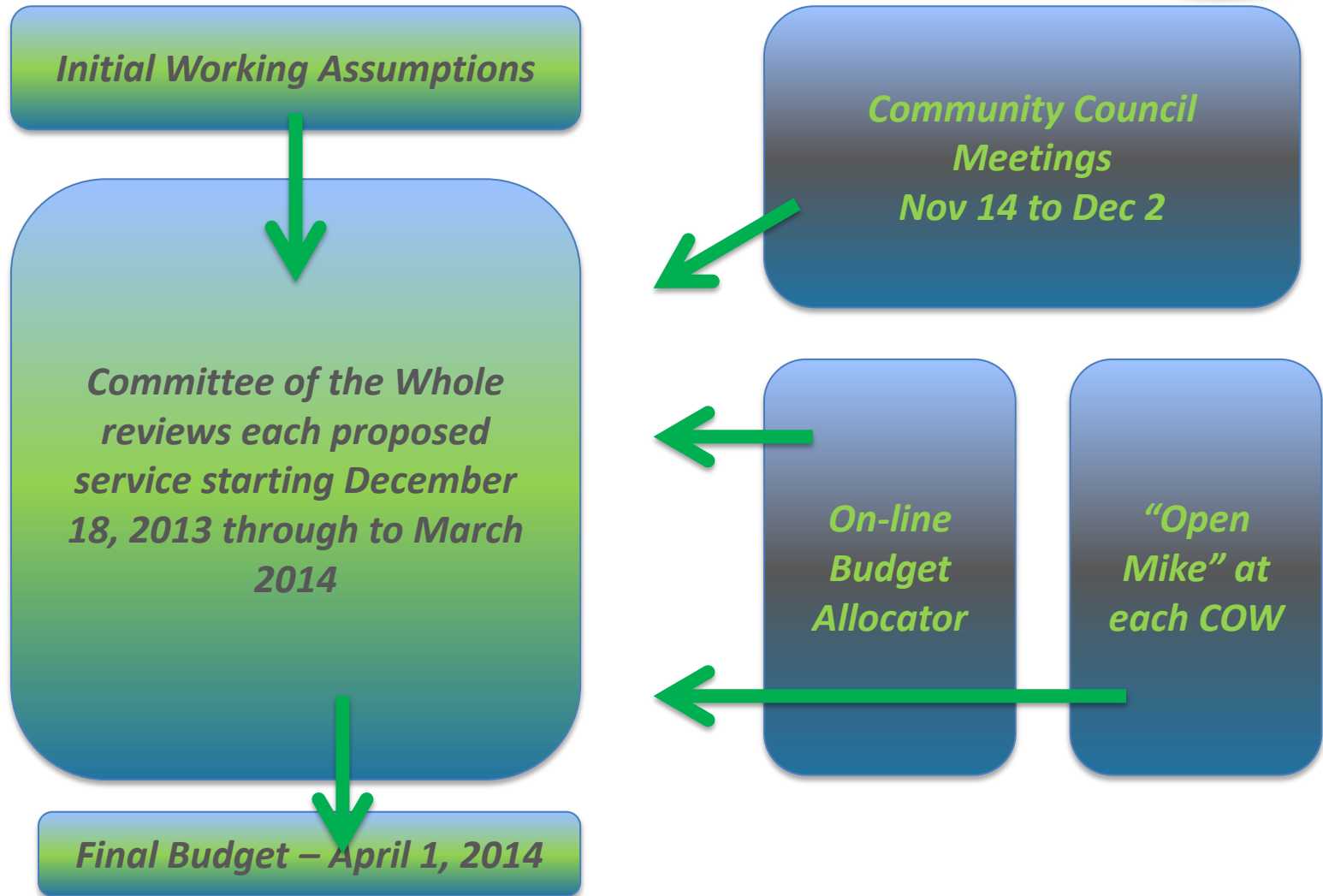
Balancing Taxes and Services

Preliminary Estimate



	Base Year 2013-14	Year 1 2014-15	Year 2 2015-16	Year 3 2016-17
Gross Expenditures (\$m)	\$694.6	\$729.3	\$753.3	\$761.0
Revenues	-\$212.7	-\$217.6	-\$227.7	-\$216.6
Property Taxes	<u>-481.9</u>	<u>-494.4</u>	<u>-502.8</u>	<u>-513.5</u>
Targeted Revenues	-\$694.6	-\$712.0	-\$730.5	-\$730.1
(Surplus)/Deficit	\$0.0	\$17.3	\$22.8	\$30.9

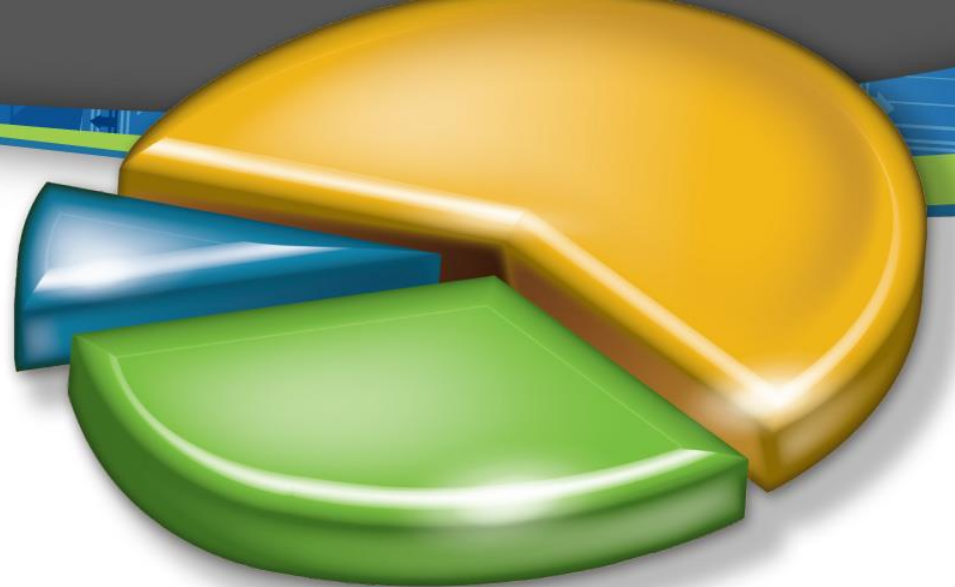
Approach to the Budget





SHAPE YOUR
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SHAPE YOUR
BUDGET



Tell Us What You Think

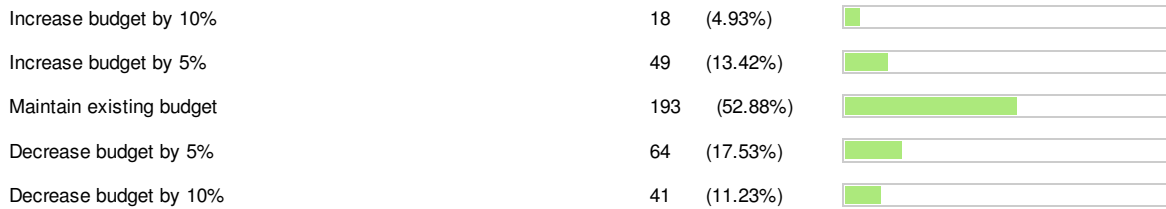
Budget Distribution

367 Respondents

Protective services

Police

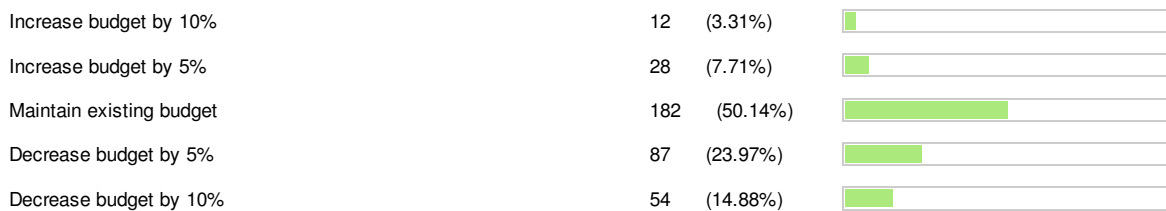
single choice



Protective services

RCMP

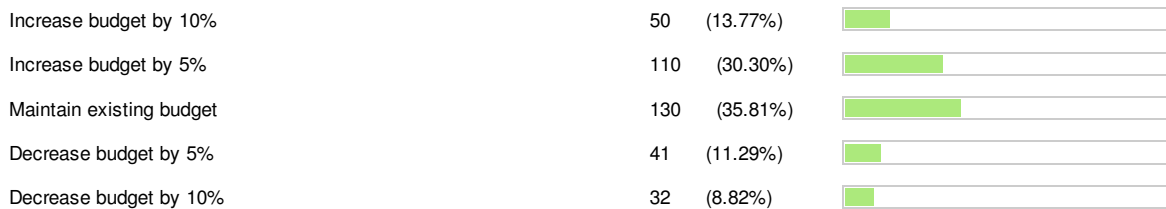
single choice



Community & recreation services

Recreation (Arenas, Aquatics, Programs, Community Centres, etc.)

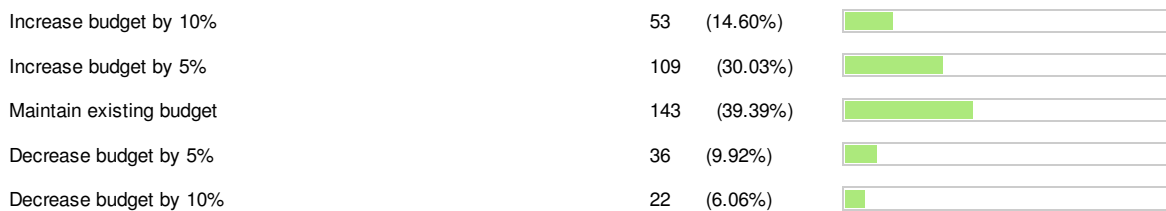
single choice



Infrastructure

Roadway Maintenance

single choice



Planning & property development

Regional & Community Planning

single choice



Increase budget by 5%	59	(16.21%)	<div><div></div></div>
Maintain existing budget	147	(40.38%)	<div><div></div></div>
Decrease budget by 5%	58	(15.93%)	<div><div></div></div>
Decrease budget by 10%	59	(16.21%)	<div><div></div></div>

Protective services

Fire

single choice

Increase budget by 10%	10	(2.76%)	<div><div></div></div>
Increase budget by 5%	35	(9.67%)	<div><div></div></div>
Maintain existing budget	238	(65.75%)	<div><div></div></div>
Decrease budget by 5%	55	(15.19%)	<div><div></div></div>
Decrease budget by 10%	24	(6.63%)	<div><div></div></div>

Protective services

Emergency Measures

single choice

Increase budget by 10%	27	(7.48%)	<div><div></div></div>
Increase budget by 5%	53	(14.68%)	<div><div></div></div>
Maintain existing budget	217	(60.11%)	<div><div></div></div>
Decrease budget by 5%	39	(10.80%)	<div><div></div></div>
Decrease budget by 10%	25	(6.93%)	<div><div></div></div>

Community & recreation services

Sportsfield & Playgrounds

single choice

Increase budget by 10%	30	(8.36%)	<div><div></div></div>
Increase budget by 5%	92	(25.63%)	<div><div></div></div>
Maintain existing budget	153	(42.62%)	<div><div></div></div>
Decrease budget by 5%	48	(13.37%)	<div><div></div></div>
Decrease budget by 10%	36	(10.03%)	<div><div></div></div>

Community & recreation services

Parks, Trails & Open Green Space

single choice

Increase budget by 10%	64	(17.68%)	<div><div></div></div>
Increase budget by 5%	122	(33.70%)	<div><div></div></div>
Maintain existing budget	104	(28.73%)	<div><div></div></div>
Decrease budget by 5%	41	(11.33%)	<div><div></div></div>
Decrease budget by 10%	31	(8.56%)	<div><div></div></div>

Community & recreation services

Municipal Compliance / By- Law Enforcement

single choice

Increase budget by 10%	13	(3.57%)	<div><div></div></div>
Increase budget by 5%	39	(10.71%)	<div><div></div></div>
Maintain existing budget	145	(39.84%)	<div><div></div></div>
Decrease budget by 5%	107	(29.40%)	<div><div></div></div>
Decrease budget by 10%	60	(16.48%)	<div><div></div></div>

Community & recreation services

Libraries

single choice

Increase budget by 10%	45	(12.40%)	<div><div></div></div>
Increase budget by 5%	87	(23.97%)	<div><div></div></div>
Maintain existing budget	142	(39.12%)	<div><div></div></div>
Decrease budget by 5%	46	(12.67%)	<div><div></div></div>
Decrease budget by 10%	43	(11.85%)	<div><div></div></div>

Community & recreation services

Culture/Heritage/Events

single choice

Increase budget by 10%	50	(13.81%)	<div><div></div></div>
Increase budget by 5%	63	(17.40%)	<div><div></div></div>
Maintain existing budget	124	(34.25%)	<div><div></div></div>
Decrease budget by 5%	60	(16.57%)	<div><div></div></div>
Decrease budget by 10%	65	(17.96%)	<div><div></div></div>

Community & recreation services

Customer Service Centres & 311 Call Centre

single choice

Increase budget by 10%	6	(1.65%)	<div><div></div></div>
Increase budget by 5%	23	(6.34%)	<div><div></div></div>
Maintain existing budget	166	(45.73%)	<div><div></div></div>
Decrease budget by 5%	99	(27.27%)	<div><div></div></div>
Decrease budget by 10%	69	(19.01%)	<div><div></div></div>

Community & recreation services

Transit

single choice

Increase budget by 10%	69	(18.96%)	<div><div></div></div>
Increase budget by 5%	96	(26.37%)	<div><div></div></div>
Maintain existing budget	128	(35.16%)	<div><div></div></div>
Decrease budget by 5%	30	(8.24%)	<div><div></div></div>
Decrease budget by 10%	41	(11.26%)	<div><div></div></div>

Infrastructure

Right of Way and Traffic Management

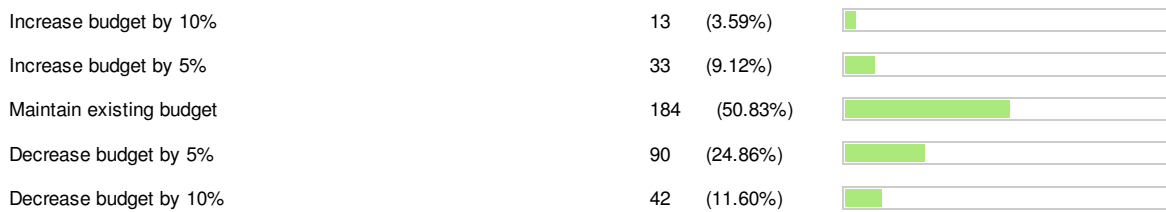
single choice



Infrastructure

Streetlights

single choice



Infrastructure

Snow Removal & Ice Control

single choice



Infrastructure

City Beautification

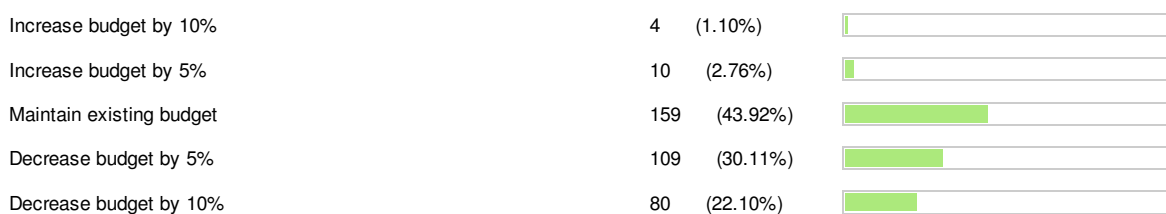
single choice



Infrastructure

Fleet Management Services

single choice



Infrastructure

Solid Waste

single choice

Increase budget by 10%	8	(2.20%)	<div><div></div></div>
Increase budget by 5%	45	(12.36%)	<div><div></div></div>
Maintain existing budget	228	(62.64%)	<div><div></div></div>
Decrease budget by 5%	51	(14.01%)	<div><div></div></div>
Decrease budget by 10%	32	(8.79%)	<div><div></div></div>

Planning & property development

Development Approvals, Permits and Inspections

single choice

Increase budget by 10%	24	(6.61%)	<div><div></div></div>
Increase budget by 5%	39	(10.74%)	<div><div></div></div>
Maintain existing budget	174	(47.93%)	<div><div></div></div>
Decrease budget by 5%	78	(21.49%)	<div><div></div></div>
Decrease budget by 10%	48	(13.22%)	<div><div></div></div>

Planning & property development

Economic Development

single choice

Increase budget by 10%	81	(22.19%)	<div><div></div></div>
Increase budget by 5%	62	(16.99%)	<div><div></div></div>
Maintain existing budget	112	(30.68%)	<div><div></div></div>
Decrease budget by 5%	57	(15.62%)	<div><div></div></div>
Decrease budget by 10%	53	(14.52%)	<div><div></div></div>

