

1. What practical experience and accomplishments qualify you for the position you are seeking?

As a public health professional who has worked at both the provincial and federal levels, I bring expertise engaging communities in government decisions.

I've worked as the Westcoast Policy Advisor to the Minister of Fisheries, Oceans and the Canadian Coast Guard, where I helped develop the \$1.5B Oceans Protection Plan. As the Epidemiologist for the provincial Harm Reduction Program at the BC Centre for Disease Control, I led the expansion of the *BC Take Home Naloxone* program which saves lives.

In these senior roles, I facilitated dialogues between stakeholders with diverse, opposing views to achieve consensus, and helped multidisciplinary teams and citizen groups navigate the complexity of government systems.

As your Mayor, I will use these skills to lead a local government that is more open and accessible to the residents of the DNV.

2. What three major issues are you most concerned about in the DNV, and how can they be addressed?

I want to lead a council that gets North Vancouver moving on reducing our ridiculous traffic, improving housing affordability and improving engagement between residents and our local government. A detailed plan can be found [here](#).

3. What role do you think community associations should play?

Community associations should be an engaging platform for neighbours to connect with each other and their local government. Community associations should be supported by the District to put on neighbourhood gatherings in public spaces to foster a sense of community. Additionally, the District should support community associations by providing access to modern tools for engaging residents on issues of local importance.

Like other active citizen groups, all community associations should have some standard terms of reference to ensure that their boards are inclusive of all ages and backgrounds, and the term of each board member should be well defined to foster continued participation and succession planning. Members of council should not be part of the board of any community association but should be invited as guests to meetings and events, and maintain ongoing communications with the community association.

4. What is your understanding of the terms “non-market” and “affordable” housing?

Non-market refers to housing units which will be rented below the current market rental rate. The percentage of discount below market rental rates can greatly vary based on the rental subsidy being provided by governments or non-profit agencies (typically between 10%-20% below market).

Affordable housing, as defined by CMHC, refers to housing that costs upto 30% of total pre-tax household income.

5. What is your position on subsidizing housing of any type?

Shelter is a basic human right and every municipality should have some subsidized housing for youth, adults, seniors and families who are struggling to make ends meet. Many community organizations have expressed that the need for subsidized housing far exceeds what is currently available in our community.

6. What should the District's role be relating to subsidized housing?

The District should seek out financial supports from provincial and federal partners, as well as non-profits and foundations to subsidize housing. The District should also conduct a needs assessment periodically (every 5 years) to determine the current and future needs in the community.

The District should consider reducing costs by:

- Reviewing development applications for subsidized housing through a fast-track process
- Adjust parking requirements (e.g. reduced resident parking but increase visitor stalls)
- dropping Community Amenity Contributions as often the construction of these units IS the biggest benefit to the community

7. Will you support a full public review of the OCP in 2019?

The 2011-2030 OCP was an outcome of engaging over 5000 residents and lays out a good roadmap for our community's social, economic and environmental well-being.

As Mayor, I would look to the recommendations from the OCP Implementation Monitoring Committee as a starting place. I would also work with Council and staff to assess what lessons have been learnt from the previous decade as we begin to explore the path beyond 2030.

8. Under what circumstances are you willing to relinquish publicly owner or public assembly zoned lands?

Public land is a scarce commodity and must be retained for public use. Transferring ownership from one level of government to another may be okay but transferring ownership for private use would not be justified. Transfer of ownership to a private entity would be okay if there was an equivalent parcel of private land that would be acquired for public use (i.e. land swap) and the end result was of greater public benefit.

9. Are you willing to defer further development until the required transportation infrastructure is in place?

In 2017, the NV Chamber of Commerce identified that over two-thirds of employers were struggling to attract and retain workers due to housing affordability and commute times. In Sep 2018, the Integrated North Shore Transportation Planning Partnership (INSTPP) reported that our traffic increase is largely due to people commuting to work in North Vancouver as they are unable to live here.

The solution is two-part: improving our transportation ecosystem AND creating homes for people of various incomes. Both these aspects are equally vital to maintaining a vibrant community and health local economy.

Responsible governments set a long-term policy direction, so that all efforts by private and public partners are aligned. A stop and start process doesn't provide business certainty and would discourage both public and private investment in public transportation and subsidized housing. At a time when provincial and federal partners are ready to invest in infrastructure and housing, municipalities need to be a collaborative and willing partner to attract these investments for the benefit of their community.

10. What is your view on mobility pricing?

Our housing crisis and traffic congestion issues are linked. Road pricing alone is only going to decrease affordability for families. If we want to maintain a strong BC economy, governments have to work together to ensure ALL workers

have an adequate place to live & reasonable options to travel between home, work & play areas. Local & BC govts have to work in sync, not in silos, to avoid this future.

Road pricing is an effective stick but we also need some carrots. Increasing public transit frequency & connectivity, adding park & rides in suburbs, improving safety & connectivity for pedestrians & bikers, using inclusionary zoning policies & streamlining development approval processes in municipal hall are some ways forward,

11. What is your view on how effective the proposed B-Line will be?

Using public transit, I can travel from my home to Surrey, YVR or UBC in less time than it takes me to get to Deep Cove. Public transportation needs to be a viable option for residents - this is only possible with a frequent and efficient service.

The Main to Marine B-Line will dramatically reduce the trip time for people travelling between significant destinations: Phibbs Exchange, Seabus Station, Capilano Mall, Park Royal. Dunderave. This corridor accounts for 30-40% of all trips made on the North Shore, so this B-Line provides a viable alternative to driving East-West on a choked highway. Supplementing this B-Line with park and ride options will further improve convenience for residents who may not live within walking distance of stops.

The Mayors Council has identified additional northshore B-Lines in its 10-year vision: Lynn Valley to Lonsdale Quay, Metrotown to Cap U, etc. These need to be funded and implemented at a much faster rate. Transit ridership is increasing dramatically (~7% each year) and service improvements will greatly reduce traffic congestion.

12. What is the source of your campaign funding?

Individual donations from residents of B.C. who are Canadian citizens, as laid out under the BC Local Elections Financing Act.

13. What is your position on density bonuses or density transfers?

Density bonusing is one of the most effective policy tools for creating subsidized housing within any new project. However, this tool should be used in sync with the goals set out in the Official Community Plan. Density transfers should only be used if a clearly defined community benefit is achieved.