

1. What are your three main reasons for running for Mayor or Council?

- 1) Community safety - From finding bags of used sharps and knives on playgrounds, to having to recover stolen equipment myself, Kelowna simply isn't as safe as it once was. And we all have stories like this. Simply put, I don't want my kids to grow up thinking the current state of affairs is normal, nor do I want them to have to confront the rampant open drug use and homelessness that's become normalized in our community.
- 2) Local economy - Our unemployment rate is among the highest in Canada, which combined with the simmering affordability crisis, is a terrible combination. I want to know that my kids will have a diverse array of fulfilling career options for them right here in town, so they don't feel compelled to leave for greener pastures eventually.
- 3) Traffic and transportation - Currently, Kelowna considers increases in congestion levels acceptable as long as the rate of increase roughly approximates the rate of population growth, which is irresponsible. As our population grows, so too should our transportation and transit infrastructure, with the aim of maintaining the same or lower levels of congestion, because that's what progress is. The alternative is simply managed decline.

2. Are you in favour of limiting the number of years an individual can sit as Mayor or as a city Councillor?

Yes.

3. Should major city projects be done using a public/private contracting?

I don't quite understand the wording here, so I'll provide a couple answers: I believe in transparency, so I'd like to see all contracts related to any city works projects be publicly available for scrutiny. If the question is whether or not the city should endeavour to complete major city projects through our public works department - no, I think doing so would require investing too heavily in capabilities that would be rarely exercised.

4. Are there too many staff at City Hall? Are there too many upper level managers and directors at City Hall which taxpayers have to fund?

Yes. For example, roughly 1 in 3 employees captured within the budget category of "enabling services" are managers.

5. Should Taxpayers have more say in the development of their neighbourhoods? Has the current development process gone to far in eliminating resident's voices and concerns about developments in their neighbourhoods?

Yes, but unfortunately, the most impactful move away from residents having a say has been realized by a province-wide directive issued by the provincial government. That being said, I think Kelowna should examine what options are available to counter this, either by directly lobbying the provincial government to roll back the density directives represented by Bill 44 and 47, or by trying to get a resolution passed at the UBCM to have them re-examined and scaled back.

6. Many people are disillusioned and have lost pride in our community with the current state of street dysfunction and open drug use seen in many areas of our city. What are mayoral and council candidates prepared to do about visible drug use, comatose substance users, increased crime rates, feelings of lack of personal safety especially around low-barrier and transitional housing as well as in our public parks? How do you, the candidate, propose to mitigate the negative affects in neighbourhoods where there is daily dysfunction? This is not just a Downtown problem or a business person's problem. How will you restore our resident's feelings of personal safety, enjoyment of life in their homes and neighbourhoods, and renew resident's pride in our city?

Crime/Safety:

This is precisely why I made my campaign slogan "for a Kelowna we can be proud of." Because this problem is so pronounced, I believe we should simultaneously engage in a myriad of strategies to mitigate the issues: First, I would seek to formally begin the process of transitioning Kelowna to a municipal police force before the RCMP contract is up for renewal in 2032. We have one of the largest RCMP detachments in Canada, and our policing costs have increased by 81% since 2020, but it's still insufficient. Our crime rate is still roughly 25% worse than the provincial average, and over 50% worse than the national average. Our officers are simply overworked, having recently averaged over 700 cases per year (not including drug- and traffic-related offences), leading to very high attrition rates as officers seek transfers to other, quieter detachments. The average length of tenure among senior leadership with the local detachment is just 14 months!

We need officers who have stronger ties to our community and who are invested in seeing it improve. We need more control over the training pipeline in order to have more control over recruitment. And municipal police forces have average retention rates that are 2-4x better than our RCMP detachment's, provide more fiscal transparency, and make it easier to formalize partnerships between law enforcement and local social services - a key attribute given roughly 30% of all calls for police service in Kelowna involve either a mental health or substance abuse component. If we're going to reduce crime, we need to take responsibility for its prevention, and stop outsourcing our policing.

Homelessness:

We also need to pursue additional housing projects with BC Housing. As it stands, we have the highest ratio of homelessness-per-capita of any city in BC, with the count last November finding there were over 800 homeless people in Kelowna - but yet, just one housing project underway that is scheduled to create 40 beds by 2029. By contrast, Kamloops has six projects underway that will deliver 600 beds by the same time; 200 of which are scheduled to become available this year.

If we want to have less homelessness in our city, the priority needs to be creating homes for the people who currently don't have one. It's not what everyone wants to hear, but it's the best way through this problem; without the stability and security even a basic functional home provides it is very difficult for people to get back on their feet. And there are a variety

of well-managed experiences that we can look toward to inform our own strategy (such as that employed in Whalley).

Additionally, I would create a program that seeks to connect transitory homeless people with support networks in their home communities. Because Kelowna has such a high rate of homelessness, leaving our local resources so overburdened, people who are homeless but have roots in other communities should be able to more readily access supports in their home community. A small team could, for minimal cost, manage to connect homeless people who find themselves in Kelowna but have friends, family, or established social supports in other communities with those supports and organize their travel, so they can get the help they need and be surrounded by family and friends - giving them the best chance for success.

Addiction:

To reduce the rate of severe addiction, the sort that leads to people being slumped over infrastructure (or worse), we need to seek the creation of an involuntary care facility in our community. BC is currently redrafting the legal framework around involuntary care after the BC Supreme Court found the existing legislation to be in violation of the charter, but once that legal framework is in place, the city and Interior Health should pursue this as a joint community safety/harm prevention measure. But it needs to be in Kelowna, and in a healthcare setting, not a disused prison in Oliver. It's already a controversial subject, and if such a program is to succeed, it needs to be delivered in a manner that is respectful and compassionate - not give the impression that we're imprisoning people for suffering from medical issues, no matter how severe.