Shape Your City - Shape Your Budget Appendix - 4

Citizen #	Budget	Percent of 2013-14
		Budget
1	69,000	0.0%
2	152,114,000	41.5%
3	291,363,000	79.4%
4	306,784,690	83.6%
5	323,120,145	88.1%
6	327,534,100	89.3%
7	330,256,810	90.0%
8	335,286,945	91.4%
9	335,527,090	91.4%
10	338,438,300	92.2%
11	340,628,490	92.8%
12	342,675,000	93.4%
13	342,859,700	93.4%
14	344,269,710	93.8%
15	344,361,545	93.8%
16	344,879,955	94.0%
17	345,660,010	94.2%
18	346,003,800	94.3%
19	346,038,100	94.3%
20	346,057,255	94.3%
21	346,448,590	94.4%
22	346,654,700	94.5%
23	347,197,300	94.6%
24	348,191,500	94.9%
25	348,214,255	94.9%
26	349,305,255	95.2%
27	350,986,390	95.6%
28	351,061,045	95.7%
29	351,411,500	95.8%
30	352,208,710	96.0%
31	352,255,000	96.0%
32	352,411,600	96.0%
33	352,605,600	96.1%
34	353,061,610	96.2%
35	353,333,400	96.3%
36	353,425,910	96.3%
37	353,436,700	96.3%
38	353,828,555	96.4%
39	354,072,500	96.5%
40	354,280,790	96.5%
41	354,378,245	96.6%
42	355,263,645	96.8%
43	355,318,200	96.8%
44	356,206,445	97.1%
45	356,284,090	97.1%
46	356,507,810	97.2%

47	356,667,410	97.2%
48	357,118,590	97.3%
49	357,669,300	97.5%
50	357,802,710	97.5%
51	357,822,800	97.5%
52	357,937,455	97.5%
53	358,245,555	97.6%
54	358,405,090	97.7%
55	358,548,990	97.7%
56	358,637,100	97.7%
57	359,125,000	97.9%
58	359,788,645	98.0%
59	360,012,810	98.1%
60	360,358,445	98.2%
61	360,423,400	98.2%
62	360,438,300	98.2%
63	360,484,810	98.2%
64	360,531,200	98.3%
65	360,555,790	98.3%
66	360,555,790	98.3%
67	360,988,600	98.4%
68	361,007,155	98.4%
69	361,210,555	98.4%
70	361,231,510	98.4%
71	361,334,590	98.5%
72	361,586,190	98.5%
73	361,786,900	98.6%
74	361,898,900	98.6%
75	361,967,090	98.6%
76	361,998,090	98.7%
77	362,014,945	98.7%
78	362,025,855	98.7%
79	362,115,090	98.7%
80	362,139,400	98.7%
81	362,162,155	98.7%
82	362,256,000	98.7%
83	362,297,910	98.7%
84	362,336,645	98.7%
85	362,597,510	98.8%
86	362,603,255	98.8%
87	362,976,655	98.9%
88	363,020,500	98.9%
89	363,075,100	98.9%
90	363,508,245	99.1%
91	363,546,955	99.1%
92	363,671,310	99.1%
93	363,688,890	99.1%
94	363,705,710	99.1%
95	363,732,510	99.1%
96	363,850,545	99.2%
97	363,852,955	99.2%
98	363,928,200	99.2%

99	364,048,410	99.2%
100	364,231,445	99.3%
101	364,318,790	99.3%
102	364,358,900	99.3%
103	364,375,900	99.3%
104	364,395,945	99.3%
105	364,426,890	99.3%
106	364,493,745	99.3%
107	364,590,645	99.4%
108	364,684,455	99.4%
109	364,696,600	99.4%
110	364,704,110	99.4%
111	364,809,500	99.4%
112	364,862,300	99.4%
113	364,913,890	99.4%
114	365,042,955	99.5%
115	365,044,810	99.5%
116	365,053,490	99.5%
117	365,060,990	99.5%
118	365,082,110	99.5%
119	365,130,600	99.5%
120	365,187,755	99.5%
121	365,223,490	99.5%
122	365,338,955	99.6%
123	365,342,890	99.6%
124	365,366,400	99.6%
125	365,378,045	99.6%
126	365,421,145	99.6%
127	365,464,800	99.6%
128	365,489,045	99.6%
129	365,512,900	99.6%
130	365,518,690	99.6%
131	365,531,410	99.6%
132	365,561,445	99.6%
133	365,639,400	99.6%
134	365,712,055	99.7%
135	365,820,110	99.7%
136	365,855,000	99.7%
137	365,866,010	99.7%
138	365,923,900	99.7%
139	365,949,600	99.7%
140	365,974,745	99.7%
141	366,061,455	99.8%
142	366,068,445	99.8%
143	366,068,700	99.8%
144	366,125,145	99.8%
145	366,133,545	99.8%
146	366,157,355	99.8%
147	366,176,300	99.8%
148	366,186,900	99.8%
149	366,188,055	99.8%
150	366,206,045	99.8%

151	366,274,490	99.8%
152	366,306,800	99.8%
153	366,312,545	99.8%
154	366,321,890	99.8%
155	366,327,055	99.8%
156	366,353,090	99.8%
157	366,354,310	99.8%
158	366,355,255	99.8%
159	366,387,990	99.8%
160	366,400,555	99.9%
161	366,414,155	99.9%
162	366,429,690	99.9%
163	366,444,045	99.9%
164	366,487,900	99.9%
165	366,488,745	99.9%
166	366,504,800	99.9%
167	366,525,890	99.9%
168	366,534,055	99.9%
169	366,535,655	99.9%
170	366,545,200	99.9%
171	366,556,190	99.9%
172	366,574,255	99.9%
173	366,585,190	99.9%
174	366,642,500	99.9%
175	366,647,855	99.9%
176	366,651,245	99.9%
177	366,659,100	99.9%
178	366,674,600	99.9%
179	366,684,500	99.9%
180	366,690,345	99.9%
181	366,695,600	99.9%
182	366,700,300	99.9%
183	366,722,400	99.9%
184	366,737,790	99.9%
185	366,739,490	99.9%
186	366,744,290	99.9%
187	366,754,410	99.9%
188	366,754,890	99.9%
189	366,764,745	99.9%
190	366,768,255	100.0%
191	366,772,290	100.0%
192	366,777,145	100.0%
193	366,789,555	100.0%
194	366,796,390	100.0%
195	366,813,900	100.0%
196	366,835,890	100.0%
197	366,840,355	100.0%
198	366,853,355	100.0%
199	366,858,345	100.0%
200	366,862,855	100.0%
201	366,872,900	100.0%
202	366,876,645	100.0%

203	366,877,290	100.0%
204	366,881,955	100.0%
205	366,885,355	100.0%
206	366,886,200	100.0%
207	366,891,910	100.0%
208	366,894,145	100.0%
209	366,895,945	100.0%
210	366,899,100	100.0%
211	366,903,845	100.0%
212	366,905,800	100.0%
213	366,909,455	100.0%
214	366,915,045	100.0%
215	366,915,900	100.0%
216	366,916,055	100.0%
217	366,916,710	100.0%
218	366,918,900	100.0%
219	366,919,500	100.0%
220	366,921,455	100.0%
221	366,921,590	100.0%
222	366,922,100	100.0%
223	366,923,945	100.0%
224	366,924,290	100.0%
225	366,925,710	100.0%
226	366,927,210	100.0%
227	366,928,500	100.0%
228	366,931,245	100.0%
229	366,931,300	100.0%
230	366,931,500	100.0%
231	366,933,855	100.0%
232	366,933,955	100.0%
233	366,934,745	100.0%
234	366,936,655	100.0%
235	366,936,900	100.0%
236	366,937,555	100.0%
237	366,939,700	100.0%
238	366,945,900	100.0%
239	366,948,300	100.0%
240	366,951,210	100.0%
241	366,973,090	100.0%
242	366,973,200	100.0%
243	366,977,290	100.0%
244	366,985,110	100.0%
245	366,985,845	100.0%
246	366,990,945	100.0%
247	366,991,655	100.0%
248	367,013,755	100.0%
249	367,019,345	100.0%
250	367,186,700	100.1%
251	367,257,590	100.1%
252	367,341,410	100.1%
253	367,398,800	100.1%
254	367,425,345	100.1%

255	367,441,390	100.1%
256	367,533,990	100.2%
257	367,579,790	100.2%
258	367,587,290	100.2%
259	367,612,700	100.2%
260	367,631,655	100.2%
261	367,712,110	100.2%
262	367,791,945	100.2%
263	367,855,455	100.2%
264	367,899,300	100.3%
265	367,981,055	100.3%
266	367,995,100	100.3%
267	368,030,845	100.3%
268	368,155,100	100.3%
269	368,193,500	100.3%
270	368,264,200	100.4%
271	368,438,800	100.4%
272	368,567,145	100.4%
273	368,585,600	100.4%
274	368,762,900	100.5%
275	368,871,700	100.5%
276	368,902,800	100.5%
277	368,972,200	100.6%
278	368,997,600	100.6%
279	369,078,745	100.6%
280	369,184,900	100.6%
281	369,278,945	100.6%
282	369,356,690	100.7%
283	369,450,845	100.7%
284	369,458,700	100.7%
285	369,458,710	100.7%
286	369,460,500	100.7%
287	369,463,900	100.7%
288	369,520,900	100.7%
289	369,610,645	100.7%
290	369,634,610	100.7%
291	369,688,355	100.7%
292	369,736,710	100.8%
293	369,737,655	100.8%
294	369,744,400	100.8%
295	369,757,945	100.8%
296	369,765,500	100.8%
297	369,765,945	100.8%
298	369,770,490	100.8%
299	370,071,800	100.9%
300	370,079,200	100.9%
301	370,322,710	100.9%
302	370,754,300	101.0%
303	371,019,145	101.1%
304	371,033,390	101.1%
305	371,230,745	101.2%
306	371,292,555	101.2%

307	371,418,600	101.2%
308	371,487,210	101.2%
309	371,655,600	101.3%
310	371,656,800	101.3%
311	371,685,100	101.3%
312	371,820,645	101.3%
313	371,822,600	101.3%
314	371,885,990	101.3%
315	371,991,000	101.4%
316	372,106,590	101.4%
317	372,127,790	101.4%
318	372,281,400	101.5%
319	372,497,455	101.5%
320	372,504,100	101.5%
321	372,732,045	101.6%
322	372,791,310	101.6%
323	372,942,345	101.6%
324	372,963,745	101.6%
325	373,073,045	101.7%
326	373,115,000	101.7%
327	373,288,345	101.7%
328	373,347,345	101.7%
329	373,824,190	101.9%
330	374,188,655	102.0%
331	374,412,545	102.0%
332	374,509,500	102.1%
333	374,548,400	102.1%
334	374,751,100	102.1%
335	374,812,900	102.1%
336	374,910,000	102.2%
337	375,182,700	102.2%
338	375,379,300	102.3%
339	375,523,345	102.3%
340	375,603,445	102.4%
341	375,895,345	102.4%
342	376,037,700	102.5%
343	376,100,045	102.5%
344	376,311,710	102.6%
345	376,314,345	102.6%
346	376,390,800	102.6%
347	376,522,200	102.6%
348	376,710,990	102.7%
349	376,925,900	102.7%
350	377,114,900	102.8%
351	377,280,000	102.8%
352	378,071,600	103.0%
353	378,257,945	103.1%
354	378,792,900	103.2%
355	379,104,310	103.3%
356	379,381,500	103.4%
357	379,458,900	103.4%
358	379,677,800	103.5%

359	380,093,955	103.6%
360	382,422,290	104.2%
361	383,068,400	104.4%
362	383,077,700	104.4%
363	385,144,345	105.0%
364	391,121,145	106.6%
365	403,576,890	110.0%
366	403,644,390	110.0%

Average \$ 364,830,046 99.4%

Maintain 366,950,000 65.3% Maintain or decrease budget
13.7% Maintain 51.6% Decrease of some sor

Variance - **2,119,954**

Shape Your City - Shape Your Budget - Appendix 5			
Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	City Beautification	Decrease budget by 10%	Increase fines for graffiti and implement fines for littering to get more money in the budget to pay for these services
2	City Beautification	Decrease budget by 10%	I don't consider graffiti removal beautification, or street sweeping for that matter either.
3	City Beautification	Decrease budget by 10%	No more tree planted between the road & sidewalks. If people want to plant trees in their yard, let them do it instead of using taxpayer dollars for this non-sense.
4	City Beautification	Decrease budget by 10%	I feel that people within the community should step up and help keep neighbourhoods clean from debris and graffiti. And non-profit organizations like Clean Nova Scotia should be utilized more frequently and their clean up programs implemented more often.
5	City Beautification	Decrease budget by 5%	Trees planted between the road and sidewalk are a waste of money. How much was spent on this? If someone wants to plant a tree in they yard, let them do it.
6	City Beautification	Decrease budget by 5%	Encourage more community based activities, through community engagement and the Councillors.
7	City Beautification	Decrease budget by 5%	So this would only affect graffiti removal? Have you explored other means to control this activity?
8	City Beautification	Maintain existing budget	Increasing the budget isn't necessary - street sweeping happens regularly.
9	City Beautification	Increase budget by 5%	I'd like to see more art installations or murals in the city. Help me to want to live here!
10	City Beautification	Increase budget by 5%	Street sweeping improves usability/safety for cyclists
11	City Beautification	Increase budget by 5%	Green space is valuable and not just for those who live in the peninsula. Green space needs to be part of EVERY development regardless of its location. Quinpool is the most ugly street in Halifax because it has no greenery/public art.
12	City Beautification	Increase budget by 10%	We live here, we might as well like what we see every day, and to be honest, there are some pretty dull looking areas - let's fix that.
13	City Beautification	Increase budget by 10%	why is streetscaping not included in this? we need more effort put forward towards complete, walkable and beautiful streets!

