

## Coast Submission:

1. The ongoing budgetary challenges in Halifax, and this year being the worst yet, stem from a combination of rapid urban growth, increasing infrastructure demands, and the rising cost of essential services. Halifax is experiencing unprecedented population growth, which has placed significant pressure on public services, housing, and transportation systems. While growth is generally positive, it also requires substantial investment to maintain the city's infrastructure, from roads and public transit to emergency services.

Additionally, inflationary pressures are driving up the cost of goods and services, making it more expensive to maintain current service levels. For example, the costs of materials for public works projects, such as road repairs or new developments, have risen significantly. There's also a growing demand for affordable housing, environmental sustainability initiatives, and improved public safety—issues that can't be ignored but require substantial financial resources.

Moreover, I believe the current budgeting approach hasn't been optimized for efficiency. I see room for improvement by conducting regular audits and cutting inefficiencies across departments, ensuring that every dollar spent delivers results for residents. Instead of raising taxes, we need to refocus on how the existing budget is allocated, prioritizing core services that directly impact the daily lives of citizens—things like faster response times for municipal services, better public transit, and community safety.

By getting back to basics and adopting a more results-driven approach.

The Infrastructure Asset Management Administrative Order (AO) passed by council in June is designed to create a more structured and systematic approach to maintaining and investing in Halifax's infrastructure. Essentially, it sets guidelines for how the city manages its physical assets—everything from roads, bridges, and public buildings to water systems and parks.

2. The goal of this AO is to ensure that these assets are managed in a way that maximizes their lifespan, reduces long-term costs, and provides consistent and reliable services to residents. It helps prioritize which assets need investment or repairs based on their condition and the critical role they play in the community, rather than reacting to problems as they arise.

I believe this AO is not just needed, but overdue. Halifax is growing rapidly, and with that growth comes increased demand on existing infrastructure. Without a proper management plan in place, we run the risk of letting key assets deteriorate to the point where they become much more expensive to repair or replace in the future. A proactive approach like this allows us to allocate resources more efficiently, reducing waste and ensuring that critical infrastructure is maintained before it reaches a crisis point.

Additionally, this approach aligns with my platform's focus on affordability and efficiency. By managing our infrastructure in a more strategic way, we can prevent unnecessary costs and avoid passing those costs onto residents through higher taxes or service fees. It's about planning smartly for the future and ensuring that Halifax remains a vibrant, functioning city for years to come.

3. The Regional Plan Review is a key process that shapes the long-term development strategy for Halifax, guiding how we manage population growth, infrastructure, and land use. This review sets the framework for decisions about housing, transportation, environmental protection, and public services over the next several decades. The current review, known as RP+10, aims to update the 2014 Regional Municipal Planning Strategy to ensure that it meets the evolving needs of Halifax's growing population.

One of the primary focuses of this review is on housing affordability and density. With Halifax experiencing rapid growth, there's a need to balance urban development with sustainability, ensuring that we can house more people without compromising green spaces or the character of our

neighborhoods. The review is looking at ways to enable more mixed-use developments, increase density in certain areas, and make public transportation more accessible.

Another important aspect is climate action. Halifax is increasingly vulnerable to climate-related risks, and this review seeks to integrate stronger climate resilience measures into future development plans, including better stormwater management, more sustainable building practices, and infrastructure investments that reduce greenhouse gas emissions.

I believe this review is crucial for the future of Halifax. As a candidate, I support an approach that maintains affordability, ensures that development is sustainable, and strengthens community infrastructure. However, we must also be mindful of how these changes impact existing residents and neighborhoods, making sure that growth benefits all parts of our community. I'll be paying close attention to how these issues are addressed in the final plan and pushing for a balance between progress and preservation of Halifax's unique character

### 1. Strengthening Community Infrastructure

**Why it's important:** The plan highlights the need to invest in community facilities, libraries, parks, and emergency services to support Halifax's growing population. This aligns with my platform to improve municipal services and ensure a timely response to residents' needs. For District 7, this means enhancing the availability and quality of public amenities that contribute to a higher quality of life for residents.

**Key benefits:** Investing in community infrastructure ensures that as the population grows, public services and spaces grow with it, keeping communities healthy, connected, and vibrant.

### 2. Transforming How We Move in Our Region

**Why it's important:** Transportation is another critical issue, particularly for District 7, which includes Halifax's downtown core. The plan's emphasis on improving transit services, expanding active transportation options, and reducing dependence on cars aligns well with my vision for a more walkable and transit-friendly community. It also includes mode share targets to increase public transit use, cycling, and walking, all of which are key to reducing congestion and pollution.

