

## How would you help the long time residents of DNV who are being demovicted from purpose built rentals in order to make way for market condominiums when no alternative rental housing is available?

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The first way I would help residents by protecting them from demoviction is to not approve more developments with demovictions until residents have been re-housed WITHIN our District (or in City of North Vancouver) – final approval for development permits would have a “subject to” clause attached, if I get my way. Second – I would move and vote for a change to procedure that demolition permits not be issued without Council voting, until both current residents are accommodated and the development permit is approved. Third, I would support changing the Rental and Affordable Housing Strategy (RAHS) into part of our OCP (both as an amendment to our current OCP and as part of a revised OCP) to read the following:

- In the “Intent” section of the RAHS, change the following sentence: “...measures in this strategy are intended to guide the community, developers, Council and staff towards the provision of housing choices...”. Here I would change the word “guide” to “require”, and would change the word “towards” to “to ensure” .
- In the same section I would change this sentence “This strategy also supplements and provides additional detail to inform existing housing policies in the Official Community Plan” to the following: “This strategy is integral to the Official Community Plan” to increase its weight.
- In the “Goals” section – goal #5 is entitled “Minimize Impact to Tenants” – I would see this changed to “Ensure That Tenants are Re-Housed Appropriately Within our Municipality”.

These are immediate changes I would like to see accomplished.

Next after this, I would work to see Council fast-track additional purpose-built rentals by only allowing up-zoning of current purpose-built-rental properties into the newly-enabled Rental Only Zoning under new Provincial Law.

Also, I would work to fast-track new rental proposals, within the OCP, to create more supply of rentals.

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## The Lynn Valley Flexible Framework contains provisions for density bonusing. Do you support the proposal for further density bonusing in the Lynn Valley Town Centre?

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I am of the current mind that “enough is enough” for now with density around our district, including in Lynn Valley. Until we see what benefits increased infrastructure improvements bring (the Mountain Hwy/Lower Lynn Interchange, fast buses, etc), until we see additional RecCentre space, additional pre-school and school spaces. We should slow down development and densification.

I have proposed the concept of a “measuring stick” for development proposals, which I have named the “Community Benefit Index (CBI)”. This index, in which the scoring system would be determined by a committee of experts and community members, could serve as a guide within our existing frameworks, in order to determine where densification is desirable. In my mind, I want to see more “space” between “goals” of each Local Area Plan and the maxima in the OCP. Developers would have to “earn” their way from the LAP up to the OCP maxima through the Community Benefit Index.

I also should point out that I believe that engagement with, and vetting through, each Community Association for both the development of the CBI, and its application to each project proposal.

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## Change takes a lot of work and a lot of planning, where would you start? What is top of your must do list?

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Top of my list – see if we can find a way to keep the people of Emery Village in LYNN VALLEY, and if not that, within our District.

Next, to implement the changes to the Rental and Affordable Housing Strategy that I outlined above. At the same time, to STOP approving Development Permits until residents have been successfully re-housed. If that means waiting until under-construction developments are completed, I am fine with waiting.

Next, to launch a review and update of our OCP – in concert with that, development of the CBI – Community Benefit Index I spoke about above.

Now, unrelated to development – I would also immediately ask staff to embark on a program of synchronizing lights on east-west corridors to keep traffic moving. I would also delve into the new B-line proposal and ask that they change it to express-routes over each bridge rather than implement an east-west line that seems to be destined to reduce much of Marine drive to ONE LANE for cars.

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Also in tandem, and not traffic or development related, work with the new Mayor to bring about a culture change at District Hall to get the focus BACK onto SERVING CITIZENS (I believe it has been to serve developers for some time now). I would work to gain improvements to our DNV.ORG website – first to include a complete department directory with names and email contacts. Also to start work on a DNV mobile app for people to use to communicate service requests with our District.

I would introduce some sort of call tracking system to ensure that when a citizen calls the District for something, that we track and ensure a timely reply.

Now, would you like me to talk about week #2? ;) (just kidding...Rome wasn't built in a day)

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### Are you receiving union support?

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Not one bit. Neither money nor volunteer time. Also, not endorsed, to my knowledge, by any unions.

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### Are you receiving financial contributions from any unions?

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No I am not.

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## Do you believe increased density and ongoing development will provide affordable housing?

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Well this certainly hasn't worked so far, has it? I believe that providing housing ALTERNATIVES will help provide affordable housing. More 1 bedroom luxury condos has not helped the rent factor of 3 and 4 bedroom townhomes. We need to concentrate on rentals, almost exclusively, for some time, until we get our vacancy rate back to a healthy proportion (we are less than 1% now – many experts say 3%-7% is healthy).

A healthy rental market will also, I believe, create stabilizing balance to the purchase market. It's kind of like the luxury yacht market in my mind – because if you can rent a yacht for less than 1/12th of what it costs to buy one, why would you ever buy? Therefore the sellers would need to take less profit, in order to make their "products" desirable to people.

One idea I have to increase this rental supply is to work with CMHC, the Federal and Provincial Governments, and the Tsleil-Waututh Nation to develop affordable housing on the old Blair Rifle Range along Mount Seymour Parkway. This land has been "ear-marked" for future treaty settlements. I tend to think, if we developed it now, with Federal and Provincial help, title to a completed project and therefore revenue stream could be turned over to the Tsleil-Waututh in Treaty settlements.