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Culture/Heritage/Events	Decrease budget by 10%	Fireworks are a waste of money.
2	Culture/Heritage/Events	Decrease budget by 10%	Allow outside organizations to take more responsibility for these things
3	Culture/Heritage/Events	Maintain existing budget	We have lots of great events happening in our city with the current budget, we don't need to allocate more funds.
4	Culture/Heritage/Events	Increase budget by 5%	I don't have a sense that this expenditure benefits ALL residents of HRM. But culture is a keystone of a well-rounded municipality.
5	Culture/Heritage/Events	Increase budget by 5%	Tourism should be promoted if we are to bring more money to the Province and more culture,
6	Culture/Heritage/Events	Increase budget by 5%	Art is important to a city and how it defines itself. We need to bring art into the public and make it a requirement of every development. And art is not only for the downtown core...Sackville and Spryfield need art installations as well.
7	Culture/Heritage/Events	Increase budget by 10%	The economic spin-off from investing in arts and culture is well-documented!
8	Culture/Heritage/Events	Increase budget by 10%	Let's be careful in grouping all of this together. The 'events' portion I would support less than 'culture' for example. For instance - I DO NOT support the concert on the commons, but I highly support Artist-run centres, multicultural associations and support groups for first nations and cultural minorities. They should simply not be in the same category for transparency reasons to begin with, but also for protection of smaller cultural organizations, groups and initiatives. HRM needs an arms length Arts Council, we lag behind all other major Canadian cities.
9	Culture/Heritage/Events	Increase budget by 10%	I support moving to the national standard for municipal support for the arts.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Customer Service Centres & 311 Call Centre	Decrease budget by 10%	Most services are available online through yellow pages or similar sources.
2		Decrease budget by 10%	The service is already terrible - not such a big difference. Information should be accessible via internet in easy to use formats and apps for iphones for the frequently used services. Should offer online electronic support not just phone like Bell and Aliant offer.
3		Decrease budget by 10%	Focus on transforming services and enable citizens to easily access information online and utilize self service. Work with the province and the federal government to operate as single point of entry to service with a no wrong door or access point type of service.
4		Decrease budget by 5%	Non essential and inefficient. No proven link to decreased attendance to Hospitals and no proven link to increase in uptake of services.
5		Decrease budget by 5%	Remember to respond to the customer so a complete circle exists...complaint, action, response, in a timely manner. Sometimes we are still waiting, years later! Do we just keep reporting the same old, same old complaints.... Remind folks that 'contact hrm' is no doubt a more efficient manner to report problems.
6		Maintain existing budget	311 is a great service, but doesn't need any more budget.
7		Increase budget by 10%	Increase awareness of these services. They're good and it will engage residents.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Development Approvals, Permits and Inspections	Decrease budget by 10%	Please change from the Development agreement process to a small group to review, make suggestion and approve local developments in a timely manor. Someone please take control of engineering as they are very poorly organised
2	Development Approvals, Permits and Inspections	Decrease budget by 5%	A 5 day wait to a 15 would not drastically affect the general public. Ten days is not a huge decrease.
3	Development Approvals, Permits and Inspections	Decrease budget by 5%	Efficiencies should be identified where automated services are available, approvals and payment done electronically. Inspections should be maintained but focused, perhaps sub-contracted at a lower cost.
4	Development Approvals, Permits and Inspections	Maintain existing budget	Process seems confused. Some efficiencies might be possible here.
5	Development Approvals, Permits and Inspections	Increase budget by 5%	If it makes for more stringency in adherence to city guidelines, I'm all for it.
6	Development Approvals, Permits and Inspections	Increase budget by 10%	More development means more work for staff to ensure all is in compliance. Education and training are important here so our region's staff are using the latest methods and technologies. Changing the mindset of staff from permitting to limit development to a permitting to manage development, ensure safety and delivered in a timely manner is super important.
7	Development Approvals, Permits and Inspections	Increase budget by 10%	Safety first.
8	Development Approvals, Permits and Inspections	Increase budget by 10%	Fix the problems within development approvals. Cut red tape.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Economic Development	Decrease budget by 10%	building a great city is more worthwhile than advertising we are a great city
2	Economic Development	Decrease budget by 5%	There are too many organizations doing too many things in this area, tough I commend HRM for working well with all levels. Why do I not recommend a budget increase? Because the best (new) asset we have is a mayor who believes business is important in HRM and is positioning himself as our best and foremost sales person, which is completely appropriate!!! (As compared to his predecessor, who focused on serving sandwiches to the elderly to ensure his re-election). The resources we have are sufficient for the urban centre. Will a sharper focus on the most vulnerable, rural communities, change the future? Perhaps, but it takes grassroots investment and the provincial and federal governments have pulled away. I think we'll have to follow their lead and focus on the heart of HRM. A thriving city centre will feed the region's rural areas more than we can ever imagine.
3	Economic Development	Decrease budget by 5%	Actually monitor the people on EI. I personally know SO many people who abuse the system. Change EI so that money can only be spent on necessities (food, housing) and have procedures for proving that money should be used for clothing or excess things. I know a lot of people who spend their EI on lottery tickets, smokes, drugs, alcohol, and obscene amounts of clothing and makeup.
4	Economic Development	Decrease budget by 5%	Irving jobs will self promote the city. Concentrate on messaging and welcoming committee. Lots can be done electronically to show HRM on website like the Heritage Canada's creative nation http://www.pch.gc.ca/eng/1266037002102/1265993639778
5	Economic Development	Decrease budget by 5%	Not clear what we get for our money here.
6	Economic Development	Maintain existing budget	Green jobs and development...training and education need to be implemented and eventually mandated for economic health of the region.
7	Economic Development	Increase budget by 5%	WE NEED MORE JOBS TO KEEP YOUTH AND NEWCOMERS IN HRM. WE NEED SOME SERIOUS PROGRAMS TO WELCOME NEWCOMERS AND INTEGRATE DIVERSE GROUPS, ABORIGINAL PEOPLES AND AFRICAN NS IN HRM. MORE DIVERSITY AMONG HRM STAFF AND COUNCILLORS. BURSARIES TO ENCOURAGE DIVERSE GROUPS TO GET THE EDUCATION THEY NEED TO WORK AT HRM.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
8	Economic Development	Increase budget by 10%	Why is this so low? What is the incentive for businesses to come to Halifax? We need to create incentives for businesses to come here and hire people. I'm not talking about giving money hand over foot to dead industries, like forestry and paper products, but let's invest in technology that is our future. \$2.15 million seems way too low.
9		Increase budget by 10%	I would double this budget if I could. Everything is too slow around here. We miss out because we spend so much time talking about things and not enough time doing things. That's why the young leave. It's an old fashioned province.
10		Increase budget by 10%	Please try to attract new tax dollars rather than taxing more or spending less.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Emergency Measures	Decrease budget by 5%	Engage more citizens to volunteer in search and rescue missions
2		Increase budget by 10%	Need to focus more on this as we will likely face more natural disasters in the future.
3		Increase budget by 10%	It is far cheaper to organize volunteers within a community rather than maintain a full time expensive capability. For the infrequent emergencies there is plenty of volunteer ability. There is lots of capability and willingness within the population. Harness and organize that. I, for one, would be willing to volunteer but I have no clue how to even start. Get people informed and you will have manpower.
4		Increase budget by 10%	This seems low for what seems to be the most critical of the protective civil services. Obviously I don't know where the money is going, but if increasing this budget would provide for improved emergency room services, reduction in ambulance fees and (better) turnaround times, expanded 811 service and so forth, I would absolutely spend the extra cash on this.
1	Fire	Decrease budget by 10%	When compared with other regions of the province the 'core' of Halifax-Dartmouth coverage is a bit more than necessary. There are opportunities to recruit and train more volunteers in the 'city' proper to make up the difference.
2		Maintain existing budget	I don't find much to complain about with the fire department. I don't live in a rural community and don't know much about coverage there, or whether an increased budget would help. I don't really get the sense they're overfunded either, but I quite honestly have no idea.
3		Increase budget by 5%	Do we have any choice here? Seems that we are required to meet forecasted needs.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Fleet Management Services	Decrease budget by 10%	It's sounds like cutting this will primarily means traffic cops will be forced to do other police work until they are called to a scene and no one really wants to spend more money on traffic cops to drive around the highways and give tickets.
2		Decrease budget by 10%	FIND EFFICIENCIES. BIKES AND SMART CARS FOR STAFF. DISCOURAGE CAR USE FOR STAFF. TRANSIT E-PASS FOR STAFF. LOCATE OFFICES CLOSE TO SERVICES.
3		Decrease budget by 10%	Outsource as much as possible.
4		Decrease budget by 5%	Decrease the amount of public works employees who just stand around to get more money for this service
5		Decrease budget by 5%	A decrease in transportation just means better management of fleet.
6		Decrease budget by 5%	Focus on increase efficiencies, ex: fleet maintained are on warranties and maintenance are down on warranty. If city transportation is efficient, it should be used by civil servants when possible.
7		Decrease budget by 5%	I see too many HRM vehicles, idling, sitting in parking lots and not being busy! Keep a better watch on this aspect.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Libraries	Decrease budget by 10%	Try to encourage residents to use online services. Libraries are expensive and there are only so many copies of texts. Put all texts online or on handheld devices like Kobo E-Readers. Work with educational institutions to integrate communities into their library facilities instead of having separate ones.
2	Libraries	Decrease budget by 5%	Reduce library budget to focus on culture, heritage and events.
3	Libraries	Decrease budget by 5%	Close libraries with less traffic and deliver the books instead
4	Libraries	Decrease budget by 5%	Should focus on electronic services vs. in person support. Would be able to reduce space used and offer more modern services such as telepresence and boardroom rentals that generates income.
5	Libraries	Decrease budget by 5%	Doesn't affect me directly. The service was great many years ago. Now there is no incentive to go to a branch which are too far away anyway. The new central library is too far to be of any but occasional use.
6	Libraries	Increase budget by 5%	Essential service providing great opportunities for those less well off.
7	Libraries	Increase budget by 5%	We need to provide funding for library content, not just staffing and buildings.
8	Libraries	Increase budget by 10%	The resources provide are critical to youth, Boomers, as the programming and facilities are more than just 'reading' for example computer literacy, access, etc. I would focus on bringing more people through the doors, particularly low-income families and seniors, marketing has always been last and I would increase the budget to raise the profile.
9	Libraries	Increase budget by 10%	Libraries are central to our communities and cover many spheres that are already in this budget: cultural/heritage events, open green space (in Central library), recreation, programs, community centres, etc. To have more open hours in rural areas provides service in many areas 7 days a week to our communities - which not a lot of other organizations could say exists.
10	Libraries	Increase budget by 10%	An investment in libraries is an investment in recreation, education, community development, immigrant services, adult upgrading and literacy, community networking & partnerships and especially with the Central Library opening, increase use in library service throughout the city is likely - we need to support the growing need for accessible, free services for all HRM communities.
11	Libraries	Increase budget by 10%	Our libraries need to be something more than service-providers of material. The new central library hopefully will set the tone for the library as a community hub and place to collaborate and set a course for the future.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Municipal Compliance / By- Law Enforcement	Decrease budget by 10%	Decreasing the budget will force decisions at the staff level around priorities and perhaps bring focus to new and better ways of doing things.
2		Decrease budget by 5%	Encourage people to approach their neighbours or call them when they are having disputes rather than taking up community resources when a simple phone call could resolve the issue rather than having police officers to come resolve the issue.
3		Decrease budget by 5%	Overregulated Province. Way too risk averse. This holds us back
4		Increase budget by 5%	Issue more tickets...i.e. Off Leash Dogs on On Leash sites and failing to scoop and poop! Disgusting! Education through fines is one means of compliance! The fines will help pay for added staff.
5		Increase budget by 10%	I support aggressive enforcement of minimum standards in low cost housing.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Parks, Trails & Open Green Space	Decrease budget by 5%	Perhaps winter maintenance can be subsidized by volunteers. Or people will find other means of exercise.
2	Parks, Trails & Open Green Space	Decrease budget by 5%	Since the sidewalks have been impossible so far this winter, couldn't get to the parks.
3	Parks, Trails & Open Green Space	Maintain existing budget	I would suggest that more volunteer effort could be engaged by HRM in this area, it's good exercise to build these trails, parks and open spaces and leave a legacy!
4	Parks, Trails & Open Green Space	Increase budget by 5%	This represents an investment in healthy living.
5	Parks, Trails & Open Green Space	Increase budget by 5%	Being outdoors and being active outdoors is proven to decrease certain health risks which could reduce emergency costs for heart attacks and strokes in the long run
6	Parks, Trails & Open Green Space	Increase budget by 5%	Please focus on expanding walking and cycling trails to connect the major parks. The trail along the South tip of Oxford Street (for example) is beautiful, it would be wonderful if such a trail continued.
7	Parks, Trails & Open Green Space	Increase budget by 5%	Increased budget should be included so that parks and trails such as Second Lake Park, and other walkways and trails and parks can receive attention such as expanding and maintenance.
8	Parks, Trails & Open Green Space	Increase budget by 5%	If you want people to get out and be fit then you have to provide the spaces to do that. A healthy people make healthy province
			<p>Trails need major attention...there are so many trails that have fallen in to disrepair, are not on any maps or are unknown to the public. Invest in a Wayfinding and Signage programme that will enable residents and visitors to stay and play and we will have a healthier community...green spaces are a positive traffic calming and mental health tool for all ages.</p> <p>Introduce more off road bike trails for those who will never ride in traffic lanes....either with barriers or through existing parks. Models are seen in many other cities with coloured pavement or flexible barriers, perhaps removed during the winter. New development must include AT opportunities.</p> <p>Also consider the many sensitive habitat areas for the many important Species At Risk...hire an Ecologist to educate all levels...residents to developers and staff.</p> <p>Respect our parkland...no more Transit building in Green Spaces.</p>
9	Parks, Trails & Open Green Space	Increase budget by 5%	
10	Parks, Trails & Open Green Space	Increase budget by 5%	We need to have green space as accessible as parking spots...now that is a challenge for the city to build pocket parks in every neighbourhood. We cannot all get to Point Pleasant!

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
11	Parks, Trails & Open Green Space	Increase budget by 10%	Make good trails for commuting and the negative demand for large-scale transportation infrastructure will decrease. Invest in infrastructure that supports sustainable transportation rather than large scale billion dollar enhancements that undermine the future's ability to adapt their transportation habits and that encourage bad transportation habits.
12	Parks, Trails & Open Green Space	Increase budget by 10%	More trails for walking and biking
13	Parks, Trails & Open Green Space	Increase budget by 10%	I support more aggressive action to secure the Birch Cove Blue Mountain regional park.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Police	Decrease budget by 10%	little policing, mostly revenue generation
2	Police	Decrease budget by 5%	Cut the heavy presence at protests and other social gatherings and you can save a ton of money. All those officers taking photographs? I imagine you maintain some database and watch on the people you identify as a 'bit too loud' for your comfort, whether or not it is within the boundaries of their rights.
3	Police	Decrease budget by 5%	overpaid, in-efficient, un-trustworthy. I am sure there are some good ones but the price tag does not reflect a better society or culture.
4	Police	Decrease budget by 5%	I actually prefer to keep this at the current level; and to increase taxes for the programs below. But that is not an option.
5	Police	Decrease budget by 5%	Eliminate overtime. Reduce management and have officers out on the beat in the communities.
6	Police	Maintain existing budget	We need to move away from enforcement and into prevention. The monies that go to the Province need to be used for support services for children and families at risk.
7	Police	Maintain existing budget	I think policing in the areas where I go that are overseen by HRP are excellent and would not see a need for an increase.
8	Police	Maintain existing budget	I think funds may be better spent on things other than cannabis users and offenses. Legalizing pot is in our future so we should stop wasting police time on it now.
9	Police	Maintain existing budget	Can be more efficient like everyone else
10	Police	Maintain existing budget	I believe that the police are doing a great job in HRM.
11	Police	Increase budget by 5%	I'm scared to walk home alone after dark on Robie St. I'm scared to walk by the Commons after 7pm.
12	Police	Increase budget by 5%	Prepare for when the population of Halifax increases with the Irving contracts coming on line in 3-4 years. Develop expansion plans and be ready to implement when needed.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	RCMP	Decrease budget by 10%	<p>The RCMP has a strong historical track record for defending and representing Canada. I feel like that role is no longer being maintained properly. Additionally, and this also affects my attitudes for the PD above, I think that far too much energy is spent on terminating illegal drug activity, in an area that in my opinion has no significant drug problem of any kind. I believe that marijuana does not demand police attention.</p> <p>I would far rather see money be spent on positive social agendas such as education, youth programs, rehabilitation and similar programs than on penalization and incarceration. The police I believe should be focused on direct protection of person and property, and (in the absence of another organization to this effect) pursuing civil conflicts such as corruption in government and private enterprise.</p>
2	RCMP	Decrease budget by 5%	
3	RCMP	Decrease budget by 5%	I still don't understand why we have Halifax Regional Police & RCMP. Pick either one, the cheaper one and stick to it.
4	RCMP	Decrease budget by 5%	As the rural population declines and ages, policing requirements will decline as well.
5	RCMP	Maintain existing budget	The RCMP in my area are doing a fine job and I believe we have adequate policing.
6	RCMP	Increase budget by 5%	RCMP areas of jurisdiction are the fastest growing areas, eastern shore, Sackville, fall river and tantallon all have many new subdivisions. there is not this about of residential areas going up in the city

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Recreation (Arenas, Aquatics, Programs, Communi	Decrease budget by 5%	We should explore having more of these facilities owned and run privately.
2		Decrease budget by 5%	Cut back on printed materials from City Rec. What a waste of money. Make the online site easier to access and use.
3		Maintain existing budget	It seems to me like the facilities are far far fancier than what is needed. Sporting facilities only need to be functional. It is better to have many facilities that create a far higher accessibility than merely a few facilities that are inconvenient to access due to spacing and expensive to use because they are 'world class' types of buildings. There is only a small segment of people who need high end facilities. Make more facilities - many small pools or skating surfaces for example - that are accessible without a large commute and then more people will be able to use them much more casually and frequently.
4		Maintain existing budget	
5		Maintain existing budget	My District and adjacent one have no HRM Rec facilities so Rec is not accessible for me. If the CGC is taken over by HRM, all staff must reapply as to HRM job specs and standards of dialogue, communication, delivery, etc.
			These programs are important to me. Making them accessible to all appears to be difficult.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
6	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 5%	HRM is in dire need of a competition-ready 50-metre pool capable of hosting regional, provincial, and national level swim meets. Our province performed well in swimming at the most recent Canada Games in Sherbrooke, Quebec, and we even sent a swimmer to the Olympics. But we have had these successes under hardship conditions. Our athletes must leave the province to attend high-level national meets where competition and the opportunity to improve is greatest. Our current 50-metre pool, located at Dalplex, cannot accommodate even regional and provincial level swim meets because the number of people who can be present in the pool, on deck, and in the stands is too low. Once all the swimmers are in attendance, plus the required coaches, and officials there is room left over for only 50 spectators. Families who travel from Yarmouth, and Sydney and points in between do not want to spend money to travel and stay in a hotel if they cannot watch their children compete. Halifax risks losing this spin-off revenue if a solution is not found to this problem. Building a new 50-metre pool, or renovating an existing pool such as the one at the Dartmouth Sportsplex would not only offer excellent training and competition facilities to our local athletes but would also attract swimmers from all over Atlantic Canada and even from across the country as we would be able to host national high-level swim meets. As it is, we cannot even host a Canada Games swim meet at our own Canada Games Centre. The pool is too small, there are no dive blocks, there is not enough room on deck for the numbers of swimmers, officials, and coaches needed at a meet of this calibre and there is no room for spectators. We need a competition-ready 50-metre indoor swimming pool!
7	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 5%	With Boomers aging and leaving the work force I believe the community activities and supports they require are very important and should be funded as well as possible. It is also important for youth, but with the shrinking demographic less resources are in order.
8	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 5%	Focus on youth programs to decrease crime by unengaged young people.
9	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 5%	This will help reduce healthcare costs and emergency costs by improving overall health, including mental health
10	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 5%	These are the heart of the community and should be promoted.
11	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 5%	A healthy community is a viable community.
12	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 10%	Please increase programming and expansion of current