**Key benefits:** Improving mobility in District 7 will make it easier for people to get around without cars, fostering a more accessible, pedestrian-friendly city.

### 3. Fostering Diverse and Affordable Housing

**Why it's important:** As we face rapid population growth, housing affordability is one of the most pressing issues in HRM. The plan emphasizes increasing the supply of diverse housing types and lowering barriers for development, such as reducing parking requirements and encouraging "gentle density" solutions like missing middle housing. These approaches could help address the housing crisis by providing more options for affordable and mid-range housing in urban areas like District 7.

**Key benefits:** This policy is crucial for keeping the city livable for people of all income levels, helping to prevent the displacement of residents and ensuring that Halifax remains inclusive and diverse.

These governance changes, focused on affordability, community infrastructure, environmental protection, and mobility, are aligned with the needs of District 7. They create a roadmap for a future that is inclusive, sustainable, and well-prepared for growth.

### .Public Transit Expansion

**Proposed change:** The draft Regional Plan emphasizes increasing the share of public transit ridership, but it does not go far enough in terms of concrete commitments to improving service frequency and reliability in District 7 and other urban areas.

**Why:** For public transit to truly be an attractive option for more residents, especially in busy areas like District 7, we need more frequent service, particularly outside of peak hours, and better integration of transit routes with new housing developments. I would advocate for clearer commitments in the plan concerning bus rapid transit (BRT) corridors and ensuring they serve both existing neighbourhoods and growth areas.

### 2. Public Engagement and Community-Led Planning

Proposed change: The plan's public engagement framework is solid, but I believe there should be more emphasis on continuous, community-led planning beyond just the initial consultation phase. Why: In District 7, residents have a wealth of knowledge about their neighborhoods, and continuous input should be encouraged as projects and policies are implemented. Creating neighbourhood planning councils that can provide ongoing feedback on municipal projects would ensure that the voices of residents are continuously heard and incorporated.

These adjustments would ensure the Regional Plan remains responsive to local needs while addressing the overarching challenges of growth, affordability, and sustainability in Halifax.

The Housing Accelerator Fund By-laws, passed earlier this year, are part of Halifax's broader effort to address the growing housing crisis. The primary goal of this policy change is to speed up housing development, making it easier and faster for developers to build new homes, especially affordable and middle-income housing. The policy aims to cut through bureaucratic red tape, streamline approval processes, and provide incentives for developers to create housing projects that align with the city's growth needs.

The by-laws also support densification in areas that can support more housing, such as well-served neighborhoods and transit corridors. This helps ensure that the city can accommodate its growing population without sprawling into undeveloped areas, which would strain infrastructure and services. Another key aspect is ensuring that new housing developments meet certain affordability criteria, helping to address the shortage of affordable housing.

Do I agree with it?

Yes, I support the intent behind the Housing Accelerator Fund By-laws, as Halifax is experiencing rapid population growth, and we need to act decisively to provide enough housing for both current and future residents. Streamlining the development process can help get much-needed housing projects off the ground faster and reduce the bottlenecks that slow down construction. However, while accelerating housing development is crucial, I believe there should be safeguards in place to ensure that quality and sustainability are not sacrificed in the process. We must also ensure that affordable housing remains a central focus, and that any benefits provided to developers are tied to clear, measurable outcomes in terms of affordability and housing diversity.

Overall, these by-laws are a positive step towards addressing Halifax's housing challenges, but careful implementation and ongoing oversight will be key to ensuring they deliver the desired results.

If I were to make changes to the Housing Accelerator Fund (HAF) By-laws, I would focus on ensuring that the policy promotes affordability, sustainability, and community alignment while still meeting its goal of accelerating housing development. Here are a few specific changes I would propose:

#### 1. Stronger Affordability Requirements

Current Situation: While the HAF By-laws incentivize housing development, the criteria for affordable housing are not always strict enough. In some cases, developers can meet their requirements without significantly contributing to the affordability of housing in the city.

Proposed Change: I would push for more stringent affordability benchmarks that require developers to allocate a larger portion of their units to affordable housing or tie affordability to a percentage of median income rather than market prices. For example, 20-30% of all new units should be earmarked as affordable based on local income levels, ensuring these homes are accessible to low- and middle-income families.