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## Have you received financial donations from family members or employees of a developer?

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No I have not. This is one reason that I made the difficult decision to not attend the Sunday October 14th All Candidates Event in Lynn Valley Mall. I desperately want and need to meet with residents, but to me, the event had too much developer influence and I did not want to be beholden to that in any way. Aside from family members of mine, the maximum campaign contribution I have had from any one source is \$100.00.

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Are you aware that Emery Village residents have been given notice of a rent increase effective January 1, at the same time that they received their eviction notice?

What is your position on this increase?

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I am definitely aware that the Emery Residents received notice of the rent increase. I was not aware that such notice was accompanied by official eviction notice.

My position on Emery Village thus far has been pretty clear – I spoke against the proposal at every opportunity – both before Council and in one-on-one communications with available Council members. I went to present my arguments to Mosaic’s executives and succeeded in getting a few changes to the proposed Housing Agreement – and I was very specific with them on what I would see as ‘acceptable’ with respect to re-housing our precious citizens.

My position on the rent increase is this: It certainly seems vindictive and hard-hearted – but I also see a ray of hope in it. If Mosaic is being harsh enough to heap more misery upon the already-burdened shoulders of the Emery tenants, then they may well be preparing for an eventuality that the current court challenge may be successful in delaying the project. So perhaps that is something to hope for.

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Why do we see more police traffic enforcement in West Vancouver than in North Vancouver?

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We need more traffic enforcement because, except for rare occasions, we don’t seem to have a system of traffic law enforcement and the culture in the road use communities (cars, commercial traffic and bicycling) has become too *laisée-faire* – a bit of a free-for-all – people need to have a reasonable sense of enforcement again. It has been too long.

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## Do you support making municipal government more transparent by putting councillor's voting records on an easily accessible web site?

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Yes, In fact I have already asked for just that. I was told: to get the voting records I would have to search through the PDF minutes of each individual meeting going back through history. It's one reason why I have attended every Council meeting I could for the last year – so I could watch, learn and STARE THEM IN THE EYES when they voted to allow eviction of our own citizens!

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## If elected will you continue to implement the 25 year growth plan at the current accelerated rate or will you support a slower rate of growth?

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SLOWER. Much slower! I have personally verified with a manager of the Planning Department that if we look at the OCP goal of 10,000 units by the year 2030, that the total of:

- 1) Already built and occupied.
- 2) Already approved for building / under construction.
- 3) Before the current-council for approval.
- 4) Already in process (past 1st reading) AND
- 5) Submitted to Staff, but not yet before Council

The total is over 9,100 of those 10,000 units (91%+) of our OCP in only 8 years. That same manager is of the opinion that we shouldn't expect all of that number to be completed by 2030, but my position is, once Council approves it, then control of development is at the whim of "the market" and developers and out-of-the-hands of Council and therefore the people.

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Would you support a complete revamp of the OCP in light of the changing economics in our community? If yes, what section or policy in particular needs a revamp?

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Yes I am in support of a complete revamp of the OCP. The OCP was due (spelled out in the plan) for revision 2 years ago – but it didn't happen. We have lost our balance in the plan (healthy proportion of all types of housing) and pricing has gone through the roof!

We need to:

- 1) Come up with tools to prioritize and management development approvals (See above on the Community Benefit Index)
- 2) Revised and re-prioritize Local Area Plans and LAP Monitoring Committees
- 3) Create SPACE between the minimums in LAP's and the maximums in the OCP (they are too close or the same now).
- 4) Revitalize and re-prioritize engagement with our Community Associations by making them part of the process, part of the LAP Monitoring Committees and part of the development of the CBI.

These things should be done as part of a new OCP.

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If interest rates were to double, would you cut expenses or increase taxes?

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Cut expenses.

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Do you support more bike lanes?

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In general, I think we need to move bike lanes into greenways and off major routes.

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## Would you support more roundabouts to improve traffic flow?

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In some cases I have seen roundabouts to be effective – I am not against them in specific cases.

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## How will you work with Translink who want to see density in order to increase service?

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I think Translink have not been a good partner for the North Shore and when I heard Mayor Walton say that “we must accept OUR SHARE of density in order to earn our share of funding under the Translink funding formula, I was truly scared of what that means. Translink is not working for us and we need change. I will be a strong voice for that.

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## What local solutions do you have for tackling climate change?

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Well there are certainly people who will disagree with me on this – but think of all the vehicle emissions released into our environment because of un-moving, running cars, stuck in traffic. Tom-Tom navigation has repeatedly listed Metro Vancouver as the SLOWEST, most congested traffic in North America. We are burning fuels to get nowhere. Diesel buses and trucks are part of the problem.

So I would encourage anything that gets traffic moving (less fuel per kilometer), that promotes Hybrid (Ultra low emissions) and electric vehicles, zero-emissions transit, and also LEEDS standard building practices.

There are other practical preparations that should be done like ensuring less risk from flooding due to weather events and stream and shoreline erosion.

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Thanks very much!

Peter Teevan

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