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
13	Recreation (Arenas, Aquatics, Programs, Communi	Increase budget by 10%	I very much feel this is an important area of expenditure. As mentioned above I think progressive and supportive educational services are key to a healthy population, much more important and cost-effective than punishment and protection. Libraries in particular are key to social health and improved education and I would spend a great deal of tax money to support that.
14		Increase budget by 10%	I support more programs to engage at risk youth in recreation activities.
15		Increase budget by 10%	Provide financial support towards a 50 meter pool - allowing Swim Nova Scotia to host high class swim meets. This is something that has been taken away in 2013 - support the renovations needed at Dalplex.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Regional & Community Planning	Decrease budget by 10%	This needs to be much clearer about what
2	Regional & Community Planning	Decrease budget by 10%	Planning is essential. I, unfortunately, don't see much of it in HRM. I think most of what is done here in HRM is a lot of studies about everything and no real decisions being made. There is a lot of reacting and not much planning it seems...widening a road is not always the best solution for traffic management...just saying
3	Regional & Community Planning	Decrease budget by 10%	I've read the recent Cole Harbour open space plan and found it to be a terrible waste of taxpayer money. I have contacted my local councillor about this and am upset that the municipality have allowed this to go so far. Also the Lake Echo watershed plan that is now beginning is being started without any clear direction.
4	Regional & Community Planning	Decrease budget by 5%	Even with planning process, there seems to be excessive suburban sprawl with expensive infrastructure needed.
5	Regional & Community Planning	Maintain existing budget	HRM by Design has been the best thing HRM has ever done! There are cranes everywhere building things, it is like a dam has been burst and the city is overflowing with welcomed development. Keep up the good work.
6	Regional & Community Planning	Maintain existing budget	Reinstate the Community Engagement team so that the residents are given the chance to have their voices heard...not happening in all districts.
7	Regional & Community Planning	Increase budget by 10%	Develop faster.
8	Regional & Community Planning	Increase budget by 10%	With the current number of employees working on plans, the vision of HRM by Design may never be realized. Other cities have set ambitious goals for envisioning their city as a 21st century city. This requires more investment and belief in planning to produce the outcomes that citizens really want; to stop seeing planners as regulators but also as critical figures in a city's viability.
9	Regional & Community Planning	Increase budget by 10%	The Council did all residents a dis-service by voting against Spirit Place. Have no other developments circumvented existing by-laws? If we want to have a dense core that caters to those of all abilities and ages, Spirit Place was an example of a development that did just that. And what will we have in its place? Another soul-less building that caters to developers and not the residents of this city. We need elected officials and staff with vision who can see beyond what we have now to what can be. Roads and high-rises do not build communities, people do.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Right of Way and Traffic Management	Decrease budget by 5%	An increase in the Transit budget and a small decreased in the Traffic Management budget to focus on transit as a strategy to reduce traffic.
2	Right of Way and Traffic Management	Maintain existing budget	I don't really know what you mean by this.
3	Right of Way and Traffic Management	Maintain existing budget	MORE SIDEWALKS AND BIKELANES; COMPLETE STREETS ACCESSIBLE TO ALL. MORE STREET BEAUTIFICALTION PLEASE.
4	Right of Way and Traffic Management	Maintain existing budget	I've noticed on my walking route to the new beautiful Dartmouth bridge terminal (Thank-you!) that the pedestrian signals at traffic light intersections no longer automatically change to allow pedestrians to cross. I urge you to reverse this decision. Did your traffic analysts talk to your urban planners and AT folks? This is so unfriendly towards pedestrians. If a pedestrian misses that window to press the button, s/he has to wait longer to cross the road. This will lead to higher frequency of jay walking, making the roads less safe for pedestrians. This move is very car friendly and has made me an unhappy Haligonian.
5	Right of Way and Traffic Management	Maintain existing budget	There are many new signals that heavily favour vehicles over pedestrians, and are confusing for those walking. (e.g. Mumford @ Chebucto, the walk light never comes on unless the button is pushed, unlike the vast majority of other intersections). Please think of all users in signal design!
6	Right of Way and Traffic Management	Maintain existing budget	Is there no chance of increased efficiency here?
7	Right of Way and Traffic Management	Increase budget by 5%	Using LED lighting is an awesome initiative and will free up resources over the long term to improve traffic management. It does impact safety, but I would home the status quo can be maintained.
8	Right of Way and Traffic Management	Increase budget by 5%	Too many accidents for such a small population. Traffic flows poorly. Learn from others - look at London (the English one!)
9	Right of Way and Traffic Management	Increase budget by 10%	More focus on pedestrian safety, more crosswalks, crosswalk safety awareness campaigns, flashing overhead lights, and efficient response to outages and proactive maintenance, rather than reactive.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
10	Right of Way and Traffic Management	Increase budget by 10%	I support more aggressive changes to increase bike lanes.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Roadway Maintenance	Decrease budget by 10%	Most of our roads are great when they are re-paved. Paving is such a huge expense, and we shouldn't be paving as often as we are. It is really frustrating when a road crew ties up a portion of a road for days or weeks or months when it seems like the road was fine before they started. I'm not saying they don't do a great job - because they do, but let's not give them as much work to do, and maybe we can reduce fuel prices, either in heating or transit with the surplus.
2		Decrease budget by 10%	where are sidewalks and bikeways in this?????
3		Maintain existing budget	Please do not expand roadways. The city must grow, but it needs to do so upward not outward. Services are already stretched.
4		Increase budget by 5%	Desperately needed improvements. Especially in outlying areas.
5		Increase budget by 5%	Does this really require a comment? Worst roads of all the countries I have lived in. We need increased infrastructure to cope with and to encourage growth. Take a look at Brisbane We need another bridge!
6		Increase budget by 10%	Roadway maintenance is good. Heavy traffic areas are well kept. I have no patience for people who whine about potholes on side streets!
7		Increase budget by 10%	Not sure if this is the right place to put this. I support more funding for bike lanes, especially where they can be segregated from the main road.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Snow Removal & Ice Control	Decrease budget by 10%	I think we are well served, and have never experienced what I feel is poor service. I am from rural NS and dislike the mindset that 'all season' tires include winter. I think there should be a campaign promoting winter safety with winter tires. It isn't all up to the city to have dry pavement every day all winter, there is a responsibility on the part of the driver to be well prepared. I find steep hills are well looked after for the most part. If I had a complaint it would be the trucks are not on the road soon enough to get ahead of the storm sometimes. Overall it is good.
2		Decrease budget by 10%	The amount of plowing done on the roads in this city is ludicrously high.
3		Decrease budget by 10%	Winters are becoming a lot better Pedestrians who are physically able could take responsibility of shovelling the sidewalk in front of their houses rather than having sidewalk plowing running frequently. There could be small fines for not shovelling if you are physically capable.
4		Decrease budget by 10%	I think we focus too much on increasing high-speed traffic potential, and not enough on maintaining mobility for disabled people and foot traffic. I think we should prioritize emergency/transit service and foot traffic show clearing, and deprioritize road widening for general through traffic. If it drives more people to use the bus in the winter, that's all the better.
5		Decrease budget by 5%	The winters are not as harsh as they once were. Can we save some money here? I think so.
6		Decrease budget by 5%	I suggest a decrease of 5% to get rid of the Dartmouth sidewalk CAT program that clears the sidewalks. It's usually not timely and I go out and do it out of good will to the pedestrians. I do a better job and when I do it myself, the CAT comes along and pushes a fresh layer of snow over my really awesome job. It is infuriating and should be canned. A new program for sidewalk clearing for seniors (on a limited budget) and disabled could be put in place. One that calls on neighbours to help out.
7		Decrease budget by 5%	I think the city over salts and overflows compared to other cities I have lived in. I am also disappointed with the decision to bobcat all sidewalks.
8		Decrease budget by 5%	Do we really need our sidewalks cleared? Why not take that money and put it into clearing the sidewalks of those who need it? The money saved can pay for personal care of those who need their sidewalks cleared, creating employment and safer sidewalks!
9		Decrease budget by 5%	We do not appear to be getting our money's worth in sidewalk snow clearing. When they do show up, they do not remove all of the snow. And the treads pack the remaining snow which turns to ice. There are many ice patches which should be treated with salt.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
10	Snow Removal & Ice Control	Maintain existing budget	<p>This will be a test year to learn if all sidewalk clearance is a positive move...some homeowners and businesses will do their own anyway because of the time delay.</p> <p>Perhaps the streamlining of areas where many contractors overlap and none do a 'common sense' job, will be corrected. I use the KG Library, HW School, CGC facility and Transit and HRM as an example at Thomas Raddall Drive as a case study...please watch this space as it needs some oversight. 1550 students/staff at HW coming and going, Library exiting a negative slope to high snow banks...a safety issue.</p> <p>As well, a crosswalk is needed at the edge of the CGC NEW parking entrance. More sidewalks too!</p> <p>My comments are site specific but suggest there are problem areas throughout the HRM serviced area.</p>
11		Increase budget by 5%	<p>You promised more HRM-provided snow removal and it will take \$\$\$ to achieve that. And, if we have a mild winter, there's a pool of unused money.</p>

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Solid Waste	Decrease budget by 10%	These changes would not drastically affect the general population of HRM - newsletters? Really?
2		Decrease budget by 10%	spending 100-150% more than other cities. Not acceptable.
3		Decrease budget by 5%	Decrease advertising and only give out one compost, if the resident breaks their compost bin they should have to replace it themselves
4		Decrease budget by 5%	A decrease in green bin collection in Summer months, newsletters, etc. will not adversely affect the public - that money could be better spent.
5		Maintain existing budget	We need to go clear bag in HRM to improve on the 50% being diverted from the landfill. If you cannot improve diversion, then cut back on pickup of green bagged garbage - every three weeks? Will that help, I don't know, but we can't be paying for new landfill cells every whip stitch!
6		Maintain existing budget	We should not keep expanding outward, we need to expand upward. If we can't do it downtown because of the Heritage groups let's encourage it in the Quinpool district, or downtown Dartmouth.
7		Maintain existing budget	Do not change the Otter Lake system unless the community agrees. I assume the existing budget includes the current system as agreed with the community when the system was set up.
8		Maintain existing budget	Continue to educate all users including the apartment and Condo residents about sorting. Introduce clear bags Maintain status quo at the Solid Waste facility
9		Increase budget by 5%	We need to see waste management as an investment in our future.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Sportsfield & Playgrounds	Decrease budget by 5%	Make community service/ people who have fines repair the playgrounds so salaries are saved
2		Decrease budget by 5%	Engage more citizens to become involved in upkeep and repairs re these facilities. Some are already planning and working in these areas and are doing a splendid job!
3		Decrease budget by 5%	Children spend more time indoor with our weather than they do outside.
4		Maintain existing budget	Maintain or increase the playgrounds, but reduce the sportsfields by exploring privately run facilities.
5		Increase budget by 5%	Add playgrounds and sports fields to downtown core to encourage families to live there.
6		Increase budget by 5%	Encourage everyone to get out there.
7		Increase budget by 10%	I support more investment in playgrounds in communities with high concentrations of at risk youth.
1	Streetlights	Decrease budget by 10%	Helps prevent crime but also creates light pollution.
2		Decrease budget by 10%	We could also reduce the number of street lights, there is no need to light up the whole city like a Christmas tree every night
3		Decrease budget by 5%	Some isolated streets don't need as many lights. Overpasses a light up like xmas trees - could have fewer and still be clear enough not to cause accidents.
4		Maintain existing budget	Switching to the new LED lights is excellent strategy and should be continued as it will allow you to do more for less in the longer term. Therefore, make the budget status quo.
5		Maintain existing budget	I would like to see this reduced since we have the new LED's which are very long-lived.
6		Increase budget by 5%	The LED lights that are being introduced do not light the sidewalks and pedestrian users. This has safety implications and will not encourage AT. Work with the supplier who can modify the lights to reach the sidewalks. If not, then you need to consider adding lights along the way, important at Transit stops if increased ridership is a goal.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
1	Transit	Decrease budget by 10%	Public transit is a great thing, however we should not encourage residents to live so far outside of the city centre by offering them expensive services like Metro Transit. Porter's Lake, Tantallon, etc. should not have public transit. If residents want to take advantage of those services, move closer to the city centre.
2	Transit	Decrease budget by 10%	Poorly run with a strategic vision that has been allowed to get out of control by council - focus on making the existing services work before launching new services.
3	Transit	Increase budget by 10%	Improving the number of buses on current routes and better facilities for users to wait/stay warm, etc. are important to the success of the system. I would make the harsh move to minimize transit to newer areas and make developers pay directly to get bussing into their subdivisions. You want people to live there, you pay for the buses so they can live there happily. Focus more routes and better services in poorer populations like North Dartmouth, Fairview, Spryfield, universities, so those on small incomes are served far better by transit.
4	Transit	Increase budget by 10%	And fire the entire management staff. SO MUCH WASTE with transit.
5	Transit	Increase budget by 10%	more free days for seniors
6	Transit	Increase budget by 10%	I think transit really requires a massive reorganization. The bus routes are just nuts, and for a sprawling city with a collection of outlying village-like areas that people commute between, it's far too hub-oriented.
7	Transit	Maintain existing budget	But significantly rework transit system to be more effective and usable.

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
8	Transit	Maintain existing budget	The strike resulted in a huge loss for Halifax citizens. The transit workers received pay-outs for returning to work and raises that I personally don't think were deserved. The amount of money saved during the strike was splurged on free service after the strike and massive bonuses and raises for transit workers. The scheduling system for metro transit does not work for the riders. Sometimes busses do not come because no one wanted that shift. The current scheduling system needs to be dramatically improved so that no scheduled bus is a no-show. Many people rely on this unreliable service, yet prices keep increasing. The buses are rarely on time (too early or too late, it still inconveniences those who pay to use the system). The drivers are often unfriendly. I hear many drivers cursing under their breath at other drivers, pedestrians, and riders. They often say nothing when I thank them. They don't deserve the amount of money and schedule flexibility they are given. Change the scheduling so every bus that is scheduled to run runs. Reduce the starting wage. Take longer to give raises and ensure that raises are actually deserved. Don't offer extra wages to people filling in unwanted shifts, if the scheduling is changed this won't be an issue. Also, people are not stupid, they will conspire to have unwanted shifts that are actually wanted so they get extra money. Metro Transit is awful in comparison to other cities of its size.
9	Transit	Maintain existing budget	Transit tries to operate to connect areas of low density. I'd like to see core transit spines, like the route 80 to Sackville, the 10 to Dartmouth, and a route to reach the Tantallon area run more frequently. If transit is viewed as unreliable people will not want to use it. It must run frequently to give people an alternative to driving, which would hopefully reduce some wear on the roads, and ease maintenance costs there.
10	Transit	Maintain existing budget	Overpaid and inefficient. We should be getting more for our money
11	Transit	Maintain existing budget	Use an increase in Traffic Management Services to better the movement of bus services throughout the city making them a more viable form of transportation thus increasing ridership providing more revenues with the existing fleet.
12	Transit	Maintain existing budget	No more expensive Transit terminals...focus on route enhancements
13	Transit	Increase budget by 5%	I'm disappointed at the short-sightedness of what a budget increase would do for transit. The core of our downtown transit still follows the routes established by the streetcar lines a century ago. Our transit needs a redesign. We can do more with less, but in the interim, an increase in budget should contribute towards overhauling transit so it provides a service that everyone-- not just the have-nots desire, and is also financially sustainable

Budget Allocator - Service Related Comments			
No.	Service	Recommended Budget Allocation	Citizen Comments
14	Transit	Increase budget by 5%	Transit is essential for a growing, dense, city. More of this tax burden should be shared by suburban commuters who benefit from the reductions in traffic that transit provides. Transit is necessary to allow lower income earners to live on the peninsula.
15	Transit	Increase budget by 5%	Easing congestion is increasing access to transportation that is not a car. Ferries and buses need to be part of our lives, not just for those who can afford it.
16	Transit	Increase budget by 5%	Increase the budget for this assuming it helps to fix how broken public transit is. Laughable joke in this city. The buses take roundabout, winding routes everywhere they travel. I took the bus every day in London, ON. Here, I refuse. 15 minute drive = 1 hour bus ride by the time I walk to the stop a bit early, wait, go to like 3 terminals on the way to the destination. Every bus doesn't need to divert to every terminal that's remotely close to their required route. I'd rather get where I'm going with 1 transfer at a main terminal, than sit on one bus for 45 minutes driving to every terminal.
17	Transit	Increase budget by 5%	MORE FUNDING FOR THE REGIONAL CENTRE ESPECIALLY THE FERRY!!
18	Transit	Increase budget by 5%	Get people out of their one-driver stuck-in-traffic cars and put them on the buses. Benefit to road maintenance. And consider Epass for seniors.
19	Transit	Increase budget by 5%	An investment in transit is important... if it were more convenient for people to use, more people would use it. The more people that use it, the better transit can be. We need to model ourselves after cities that have great transit services, we need to figure out transit development for the new communities in Bedford, we need more sheltered bus stops, less overlapping bus routes, more direct routes to places outside of the urban core (Bedford, Spryfield, etc.)
20	Transit	Increase budget by 10%	Revise routes and service to ensure it supports a sharp increase of clients. Make it more functional, flexible, faster, bypassing traffic, etc.

Shape your Budget Comments

Comments from the Budget Allocator

Topic question:

Now that you have completed the Budget Allocator, do you have any additional comments?
(Unless noted, the comments are from Residential tax payers)

1. I don't like this budget calculator. It's the same one the Provincial government used on their web site. It's misleading and doesn't give enough information. People are just randomly clicking to maintain, increase or decrease broad areas. It's not specific enough. People have no idea what increasing or decreasing the numbers really does so it is meaningless and should not be used for any specific changes.