Why: This ensures that the accelerated housing projects truly benefit those who are most affected by the housing crisis, rather than simply increasing supply without addressing affordability.

#### 2. Increased Support for "Missing Middle" Housing

Current Situation: The by-laws primarily focus on large-scale developments or high-density projects, but there is not enough support for smaller-scale "missing middle" housing (e.g., duplexes, triplexes, townhouses), which could increase density without overwhelming existing neighbourhoods.

Proposed Change: I would advocate for more incentives and streamlined processes specifically for “missing middle” housing developments, encouraging smaller, incremental increases in density that are more in line with the character of many neighbourhoods in District 7.

Why: These types of housing developments can provide affordable housing options without the disruption that often comes with larger apartment complexes. It’s a way to gently increase density while maintaining the neighbourhood’s feel.

### 3. Clear Timeline for Developer Accountability

Current Situation: The by-laws emphasize quick approval but do not clearly define timelines or penalties for developers who fail to deliver projects on time or in alignment with their original proposals.

Proposed Change: I would include stricter accountability measures, such as clear project timelines and penalties for delays or failure to meet agreed-upon affordable housing targets.

Why: Developers need to be held accountable for delivering what they promise, especially when they benefit from faster approvals and incentives. This would ensure that the housing crisis is addressed in a timely manner and that projects contribute meaningfully to affordability goals.

These changes would help ensure that the Housing Accelerator Fund By-laws not only increase housing supply but do so in a way that is fair, sustainable, and responsive to the needs of Halifax’s residents. It’s important to balance the speed of development with long-term community benefits and environmental responsibility.

Halifax’s suburbs need to change to address several pressing issues related to growth, affordability, sustainability, and infrastructure capacity. Here’s why these changes are critical:

#### 1. Rapid Population Growth

Halifax has experienced significant population growth over the last few years, which has placed tremendous pressure on housing availability. Much of this growth has been concentrated in suburban areas, where more affordable housing options are often available compared to the urban core. However, the current suburban development patterns, characterized by low-density sprawl, are no longer sustainable as they strain the city’s infrastructure and limit housing supply. The suburban plan review is necessary to accommodate higher density developments that can better support the growing population without increasing sprawl.

#### 2. Sustainable Growth and Transportation

Suburban sprawl has historically led to car-dependent communities, which are less sustainable in terms of environmental impact. As Halifax works towards meeting its HalifACT climate goals, reducing greenhouse gas emissions and improving public transit options are crucial. Suburbs need to be redesigned with transit-oriented development in mind, creating walkable communities where public transit, cycling, and walking are viable alternatives to car travel. This reduces the carbon footprint of suburban growth while improving access to jobs and services for residents.

#### 3. Infrastructure Capacity

Suburban expansion has often outpaced the capacity of existing infrastructure, including roads, schools, and utilities. In many cases, sprawling low-density suburbs require expensive infrastructure investments to serve a relatively small number of residents. By encouraging more efficient use of land and higher-density development, Halifax can optimize infrastructure investments, ensuring that new developments are sustainable from both a financial and environmental perspective.

#### 4. Special Planning Areas

The provincial government’s designation of Special Planning Areas reflects a recognition that traditional planning processes in the suburbs are too slow to meet the urgent housing and infrastructure needs. These areas are meant to fast-track approvals for developments that align with higher-density, mixed-use suburban growth, making it easier to deliver affordable housing and essential services more quickly. This is critical for ensuring that the suburbs can handle future growth without overwhelming existing infrastructure.

## 5. Balanced Urban and Suburban Development

While much attention has been focused on densifying Halifax's urban core, the suburbs play a crucial role in providing housing and services for residents. However, without changes to the way suburbs are planned and developed, Halifax risks repeating past mistakes by allowing unchecked suburban sprawl that is environmentally unsustainable and economically inefficient. By reimagining suburban growth, Halifax can create more balanced development, ensuring that suburban areas contribute meaningfully to the city's housing and climate goals.

In summary, Halifax's suburbs need to change to meet the demands of a growing population, provide more diverse and affordable housing options, support sustainable transportation, and ensure efficient use of infrastructure. The Housing Accelerator Fund and the provincial government's Special Planning Areas are both aimed at making these changes happen more quickly and effectively.

### 1. Transit-Supportive Growth

**Why I Like It:** The plan focuses heavily on aligning future suburban development with transit corridors, specifically Bus Rapid Transit (BRT) routes. This encourages densification around transit hubs, making public transit more efficient and convenient, which aligns with Halifax's goal of reducing car dependency.

