

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

I have lived in the North Shore for 15 years, and in the Vancouver area since 1987. I chose to live in Vancouver, and then the North Shore. My 3 girls are growing up here. All three are involved in sports, music, art, community, and well beyond.

I have traveled and worked, explored and eye-witnessed man-made and natural disasters in over 40 countries and across 5 continents.

I grew up surrounded by newcomers and refugees in a developing nation and then committed my professional adult life to telling the untold stories from off the beaten track.

It seems I have seen it all and witnessed almost every bad scenario facing humanity. Events no human should witness nor experience.

For almost 20 years I served as an International Humanitarian Journalist. The last 10 were devoted to detecting, avoiding, and deterring Genocide.

I see the current issues we are facing here as 'on the verge of emergency' and therefore have decided to devote the next 10 years of my life to genuinely trying to fix it, before it's too late.

Many say, it is already too late.

I strongly believe we do have a genuine chance at changing the direction we have drifted into, and return to the values on which we all chose to come and live here - in the very first place.

I am not a politician and have never really planned to be.

The issue of affordability vs. over-development is the main reason I would like to lead a major (!) change for the North Shore:

- in thinking,
- in discussion,
- in local political culture,
- in government transparency & accountability,
- in allocating the right innovative (!) solutions to our most urgent issues.

A new fresh, out-of-the-box, genuine direction and solutions are required !

Maybe, just maybe, a job that only a genuine non-politician can do.

"I would like to be remembered as the one who actually solved the North Shore affordability issue by employing responsible development, without compromising the personal-safety of humans and well-being of the environment."

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

The three burning issues are all intertwined: Development pace, Transportation, and Affordability.

ENVIRONMENT AND PERSONAL SAFETY FIRST

- Preserving a healthy environment and protecting the natural beauty of the North Shore is the integral base to our future growth process.
- Personal safety and well-being cannot be compromised with re/development.

"I will make sure no one is forced to leave our community due to a redevelopment project. The people and businesses already here should be an integral part of any redevelopment."

RESPONSIBLE DEVELOPMENT

- Enhanced updated infrastructure and community service development need to keep pace with housing development.

"I strongly support creating incentives for developers with tax-cuts, as well as including the potential involvement of not-for-profit community-based organizations, and government on all levels."

I will ensure the financial sector is pitching in its fair share and getting us discounts and attractive deals that will dramatically lower the end-price of a house or a business. By building quickly, responsibly, and effectively, a diverse line of long-term purpose-built rental projects."

AFFORDABILITY: KEY FOR FUTURE GROWTH

- Developers will gain more by joining us all in making the North Shore more affordable.
- Assure new re/development permits' and plans' approval time is significantly cut, without compromising the environment and life safety.

"I will lead a true collaborative effort with all sectors: business, developers, finance, at all levels of government, and neighbouring municipalities."

To achieve true-affordability we seek win-win-win complementary solutions that are implemented across sectors, while prioritizing: Rental Only buildings, Tax Cuts, Social Non-profit Partnerships & Private investment."

INCREASED PUBLIC TRANSPORTATION

- Immediate expansion of public transportation options will cost us much less than keeping the gridlock.
 - Alternate transportation options including waterways and airways to reduce the load on existing bridges should be considered.
 - TransLink, the SkyTrain in particular, is long overdue in serving the North Shore population more effectively and efficiently.
 - SeaBus routes and Express Bus Lanes should be added for peak-traffic hours. Long-haul shipping should be reserved for off-peak traffic hours.
 - Using alternative energy vehicles (electric/solar powered cars, bicycles, buses, and trucks) would be widely encouraged and should be rewarded with tax-incentives and licensing discounts.
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"A third crossing must be built. It does not, and very probably will not, be in the form of a bridge. And even more probably, there will need to be more than one new crossing in order to achieve a timely alleviation of current traffic congestion.

If at all, drivers and businesses need to be compensated, not charged more, for our inability to plan adequately and provide the solutions to traffic problems, before they come back to haunt us."

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

Major ! Extremely major.

We can't, and have no right, to govern without the privilege of genuinely listening to the real needs of the people that literally make this region.

We cannot, and should not, govern without collaboration, transparency, accountability. From all (!) sides involved; including residents.

First and foremost we must get our neighbours and families to get involved and vote !

Elect the best team of Candidates possible with checks and balances, keeping your involvement with good faith and reason.

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

"Affordable" is simply that - Affordable.

A dwelling with a \$150,000 discount at the current "market" rate is unaffordable. Period. At least not any(!)where in the Lower Mainland.

For creating affordable or non-market housing and businesses - we must work together. That includes every(!)one.