Also, \$366.95 million. Where is the other \$600 million that is collected in taxes every year? That goes to salaries? Why isn't that included in this? We spend too much on personal. That needs to be looked at as well when the budget is concerned.
2. I understand there are union issues with fire and protection services, but these costs are too high for a city of our size. The savings used from trimming these budgets could be used for extensive community outreach through programs and services, as well as helping keep the dynamism of the younger generation in Halifax after their formal training.
3. I expect the municipality to find ways to do more with less.
4. The city has no surplus or deficit? No Loans? Seems to be missing a category.
5. I chose to reduce fleet management expenditure because police officers should be decreasing their dependence on motorized vehicles and making use of bicycles instead (in the urban core, where appropriate). This will promote cycling in the city, decrease environmental pollution, and decrease costs. Also, bike lanes were not specifically mentioned but if they would be included in any category I would increase spending in that category to increase the amount of bike lanes. There should also be room in the budget for public education regarding safe road use for cyclists, pedestrians, and drivers. Everyone should know the rules of the road and it is the responsibility of HRM and/or driver training courses to educate road users.
6. Great tool! Would love to see investment to ensure re-vamp of the bike ramp exiting the MacDonald Bridge as part of the re-decking project.
7. In my opinion as private citizen, too much municipal funding gets spent on police services. A modest decrease in funding there allows a much-needed improvement with regards to Transit and Library Services ... services which have the ability to take economic stress off poorer citizens, reducing crime activity and alleviating the need for so many police officers. (Commercial Tax payer)
8. This city needs a bridge from Dartmouth to downtown Halifax that can service commuter-rail traffic. Also, running rail service (whether LRT or Subway systems) would drastically improve the god awful road planning in this city. A third bridge further from the basin would make travel between Dartmouth and Halifax much simpler; especially if it could service a rail line which could run to Bedford as well.
9. I feel like if we raise taxes a little bit, then we could do more things to improve the city. Also please scrap all funding for unnecessary events and recreational structures.
10. Pay down our debt
11. We desperately need to improve traffic flow systems in this city. (Commercial Tax payer)

12. I like the exercise, but I think that it's overlooking that an increase in some of the expenditures can/would be revenue generating (parking by-law enforcement, economic development, etc.). Still, great way to force people to think about their local taxes and how to allocate!
13. Cut out the bloat in some offices and we wouldn't have to make compromises to keep taxes lower. I guarantee you could cut the transit budget (or at least bring in more revenue) if you planned better. But then you'd have to spend 10mil paying some consulting firm, making the point moot. My bet is if you partnered with Dal or SMU and gave a 3rd/4th year math class every bit of bus data they could model an amazing transit system for the city. Cut out the politics for once and let choices be made purely on logic. See what happens.

14. Build better cycling infrastructure. Just do it. When you build new roads or redo roads, keep cyclists in mind. Instead of expansive grass areas along Lacewood and Bayer's Lake Commercial Park, widen a little for bicycles. If you make cycling accessible and not too scary young people will be more open to developing good transportation habits that will carry through their lives and save so much demand for expanded large scale expensive transportation infrastructure.

\$1.1 billion to widen Bayer's road? That's not including the ever-so-common underestimate criteria that typically sees infrastructure projects here run 20% over budget. 1.3 billion is almost \$1,500 per Nova Scotian. 6,000\$ for a family of 4. Over 13,500\$ for a family of 4 if costs are spread only over HRM residents.

The transit budget could be tripled for 20 years at that cost and all the absorbed demand by transit would more than offset the need for an expanded Bayer's Road. Tell the average family they can save 10,000\$ by taking some expanded transit services downtown or by carpooling. People don't realize what a wasteful expenditure this is so that they can shave 5-10 minutes off their morning and afternoon commutes.

15. Raise taxes if necessary, I won't mind!
16. I'm not a resident of Halifax, but I strongly recommend to make a surplus for rainy days
17. An interesting window into the budgeting process. Thank you
18. YOU SHOULD SPEND MORE MONEY. TAKE MORE FROM PETROBERTA AND SASKRATCHAROUND, THE WORLD CENTER FOR POTASH, MISERY, AND URANIUM.
(Commercial Tax payer)
19. We have to spend less!!! every year a reduction. ...a business that is in the red has to spend less money. it is not magic, is it? Thanks
20. I would pay \$150 a year for a way better city over all.
21. Overall, I think a great job is being done by most departments. There are a few tweaks I would make, as I'm sure there are tweaks others would make that differ from mine and yours, but overall great job. This idea of having residents have their say and become aware of budget constraints is a great idea, because a lot of people complain about things without justification, so at least now they know what they're complaining about.
22. I have many ideas that are proven to do what I have set out , with some changes that would actually make a profit for the city. (Not-for-Profit)
23. For the most part I would maintain the budget. I would try to get a small surplus to put towards extending arts and infrastructure in the downtown area. I would like to see more frequent bus service on core lines like the 80, 23, and 59 (extending into downtown) so that people can begin to trust transit as a reliable service. To achieve this, I think these bus routes should run every 10 minutes.

24. Spend less and do more like all others
25. Very interesting and challenging exercise.
26. Make the city attractive to commerce which, in turn, attracts investment, and in the long term everything else will benefit (e.g.: by way of increased commercial tax base, lower unemployment, less reliance on employment insurance and welfare). Commerce is the engine that drives everything...without it government would have no revenue with which to spend on any of the budget priorities. Don't bite the hand that feeds you. This doesn't mean arbitrary handouts to foreign interests with hypothetical earnings (e.g.: DSME Trenton!) this means making HRM attractive to small business which cumulatively make up a great percentage of commercial tax revenue. Small business owners, by virtue of being local, also reinvest much of their profits back in HRM rather than leaving the area. You will be a hero if you focus on local business. Given the chance, they would love to employ many more Haligonians...give them the tools and freedom to do what they do best. Reduce their tax burden (this will be offset by number of new businesses contributing to the overall volume) and plant some more seed money for start-ups that meet local interests (again, you will receive ROI through reduced unemployment and social programs). (Commercial Tax payer)
27. Please decrease the overall city spending.
28. One area which I did not see covered in this allocation Budget is with regard to residential street paving. I would like to voice my complete dissatisfaction and anger with the condition of the pavement on our street. We began residence here in 1974 (39 years) and the street has never been repaved. The street has been "patched" in so many places that the original pavement is hardly visible. This contributes to a very bumpy ride and is affecting my back condition. Thank you for the opportunity to voice our opinion.
29. I love the idea and opportunity to give my say into the new municipal budget. What I do not like is not being able to leave a comment under each section telling why I made the choices I made to decrease, increase or stay the same. Great job and I hope this is actually used to help shape our future as an amazing and growing municipality. Go Savage! Halifax is better because of you.
30. Thank you for letting us have our say.
Great tool to have residents to participate.
31. I disagree with wanting to have a single rate for Urban and Suburban as I recently read in the news. If you do anything make one rate for urban and rural. I see far less difference in service received between Hammonds Plains and Porters Lake than Hammonds Plains and Clayton Park.
also
In my opinion transit is out of control. There are too many buses running almost empty and new routes opening that make no sense. Want to save some money get rid of the 33 bus that costs me \$300+ a year. If you want to do transit in the suburban/rural area do a "park and ride". This sure would have been handy when we had a growing family. also
Extra police presence in downtown Halifax late at night should be funded by the establishments that make the presence necessary. i.e. If the bar is open after 1am they pay a premium that can be used to offset the cost of police effort.
32. I've decided to increase our municipal police budget and cut the RCMP budget because we don't need 2 police forces in the same area. If we put our money into our municipal force then we can have the numbers and provide them with the equipment they need to properly police the city. We also have to start investing more into our green spaces and parks to make families more willing to get outside and get the needed 30min of physical activity per day.

We need to invest in our youth and give them an opportunity to have productive things to do and not just hang out and get into trouble. (Not-for-Profit)

33. Remaining budget to incent green building developments
34. Halifax is a beautiful city with tons of potential. One of its major downfalls is that it behaves like a city back in the 70s-80s. Halifax needs to expand and fix roads (fast - not a 6-12 months projects), needs to grow and support businesses so that they can hire more people (it's very hard to find a job here), it needs to maintain and expand highways (i.e. Bedford hwy which is sometimes a huge bottle neck). We need more bike lanes as PART OF THE SIDEWALK (too many bikers fall and get hit on the roads and sometimes slow down traffic). We need sidewalk development, to actually have nice and wide sidewalks that keep pedestrians safe. We need to enforce by-laws that don't let hobos ask for money every 4 steps along Spring Garden Road (it's a city with tourism, imagine how that looks given that it's a small city - not NYC). We need more playgrounds, preferably playgrounds that offer sporting and fitness equipment (we need to educate kids to be as active as it gets). Taxes are high compared to what we get, people wouldn't mind paying their taxes if they see they pay for something that makes their life quality better. And I have so much more but this is long enough.
35. While determining a budget at any level of government is a fine balancing act, I believe people are tired of continuing to hear taxes are going up. It is important to maintain services like recreation and library that seemed to be enjoyed by so many of HRM citizens. I believe there are inefficiencies in the running of the city administration that could lead to some cost saving measures, noting this may not be popular with employees. As a past small business owner in HRM difficult decisions have to be made sometimes to ensure your business continues to thrive. Similarly HRM may need to make some difficult decisions but will benefit the city in the long term. We cannot continue to go over budget and spend money we do not have. No business can survive if their expenditures consistently exceed their revenues. HRM should be no exception. We cannot continue to put ourselves in debt for our future generations to deal with
36. Some of the areas I increased the budget on should bring more revenue in.
37. This is a cool exercise, thank you!
38. This is an interesting tool. Too bad the consequences of going over budget are not clear from the outset -- at least, I did not see them. I did not look at any of the supporting material (videos, consequence of +/- , etc.). Perhaps I might change my mind if I were to do so. But having some input and identifying personal priorities is wonderful. Thanks for the opportunity. DV
39. Thank you for this opportunity.
40. Move faster. If we are to thrive and grow we should be pushing towards that and improving our infrastructure. Build another bridge.
Change the traffic flow.
Pedestrianize Spring Garden Road. Look outside of Canada for innovative ideas.
Make your mark as an innovator Mike. Change the face of HRM from dull, old and tired to vibrant.
(Not-for-Profit)
41. Put the budget excess into compost and recycling programs. Do not change the double liner at Otter Lake. Invest in existing piped water and sewer. Maintain what we have. Do not build out.
42. \$40M for garbage disposal??? There has to be a more cost effective way to reduce the amount of waste heading to our landfills.
Also, suburban tax payers shouldn't be billed for metro transit if they have more than a 20 minute walk to the closest bus stop!
43. Public transit and Active Transportation should be the top priorities. Making the city safe for people opting to travel in non-motorized ways will help greenhouse gases, help the economy and help our health.

44. If you want people to use metro transit, stop allowing people to build new subdivisions that we all know people will only drive from. Also, planting trees along roadways makes it harder to see, and makes a mess and only really looks good for half the year. Also it makes it harder to work on power/communication.
45. Why are we spending more on police when crime stats are down???
46. This is a great idea. It allows the average person an idea of what you all have to deal with when doing the budget for the city. (Not-for-Profit)
47. Biggest priority would have to be continued wise planning (increase density, particularly on the peninsula, by incentivizing mid-rise development there, and disincentivizing low rise on the outskirts. improve public transit to allow people to move around without resorting to single-occupant vehicles. maintain public transit on key urban routes for longer hours of operation to allow, for example, those who might want to have a few beer to get home affordably on the bus after midnight.) These changes would have long standing positive impacts on the liveability of our city.
48. We need increases to those priorities that impact every single person (policing, fire, roads, emergencies). I have to pay every month for my own street light on the main road in addition to the portion of my tax that goes to street lights. I feel that everyone should be treated equally and it is time that everyone has to pay if they want a streetlight at the end of their driveway (this would save a tremendous amount of money). There are street lights on private roads that HRM is paying the bill on and has been for years. I have been waiting 3 years for planning to approve a piece of property. Increase their budget to allow for more technicians and staff to deal with public demand for services. Safety is #1 during the winter and there should be an increase to cover costs for fuel etc. and ensure that streets are clear. Traffic management is still a big issues especially the traffic that hits the armdale rotary. The changes to the rotary have made a difference but the bottlenecks are still there. We also need improvements to ambulance services. I know of several situations where the person is having a heart attack or stroke and the ambulance is using GPS to navigate through the city and it takes 20 minutes longer to get the person to the ER. This is not acceptable. Whether they are new to the area or not there has to be some way to ensure the software they are using to get to the hospital is accurate. People die.
49. We live in a time that we can't afford everything. I was limited to reduction of 10% in most areas. In some areas I would have cut much more. Bike lanes should equal licensing - people use bike lanes when convenient, but still cut on and off sidewalks and drive through lred lights as convenient for them. Treat bikes like a vehicle. License them. Make them have insurance. We need police, fire, transit, and infrastructure maintained. Everything else is gravy. New development should pay for all infrastructure needed - if adding developments (horizontal expansion of HRM) causes strain on existing infrastructure, developers should pay for the cost to improve as part of the cost of doing business. DON'T START A FOOTBALL STADIUM - we can't afford it!
50. Often in the selection tabs where one would hope to find explanations about service levels, very little information is available. A reference to "maintain service levels" is not very helpful unless you really know what the service levels are now... and I would suggest most people do not. Hopefully the information HRM collects through this engagement effort is useful. I would recommend more be done throughout the year (leading up to the budget) to get people informed and truly engaged. It is not an overly exciting topic to most, so you have your work cut out for you. Maybe go into some communities in HRM - rural, suburban, urban and show real examples of how each service is/ has been deployed; have citizens and organizations tell stories about the services they receive and how it positively impacts their communities. Happy to participate. Hope my comments are helpful.

51. Streetlights in rural areas of HRM are unnecessary and in many cases, unwanted. They are a traffic hazard particularly in foggy conditions, creating a wall of light. They reduce the effectiveness of reflective signage and road markings especially in rainy conditions. They turn blind corners and hills into blind spots 24/7 because one can no longer see the headlights of an oncoming car reflected on the trees and hydro wires. Roadside reflectors are far more effective and actually help rather than hinder night driving. How does shining more light into your eye help you see at night? It takes the eye several seconds to adjust to different conditions. The human eye is naturally drawn toward the light. Rates of car theft, vandalism and break-and-enter are much higher in lit areas. 98% of convicted felons surveyed agreed to prefer to operate in areas lit by streetlights. Motion sensors on lights are more effective in preventing crime. Streetlights interrupt the natural circadian rhythms of plants and animals including humans leading to sleep deprivation caused by suppressed melatonin production.. Scientists are linking night lighting to increased rates of diabetes, obesity, and depression. Streetlights interfere with appreciation of the stars, milky way and northern lights. They are a waste of money in rural wooded areas. They do not assist night time walkers. A flashlight is far more effective. Streetlights along the coast confuse night-time marine navigation. I could go on....
52. Primary comment on the city budget is on snow removal. I may be in the minority, but I think the city plows too often and from time to time, especially in the early winter, see people plowing slush. Maybe it only makes sense to plow if >5cm of snow and a temperature of -2 or less is in the forecast. Seems like a waste of money otherwise. We should take a cue from some western cities, where this spending is limited and people have to learn to drive in it for the day or two that it hangs around.

An alarming amount of the budget is spent on snow removal, since it really only is applicable for 1/3 of the year at most.

53. I strongly recommend improving public transportation especially introducing commuter rail service. The use of the Rockingham Station for this purpose would benefit me the most.
54. Spending in HRM has ballooned out of control for more than 10 years. Taxpayers' bills have doubled and tripled. It is unconscionable that spending has not been controlled. Taxes have grown at 2-3X the CPI and far beyond the compensation increases given in the private sector. Cut services. Cut the transportation tax to zero. Outsource urban bus routes where viable. Cut taxes!

The current convention centre loses \$4 million a year in a dying industry. Building a larger Convention Centre will only lose even more money like Ottawa, Vancouver and everywhere else. If WTCC and HRM employees want to lose their personal savings on these boondoggles, then let them, but keep the taxpayers home equity out of the equation.

55. I have given very valuable proposals for cost reduction and enhanced performance to the Police website. Now the major idea is as follows which can make Nova Scotia a leader in Fund management/avoiding mis management by the MP's and Departments.

TODAY THE AUDITOR GENERAL COMES IN AFTER THE FUNDS HAVE BEEN EMBAZZELED / VANISHED - I AM PROPOSING THAT ALL FUNDS BE SANCTIONED BY THE AUDITOR GENERAL BEFORE THEY ARE SPENT / WITHDRAWN FROM THE BANKS: SPECIALLY THE EXPENSES OF THE FIGUREHEADS/MEMBERS OF PARLIAMENT/LEGISLATURES/MAYORS TOO.