**Benefits:** Transit-supportive growth will create more walkable, transit-oriented communities in suburban areas, reducing traffic congestion and contributing to the city's climate goals by lowering vehicle emissions.

### 2. Complete Communities

**Why I Like It:** The concept of complete communities is central to the plan, promoting mixed-use neighborhoods where people can live, work, shop, and access essential services without needing to drive long distances. This is key for improving livability in suburban areas, making them more self-sufficient and accessible.

**Benefits:** This approach reduces the need for daily car trips, improves residents' quality of life, and fosters vibrant neighborhoods that can grow sustainably.

Here are a few specific proposals from the HRM Suburban Plan that I would consider changing, along with my rationale:

#### 1. Density Targets for New Developments

**Proposed Change:** The current density targets for new suburban developments are commendable, but I believe the targets could be more ambitious in certain areas, particularly near transit hubs and major corridors. While the plan does promote densification, it still allows for large portions of land to be developed in a lower-density format, which can contribute to sprawl.

**Why Change It:** By raising the density targets, especially around key transportation nodes, we can maximize the use of existing infrastructure, reduce the need for additional roads, and make public transit more viable. Higher density would also increase the housing supply, helping to combat the housing affordability crisis more effectively.

#### 2. Parking Requirements

**Proposed Change:** The current suburban plan includes relatively high parking minimums for new residential and commercial developments. I would propose reducing or eliminating parking minimums, particularly in areas close to transit corridors.

**Why Change It:** High parking requirements encourage car dependency and take up valuable space that could be used for housing or green spaces. Reducing parking minimums would promote transit use, cycling, and walking, aligning with Halifax's climate and transportation goals. This would also lower development costs, making it easier to build affordable housing.

#### 3. Affordable Housing Mandates

**Proposed Change:** While the plan emphasizes the need for affordable housing, I would propose stronger mandates that require a specific percentage of new housing developments to be affordable, rather than relying on incentives or voluntary compliance from developers.

Why Change It: Housing affordability is one of Halifax's biggest challenges. By introducing clear mandates (e.g., 20-30% of units in new developments must be affordable based on local income levels), we can ensure that affordable housing becomes a core component of suburban growth, not just an option for developers.

The Integrated Mobility Plan (IMP) for Halifax is designed to fundamentally shift how people move around the city. Its main goal is to reduce the reliance on personal vehicles and increase the use of sustainable transportation options, such as walking, cycling, and public transit, while better managing congestion and improving connectivity across the region.

Key Aims of the IMP:

1.Reducing Car Dependency: The IMP aims to decrease the number of trips made by private vehicles and increase the use of transit, walking, and cycling. By 2031, the plan seeks to ensure that 30% of all trips are made through active transportation or transit, as opposed to the current trend where over 70% of trips are made by car.

2.Improving Public Transit: A key strategy of the IMP is to make transit a more attractive option by improving service frequency, reliability, and connectivity. This includes expanding transit priority corridors, where buses have dedicated lanes and signal priority, and enhancing Park & Ride facilities in suburban areas.

3.Creating Complete Streets: The IMP advocates for designing streets that accommodate all modes of transportation, not just cars. This means making streets safer and more accessible for pedestrians, cyclists, and transit users, while also considering the needs of delivery and goods movement. The goal is to build streets that are comfortable and safe for people of all ages and abilities.

4.Enhancing Active Transportation: The plan also focuses on creating more pedestrian-friendly and bike-friendly infrastructure by expanding sidewalks, bike lanes, and multi-use pathways. This will make walking and cycling more viable and enjoyable for residents, reducing the need for short car trips.

5.Managing Congestion: Instead of trying to eliminate congestion by building more roads (which tends to encourage more driving), the IMP promotes congestion management through better public transit, smarter road design, and policies that encourage flexible work hours and alternative transportation modes.

How the IMP Plans to Achieve These Goals:

Land-use integration: Aligning transportation improvements with land-use planning to create complete communities where people can live, work, and access essential services without relying on a car.

Transit-Oriented Development: Prioritizing growth in areas with strong transit connections, reducing the need for long car commutes.

Infrastructure Investment: Focusing investment on transit, pedestrian, and cycling infrastructure, rather than expanding road networks for cars.

Overall, the IMP aims to create a more connected, healthy, and sustainable city by providing residents with real choices about how they move, improving both quality of life and environmental outcomes for Halifax.

