

Additional questions from Erez Barzilay for mayor

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?

Demovictions should never ever be allowed. We should protect and do all we can to keep the current communities, families, and people who make up the North Shore.

We will do this by not allowing, and never voting again for, a re/development project to go ahead without adequate arrangements being made for each person being forced to leave.

We should plan ahead in a way that any new development of an already existing community will be paced in a way that each family has an option to move to a similar project with as much similar affordability pricing before their particular unit has been renovated or re/developed.

We will do the utmost possible to make sure that existing Renters will be considered for moving into a new building as close as possible to the old site and be grandfathered in at their old Rental Rate base and similar Terms as before the redevelopment.

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?

I do not support density bonusing and strongly opposed to the idea. Property taxes should never be allowed to be used to incentivize development or affordability.

I have yet to see one place, one example, across the Lower Mainland where density has actually increased affordability. To the absolute contrary, irresponsible densification tends to lead to price increase and un-affordable housing.

We need to plan ahead correctly, allowing only tough measures of responsible development for any new project we allow.

We need to slow down. Dramatically slow down.

We need to plan how we get around with the thousands of housing units (market-priced units we do not need) already approved and already in the pipeline, before allowing any new project in.

We need to insure proper infrastructure is in place way before any further densification is allowed.

For Lynn Valley -- as for the other new town centres already approved -- we should quickly and effectively review the plans and make all arrangements possible for infrastructure to catch up (including: rapid transit and increased public transit, schools, hospital beds, emergency plans, and other amenities).

We need to have a plan in place, similar to the City of North Van, which allows for expediting of applications, planning, and construction phases to allow for a shorter timeline that dramatically decrease the interest rates paid for development project financing. All the savings we create should benefit the Renter and be aimed at increased affordability.

Real affordability. Affordable prices that are suitable to the North Shore.

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

#### 1) 2030 OCP Review

I am committed to opening the OCP and review it quickly and effectively within 100 days of the new Council.

We should make absolutely sure that we proceed only with a plan that makes sense and is in line with responsible development and keeps pace with protecting our environment and the life-safety of each of our residents.

#### 2) Fastrack the Delbrook Lands Rental Housing Project

The Delbrook Lands Rental Housing Project should be one of the first items on the Agenda. Making sure a decision is made -- that includes the Delbrook Community Association concerns about the height and size of the project -- before potentially losing the allocated Provincial funding by the end of the year.

#### 3) Immediate increase of Public Transportation

TransLink is the one entity that could actually, if working with us all, generate the fastest contribution in creating the North Shore a more affordable, and pleasant, place to live and commute to and from.

In the spirit of the INSTPP Report, I will quickly connect with all of our neighbouring municipalities, First Nations, and business associations, looking for a way to convince TransLink it is actually losing by not allowing more public transport to the North Shore.

Especially, I pledge to work together with areas where the people commute to the North Shore from: Vancouver, Burnaby, Richmond, Delta, Surrey, Coquitlam, Port Moody, Squamish, Whistler, and the Port of Vancouver.

#### 4) New Climate Targets

I will submit a formal request to Council to setting tough new climate targets and increasing our speed of eradicating fossil-fuel and other harmful emissions.

This will include ensuring transparent, quarterly measuring and reporting of community-wide greenhouse gas (GHG) emissions, within 100 days of the new Council.

I commit to taking a leadership role in ensuring that DNV Council and Staff work with community members, businesses, developers, and other stakeholders to achieve these community-wide targets in a meaningful way and within a well defined specified time frame.

The use of alternative energy vehicles (electric/solar powered cars, bicycles, buses, and trucks) would be widely encouraged and should be rewarded with tax-incentives and licensing discounts.

We should eliminate all imports of Fossil Fuel based vehicles by 2025. And if not possible, then by 2030 at the very latest.

Are you receiving union support?

Are you receiving financial contributions from any unions?

No. I am not affiliated with any organization or individual.

I am purely independent, and would like to remain so. Thank you.

I pledge to only serve two terms, max. I am devoting the next 10 years of my life to give back to the community that changed my life and shaped the life and character of my incredible three daughters.

The time to give back is now. And this is the only reason I am seeking your support for becoming your new Mayor.

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

Nope. I am yet to witness one project around the world, especially around the Lower Mainland, where further density leads to increased affordability.

