

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

I am a trained journalist and covered city hall in Mississauga and Toronto city politics with the Toronto Clarion for 18 months. On the North Shore, I have run three businesses, and have gained experience in the many challenges of operating on the North Shore. I have sat on the Board of Directors with the Lookout Society for a decade and worked closely with two executive directors addressing policy, government liaison, grant acquisition, land use, development processes and housing strategies for low income and/or homeless individuals. I also sit on the Board of Directors for the Beauty Council and have been on the team working to establish municipal rules and regulations around hygiene safety in salons. Surrey and IATSE have signed on.

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

I have heard these three issues from most of the people I canvass: traffic congestion and the lack of transit options; development and the lack of matching infrastructure; lack of locally based workers for small and medium sized businesses. Respectively, I see several ways to address these. First, traffic and transportation can be viewed immediately through the lens of the Integrated North Shore Transportation Planning Project (INSTPP). There is already strong provincial and federal support for this project and the data and recommendations it provides are the least expensive and most readily available starting point for the North Shore as a whole to start with. Second, development has most residents fatigued by noise, road blockages, changes in the landscape, a seeming lack of consultation, and many other factors. The aging transportation systems are considered unable to cope with the rapid growth. My solution, as stated publicly, is to pause any discussion of new development approval until a commitment to infrastructure improvements is clearly laid out in conjunction with a commitment to a more robust and accessible transit update. Third, young residents who do not reside here, identified as the “missing middle”, can only be attracted to the North Shore with affordable rentals. I advocate for affordable rentals and more flexibility in the way residents can alter their homes to allow for suite rentals or coach houses.

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

I believe community associations should play an active role in providing consolidated input to the municipality through a formal process. This input should be reviewed and then returned to the associations with suggestions and constructive comments on how future input can be more effective. I also believe community associations could host town-hall style meetings in their own community with councillors and/or the mayor.

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

Non-market housing is owned and operated by non-profit or private groups, and is protected by the forces of the market (ergo, the name “non-market”). Affordable housing is a more subjective term without a specific mandate to protect against market factors and is generally matched with “moderate income”. Affordable is a relative term and I use it when I refer to “affordable rentals” – in which case it’s a reasonable rental rate when compared to CHMC standards with average income potentials applied to determine a percentage of gross income.

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

I agree on subsidizing housing because the market has made most housing ownership the domain of the wealthy or long-time owners. To allow anyone else into the market, subsidizing is the only real alternative.

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

There can be many roles, and they should be fluid and adaptive. For example, the Building BC Community Housing Fund is an example of a current opportunity the municipality recently available.

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

Yes.

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

I want to see affordable rentals as a major component, low visual impact, the preservation of natural spaces and parks, transit and walking options as a baked-in component and public input to be taken seriously.

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

For new approvals and with a commitment to transportation infrastructure, yes, as stated in #2.

10. What is your view on mobility pricing?

The challenge I have with mobility pricing is how the revenues from the fees and charges are applied. Several aspects need to be considered: how demand is affected, the social cost and the private cost. As with the "carbon tax", I agree with the idea and the notion of mobility pricing, I need to see the full plan to have an opinion.

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

I believe any additions to transit are good additions. My one concern is how a bus can navigate the already clogged arteries of the North Shore. I am in favour of traffic signal priority for buses, bus lanes and queue jumpers.

12. What is the source of your campaign funding?

I am 100% self-funded.

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

I have spoken to developers here about their challenges and being able to recoup costs is critical to them. If the North Shore is willing to trade some density in exchange for proven affordable housing, then I'm in favour. However, I believe we need to scrutinize amenities and focus on those that will improve challenges other than housing.