

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

I am a lifelong District resident, currently living in Lynn Valley. My professional career is in marketing and sales and I know the importance of working together to achieve goals and find solutions to the challenges our community is facing.

I grew up in a family that believes in giving back through public service, and I am proud to have been a director of the North Shore Triathlon for the past 16 years, as well as a long-time supporter of important community causes including North Shore Rescue and North Shore Neighbourhood House. Over the years I have helped organize many events in the community which have resulted in raising tens of thousands of dollars for families in need and many charities such as ALS Society of BC, BC Cancer Foundation, and the Autism Society of BC, and several others.

My passion for an active, outdoor lifestyle will give new perspective on issues like trail management and cycling infrastructure.

My greatest strengths are my compassion for others and my ability to connect with all types of people. I would like to be known as a reasonable, progressive voice, bringing a new level of community engagement and being extremely accessible to residents so that they feel their voices are heard.

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

**Density and Affordable Housing:** While I want to see our town centres built out, we need the focus of new development shifted to creating more rental housing. The dream of owning a single-family home vanished for many some time ago, so we need to be more creative in the types of housing allowed, including secondary suites and coach houses. Housing options in the District must be innovative, flexible, with a variety of demographics in mind. I am particularly concerned about the 'missing generation', those between 20 and 40, who are leaving the North Shore due to high housing costs.

**Traffic congestion:** Traffic congestion is a huge issue. There's no easy answer, but many different solutions to look at, such as Highway 1 Interchange, INSTPP, transit improvements. We need to work with all levels of government to find affordable solutions that work for our community. Let's talk to large North Shore employers about encouraging their employees to commute through car share or shuttles. And, let's incentivize developers to get car share parking spots like EVO and car2Go near town centres.

**Infrastructure:** A good portion of the District's infrastructure – roads, utilities, water and sewer pipes – were constructed during the boom years of the 50s and 60s. Much of this infrastructure has now reached the end of its useful life and must be replaced. Furthermore, we'll need to be looking at plans for some of our aging recreation facilities, such as Ron Andrews, which have limited life left. As Councillor, I will work to ensure that your tax dollars are spent wisely, and that enough is put into reserves each year, to ensure sound infrastructure for years to come. I will also ensure that developers are contributing towards construction of roadways, bike lanes and other infrastructure to support our community.

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

I am a proud member of the Lynn Valley Community Association and I know first hand the important role they play in our community. Let's face it, everyone is busy, and most people don't have time to attend Council meetings or view them online. Community Association executive members often attend the numerous council meetings and public hearings and take that information back to their members (you!).

They also ensure that feedback from their community gets back to Council, either individually or under the NVCAN umbrella. One of my goals is to get greater community involvement and our Community Associations can help achieve that goal.

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

The term “affordable housing” is defined by The Canadian Mortgage and Housing Corporation (CMHC) as “when a household spends less than 30 per cent of its gross (before-tax) income on acceptable shelter.” However, I think in Metro Vancouver, one of the most expensive housing markets in North America, the concept of affordability cannot be as clearly defined. What is affordable to one person, may not be to another. Non-market housing is any housing protected from market forces, thus offering affordable rents or ownership.

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

I think, as we continue down a path of housing unaffordability, subsidized housing will need to become an even more important part of our housing mix in the community. Much of Canada’s social housing was built between 1946 and 1993, so much of our current rental housing in the District that is affordable – largely because of its age – will need to be replaced and we need to have more options for people being displaced as a result.

#### **6. What should the District’s role be relating to subsidized housing?**

At the municipal level we do have a role to play, as we control land use. The development community also needs clear guidelines, so they can be a partner in building more purpose built rental projects with below market rental units included. An example of a clear guideline would be the City of North Vancouver’s “10-10-10” policy, whereby 10 percent of units in a new purpose built rental building are rented at 10 percent below market rates for at least 10 years.

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

I think the District’s Official Community Plan is a very thorough roadmap for our community. It was developed after a very intensive community engagement process and is meant to guide our growth through to 2030. However, our OCP is now almost ten years old. Like any good plan, it needs to be reviewed from time to time and if necessary, adjusted to ensure we remain on track to achieve our goals. For example, while I want to see our Town Centres built out, we need the focus of new development shifted to creating more rental housing. A review of our OCP may provide opportunities to work with developers to achieve this so that all our residents are looked after. The Provincial Government recently announced changes that will permit municipalities to create “Rental Only Zones.” I am aware some municipalities are already looking at this as an option to encourage more rental housing. This is something I would like to explore as a Council, if elected.

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

I think we need to be careful about giving up publicly owned lands, especially with the geographical challenges we have. We will also need to replace many of our aging public facilities, over time, and this land may be needed to accommodate facilities for new residents and changing demographics. However, I maintain an open mind to considering the use of public lands to help achieve the goal of providing affordable housing. I support the notion of making public land available for affordable housing but on the basis of long term leases versus outright sale. This preserves the public ownership for future generations.

Any such decision would need to be subject to a rigorous process to consider location, area, and competing public uses for any lands viewed for development purposes.

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

There is no question that transportation has become the biggest issue in our region and getting around the North Shore has never been more of a challenge. We also went many years with little development and now we are seeing a lot of multifamily development, as our town centres are built out, as well as older single family home being replaced with new builds. I understand these challenges and would be okay with slowing the pace of development for the next while until a few key pieces of transportation infrastructure are in place, such as the Lower Mountain Highway Interchange Project and B-Line bus route. However, as evidenced in the INSTPP report, it's important to understand the many sources of traffic congestion in our region and that the bulk of it is not being caused by density in the District. Over time, we must continue to build out our town centres, so that we can provide much needed housing and see these complete communities come to life

**10. What is your view on mobility pricing?**

My view on this is that it penalizes people who have no other options at this time, other than to drive. I think once other transit options improve, then we can look at demand pricing, such as mobility pricing, but not until then.

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

I think it is one piece of the multimodal transportation solution that will help move people east-west through the region and I will support it.

**12. What is the source of your campaign funding?**

I have financed much of my campaign myself, as well as donations from family and friends.

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

I think it is important to be guided by our Official Community Plan which sets out density limits and height restrictions for new construction. While we certainly wouldn't want to add 20 more floors to a condominium building that is zoned for 4 floors, it may be in our community's best interest to consider adding one or two additional floors if the developer provides sufficient, additional funding for infrastructure or much needed affordable housing. It's a delicate balance. Council would need to listen to community input and make decisions based on the best interests of all our community members.