56. Economic dev. a priority for me. I would not increase many of the services and this includes wages. Inflation is running very low, this should set the tone for expenses in these sections...if you cannot benchmark on inflation one better have a very good explanation of why their budget should be higher. That said, HFX economy will be different in 3 to 7 years as the ship building contracts kick in so investments in infrastructure are important...it stands to reason that services will increase concomitantly as population grows. Look for efficiencies at all levels. Are there ways for people to help city via volunteering etc.....I have a surplus...one thing I did not see is the debt financing. I assume this must be part of the budget. In my opinion now is the time to bring down municipal debt before interest rates begin to rise...this may still be a while yet but the thinking and modelling process should be considering the impacts....Increasing taxes (revenues) can obviously fix problems but should be the last resort. People are burdened now, that's why I put some emphasis on economic development...HFX has a lot to offer.....
57. Having HRM police and rcmp seems backwards, one or the other should be funded. Metro transit should be self-funded or free to the public if the city is giving them cash.
58. Council needs to get a grip on its spend & tax habit-more value with less money.
59.
 1. Property taxes should NOT be based on assessment, but by services rendered/ delivered. Why should I pay 5 times the amount of taxes than another citizen of HRM, just because I live in a certain location? Or vice versa, why should citizens living in some locations pay less than I do for the same or better services? This is not fair!

Folks on fixed, or retirement incomes in some locations cannot afford to stay in their homes because the taxes are depleting their ability to cover monthly expenses.
 2. Public money/funds/taxes should NOT be spent on helping/ rescuing people who have chosen to do risky things; drunk driving, hiking in dangerous areas, skiing accidents, wilderness camping, boating inappropriately, and similar other such chosen personal activities.

People choosing to do risky things should be mandated to carry Risk Insurance so that the public purse isn't wasting money for individual, inappropriate choices. Yes, the police will respond, the health services will be on call, emergency measures will be put in action, but the choosers/users/victims in these situations should be BILLED after the fact, for their use of civic resources. It seems there is so much funding wasted, when it could be better spent on other needs for the good of all citizens.
60. I think rather than just blindly increasing or decreasing budgets (because it could be all for not-for example if your snow removal budget goes over you have to pay it).I would rather see each and every department justify their expenses if they need more or less adjustments can be made.
61. We are all being asked to do more with less - becoming more efficient is key. We cannot support a tax structure comparable to that of larger cities when our income base is less. Yes, this results in tougher decisions, but we need to expect better performance and productivity from our civic services.
62. We need to take opportunities to reduce inefficient spending. I choose not to cut Solid Waste, however there are huge opportunities to save money through more efficient systems & process. I would re-invest that into beautification and economic development as those are drivers that have potential for large scale shift changes. (Commercial Tax payer)
63. I would love to get involved in departmental level budget assessments. If there is a movement for a citizen's advocate in the budget process, I would love to know more about how I could become involved in that.
64. Some budgets could face bigger cuts than %10. My deficit would be less or non-existent.
65. Thanks for the opportunity to provide input!
66. Public Transit Infrastructure should change with the cities growth. Adding a rail based system to major hubs from the down town should be a reality. Our city also needs a sports stadium to support the growth of sporting venues to our city. (Commercial Tax payer)

67. If you want more money to spend than the city has to grow and produce more revenue.

Question: Why am I paying to have RCMP officers sit on Provincial highways writing tickets for the province or have them moved to other locals on a temp basis at my expense.

Why are we subsidizing transit riders to the tune of \$72 million (almost what we spend on Police. People who drive cars have to pay the full cost of owning and operating their vehicles plus hundreds of dollars of vehicle permits and subsidize Transit riders plus bike riders (who pay little or nothing toward the upkeep of the roads) yet get special lanes, start charging them to use the roads.

68. Halifax can stand to increase the budget modestly to ensure that vital municipal services are improved.

Halifax needs to focus specifically on planning intensification in the down town core. Intensification must be done right. If the Irving Ships deal does come to fruition, there will be increased traffic down town meaning a need for improved congestion management (improved transit).

I would also suggest that the City investigate the feasibility of bringing a portion of the City's solid waste collection in-house as a pilot project to see if there would be cost savings from remunicipalisation. The City of Ottawa has saved quite a bit of money by having both municipal and private collection forces bidding for the same "zones". Great app though! It will be interesting to see how these new mechanisms affect budgets!

69. I would have chosen "increase spending on transit by 50%" if it was an option. And 100% increase for Active Transportation infrastructure or an increase to at least 10% of the total road and right-of-way construction/maintenance budget (I believe it's at less than 1%, currently).

70. A \$17 increase in taxes is minimal, given that expansion of free library & community services and increased transit would make a huge difference for our poorest communities.

71. GHP budget should be reduced by \$1M.

72. I wish that 10% was not the limit. Plus I wish that the Greater Halifax Partnership budget could be entirely eliminated. I have never met a more useless bunch of twats. The other thing that I would love to see is where this money is spent. For instance I have said, "Increase sports fields, etc." but I don't want another soccer field in Tantallon or Musquodoboit. I want some stuff build in the South End. Count the number of public or economical swimming pools south of the Commons and it is zero.

Two other things I would like to see would be extreme breakdowns of all receipts and spending of every single department and city employee. And I would love to see a hard core corruption investigation of all the top officials elected and hired. Why a corruption investigation? There must be some Trevor Zinck with a gambling/drinking/drug/etc. problem doing bad things; yet I never hear of any arrests for this stuff. It is impossible for the entire top brass to all be angels or criminal masterminds, thus nobody is looking. If nobody is looking corruption and theft will be out of control.

The result is that many kids in sports who live in downtown Halifax have to drive repeatedly out to places like Prospect in order to play with other kids from downtown.

73. HRM must begin to cap budgets and stop the constant increases every year.

The 2 most important departments are police and transit and all others should be subject to caps or decreased budgets.

Council should try and stop living in the past, glad handing with every department head and start thinking about the people who pay the bills. I have not heard anyone at city hall mention that decreased spending and lower taxes are a possibility.

74. Crime is DOWN. I think we need to cut budgets to the police and RCMP.
We need to beautify our city. We need to provide cheaper health and wellness facilities for our residents. Our libraries need better resources and should be open MONDAYS.
75. Awesome - thanks Mayor Savage and the team!
76. I feel like maybe you discarded all of my comments on each category before--closing and reopening the comment block left it empty. That makes me sad because I think there's far more dimension to people's reasoning than can be encapsulated by a simple +/- quiz.
However, kudos for this idea! This is a phenomenal educational tool and I think this should be a part of the public curriculum for all schools and strongly promoted everywhere possible. If this could form the groundwork for a continuing public conversation about Halifax government, I think that would be fantastic. It's especially great to see people make politically motivated choices in the context of a fixed budget. It really drives home the idea that someone has to pay for the stuff they want, which I believe is lacking for many people.
Congratulations and keep it up!
77. The planning process HRM engages in is too slow and complicated
78. I believe that the city has to come up with programs that can make us money, for example tourism, we are giving too much away and there are ways to make money out of the tourists. We have to come up with programs that encourages businesses to come up with programs and ideas that can be matched by government and we have to stop handouts to businesses but make them be creative. Giving people what they NEED not want is the answer and if it is an increase of municipal taxes so be it. I'm new to the province from Ontario and all I see tons of opportunities and on the other side people complaining about how things are. There's so many opportunities here but people are not seeing it, we should have a course "An Eye for opportunities" and we would have a better Halifax and a better province. Love this province and love to help out in changing the mentality here. I close with a saying that I have, Let us NOT complain for what we have allowed" John(Commercial Tax payer)
79. I'm not very sure with budget allocations but I know when people have no spaces, like trails and fields (that are nice and not full of garbage) they won't be happy. Nova Scotia has some of the nicest places in the world and it would be a shame to put dumb condos everywhere
80. Wow. Kudos to you guys! I had a hard time with this, so I can just imagine what it's like to balance the budget and make cuts each year. I found this to be very insightful. While I tried to keep it equal, I did find that essential services and community development are necessary fields for a budget increase. (Not-for-Profit)
81. I'm tired of continuing to pay for the mistakes of the government of the past. Tax rates and costs throughout the region are why everyone's leaving. There are too few opportunities that will allow my children to be able to afford a half decent standard of living with the cost around here. Lower taxes and costs now.
82. In most circumstances I question the actual use of the funds. I would also reduce some figures by more than 10%
83. There were too few options here. I want to be able to vote to have more tax pulled in by those that cost the municipality more to service.

84. Hard to balance!!
85. Invest in beautification efforts like those that were done on Quinpool Road this past summer. Also, invest in more Planning & Development employees to dig HRM out of our permitting backlog.
86. As indicated in my last comment please focus on attracting new Tax revenue rather than spending less or taxing more, it's pretty simple. (Not-for-Profit)
87. Thank-you for considering my opinion. (Commercial Tax payer)
88. It's important to focus on increasing density in the core and controlling suburban expansion. The latter should be limited as much as possible; and when it is permitted, should be in denser, more concentrated housing forms than is now the case. Focus should be on improving rapid transit (in conjunction with controlled/restricted/limited suburban development). The city should consider more one-way streets to improve transit flow of alternatives to car traffic (for e.g., dedicated bus/bicycle lanes). Sideway snow removal in residential areas should be abandoned (except for elderly/disabled residents)--we can all shovel our own sidewalks, and I'd rather have my tax dollars spent on important things I can't do for myself.
89. The role of a budget is to use the resources of the HRM to meet the needs of its residents. If these needs exceed the current financial resources, savings must be made or revenues increased. As the property tax, the main source of revenues for HRM, is highly regressive, we need to have progressive tax sources. One major budget item which is not part of this exercise is the flow through of property tax to the province for programmes taken over by the province, such as school boards, over which the HRM has no control. These flow through items should be cancelled and the province would have to raise these revenues by raising the income tax, the only significant progressive tax. Ending the flow through of property taxes to the province would save the HRM close to \$200 million, allowing it to meet more needs of its citizens while also reducing property taxes.
90. You must include the debt. Why are we paying interest on debt? Are we so important now we must spend more but later we will spend sell? Of course not!
- This is not much of an exercise as I feel it is simply an illusion of including citizens. What I would really like is the city to get the best work done for the lowest price. What has to be done is attack school and boards, as well as police and fire departments. It is appalling to find out after a new man in charge of the fire department comes in he can easily get rid of senior staff. The simple reason being they were totally unnecessary. Allowing departments to raise more tax especially on new construction is like shooting yourself in the foot. Do you want to develop or not. Less tax- less spending- no debt. TU
91. Great survey
92. Increase funds to arts & culture! Increase to schools & libraries!!
93. I think the HRM needs to start making community initiatives a priority in the municipal budget, as Halifax is being abandoned by many young people not only because of a lack of jobs, but because of a lack of community infrastructure and programs.
94. We need to work towards promoting transit use, carpooling and active transportation and decrease the number of people commuting alone by car each day. We need to encourage people to choose to live closer to

where they work, and plan housing in a way that makes this choice possible.

95. All levels of government need to stop trying to be "all things to all people". The farther removed a level of government from the people, the less money (taxation) they should take from them. The greatest need is at the municipal level. Having said that, HRM pays for way too many things that people should be paying for themselves (i.e. user pay). Things like recreational facilities should be privatized.
96. This is awesome! Although I haven't seen it advertised very much and fell upon this by accident, I think this is an excellent initiative and I really LOVE the helpful videos. The wording is in plain language, the video is simple and Mayor and Mr. Fisher both speak clearly and are able to explain a very complex budget as simple as can be. Bravo!
97. Use excess to pay down the city debt. Eventually eliminate the debt and eliminate yearly debt servicing charges.
The city cannot afford to pay for a new football stadium.
98. Where are the questions about the stadiums, convention centres, etc.?
I am not really over budget since the items I would decrease are not listed here as options for reducing expenditures. I would not fund the trade convention centre, or other big business initiatives saving us 100s of millions. Where are the questions about paying consultants? Get rid of consultants and save millions.
I think this budget allocation questionnaire is not fair. The only reason I completed it is so that I could write these comments.
P.S. How much did it cost to have this questionnaire? - lets reduce the budget by this amount and not have questionnaires that don't ask real questions.
99. Residential Property taxes are atrocious in Halifax. We need them reduced.
00. We really need more job for the young professionals.
01. Great tool!
02. This is a fabulous tool for democratic government. I am thrilled to have this opportunity to be engaged. I hope that these surveys will actually be utilized in decision making for the citizens of our community.
03. I would like to see the municipality return to their basic responsibilities such as police and fire services.

I would like to the municipality reduce spending on recreation/sports fields/playgrounds etc. (I encourage the HRM to pursue private sponsorship/naming funding for these facilities) and to reduce spending on Transit by eliminating unsustainable or too-frequent routes/times. The HRM should also be encouraging people to walk in the downtown core rather than providing too frequent on/off bus service - i.e. reduce the number of buses travelling and stopping along Barrington Street, Spring Garden Road, Gottingen Street etc. Walking is both healthy and "green".
I am happy to pay taxes for our solid waste programs (support going green).
I would like to see the city install electric charging stations near high traffic HRM buildings/offices.

04. I like that HRM is asking for citizen input however I see that there is a lot of context that is missing if you are asking citizens to vote with their tax dollars-people may not be that well informed, may have problems with large numbers and not see value in something that does not directly affect them. Running a government is not the same as crowd-source or kick-starter populist fundraising.

The videos explain general information however the treatment for different sectors is a bit uneven with respect to what details they provide. For example the police describe having 719 police and 214 civilian employees but it's unclear if this includes RCMP. The libraries describe having 14 branches and the number of visits but don't mention the number of staff.

It would be better if all of the videos described exactly how many employees there are and if they are HRM employees (with a break-down between full-time and part-time) or contract workers.

I believe to be voting with dollars it is important to have a better sense of what the needs of each division are based on any planning priorities for up-coming periods of time. For example of the 14 branch libraries is there an expectation for new buildings? is there a demand for increased hours of access? Does the present budget include any monies allocated for capital expenditures such as buildings etc.?

I would like to know what the total number of HRM employees is and how these numbers break down in ranges of salaries-for example there are XXX employees earning between 30,000 and 35,000; there are XXX employees earning between 35,000-40,000 etc. There is an abundant evidence that inequality harms us all so I would be interested to know if HRM has adopted a low pay ratio or has restricted top pay rates? Or is HRM intending to pursue a property tax based on income and property value or income alone to ensure that lower income earners are able to remain in areas that are being gentrified such as much of the urban core?

05. The lack of jobs in this province will greatly affect the economy of Nova Scotia. Young people are starting to leave because there are no opportunities in this province to maintain a healthy pay check. The high cost of living here, such as taxes and rent versus the opportunity of jobs is unfair. Tuition seems to be quite a waste overall because many people end up getting degrees and finding no work to pay off debt, not even full time retail hours. I find myself in a similar situation. More money needs to be spent on job opportunities for people living in Nova Scotia. There is no stability in the workforce here. Shouldn't this be addressed and dealt with already?
06. In some cases, e.g.. transit, the budget doesn't need changing so much as decisions on how to use it do. The bus routes are ridiculous. The more roads you create, the more traffic is generated, so put the emphasis on logical bus options. Support the arts and libraries! Use the extra money towards affordable housing for those who really can't afford it, not for those who want to save money. Get options in place for mental health, homeless and victims of violence. Bike lanes! Benches, Drinking fountains, trees on roadsides, paint the crosswalk lines, play equipment in small parks. Wake up. (Commercial Tax payer)
07. All the taxes in NS are high - not just property tax - we are talking Sale tax as well as income tax. For a province that has lower income per person we are making it harder for people to live a Life.
08. Residential taxes are too high in Halifax. We are taxes the highest in Canada in many respects. Instead of increasing water taxes, property taxes etc. we need to start trimming the budget. Too much money is being spent on solid waste. If we have to change it to every two weeks for the compose pick up then that is fine. Newsletters are a waste of money. This area needs to be trimmed substantially. More ownership has to be placed on the resident. If residents want lower taxes something has to give. The areas I have chosen are the ones I feel we could trim certain programs, etc. within the specific area.
09. This is a good step in the direction of public participation in budget setting. However it is too limited. It does not offer the option of increasing revenues.
I strongly support HRM preparing a case to take to the province in their planned review of taxes, to argue for municipal income taxes similar to those in Manitoba; and other revenue changes proposed in the 2012 CCPA Municipal Alternative Budget.
10. Great idea.

11. Salaries for the mayor and city councillors are far too high. HRM public servant wages and benefits in general are 1/3 higher than similar private sector jobs and staffing levels are 1/3 higher than they would be for similar services provided by the private sector.

Given the fact that approximately 80% of the budget is spent on wages there must be more restraint and accountability in this area.

Remember this: Only those who work in wealth generating enterprises pay taxes.
Civil servants are paid from taxes. They do not pay taxes.

