

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

I have managed and grown a small business with big aspirations in North Vancouver. As a media professional my specialty is communication. I am good at listening and understanding issues and then boiling them down to where they can be more easily understood and dealt with.

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

In no particular order:

- Housing - Density, Affordability, Pace of Development: The rapid rise of real estate prices in the Lower Mainland have put huge pressure on our existing housing stock. The market has determined that we live in one of the most expensive areas in one of the most expensive cities in the world. This has resulted in a situation where housing, whether through owning or renting, has become increasingly insecure, and for many, unattainable. Land values have created a market where new developments are unaffordable for the majority of young people. Older developments are being knocked down for more profitable use of the land. Rental units are disappearing, often reappearing with a higher cost, pricing them out of the reach of previous residents thus effectively becoming renovations. In some instances, they are lost to the rental community completely in favour of market housing.

The DNV is following a plan of building "town centres" in Lynn Valley, Maplewood, and Seylynn, with "villages" in the areas of Edgemont and Lions Gate. Densification has been concentrated in these areas but for mainly economic reasons many of these new units are unsuitable for our residents who are most in need. This has resulted in a housing crisis. Furthermore, these changes have fundamentally been driven by an almost insatiable drive for profit in Vancouver's hot real estate market. Developers are understandably anxious to get projects approved and built as fast as possible as they know that there is no promise of what tomorrow's market might look like. This gives the community little time to digest the significance and impact of such projects.

In order to address this I believe the DNV needs to implement a reevaluation of how projects are approved when development is proposed:

- **Ensure** purpose-built rental housing is created within the Village and Town Centres.
- In addition, the DNV must ensure our existing rental stock is not lost to re-developed ie. condos etc.
- **Examine** expanding the housing options within the district's existing neighbourhoods allowing more infill housing in the form of duplexes, or lane-way houses. But caution must be taken to ensure these options respect the character of the neighbourhoods, and don't serve to fuel further real estate speculation.
- **Implement** a strategy that ensures existing tenants, residents, or indeed entire communities are considered and protected from dispersal. Effective and realistic housing options must be made available for those who, through no fault of their own, are now in danger of displacement.
- **Create** beautiful and livable rental housing that is affordable for lower income families.

- Traffic - Transit

The INSTPP Report is our guide to begin to tease this knot out. It has real data derived from various sources that we need as starting point. This information needs to be continually updated and reviewed. We can't make decisions based on old information or assumptions. One of the key factors of the report is addressing the issue of traffic in collaborative manner with partners from all levels of government

across the whole North Shore. Consultation with industry groups and professional planners were also part of the process. We must continue this process and present a united North Shore voice to Translink. Translink currently uses growth projections, density and population determining factors when evaluating need. We need to change this so that it is understood the North Shore is limited in its growth capacity as we are the gatekeepers of the local mountains that make Vancouver so special. No one wants to sacrifice our green space for development in order to make Translink pay attention. We need to work together to make Translink understand the problems we face on the North Shore are as much a product of our region and previous decisions. We are the thruway for all traffic heading to Whistler from the south. We are intersected by a highway, built by our province and intended for the benefit of the whole region. Ferry traffic moves through our municipalities for the benefit of the region and the province. Local residents bear the burden of this situation. We need transit that does not rely on our already overlaid roadways - like Light Rail and Skytrains - and we need it to be integrated in step with the planned densification if we are to have any hope of seriously alleviating one of the biggest problems facing the North Shore.