It is possible, only if we pace development with upgrading the infrastructure and working together, collaboratively, to make sure we build only what is really needed, and with everyone -- including everyone -- contributing towards true and real affordability.

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

No. I did not.

All the donations for my campaign (about \$3,000 in total) came from supporters that believe in my ability to bring about the change we all so need and deserve. (Actually, raising an additional \$500 would be highly valuable. You know where to find me if you would like to Donate.)

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?

Of course I am aware. I am appalled by it. These letters should be pulled back by the Developer.

I believe this is inhumane and irresponsible, and absolutely horrifying to take such advantage of the Renters that you have just kicked out so insensibly.

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

Interesting and important question. I have no idea.

We sure need to see much more enforcement in our streets, especially for speeding and reckless driving. A lot more needs to be done, immediately, to make sure our streets and neighbourhoods are safer for pedestrians and cyclists.

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

Absolutely. And much much more. Let's get all the data, plans, information - out there - in a transparent and easy to digest display. Our website has to be keeping pace with the latest technologies and digital data transactions.

I also do strongly believe that the community needs to become more pro-active on a daily basis. Get more involved in decision making and help the local government by providing timely and engaging feedback, ideas, and guidance.

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?

Of course. This is our plan. A lot of effort and energy has been put into it and the majority of people and Councillors have approved it.

However, is it accurate for today's OCP implementations ? Is it in line with development projects already approved or in the pipeline ?

Some people insist they have evidence that we have already acceded our plans by allowing over 30,000 new people into our communities !

Is it true ?!

Let us make sure that our growth numbers and plans are in line not only with the OCP but also with what has already been done, approved, or in the pipeline for development.

Let us make sure that the OCP is actually implemented in a way that we build what we actually need: More long-term diverse Rental Units, more Family Units, less Market-priced Units.

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?

I am committed to opening the OCP and review it quickly and effectively within 100 days of the new Council.

We should make absolutely sure that we proceed only with a plan that makes sense and is in line with responsible development and keeps pace with protecting our environment and the life-safety of each of our residents.

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

There is no 'if' there. Interest Rates are about to increase and we are already in trouble as most of us already live in dwellings we can't currently afford. This is not the future. This is already the reality.

I do not believe in the automatic raising of taxes as a solution to anything. Making our life here less affordable is not going to help solve a thing.

That is why using property taxes to incentivize developers to create more affordability, is false. That's why any proposal to toll the bridges, charge drivers with 'congestion charges', or 'development charges' - is absolutely wrong and should never be allowed.

Furthermore, we should compensate businesses and drivers currently stuck in traffic and losing the best of their daylight hours on endless and wasteful commutes.

Let's make sure to vote the right people in this time, to make sure all these ideas are off the table and that better, more responsible, research-based proven-solutions are being considered and voted in.

Taxes should be increased only if there is no other choice.

With the right planing and measures in place, this should never become an option.

Do you support more bike lanes?

Would you support more roundabouts to improve traffic flow?

Absolutely, more bike lanes are needed and should be prioritized. However, they have to be safe and protected for both riders and pedestrians. We need to ensure that drivers are less annoyed and distracted by the presence of an increased number of cyclists.

Electric cycles are in wide demand and in many places around the globe are already creating a major threat to riders and pedestrians. We should consider licensing and insuring cyclists that use the roads to commute. Young and new riders should be encouraged to learn the road rules and signal system before being given a license to ride. The age of taking a 'theory' test should be lowered to 15.5 to allow young and new riders to have the chance to start using their bicycles as soon as they turn 16.

I love roundabouts !

Roundabouts are ideal for the North Shore, as roundabouts often solve traffic congestion problems without requiring road segments to be widened between intersections resulting in much lowered costs.

Roundabouts may, in some cases, cost more than traffic signals initially however they are, always, far less expensive in the long run.

Roundabouts dramatically reduce crashes. Because they result in far fewer injuries and fatal crashes than traffic signals, roundabouts produce lower long-term costs to society as a result of these crashes.

Lastly, roundabouts do not require as much maintenance as traffic signals and only require solar panels for amber-flashing and night lighting.

Did I mention that I love Roundabouts ?!

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

Oh, yep. TransLink.

This may be one of the main uphill tasks ahead. We need these Busses in now. Immediately. And we all know what TransLink thinks about this issue.