12. Great idea! Educational

13. An excellent exercise! It's very difficult to cut back on items, so I basically decided I could swing an additional \$34 to my tax bill.
My personal priorities include alternative transportation - developing better bike lanes, improving transit, and the HRM Library system (which is the best system I've ever lived within - I cannot give them high enough praise). However, I'd also like the council to take a close look at the downtown property taxes for small businesses and the like - I hate seeing the big box store developments (so car-dependent) flourish, when we could really develop a vibrant living/working/shopping downtown Halifax.
Congratulations on doing this and all the videos - it's great to get the insight behind just the budget numbers.
14. My budget increase is based on improving Transit Services as well as our Sports Centres including the Dartmouth Sportsplex. I also believe that the Dalplex should be upgraded so that it becomes an aquatic facility capable of holding more than 15 spectators for a Swim Meet.
15. I think small increases overall will help each department. It is up to these departments to continue with reducing their expenditures. I agree with a small tax increase to make improvements in our city.
16. There are lots of efficiencies to be had to decrease costs and services that can be further automated to internet users and iPhone users. The working class as of year 2020 will barely have any baby boomers so the catering of services should be modified in consequence - to be ready for the future. The city should focus on developing plans that will support an increase in population in 3-4 years for traffic, protection, and infrastructure.
17. My biggest concern is not with the budget itself but with the assessment system which needs to be reformed. According to numbers on your site, my house is in the top 10% of assessments...in HRM. I don't believe that is at all reflective of actual sale prices compared with locations on the peninsula / Bedford / etc. I liked the website though, was good to be able to increase a bit of funding for sports and rec facilities...I'd say that's worth giving up a bit of snow plowing response time for.
18. I don't see a category for governance.
Please remind all the elected officials that they have an obligation to the residents of their respective districts. This is not happening in my area, District 12. Communication, Engagement, response to query, respect for volunteers are all a part of Governance...please bring this to Councils attention a.s.a.p..
It would not cost anything!!
19. I really value the library services here in HRM.
20. More money on greening the city: bike lanes, maybe more green spaces downtown. Maybe close part of a street or two downtown to make it walkable....

21. I believe that the increase in revenues from permitting and by-laws will help defray the additional cost required to maintain the roads and by increasing transit service you can reduce single car usage reducing traffic congestion. In Tantallon we have a bus - but it runs on rush hours only - we should have an hourly bus - if you want people to use a service you need to make it available to them and accessible every day.
22. I personally believe HRM should make decisions based on the future of Halifax and its surrounding areas, instead of focusing on little things that don't matter in the long run. (Not-for-Profit)
23. Like most rate payers I would not want to see taxes rise very much and I support a balanced budget. Most of my choices were to purchase the same level of services however I suggest that there are areas where we need to be forward looking and consider spending for the future. My two areas of concern would be waste management (where I think we need to consider compliance initiatives that would encourage more recycling and reduction; I am in favor of clear garbage bags) and infrastructure (like old pipes, sewer, bridges, etc.).
24. Council has to start acting responsibly with tax dollars. Start reducing the very high tax rates that are scaring away business. Also very difficult for taxpayers on top of those extra hidden taxes - like water rates, surcharges, high power rates, etc.

Municipal costs are becoming a burden, and there seems to be no end to HRM spending and approving more all the time.

25. I think we're at a point in our development where we have to bite the bullet and increase investment in transit. The city won't work unless our modal shares are split more evenly. (We've got all our eggs in the private car basket, and we need other modes of transport to have a well-functioning, long-term affordable city.)
I don't see why the city is working on economic development... We build and pay for and maintain all the infrastructure that an economy needs. That's the economic development a city specializes in. Anything else seems like misguided.
26. Halifax needs to take risks to be able to bring youthful entrepreneurs to Halifax. SMEs are the backbone of any economy and we are doing a hard job of keeping them. Public transit, Art culture, and a bustling nightlife are essential to bringing the youth here.

YouTube: "Lisbon Start-up City" - great ideas to what small cities can do to attract brilliant minds.

27. The Oval should not be free anyone that uses it should have to pay \$5.00 a day. No one asked me if I wanted to have it or pay for it. I cannot skate and if I could it would cost me about \$10.00 both ways to use it. When I did get there is no parking for me so the only ones that it works out for are the ones from the south end of HFX that can afford it and live in houses that are any were from \$350000 and up. If they can afford to live there they can afford to pay for this rink. Stop making us that cannot use or will never use it pay for something we never wanted. If I swim or played hockey I have to pay the cost to use it to maintain it so should the people that use this waste of money you call the OVAL
28. HRM has a large surplus, yet has just cut the trail specialist staff by 50 % (from 2 to 1) - another pathetic down-loading of work to trail association volunteers. This nickel and dime approach to resourcing an important program has the potential to back-fire big-time.
29. As a higher than average income earner I could easily support the increases I propose. Given that Halifax's tax rate appears low compared to national equivalents, increases appear justifiable. I do wish for a more progressive form of taxation than property assessment; income tax would be ideal, though I understand it is difficult to change the method.
I am against the reduction in tax rate given to suburban ratepayers. It is more expensive to deliver services to these communities (fire, police, waste, transit, snow clearing, street lights, roadways, etc.) they should pay the increased cost. I would prefer if development of these communities was slowed, as I feel they will be a drag on the city's finances as we go forward (and you cannot un-build a subdivision!)

30. I especially want the parks and open spaces (including the Urban Forest Master Plan) to be properly supported with increased budget.
31. 31. What is not available in the selections is how to reduce staffing costs. I am sure there are many positions that are duplicated or not required. Also within the budget are the services being provide being done at the most efficient way?
32. Thank you for this opportunity. I would like to see a summary of results and the number who submitted information.
33. I have lived in Halifax all my life, I have seen how the city spends its money from the other side and know what's working and what's not working and thus it is reflected in the budget I have proposed, nothing matters more to me then this city I love so much it is the best city in the country.
34. If there was a way to decrease councillors' salaries and pensions that would be great but I guess that must be another budget! (Not-for-Profit)
35. Even as a low income individual, I wouldn't mind paying a less than 1% tax increase to see a budget play out like this. Halifax has grown enough for a few years, we need to shore up the population density and bring tourists back. We need to worry about maintaining the services that we have and improve the economic growth of the people before we focus on expanding. We are already a world class city and have the diversity and programs to prove it. We need to save the ship building contracts and get up and running with the progress that has already been made.
36. I recognize that I'm over budget by 1.1% this year. I do not have a problem paying the extra \$20 on my taxes this year to have a world class city with world class services/infrastructure. Heck, make it \$40, and I'll cover someone in a lower tax bracket.
This is a great idea, and I'm so happy to see this offered. Next year I would like to see even more options, or more levels of detail for each section that I can choose to spend my money on. i.e. I would prefer my money go for more bike lanes rather than more new roads/road expansions.
Also, I would like to have more say on revenue generation - for example cheaper bus fares paid for by more expensive parking tickets or higher commercial/industrial land taxes for places outside the downtown core (i.e. Burnside, Dartmouth Crossing).
Also I would like more say about spending on new priorities, like socialized child care or energy efficiency/greening projects in the city.
I think this is a great opportunity and gives Haligonians more of a say in their democracy. I hope it can be expanded in the future.
37. Should have more choice of increases or deductions and be able to allocate left over money to one's choice
38. 38. Increase spending on active transportation, and reopen the Berkshire close Public Walkway
39. All of my selections were based on how well I perceive these areas to be working under their current budget. I am a teenager, so this perception is slightly narrower than that of an adult, although there is minimal subjectivity in it due to this same fact. The people running this operation should attempt to get child involvement in this project, even if only minor, to receive a fully objective opinion, although children may not understand fully the implications. Adult minds, no offense, are more heavily prone to being swayed by personal or peer generated opinions.

40. Change focus to - residents should take care of themselves, not be cared for/catered to by government.
Cut fat out of Support Services - legal/finances, freeze salaries for any who have received more than a 1% raise.
Freeze all municipal and related entity (e.g. water commission) salaries for any who have received raises over 1%
Snow Removal - make property owners responsible for sidewalk snow removal across the entire HRM.
Reduce the number of street litres and hours of operation (some lights come on while it is still light!!)
Transit - user pay, and cut all underutilized routes
User Pay - increase revenues - recreation courses, library fees, ice skating oval, rinks/pools & any discretionary services received by taxpayers.
REDUCE DEBT - and cap capital spending - this will save the taxpayers as interest rates ultimately rise - stop building libraries, ice ovals, stadiums, hockey pads - user pay
EMO - cut public education & training
Culture - cut the poet laureate and all wasteful .
CUT Councillors stipends, and discretionary spending.
CUT all international travel, and restrict ALL travel in Canada.
Have the auditor general perform audits with a cost cutting focus.
FREEZE Mayor & Councillor salaries and make a component of current salaries performance based - how well costs are contained/frozen.
41. 5% and 10% are arbitrary numbers, but trimming a little from some areas to increase others seems reasonable to me. Given the poor quality of transit and snow removal, these areas clearly need more funds. I think if you trimmed a little more and had someone look into how they are spending their money there would be wasteful spending that could be reduced.
42. In times of limited resources, policing, ER services, economic development (including transit) are priorities, everything else will have to be minimized.
43. Interesting exercise.
44. Do not even think about building a stadium - taxpayers will be stuck paying for it and servicing debt forever.
45. Under budget on my first try! That wasn't so hard.
46. Halifax has an extremely low per capita amount spent on the arts compared to other Canadian cities. What about measures to reduce greenhouse gasses? Putting more sidewalk plows seems to run counter to this goal.
47. Halifax needs to increase support to starving organizations that serve the most vulnerable populations in the HRM. This includes funding for shelters, Halifax Housing Help, addiction and rehab programs, and affordable housing. (Commercial Tax payer)
48. Thank-you for the opportunity!

Open forum:

1. Would like to see HRM download service cost for new developments to Developers.
2. HRM should set aside \$1-2M per year, for acquisition of land for a park at Blue Mountain / Birch Cove.
3. Concerned about Recreation in Clayton Park.
 - Prices at the Canada Games Centre are three to four times higher than they were at Northcliff.
 - As a result there is not an affordable recreation centre for Clayton Park citizens.
 - Have to now transport his children to Spryfield and Bedford for affordable programs.
4. As member of NFP Trail Association
 - This non-for-profit association has to pay \$100 to hold a meeting at the Canada Games Centre.
 - Feels constrained by communications between Departments.
 - Is also concerned with Bylaw enforcement and crosswalk safety.
5. Improved accessibility within HRM for wheelchairs, elderly and strollers.
 - Would like to see “Accessibility Improvements” as a line item within the Budget; suggests \$1M.
 - Revenue could be collected from Developers to ensure all new community developments are totally accessible.
6. Lower residential and commercial tax rates by 1-2%
7. Cancel the building of the Convention Centre, the future savings would offset the penalty fees.
8. Cycling Lanes – suggest raised or extended sidewalks for additional safety!
9. Suggest an alternative way for revenues sources for the City; such as Income Tax

Topic question:

Now that you have reviewed the budget allocator, let us know what you think

GloComment 1 16 Nov 2013, 5:32 PM

There is a need in HRM for more help for animals that are strays or abandoned. I would be willing to pay higher tax in order to make this possible. Please help end their suffering by supporting more organizations that rescue and help them.

Hfxx Comment 1.1 23 Nov 2013, 4:55 PM

Do you have any idea how many birds are killed by cats? Stray cats are a real problem. In fact, all outdoor cats are a problem.

Haligonian Comment 1.2 1 Dec 2013, 10:22 AM

Higher taxes should go to support people, their lives and their families. Cats, by the way, kill thousands of birds a year, yet no one seems to care about that.

Dook Comment 2 16 Nov 2013, 9:08 PM

Every winter, our street is one of the last streets plowed after ANY snow storm. Sometimes, the secondary paved road that our gravel street runs off gets plowed 3-4 times before ours is done once. Willow Street off the West Petpeswick Rd. I am not on city water or sewer either at my workplace or at home so my tax dollars are really just paying for highway maintenance...which most times is sparse.

LindaDD Comment 3 22 Nov 2013, 9:08 PM

Housing for seniors needs to be looked at. 55 Crichton is a dump that is leaking everywhere and the basement has been off limits to residents for over a year now. They opened the building to all walks of life and it is no longer fit for our aging seniors. I cannot believe that HRM allows such a "building" to remain in operation taking money from innocent seniors who cannot afford to live anywhere else. There are so many buildings being built in HRM that are left unoccupied, I don't understand why these people who live in such a derelict building as 55 Crichton Avenue in Dartmouth are not offered a reduced rate based on income for one of these new unoccupied buildings. Keep it a seniors building and do not open it to the general low income community.

jdca Comment 5 22 Nov 2013, 10:45 PM

There seems to be a reluctance on the part of HRM to identify, acquire and protect through an appropriate non-development buffer, a large block of land suitable for a future multi-purpose solid waste resource management facility to be hosted. The costs to taxpayers to acquire such a property will only increase as time goes by, so acquisition should proceed as soon as possible. Another reason to acquire this property as soon as possible is based on the fact that future development initiatives will cause it to be more difficult to locate a large body of land close to a 100 series highway that is located a significant distance away from residential communities. This new property will not be needed for more than ten years from now.

The new location may be used for a hybrid landfill, waste to energy facility, recycling location, composting facility and/or other solid waste management processes. Facility configuration possibilities are endless, because future solid waste resource management technologies are evolving quickly and the best combination of processes to

achieve the most effective solution cannot be determined today and a committed decision need not be made for perhaps 8 or more years from now.

But it is undeniable that the costs to HRM taxpayers in order to acquire a new suitable property will only increase as days go by.

Hfxx Comment 6 23 Nov 2013, 4:51 PM

Will HRM reduce the tax rate for condominiums? The current tax system is unfair for condominium owners.

Agricola Comment 7 2 Dec 2013, 9:27 AM

This is an interesting exercise, but how money is allocated within departments is just important than how it is allocated between them. We are spending too much money on building and maintaining new roads -- but if I decrease the Transportation budget, I don't want it to mean guardrail replacement and maintenance of existing roads is dropped. As well, there are hundreds of playgrounds in HRM -- a great asset in one way, but many of them are little used. Some of the playground equipment that needs maintenance should be taken out, while other playgrounds should be upgraded, reflecting current use patterns and demographics. And new low-cost recreation initiatives need to be taken on to make sure the whole population is active, particularly important with an aging population and a city that has embraced the automobile. The free canoe rentals at St. Mary's boat club on the weekends is a great example of recreation for all ages -- what can be done in other parts of the city?

The city should promote programs that encourage greater civic involvement by HRM residents. Make residents proud to donate art to public spaces, plant trees in parks or along boulevards, and feel engaged in their city. Many residents are involved in local neighbourhood groups and initiatives. We need to build a sense of pride and civic involvement in HRM. I don't mean an expensive marketing campaign, but one where local philanthropists want to donate land for an HRM park, support a new reading room in a library, or sponsor a renovation of a recreation centre. What can we, the residents GIVE to our city.

A huge part of the budget goes to policing and fire fighters. While these are obviously essential services, the levels of policing and numbers of fire fighters should reflect use of modern technology and updated building codes. A careful scrutiny of budgets within departments is essential to making sensible budget decisions. And in making decisions, councillors need to be future thinking -- what will HRM be like in 5 years? 10 years? What do they want it to be like?

Peter MComment 8 2 Dec 2013, 6:24 PM

We need sheep, sheep on Citadel Hill. Beautiful grass, perfect for many breeds, a lovely sight, a superb visitor attractor, a child's delight, save on mowing. Set up a lamb's wool shop in the Citadel. I'd set up a butcher's shop too and provide meat for the needy - and anyhow, the sheep would probably be historically accurate! Ah, the sight of little white dots against the deep green grass, the gamboling lambs, a shepherd, a trained and beloved dog, volunteers helping with the lambing in the spring. A Welsh, a Scottish dream. Nothing better. And profitable too, done right. Tourists!

I'm prepared to guide a morning walk for all and sundry, call it Star Trek, where we go up the hill to the fortress (which has the shape of a star) up to the first point of the fort, then down and up again to the second point, and so one for all eight points. A one hour hike, eight majestic views of Halifax and brilliant exercise. "Star Trek Among the Lambs". Ye canna beat it laddie.

Halifax Booster Comment 9 31 Dec 2013, 9:05 AM

We need to get Halifax and Nova Scotia growing. We are the slowest growing province over the past 10-20 years. Growth will allow us to build strong companies, keep our young talent, and invest in the things we care about like health, transit and social services. Great to talk about how we spend money - let's put more emphasis on how we make it! PS. Credit to City for letting the public have their say on the budget.

MDunn Comment 10 2 Jan 2014, 6:10 PM**BRING BACK CITIZEN-LED SNOW CLEARANCE ON SIDEWALKS**

I live on the Halifax peninsula.

When I moved to Halifax I liked the idea that property owners were responsible for clearing the sidewalk in front of their properties. This made citizens responsible for each other, clearing was done well and quickly when compared to jurisdictions where government paid for the clearing, lawns were not ripped up by Bobcats, and no municipal tax dollars spent.

Now, post amalgamation, we have HRM paying to clear everyone's sidewalk. It sucks. The job is done poorly (dangerous ice everywhere!) and it is sucking more money from the municipal budget.

Please bring back sidewalk clearance by property owners. The job will be done better, faster and for free. I'm sure Dartmouth and Bedford citizens can and will step up to join peninsula dwellers in being self-responsible grown ups and shovel our own snow.

hilary n Comment 11 4 Jan 2014, 9:11 PM

I live in Herring Cove we are supposedly part of HRM however we have no sidewalks, our roads are plowed many hours after the "real city" When the sewage treatment plant went in I was told the city owned my front hedge and so they blew it up to add sewage pipes. I called the city to come and trim that hedge as it is touching power lines etc-Nothing. I do not feel part of HRM We had huge bills from HRM for water and sewer hookup and the way the whole sewage treatment plant came about is questionable. The way HRM spends my tax dollars means nothing to me but a bill

Topic question:

Thinking into the future, what type of services or facilities would you like to see in HRM?