7. Are you in favour of the increasing elimination of single family dwellings in previously single detached housing neighbourhoods?

Broadly speaking? No. I'd much rather see existing commercial areas rezoned and used for mixed-use commercial residential. There are a lot of commercial and industrial areas that are a lot more central than they once were, and that would make great mixed-use areas today. But I'm tired of seeing some of the most affordable single-family homes in Kelowna get bulldozed and replaced by quadplexes and townhomes that are only marginally cheaper than the small home they replaced.

8. Do developers get too many breaks at the expense of tax payers?

In a word: Yes.

9. Should infrastructure be a priority pre-development instead constantly tearing up streets and playing catch up, which seems the current protocol, considering the amount of growth that is expected in the future?

Yes. Absolutely. A good example is the Clement extension. It was adopted in 2010, and categorized a "transportation improvement priority" in 2020. Work isn't scheduled to begin until 2028. In other words, a child born the day that road extension was adopted will be old enough to vote long before it's complete. That's just insane! We need to stop ignoring

problems until they're crises, and start trying to actually get ahead of some of these issues - especially when it comes to our roads and transit system.

10. The 15 minute walkable urban planning concept works well in communities which have enough employment within that community. There are many neighbourhoods in Kelowna which do not have an abundance of employment opportunities in the 15 minute bubble so workers have to travel a distance to be gainfully employed. These same workers require vehicles to travel to work with equipment and/or supplies. Would you prioritize making our neighbourhoods livable and enjoyable rather than building to an ideal that forces a 15 minute walkable bubble on communities?

For decades, North American society has been built around commuter suburbs; nice, liveable neighbourhoods with parks, a school, a grocery store, a barber shop, a bank, and a neighbourhood pub, or bowling alley within walking distance. It's how our entire continent was developed, and why cars are so crucial to transportation here. And I think Kelowna's plans should both respect and reflect that.

Would you increase the amount of vehicle parking required per development back to what it was several years ago?

Yes. The shift towards fewer parking spots required has just made both new developments and the neighbourhoods they're in less liveable, since everyone has to consign themselves to roadside parking.

Should green space be essential within a development's foot print rather than a 15 minute walk?

Yes, absolutely.

11. Should the city prioritize the purchase of new park land available to all citizens, and in so doing protect vulnerable green space from being paved over and developed? Should land which is currently city owned be prioritized for green space instead of being sold to Developers?

Yes, and no. I think that the city's plan for acquiring new parkland is perhaps a bit aggressive, insofar as I'd prefer to see some of the funding used to purchase waterfront lots for park use put towards improving existing infrastructure, be it our roadways, parks, or sports facilities. As for land that is already city-owned, I think we should evaluate it on a case-by-case basis. I will say this though: The city should consider more creative ways to foster green space on public land; there's a lot of city-owned property that's either neglected or that has a lot more potential than is being realized. Various areas along the rail trail, for example, would make great community gardens.

12. Do you believe that all Cultural infrastructure should only be in the downtown core instead of shared throughout the city. Are you prepared to change the bylaws that restrict Cultural development to ONLY downtown?

Cultural infrastructure shouldn't be limited to downtown. In fact, it doesn't even make sense to limit all cultural infrastructure to downtown.

13. As things are developing more in the Pandosy–Lakeshore area, parking lots are being turned into housing developments and parking is harder to find. Residents who do not live within a few blocks of Okanagan Lake can not easily enjoy their own beaches because of lack of parking. Yet these beaches are readily available to tourists and those who can afford to live within walking distance of the lake. Should more parking be made available so all residents of Kelowna are able to enjoy the Okanagan Lake shoreline and beaches?

I resemble this remark - albeit in the North End. Personally, I don't think we're getting more parking back; most of it's already gone and creating new parking lots would require flattening homes. I think our best solution is to begin working towards a rapid transit line, ideally at-grade light rail, that can run over the bridge's proposed sixth lane, and eventually connect Pandosy to Prospera Place, and ideally out east past UBC and to the airport on the former CN railbed the city owns. That way folks like myself could drive to the nearest train stop, and take it to the beach, rather than fight traffic. Plus, that way my kids could get all the sand off their feet before they get in my truck!

14. What are your thoughts regarding Resident Associations and Affiliate Agreements? Do you think Resident Associations should be restricted from speaking against City decisions / plans which may adversely affect a Neighbourhood?

I think it's a pretty cool program, to be honest; I wish my neighbourhood had an association. I do wish the funding was a bit better, though, and allowed neighbourhoods a bit more creativity and flexibility so that they could have more distinct identities. As for the affiliate agreements impacting an association's ability to speak out against city decisions: Under no circumstances should any neighbourhood association be restricted from speaking out against the city. That's simply undemocratic.

15. What efforts will you make to include all Resident Associations in any consultation process where it relates to matters affecting the health, safety and well-being of residents within their boundaries?

By inviting them into the process. It's just that simple. Sure, there will be friction at times because the city has to balance interests across all neighbourhoods, but conflict comes with the territory, and it's irresponsible for elected politicians not to include impacted parties, like resident associations, for the convenience of avoiding conflict. Trying to work through difficult decisions, balancing interests, and owning the eventual decision is what the job is all about.