It's enough to read just a glimpse of SFU transportation expert, Stephan Nieweler's Report, to understand that indeed the North Shore is getting short-changed by the province and TransLink – and that we should be next in line for rapid transit. (North Shore News on Nieweler's Report: <https://bit.ly/2RsjFIQ>)

And, how wrong is TransLink by not allowing the North Shore it's rightful fair share of more Busses, Sea-buses, Express buses, B-Lines, and eventually Rapid Transit options.

TransLink is the one entity that could actually, if working with us all, generate the fastest contribution in creating the North Shore a more affordable, and pleasant, place to live and commute to and from.

In calculating the costs of all the added lines, and means of public transport immediately needed to alleviate our clogged traffic arteries - we need to calculate the cost of keeping or increasing the current gridlock.

How much does it cost us all (including TransLink) to keep one car, or even better, one truck, in traffic for one single hour ?

When calculating the current cost, we should also add to the equation all of our neighbouring municipalities and people commuting to work or transiting through the North Shore from: Vancouver, Burnaby, Richmond, Delta, Surrey, Coquitlam, Port Moody, Squamish, Whistler, plus all the traffic in and from the Port of Vancouver and other businesses.

Suddenly, by calculating the numbers correctly, you can see that TransLink is actually losing by not allowing more public transport to the North Shore.

Can we please try all these ideas for 6 months or a year and actually see who is right ?

By adding more choices for drivers we will create the best incentive to leave these cars behind.

So, let's immediately add:

- Shuttles (that can actually stop in almost every place and collect people from their homes or businesses)
- more Shared-car options (so people can hop in a car in their neighbourhood and drop it off at their destination for another driver to use)

- SeaBus routes and Express Bus Lanes at peak-traffic hours (connecting the North Shore with Burnaby and Vancouver SkyTrain Stations)
- B-lines routes to all new Town Centres (SeyLynn, Lynn Valley, Edmond, and Maplewood)
- Widely encourage and reward using alternative energy vehicles (electric/solar powered cars, bicycles, buses, and trucks) with tax-incentives and licensing discounts

What local solutions do you have for tackling climate change?

I didn't need the latest UN report to understand how deeply in trouble we already are. (CBC on the New UN Report: <https://bit.ly/2Nx2Qcs> & <https://bit.ly/2Aco8Jb>)

I am fully committed to setting tough new climate targets and increasing our speed of eradicating fossil-fuel and other harmful emissions.

I will keep advocating for detailed quarterly reports of emission levels across the lower mainland.

I am committed to working with all governments at every level, and our neighbouring municipalities -- including: Vancouver, Burnaby, Richmond, Delta, Surrey, Coquitlam. and of course Port Moody -- to work together towards these new goals.

I will submit a formal request to Council to ensure transparent, quarterly measuring and reporting of community-wide emissions, within 100 days of the new Council.

I commit to taking a leadership role in ensuring that DNV Council and Staff work with community members, businesses, developers, and other stakeholders to achieve these community-wide targets in a meaningful way and within a well defined specified time frame.

The use of alternative energy vehicles (electric/solar powered cars, bicycles, buses, and trucks) would be widely encouraged and should be rewarded with tax-incentives and licensing discounts.

We should eliminate all imports of Fossil Fuel based vehicles by 2025. And if not possible, then by 2030 at the very latest.

We should compensate businesses and drivers currently stuck in traffic and losing their best daylight hours on endless and wasteful commutes.

Long-haul shipping should be reserved for off-peak traffic hours.

Urban climate ideas, initiatives, and solutions will be brought forth to promote, encourage or enforce the reduction of community-wide GHG emissions in each of the following categories: Compact Communities, Multi-modal Transportation, Renewable Energy, Green Jobs, and Circular Economy.

Every new development project should adhere to strict regulations to reduce, reuse, recycle and use renewable energy from every source available, including: wind, solar, and hydro.

I am contributing my own share to these commitments by owning a 100% electric car since December 2015.

I will work tirelessly to get the North Shore criss-crossed with safe bike-lanes and will strongly promote the use of eBicycles with the proper licensing and education required for young and new riders to keep themselves and others safe.

The Fossil Fuel is a dying dinosaur.

I am strongly, very strongly, oppose any additions to the Pipelines across BC, and especially the ones threatening our communities and shores.

We hardly maintain safely what we have already got - so, adding more makes no sense.

All pipelines, refineries, and chemical plants should be phased out from our shores and communities - no new additions should be allowed.

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