

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

I've worked in the family business, the private sector and the public sector. For the past decade I've traveled all across British Columbia, analyzing complex, multi-faceted transportation problems and implementing practical solutions. As a Professional Engineer, it is my duty to hold paramount the safety, health and welfare of the public and our natural world. This duty defines my character, which I have proven through consistent action in my personal life, my professional career and my dedication to community service.

From 2008 to 2013, I was President of the North Shore Mountain Bike Association (NSMBA). During my leadership, the organization blossomed. What started as a group of struggling volunteers with too much to do, too little time and no money became an organization with full time paid staff, over thirty funding partnerships with the business community and local government, and an engaged and active membership. The NSMBA is now regarded around the mountain bike world as a phenomenal success story. My leadership in setting a vision (and sticking to it), building the right team and nurturing the relationships and partnerships necessary to get things done was a key component in bringing the NSMBA to where it is today.

During my first term on Council, I diligently applied my decade of experience as a systems engineer to the issues discussed and decided upon. I analyzed the issues, seeking to understand the complexities and advocate for a pragmatic path to the desired outcome based on evidence and best practice. I now have an in-depth understanding of the critical challenges facing the DNV, the strategies necessary to address them and both the experience and desire to move forward.

There are no simple answers to the complex and intertwined challenges we face. In a growing and changing region, it will take a suite of actions, aligned in a common direction to bring relief and maintain our desirable lifestyle.

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

- **Transportation and Housing:**

- The two issues that are intrinsically linked. A remarkable increase in traffic congestion has many feeling that our quality of life is under threat. A doubling of home prices and a drastic increase in rents has many of our friends and neighbours struggling to find and keep suitable, affordable homes and decent, well-paying jobs.
- Our community needs a real choice between multiple transportation options. A choice to leave the second car at home, or downsize to a one car family. We need to place priority on the safety of vulnerable road users, pedestrians, cyclists, children and the elderly and create a safe way for our children to get to and from school. We can advocate for better transit, specifically a rapid link to the Skytrain network, but those decisions are not completely within our control. Two practical and realistic suggestions would be to partner with major employers to reduce the number of single-occupant vehicle trips and to pilot new transportation choices, such as electric bike share and car-share hubs in town centres and along major corridors. A small shift in numbers makes a big difference during rush hour.
- To provide opportunities for people with median incomes to live in our community, we need to make it easier to build purpose built rental compared to condos so that more rental homes will be constructed.

- To provide those who already own their homes the option to keep their kids and grandkids close by, we need to be more flexible with the restrictions of use placed on a single detached home. Making it simpler for a homeowner to construct a suite, coach house, or other creative housing option will give more long term residents the choice to stay in their homes, instead of selling out and moving to where the grandkids are.
- **Connection, Community, Engagement**
 - Disruptive change is occurring at all levels in our society. The inequality of both wealth and income has become more apparent and strains our communities ability to cope. It is critical to both the social, cultural and financial fabric of our community that we provide an attractive and affordable community for people of all ages and incomes. An enormous opportunity exists for us to be bold in our thinking and make the right decisions today to keep our youth in the community.
 - The decisions we make today about the big issues of transportation and housing will impact our community for the next 50 to 75 years. Our younger generations will be most affected by these decisions and I believe their voice and concerns need to be represented. A youth council has been used effectively in other municipalities such as Nanaimo to bring the perspective of youth to Council's attention.

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

Citizen engagement is critical in creating a healthy and vibrant community. Community associations can be a valuable resource to promote livability, social cohesion and provide a voice for residents.

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

The value of a non-market home or the rent paid to live there is determined by criteria other than the maximum someone is willing to pay. It is limited through various means, such as ownership structure (co-op, non-profit or public sector) or legal covenant.

Affordable housing defines an acceptable amount, based on income, that a household can pay towards their total housing costs. In Canada, the CMHC guideline is 30% of gross household income. Other guidelines, such as residual income, do exist and could be explored for their applicability to the DNV.

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

While the District of North Vancouver has some of the highest household incomes in the region, we have very few homes, especially rental homes, that families making below our median income can comfortably afford. We have very few purpose built rental, most of which are 40 years or older. If we want to have a community that welcomes people of all ages and incomes, non-market housing needs to be built and we need to create a healthy number of rental homes of various ages and rent levels.

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

I would commit to providing District owned land near good transportation choices to construct non-market housing. We need to take advantage of the once in a generation opportunity we have with an alignment of both federal and provincial governments to fund housing projects and provide homes for so many of the people that our community desperately needs. Development Cost Charges, Community Amenity Charges would be waived in order to access the provincial/federal grant programs and recovered over the long term through adjustments to DCC and CAC rates. The District would also pay for site servicing.

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

2019 is a natural time to review the principles and vision of the Official Community Plan and extend it out to 2040. I foresee another multi-year, community wide process.

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

There are many cases where it makes sense to sell small parcels of District owned land, such as lane allowances, road allowances or isolated small lots and use the funds generated to make strategic purchases of other lands for community benefit. Large, contiguous parcels should remain owned by the District. I support the current public assembly land policy.

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

I disagree with the premise of this question. The citizens of the District will not be able to self-fund all the “required” transportation infrastructure desired by the community. When the rest of the region is growing five times faster than the DNV, senior levels of government will not commit significant amounts of transportation funding towards a community that decides not to add homes to support a growing population

We need to commit to our 1% rate of growth at minimum. If we choose to delay or defer, we will miss out on those large, transformative investments and the situation will get worse, not better. The region will continue to grow around us, with more people living outside of our community, causing more traffic driving to and through it.

When we build homes and grow jobs, will we be able to keep existing residents and business here and be more able to attract investments that will bring relief to our transportation system.

10. What is your view on mobility pricing?

You’re going to get my transportation systems engineering perspective for this question. From a technical standpoint, decongestion pricing has been proven to be the most effective measure to reduce traffic congestion and improve the reliability of people’s commutes. We as individuals and businesses are all already paying the costs of traffic congestion in time idling in our cars or being delayed on the bus.

Politically and practically, none of us want to pay more for something that we have always assumed was free. If a decongestion pricing system was to be designed and implemented, it would have to first be put through an equity lens to ensure additional cost burdens were not being placed on those with lower incomes. There is already a significant amount of research on this subject. Secondly, it would need to replace the existing TransLink gas tax. Third, the primary purpose of the system should be to manage congestion, not raise revenue above existing levels. It should be designed to be revenue neutral.

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

The new B-Line will make an enormous difference to those travelling along the Main-Marine corridor. Busses already carry 59,000 people a day along that route and 30%-40% of people during rush hour. I would commit to implementing the transit priority measures to achieve the full 20 minute reduction in commute time along the corridor for transit users. Not only will the people who use the B-Line for a part of their trip benefit, but other bus routes such as the 240 will also see a significant time savings of 5-7

minutes per trip and the cost savings of those reduced travel times will be reinvested into those bus routes, further improving service, frequency and reliability.

12. What is the source of your campaign funding?

Individual donations from residents of B.C. who are Canadian citizens or permanent residents.

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

Density bonus can be a useful tool when seeking additional community benefits, such as non-market or rental homes. Density bonus does not necessarily mean more homes across the District in total, it just means more on a particular patch of land. Density transfers should be evaluated on a case by case basis and used only if they achieve a clearly defined and desired community benefit.