

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

I have served for three terms as an elected councillor with the District of North Vancouver. I have also served in leadership positions with several community boards including, NVMA, NVDPL (Chair), ACDI, NVHAC (Chair), Bi & Tri Municipal Boards such as NVRCC, NSEMO (Chair), Regional Boards such as the Greater Vancouver Labour Relations Board, Metro Vancouver Parks & Environment Committee, Metro Vancouver Transportation Committee, Metro Vancouver Port Cities Committee, and Non-Profit boards including the New Hope Community Services Board (Chair).

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

Traffic – We need to continue to work with other levels of government to implement all three phases of the Ironworkers Bridgehead project, but we also need to advocate for better North/South Transit Options including an express bus from Nanaimo or Rupert Skytrain Station directly to Phibb's exchange, and a CapU shuttle that goes from Phibbs to the University and back emptying every time.

Density – We are building too much, too fast, we need to slow down and let infrastructure catch up to growth, and the housing that we are building, (largely market luxury small units), is not the housing that we need (simple family sized units)

Affordability – We need to stop demolishing low cost-due-to-age units that can have their life and use for the community extended. New units will never be truly affordable compared to properly maintained, older units.

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

They should be consulted early and often on all developments in their areas and considered experts on their own neighborhoods.

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

Non-Market means there is some form of direct interference with normal market forces, such as a covenant that affects sales prices, or a housing partnership that subsidizes costs. Affordable means the price meets what an average person from that area would be able to reasonably afford, such as CMHC's level 2 definition which is 30% of average household income for a region.

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

I tend to prefer building in affordability by form, through co-operative ownership or alternative housing models, simple design, supply specialization such as Supportive Housing with Caregiver spaces. I can support subsidizing with nominal leases to generate genuinely essential social housing.

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

Generally on the land management side, but also fostering partnerships with other levels of government.

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

Yes, with more modest densities and taking into account the new traffic and housing cost norms, and it will lead to an update of the local area plans as they approach 5 years in age.

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

I prefer to retain public assembly lands as they are becoming rare, but some organizations have been able to come up with reasonable subdivisions with significant community benefits, so they should be

considered. I believe the District should at times strategically both buy and sell land to be a catalyst if one is needed.

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

Yes, there may be some reasonable exceptions where the community is in overwhelming agreement with the benefits of a project, but in the current traffic chaos, I am comfortable saying no.

10. What is your view on mobility pricing?

Opposed to the current proposal, the commissions own report shows the costs would be dramatically higher for daily commuters to and from the North Shore than amongst other areas in the region.

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

I am concerned that it will fail to achieve its ridership expectations and will be cut in the short to medium term. There simply aren't enough east-west commuters who don't eventually want to head to Vancouver. B-Line will not help with that. Express buses to and from Skytrain would be far more effective at addressing the number one source of traffic in the INSTPP Report, workers coming to the North Shore.

12. What is the source of your campaign funding?

About half extended family, and half friends and supporters.

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

I am open to density transfers such as the one we did down in the Dollarton lands to move some units out of the Chlorine Plant risk contours. Density bonussing only works when there is a sufficient FSR difference between the Local Area Plan and the OCP. Our current plans are too close and have caused high speculation prices with very little room to negotiate what we really need.