- Environment/Climate Change

I sincerely believe that we should be leaders in the stewardship of our environment, and as such, we need to begin implementing reasoned local initiatives that reduce our impact on our planet:

- **Establish** - Local neighbourhood based, comprehensive recycling centres with the capacity to effectively serve a community of our size.
- **Ban** - The use of single-use plastics in restaurants.
- **Create** - A program to address the issue of food waste in our community.
- **End** - The use of retail plastic bags.
- **Use** - alternatives to poison traps for rodents and insects in our municipal buildings to reduce the ecological impact of pesticides on local carnivore and detritivore populations.
- **Prohibit** - All use of Styrofoam containers in the food industry. Ensuring the health and protection of our oceans, forests, rivers and streams is a top priority of mine. Any future growth must be done in a manner that encompasses these imperatives and is both environmentally sensitive and responsible. New projects must be innovative and lessen the serious impact of growth on our environment:
 - **Incorporate** - solar and other alternative energy sources.
 - **Integrate** - the use of green walls, roofs and facades.
 - **Work** - with Translink to build a transit network extensive and accessible enough to incentivize life-long drivers to leave the car at home.
 - **Link** - bike routes and walking paths to new projects.
 - **Increase** - charging station availability for electric vehicles. Working towards a greener future is not easy, but it is the right thing to do and it must be done now. We cannot ignore that we live in a world that is fundamentally changing, and that our children will be living with the repercussions of decisions made by us and generations past. It is too late to undo a lot of the damage that has already been done, but we can work hard to mitigate that damage through environmental policies that keep at their core the idea that our responsibility must be as much to the present as to the future. I want to leave a healthy and beautiful world for my daughters to inherit and shape as they will, and that starts with taking responsibility for past actions and current endeavours that had or are having a detrimental effect on our environment, and working to curb that damage wherever we can. We can do better. We must do better.

3. What role do you think community associations should play? I believe that Community Associations are a great untapped/ignored resource. As our Municipality grows it seems the distance between the decision makers and local residents is increasing. Community Associations are the bridge that we need to link the two sides. Ensuring information and concerns of local residents are heard and conversely communicating decisions made at District Hall to the residents. It is often said that being involved with local government is the most effective way to effect change. I believe that Community Associations are the actual first step in the process. As such I agree with Betty Forbes idea of assigning councillors to Community Associations (similar to a School Trustee) on a rotating basis. This will ensure that their voice is heard.

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

Unfortunately these two terms are often used to represent the same thing. Simply put non-market refers to rates that are below what the market has determined. Conversely affordable refers to what a potential renter/buyer can afford. Generally, 33% of income is accepted as an acceptable amount one should put towards housing. Affordability recognises this but the market doesn't.

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

I believe in subsidizing housing. It should be considered a community amenity as it allows for a more diverse, inclusive community.

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

The District needs to be involved in the equation however, where ever they can. From long term leases on District land to petitioning and working with senior government to make it happen.

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

Absolutely, The OCP is a 'living document', it needs to evolve as our community does. It was primarily created to examine and respond to the school closures that School District 44 made.

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

Relinquish is an interesting term as I believe that we need to hold on to our assets for future generations but there we need to recognize that there are ways to do both long term lease, land swaps are some of the tools we can use. In particular, using community land to create beautiful, affordable housing for our residents needs to be seen as investing in our community.

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

Absolutely, development without the proper infrastructure in place is irresponsible.

10. What is your view on mobility pricing?

Mobility pricing is an interesting tool and has been shown to work in some jurisdictions but I'm not convinced it can be implemented fairly for North Shore residents. According to the Chamber of Commerce, we are currently facing a labour shortage on the North Shore where we are importing a greater number of our workforce from off the North Shore. Mobility pricing will likely make it harder for business to attract employers.

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

The Marine Drive/ Main Street/Cotton Road route is problematic because fundamentally you will be running the buses on the same road as cars (though more frequently) so I'm not convinced it will be successful. I'm more optimistic about the newly proposed North South route that will connect Phibbs to the Sky Train. Using queue jumping at the bridge head may actually work.

12. What is the source of your campaign funding?

I have solicited donations from private individuals (mostly family and friends) and self funded. No money has come from corporations.

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

Both are a tool to be used but lately I'm seeing it being used against the Municipality. Developers are only willing to create housing that our community needs if we grant these exceptions.