I believe the Integrated Mobility Plan (IMP) is fundamentally a good plan for Halifax. It sets out a bold and necessary vision to shift the city away from car dependence and toward more sustainable, active forms of transportation. The IMP tackles the root causes of traffic congestion, air pollution, and the

growing need for more efficient and healthier modes of transit. However, the plan has struggled to achieve its full potential for several key reasons.

#### Why Has the IMP Not Been as Successful as Its Ambitions?

##### 1. Slow Implementation:

Many of the infrastructure improvements proposed by the IMP—such as expanding transit priority corridors—have been slow to materialize. This delay means that residents haven't yet seen the transformative benefits that the plan promises. Without visible change, it's harder for people to believe in and adopt the plan's vision.

##### 2. Lack of Public Buy-In:

Changing long-standing habits—like relying on cars for most trips—takes time, but it also requires strong public engagement and education. While the IMP sets ambitious targets, there has been a lack of coordinated effort to shift public attitudes toward active transportation and transit use. Without seeing immediate benefits, many residents remain unconvinced that these alternatives are viable for their daily commutes.

##### 3. Inadequate Transit Investment:

Halifax's public transit system is still seen by many as unreliable and inconvenient, especially outside of peak hours. The IMP aims to improve public transit, but progress has been hindered by insufficient investment in expanding bus rapid transit (BRT) lines, increasing service frequency, and creating more convenient connections between transit modes.

To make the IMP more successful, I would push to accelerate the timeline for key infrastructure projects, particularly the development of transit priority lanes. This will provide visible improvements that can increase public confidence in the plan. I would work to increase investment in transit, focusing on improving the reliability, frequency, and coverage of bus routes. For the IMP to succeed, public transit must be a convenient and reliable option that people can depend on, even outside of peak hours. My focus would be on ensuring that we implement this plan more effectively and more quickly, to make its vision a reality for all residents. One of the biggest frustrations for transit users is the lack of reliability. By providing accurate, real-time information, we can reduce uncertainty and make public transit a more attractive option for daily commutes.

City staff in Halifax recommend the "managed encampment" approach for several key reasons, largely driven by the realities of the city's homelessness crisis and the immediate lack of sheltering resources. Here's a summary of their rationale:

##### 1. Addressing a Lack of Shelter and Housing Capacity

Halifax is facing a critical shortage of shelter beds and affordable housing. With the city's growing unhoused population, many people have no alternative but to sleep rough, often in parks and public spaces. While the long-term goal is to provide enough affordable housing and shelter beds, the immediate reality is that these resources do not currently exist in sufficient numbers.

##### 2. Human Rights Considerations

City staff have acknowledged that simply evicting people from encampments without offering suitable alternatives is not a humane or sustainable solution. A key part of the rationale for the managed encampment approach is recognizing the human rights of those sleeping rough, ensuring that they have access to safe spaces where they can live temporarily, rather than being displaced without options.

##### 3. Mitigating Negative Community Impacts

Encampments in undesignated areas can cause significant disruption for local communities, including noise, fire risks, and safety concerns. By creating designated, managed sites, the city aims to minimize the negative impacts for both the unhoused individuals and surrounding residents. Managed encampments provide basic services like porta-potties, garbage collection, and water, making the living conditions for those in the encampments more humane while reducing the risk of public health issues.

#### 4. Providing Support Services

The managed encampments also aim to serve as a central point where outreach and support services—including mental health care, addiction services, and case management—can be provided more efficiently. By focusing resources on designated sites, the city can ensure that individuals receive the support they need while waiting for longer-term housing solutions.

#### 5. Short-Term Response with a Long-Term Goal

While the long-term goal is to eliminate the need for encampments by increasing affordable housing options, this approach is seen as a necessary short-term solution while the city and province work together to address the broader housing crisis. Until these solutions are available, managing encampments is seen as the best way to address the immediate need for safe shelter.

In summary, the managed encampment approach is recommended as a practical, humane, and community-focused response to Halifax's homelessness crisis, aimed at providing immediate shelter while minimizing harm to both the unhoused and the broader community.

#### 1. Strengthen Collaboration with Provincial and Federal Governments

**What I Would Do:** Given that housing and health care largely fall under provincial and federal jurisdiction, I would advocate for stronger collaboration between the city, province, and federal government to ensure that long-term solutions are developed.