"Non-market housing is any housing protected from market forces, thus offering affordable rents or ownership in perpetuity. Housing co-ops, land trusts and nonprofit housing corporations are all variants of non-market housing." [Patrick Condon, TheTyee.ca]

COLLABORATIVE EFFORT

- Transparent, accountable local government needs to liaise with community, businesses, and governments on every level, to encourage comprehensive, research-based proven solutions to our current issues.
- All three North Shore municipalities should collaborate on better planning and enhanced infrastructure.

"I will work tirelessly to ensure employees are motivated to live and work on the North Shore, approaching the situation intelligently, with a view towards financial viability.

By liaising with developers, the private sector and government on all levels, implement tax-saving initiatives as well as financially-based programs which will reduce the cost of actually living and working on the North Shore."

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

Absolutely yes.

- With the right strings attached to ensure the safety of dwellers, owners, and financiers.
- With the main participation of Federal and Provincial Governments.
- With active contribution of Financial Institutions.
- With Developers, Private Investors, Community Based not-for-profit Organizations.

All need to pitch in and create the right environment for successful, as diverse as possible, long-term purpose-built rental projects,

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

We cannot and should never trade Property Taxes for 'Affordable' Housing.

Land is almost the District's only resource.

We need to make any and every effort to ensure that every (!) future land use, including rezoning, is done responsibly and with the most benefit to the rightful owners of this land: The District's Residents and First Nations.

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

Absolutely yes.

Very probably within the first 100 days of the new Council.

This is the most urgent matter in front of us. Ensuring that the plan will be adjusted to truly reflect the irresponsible, somewhat deplorable, legacy of the outgoing Council.

We face a real multi-level crisis with all the unchecked new development projects already in the pipeline. By some accounts we have already tripled the goal of 10,000 newcomers in the next 10 years.

Without ensuring proper infrastructure updates to accommodate this influx, we are facing a real threat to both environment and population well-being.

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

Almost never.

It would have to be so special a circumstance, that may only involve a life-safety issue, where publicly owned land is demolished to allow an infrastructure to replace it.

We truly hope that our plans are so well designed that this will never become a part of discussion.

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

Do we have a choice ?!

What choice do we have ?!

It costs us much more to keep the traffic gridlock which impedes the environment, residents, and passersby.

Has any(!)one calculated how much it actually costs us to have one (!) car or truck stalled in traffic for one single (!) hour ?

In wages, in energy, in pollution, in wear and tear, in mental well-being ?

10. What is your view on mobility pricing?

If at all, drivers and businesses need to be compensated, not charged more, for our inability to plan adequately and provide the solutions to traffic problems, before they come back to haunt us.

Taxing and tolling our Bridges will solve nothing and will not provide any solution to our growing traffic gridlock.

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

The B-line should be B-lines.

They should include farther destinations, such as: Edgemont, Upper Lonsdale, Lynn Valley, Seymour, and Deep Cove.

12. What is the source of your campaign funding?

Donations. Just over \$3,000 at this point. And we are all smiles. So far. :)

The new rules are great ensuring transparency and accountability of Candidates. However, the inability to provide Tax Receipts to the few Donors and Supporters that truly care about local issues - does not sit well with my definition of accountability, nor democracy. Are we that different, really (?) from Provincial Candidates? We should sure fix that little issue and find a way to incentivize Municipal Election Donors.

One of our goals is to be the first elected without any printed Street Signs. Well, a couple of days ago we just reached the sum that allowed us to print 20 medium size Signs. This is it! We call on all our supporters: "Let Your Sign Shine!"

Our 'Let Your Sign Shine' Rules are:

- \$0 to \$2.5 max investment per Sign
- Less than 30 min work
- Have to be fully Recyclable
- Preferably - made from Reusable material you can find in your home
- Can be any size, colour, or version [as long as it has the essential info needed]

We ask our supporters to please (!) send us a picture of you & and your Sign. And, please please, send a picture of the recycled Sign the day after the October 20th Local Elections.

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

Tricky issue. Am not so clear about it, yet.

Erez **Barzilay**

Am far from being convinced that increased density has any(!)thing to do with solving our issues. Seriously, how would unchecked densification ever assist us in getting a more affordable North Shore ? Have we really explored every other option?

Again, as long as no Property Taxes are being traded during this procedure, we may (!) be fine with potential bonuses and transfers - but only if needed and only if there is no other option.

We would absolutely much prefer: Tax-incentives, Tax-cuts, and Lower Interest Rates - in exchange for speedy and more efficient planning, approval, and construction phases - with absolutely no compromising of the well-being of the environment, the people, and personal safety.

Does anyone really think that there is room for towers and skyscrapers in Vancouver's North Shore?!

Have you checked lately how much good it did to Vancouver, Burnaby, and now Surrey?

Can we save ourselves from ourselves maybe, just maybe, by actually looking around, maybe across an ocean or two and see how other communities solved, or at least are tackling, the 'affordability' issue ? - Without sacrificing their own and future generations' entire livelihood in the process.