Doreen Comment 1 14 Nov 2013, 10:25 AM

We have been paying for 3 bus services while having none. Please send us a bus service down here in West Pennant.

oliver Comment 2 14 Nov 2013, 10:37 AM

Good morning, Take a drive through Kingswood on a rainy dark night, not to easy to see the road,would firmly suggest that Street light's be put through that area. Not next year but to-day. These familys are paying high taxes at least they should be able to get in and out of that area. This is a nightmare and this is not acceptable.If need be I will take up a pittion from all resident's to get oN board. or you can put this important issue in the BUDGET.Awating your reply.This area is pitch black at night.Do not dismiss this matter.

hlau Comment 3 20 Nov 2013, 1:51 PM

Definitely the commuter rail. A commuter train servicing between the Rockingham Station and the downtown and perhaps one added station near Dal would benefit a lot of people like me. This should have been done a long time ago. And then widen pedestrian paths to be share with cyclists. It's so dangerous for cyclists to share the road with cars in many parts of the city.

Gre Comment 4 21 Nov 2013, 4:34 PM

The Bedford Highway is a mess and regardless of how many developments are placed in this area the planning group in Halifax never seem to realize the infrastructure burden and traffic congestion that is created, by not widening the highway to four lanes. Instead when we have the opportunity to expand they allow another development so the congestion will never seize. The transit system is abysmal, so that won't alleviate the mess. Either we have to stop building and expropriate the needed land or just give up and put up with the ridiculous situation.

Haligonian Comment 4.1 1 Dec 2013, 10:29 AM

Adding two lanes to the Bedford Highway will **not** help. Studies of roadway development have demonstrated time and again that expanding the number of lanes does not reduce traffic congestion. All that happens is that more cars funnel onto the new lanes. Traffic flow remains the same--slow and jammed. A much better approach is to encourage those commuting from Bedford to get out of their cars, and the only way to do that is to improve transit--and the only way to do that is to have **dedicated** bus/bicycle lanes (which do **not** allow cars in). Just look at the dedicated streetcar lanes in Toronto, where the streetcars literally fly by stalled traffic.

jdcas Comment 5 22 Nov 2013, 9:47 AM

If the new proposed developments move ahead in Bedford, there will be a like increase in traffic heading into the downtown core of Halifax. The time has come to revisit the creation of an efficient ferry service from Bedford, and also a comprehensive study should be done on how a water taxi service might benefit the Halifax, Dartmouth, Bedford, and Purcell's Cove communities.

jdca Comment 6 22 Nov 2013, 10:14 AM

I do not drive nor do I own an ATV, but the problems that exist within HRM that concern ATV are not the sole responsibility of the provincial government. There needs to be an advisory committee struck that reports to Regional Council that looks into the resources available for ATV usage within HRM. There needs to be a real effort to resolve ATV, snowmobile and other off-road usage issues that occur within HRM by getting ATV user groups, general residents, municipal & provincial authorities all sitting at the same table and working out solutions to present day and future problems. ATV issues are not going away and HRM has thus far decided to say that it is a provincial problem... that will not do anything to fix the problem. HRM residents own the majority of ATV vehicles and since they are residents, they deserve to have a voice that is heard within the municipal government structure.

There are different types of ATV usage: recreational, work-related and safety rescue just to name a few. These issues are not going away, and ignoring them only makes things worse in the long run. ATV and snowmobiles are legal to own and operate in HRM, thus there IS a municipal responsibility to provide services to benefit these residents, and take an active role in ensuring that ATV usage takes place in a manner that is deemed acceptable by all stakeholders. Perhaps if HRM committed to a trial two year advisory committee project, with a review process established that would look at what the committee has been able to accomplish after two years. If there is seen to be a benefit, the committee would remain active, if not progress has been made, perhaps the review will point to what needs to be done to actually better manage ATV usage within HRM. They are legal and they are not going away, HRM has a role to play.

jdca Comment 7 22 Nov 2013, 10:38 AM

The Regional Plan which is presently under review is highly focused on urban and suburban development; this is a good thing. But there also needs to be a greater focus on developing rural communities through their growth centres. Past community visioning processes have shown potential for rural growth development, but have ultimately fallen short when it comes time to implement sustainable solutions based on the recommendations from these studies. The revised Regional Plan does not appear to contain an effective "plan" to resolve this problem and seeks to address them in future secondary planning initiatives that are not well defined. A rural focus planning strategy needs to be created, and effectively implemented. For example: Places like Musquodoboit Harbour have issues that do not go away by simply downgrading their status in the Future Characteristics for Growth Centres in the Rural Commuter Designation - Table 3-2 of the revised Regional Plan.

The rural communities are a vast and underutilized resource within HRM; amalgamation brought these communities into HRM and we need to treat them fairly or determine an alternate municipal structure that will serve them better in the future.

jdca Comment 7.1 7 Dec 2013, 2:51 AM

Hey, do not just vote to disagree without giving your reasoning.

You will not hurt my feelings, and the discussion will provide more information for the municipal departments that will review these postings and facilitate them to make better decisions based on more informative feedback.

jdca Comment 8 22 Nov 2013, 11:05 AM

Bernard Smith postulated that relocating the Halterm container facility, that is presently hosted adjacent to the Point Pleasant Park, to the Dartmouth side of the harbour was worth investigating. I believe it is a concept worth investigating fully in an open and transparent manner. This is not the first time this idea has been put forward, and in the past it seems to have been always rejected without due consideration. The pros and cons need to be examined in detail. With the refinery shutdown, there is now an adequate land mass and harbour frontage to support the facility in this location. The benefits to opening up a new residential and commercial area in the urban centre for HRM must be due consideration through a dedicated review process. It should be determined if a

sustainable socioeconomic business case exists for this concept. Short term pain may result in a significant long term economic gain if this relocation scenario proves viable.

An forthright effort to study this potential development opportunity must be thoroughly considered.

jdca Comment 9 22 Nov 2013, 11:18 PM

Consider incorporating vertical axis wind turbines (VAWT), plus passive thermal and photovoltaic solar panels on the rooftops of all municipal buildings. VAWT are virtually quiet and do not need to be sited on top of high tower structures in comparison to the more common horizontal propeller type wind turbines. Renewable energy is good investment for the future, and HRM can be role model for other municipalities, as well as residential and commercial developers. Perhaps a partnership can be made between provincial authorities and renewable energy service providers that will show through implementation that these type of green energy projects are viable and beneficial for incorporation into existing and new building structures.

Themis7 Comment 9.1 30 Nov 2013, 5:33 PM

In addition to incorporating renewable energy generating technologies on the rooftops of municipal buildings, HRM should consider encouraging the use of green roofs.

jdca Comment 10 23 Nov 2013, 12:24 AM

Many people consider a bridge across the Northwest Arm as being an non-economically viable option. But I feel its time has come. The bridge must have a park & ride location on the Purcell's Cove side and only bus, bicycle, pedestrian, and truck traffic should be allowed to cross the bridge. Passenger vehicles other than the police or emergency vehicles would not be allowed to cross the bridge. This would reduce the number of incoming passenger vehicles from the Purcell's Cove and Spryfield communities, while encourage infilling residential developments to occur. The cost of such a bridge may be high, but it is a transportation resource that is long overdue and will benefit the downtown core for many years to come. Widening roads only moves the location of existing traffic bottlenecks further towards the downtown area, but does not reduce passenger vehicle usage. HRM needs to focus on spending taxpayer's money on solutions that reduce passenger vehicle traffic from reaching the downtown area.

More park & ride, and park & walk locations need to be developed. Development of park and bicycle locations should also be developed.

Haligonian Comment 10.1 1 Dec 2013, 10:33 AM

The problem with this suggestion is the park-and-ride part. Where are you going to put the huge parking lot necessary to support the suggestion? We want to encourage people to leave their cars at home, not drive them towards the city and then park them in huge lots (which create their own environmental/operating/maintenance cost issues). As well, if we had dedicated bike/bus lanes that improved non-car transit times we could accomplish the same goal without (a) a large parking lot and (b) building a bridge (which could be a bit of an eyesore in any event).

jdca Comment 10.1.1 7 Dec 2013, 2:45 AM

The idea is to reduce traffic congestion coming into the downtown core from the Purcells Cove, Herring Cove, and Spryfield areas. Large parking areas could actually be built as underground structures with the ground above it developed into a grassed-over community park. Unsightly parking would now be underground, and an incentive for its use is the protection it affords the vehicles, especially during the winter... no snow to clear from the parking lot or off the vehicles. Bikes could have secure overnight

storage arrangements, and express bus service to & from the park and ride location during rush hours and a shuttle service during off hours to support primary downtown core business hours. What if some existing open space parks were converted to have underground parking, and what if some existing parking lots were relocated as underground structures with open space parks put above the structures.

Have you computed how long it takes to bike in from Herring Cove or Spryfield; an energetic workout to do in a timely fashion, yes, but most downtown office and retail structures do not have showers. Biking and busing in from closer park and ride locations would cost significantly less than building and maintaining wider roads to support a dedicated bus lane and allow biking in without a requirement for a shower.

As for the visual esthetics for the bridge, that depends on the design... one can build ugly but functional structures or pay a bit more and create something that is visually impressive. Once something is built, we have to live with it for a long time, so why build something that is an eyesore; why not build structures that actually have artistic architectural presence? Many cities have visually impressive bridges that are regularly displayed in tourist brochures.

Themis7 Comment 11 30 Nov 2013, 5:28 PM

I would like the downtown core of Halifax, notably Barrington and Hollis to be turned into "walking streets/ pedestrian malls" such as those that exist in Oslo, Norway, Copenhagen Denmark and New York City. In each of these cities the downtown core has a number of connecting streets that are open to pedestrians and cyclists, but not to cars. There usually are lanes for cyclists, roller bladers and scooters and lanes for the walkers and strollers. The businesses on these streets find that their businesses improve tremendously when there was no motor traffic during business hours. Usually motorized deliveries are permitted in the early morning or at night. Each of the cities mentioned above has bus or other public transport services that stop by the entrances to the pedestrian malls.

Commuting by bicycle in downtown Halifax is truly dangerous because there is no real separation between cars and bicycles. A pedestrian mall would provide a safe corridor for cyclists through the downtown area and would encourage more people to get out and walk and appreciate the beauty of downtown Halifax. It is hard to see much when stuck in traffic or barreling down Barrington.

LeoArtalejo Comment 11.1 3 Dec 2013, 2:40 PM

This is a great idea and pedestrian malls not only spur economic activity, but also give people a place to congregate, people watch, and feel connected to other people. Start small, by closing off say Doyle Street to test how the public responds to a street for people instead of cars.

LeoArtalejo Comment 12 3 Dec 2013, 2:46 PM

I would like to see an infrastructure upgrade for the fountain at the Common. The Oval is a great winter time attraction but the summer time still has no reason to go to the Common if you're not playing an organized sport.

A new fountain would remove the daunting fence and invite children to in the fountain and venture right up to the water streams, like a larger version of what exists today at Bishop's Landing. By day, the fountain would be a favorite lounging area and delight for young and old and night could bring colors and a gathering place.

An example of a great public fountain here: <http://www.seattlecenter.com/locations/detail.aspx?id=8>

jdca Comment 12.1 7 Dec 2013, 3:11 AM

I agree, residents and tourists alike tend to migrate to locations with fountains; but it must be constructed to be visually impressive. Something worthy of being put on postcards, and travel brochures; something that will be viewed as future heritage site.

jdca Comment 13 7 Dec 2013, 3:05 AM

So how could a subway be created in Halifax. Perhaps some of the old railway routes that were turned into walking/biking paths could be excavated for a subway service and the ground above the subway would be restored as a walking/biking path with access-ways to the subway incorporated at strategic locations along the route.

We lost the potential for commuter rail along these routes when they were made into active transportation trails. I support active transportation, but I think we can add to the benefits these retired railway routes provide.

Themis7 Comment 13.1 17 Dec 2013, 11:43 AM

Creating a subway system in Halifax now would probably be too costly and disruptive. However, Halifax could incorporate a light rail system. I wonder if Halifax might be able to use cable cars since the downtown core is relatively small and hilly. I am of the cable cars of San Francisco and Valparaiso where the grade of the hills is too steep for traditional rail.

outwest Comment 14 13 Dec 2013, 3:24 PM

Dark roadways are a huge problem, especially when they are wet. If there are no overhead lights, then at least the centre line needs strongly reflective paint. Can we not have a joint venture with the province to light the BiCentennial Highway (102) from Bayers Road to the Sackville exit -- it is nasty when it's wet and after dark. Ditto the portion of St Margaret's Bay Road from Lakelands Blvd to Prospect Road: on a curve, poorly painted, and only 1 tall light standard throughout -- substandard.

Better speeding/stunting enforcement on the Old Sambro "Speedway", with unmarked patrol cars, would be a real moneymaker, judging by the things I see almost every day. There is no way a person can drive to the Rotary from Williamswood in 10 minutes, as some realtors would have you believe, but some of those folks out there seem to think it's worth trying as often as possible. A greater police presence would also deter the good ol' boys who like to run their ATVs at high speed along the highway.

The City should not be on the hook for doubling up the capacity of water and sewer lines from Timberlea. That johnny-come-lately development perched on the hill on the Timberlea Parkway coming down from Exit 3 should not have been permitted to develop to a size greater than that supported by the already installed capacity of the existing lines. City planners are enabling irresponsible development by kowtowing to the developers up there, who want a fancy golf course and a wanna-be upscale neighbourhood at low cost. City planning is all about forcing responsible development, not making backroom deals with developers. Just because they want it is no reason the city should provide it.

As much as some folks want to see Halifax expand, there should be a moratorium on development in its outlying communities for the next 5 years while the City sorts out its transportation woes. The good old Armdale Rotary needs to be scrapped in favour of an overpass-type interchange: traffic flows from Herring Cove Road-Chebucto and St Margarets Bay Rd/Quinpool conflict badly during the morning and evening commutes, and because traffic in the circle has the right of way, traffic along the St Margarets Bay/Quinpool axis is much favoured during both peak periods: low outbound Chebucto Road traffic in the morning gives St Margarets Bay Rd/Quinpool Rd traffic ready access to the Rotary, disadvantaging the inbound flow trying to enter from Herring Cove Rd, and in the evening, low inbound Herring Cove Rd traffic allows Quinpool Rd/St Margarets Bay Rd. traffic the same advantage, to the disadvantage of Chebucto Rd. traffic.

Themis7 Comment 15 17 Dec 2013, 11:10 AM

Halifax needs to plant more urban forests. Trees clean the air, provide shade and provide food. There are a number of lots within and adjacent to downtown Halifax and which could serve as "stepping stones" to creating a viable walking strip. In particular, the lots along the side of Cornwallis on either side of Barrington (which I believe are Crown property) could certainly be planted with more trees. HRM should consider requiring developers to create " pocket parks" as part of the development plan. Such pocket parks should contain trees or small shrubs, maybe a small fountain and seating for the public. New York, Chicago and other North American cities have had great success in reincorporating green spaces into the urban environment.

In addition to masses of trees, Halifax should consider incorporating more trees on its streets and not just residential streets. Shading the sidewalks in business areas makes them more walkable. Cities are more pleasant, vibrant and safe when people are out walking on the streets. Perhaps more importantly, trees, especially nut and fruit trees provide resilience to urban residents. As a result of climate change, the shade and food provided by trees in urban areas may be necessary. Trees Canada is a great source of ideas (and maybe some funding.)

Themis7 Comment 16 17 Dec 2013, 1:36 PM

Consider district heating, which is used in many similarly sized cities in Scandinavia. District heating is a system for distributing heat generated in a centralized location for residential and commercial heating requirements such as space heating and water heating. The heat is often obtained from a cogeneration plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating, and central solar heating are also used. District heating plants can provide higher efficiencies and better pollution control than localized boilers. According to some research, district heating with combined heat and power (CHPDH) is the cheapest method of cutting carbon emissions, and has one of the lowest carbon footprints of all fossil generation plants.

Khenman Comment 17 9 Jan 2014, 11:12 AM

New The Metro X bus leaving from Tantallon (330) should either be a larger bus allowing for more people to safely have a seat, or more times should be added to the route. For example a 640am route, and also a 430pm bus (from downtown to Tantallon). Those are peak times and often there are many people left standing (not that safe), or they have to wait for the next bus which may be 30 mins later.

oceanblue Comment 18 10 Jan 2014, 7:29 AM

New Halifax rarely gets big name music and concerts, and when we do it's a big landmark concert because it happens so infrequently. I suggest we try to attract the popular international bands to our city. Right now we have to travel to Montreal, Toronto to see popular international artists. Halifax seriously needs to look at other cities, and how they handle water/ferry traffic. the ferries in Halifax are big, slow, and inefficient. Look at Victoria, and you will see a real model of what our ferry service should be. They are small ferries that have many stops, and come frequently. How we don't have a ferry running to Bedford is a travesty, and having one stop in Halifax is very strange. Add another gateway in Dartmouth as well; what would make sense is adding a terminal between the bridges. Why is there two terminals in Dartmouth and only one in Halifax? Add a terminal in Bedford, a terminal in Burnside, a terminal between the bridges in Dartmouth, and another terminal in Halifax! perhaps close to the shipyards! have you seen the traffic coming out of the shipyards a rush hour? These people could be parking in Dartmouth, and taking a ferry. the reason it's not viable now is the system and ferries are old inefficient technology.