**How:** The municipality can push for more provincial funding for emergency shelters, mental health care, and affordable housing, while working closely with federal programs like the National Housing Strategy to secure additional resources.

#### 2. Enhance Pathways to Permanent Housing

**What I Would Do:** The ultimate solution to homelessness is permanent housing, so I would ensure that all managed encampment residents have a clear pathway to permanent housing. This includes expanding partnerships with non-profits and housing providers to move individuals into stable housing as quickly as possible.

**How:** I would work to increase the number of rent subsidies offered by the municipality in partnership with the province and the federal government. Creating a centralized housing referral system would help those in encampments connect with available housing opportunities and track their progress out of homelessness.

These actions would improve the current approach by making it more humane, scalable, and efficient while ensuring the city remains proactive in addressing the root causes of homelessness within its limited powers.

#### 1. Creation of the Department of Community Safety:

A new Department of Community Safety has been established to handle non-policing tasks that have traditionally fallen to the HRP. This includes functions such as responding to non-criminal incidents like noise complaints, traffic enforcement, and managing community disputes. By shifting these responsibilities away from the police, the HRP can focus on core law enforcement duties, while also reducing costs and improving efficiency.

#### 2. Mental Health and Social Services:

One of the main goals of the reform is to reduce police involvement in mental health crises. There's a push for increased funding and development of community-based services that can respond to mental health emergencies, which would otherwise require police intervention. This is in line with national trends of reducing the role of police in situations that are better suited to social service professionals.

#### 3. Community Engagement and Alternatives to Policing:

Another aspect of the reform involves engaging the community in the process, ensuring that policing decisions reflect the needs and concerns of residents. Halifax is exploring more alternative response models, including the use of bylaw officers and community service roles to handle lower-level offences, freeing up police resources.

#### 4. Budget Reforms:

The city has also begun implementing changes in how police budgeting is handled, moving towards more transparent and community-involved budget discussions. This process aims to better allocate resources by directing funds away from traditional policing and towards more holistic community safety strategies, like affordable housing and social services. While these changes are underway, Halifax is still in the early stages of this long-term reform process, with many budgetary decisions and structural changes being debated and refined. However, the reforms are seen as a necessary response to reduce the over-reliance on police for non-criminal matters and to create a more efficient, community-oriented public safety system.

The success of these reforms will depend on ongoing collaboration between the city, police, and community organizations

If I were to approach police reform differently in Halifax, I would make several adjustments to ensure that reforms lead to tangible, meaningful improvements in public safety and community trust. While the current reform efforts, like the creation of the Department of Community Safety, are positive steps, there are areas where I would push for more comprehensive changes. Here's what I would do differently:

1. Expand Non-Police Crisis Intervention Teams

**What I Would Do:** I would accelerate and expand the implementation of non-police crisis intervention teams, specifically for mental health crises and situations involving substance use or homelessness. This would involve training and deploying mental health professionals and social workers to respond to these incidents instead of police officers.

**Why:** Research has shown that non-police intervention teams can more effectively de-escalate mental health and substance use crises. This approach reduces the risk of escalation and the criminalization of people facing these challenges. It also frees up police resources for law enforcement tasks.

2. Support for Officer Mental Health

**What I Would Do:** I would invest in expanded mental health services for police officers, including access to regular counselling, peer support programs, and trauma recovery resources. Officers would also be encouraged to participate in these programs without fear of stigma or job consequences.

**Why:** Police officers face high levels of stress and trauma on the job. Ensuring that they have access to mental health resources is essential for preventing burnout, improving job performance, and ensuring that officers can interact with the public in a healthier, more empathetic way

Final Question:

Strengthen Municipal-Provincial Partnerships

**Why:** Many of the challenges facing Halifax, such as housing affordability, healthcare, and infrastructure development, require close collaboration with the provincial government.

**Recommendation:** I would advocate for strong, formal partnerships with the province on issues like housing policy, public safety, and climate action.

Community Safety and Public Trust:

**Why:** Safety is a critical concern for residents of District 7, but it needs to be approached holistically, with an emphasis on mental health services, de-escalation, and community-led safety initiatives.

**How I Plan to Achieve It:**

Expand mental health and social services through the newly established Department of Community Safety, ensuring that non-violent crises, particularly those involving mental health or homelessness, are handled by trained professionals, not police.

**Strengthen community policing efforts**, where officers work closely with residents to build trust and proactively address safety concerns.

Advocate for increased transparency and accountability within the police force through public oversight boards and improved data reporting on police activities.