



2022 Annual Report: Input and Responses

The following table provides a record of input from members of the public regarding the DNV's 2022 Annual Report.

Staff responses accompany each submission where applicable. For more information on the DNV's Annual Report, please visit [DNV.org/AnnualReport](https://dnv.org/AnnualReport), or watch the June 27, 2023 Public Meeting.

Input provided via email

Submission	Response
<p>Your Worship and Council,</p> <p>I became aware of DNV's 2022 Annual Report through your advertising in the recent edition of the North Shore News.</p> <p>There is plenty to comment on with regards to Annual Report, including an observation that the new Council's Strategic Priorities were not yet finalized in order to be included within the Annual Report.</p> <p>However, today, on a quick read through, with regards to Building Permit Processing, I note "the most significant regulatory impact to processing timelines is the requirement for all new homes and most additions to provide a Stormwater Management Plan."</p> <p>I recently had a conversation with a homeowner who suggested that they experienced no less than 3 attempted submissions of a SWMP and spending in the 10's of thousands before it was accepted.</p> <p>Have we reached the "consultant" stage of the Development Approvals Process review? If so, has the consultant (or DNV staff) found any ways to improve this particular regulatory snarl as yet?</p>	<p>Thank you for your input.</p> <p>The requirement for a professionally designed Stormwater Management Plan (SMP) has been incorporated into the applicable application checklists available on dnv.org. Staff are also working on a more detailed requirements document specific to SMP's for single family development. Once finalized it is anticipated that it will also be available on dnv.org. The time to review SMP's is largely dependent on the quality of the submission. Revisions are often required where the submission is incomplete, lacking in detail or non-compliant with District bylaws.</p> <p>The District's Integrated Stormwater Management Plan (ISMP) is intended to guide stormwater management, with the goal of balancing land use with environmental concerns and ultimately protecting and enhancing watershed health. Due to the north shore's steep and diverse terrain and close proximity to mountainous areas stormwater is complex and challenging.</p> <p>Although the ISMP is not yet complete, the District has for some time been implementing best management practices and other work to manage stormwater and protect watershed health that include:</p>

Submission	Response
<p>I acknowledge the need for SWMPs in a climate of increasingly intense rainfalls, but has DNV provided feedback to applicable BC GOVT ministries on areas of difficulty that these SFH applicants are encountering in meeting this requirement?</p> <p>As an aside, DNV.org 's section on building permits does not, on precursory glance, mention anything about the stormwater management requirement. Can we perhaps look at producing a "Guide to Stormwater Management Plana for Single Family home owners?"</p> <p>https://www.dnv.org/building-development/look-building-and-trades-permits</p> <p>More broadly, what IS the DNV's Integrated Stormwater Management plan and where do we sit in regards to its implementation? The last status update on that landing page on DNV.ORG was February 2022? (I have however not run a search through the Council documents page.)</p> <p>https://www.dnv.org/community-environment/integrated-stormwater-management-plan</p> <p>Finally, I do hope to see Council's 2023-2026 Strategic Priorities very soon!</p>	<ul style="list-style-type: none"> • Actively requiring developers to implement on-site stormwater management best management practices in alignment with Development Servicing Bylaw 8145, • preventing development from intercepting and removing groundwater via foundation drains, • mapping groundwater to identify areas with high groundwater to assist in the development review process, and • incorporating stormwater management best management practices into capital projects. <p>Completion of the ISMP is planned to occur within the next 6-9 months, as resourcing permits.</p> <p>With regard to the Development Approval Process Review (DAPR) project, there is a Request for Proposal out at the moment which closes in July. It is anticipated that a consultant will be selected in the early fall.</p>
<p>Mayor and Members of Council: This is an update of my email sent to you on April 15, 2023, subject line: "How Much Money has the District wasted over the past 3 years driving small businesses from West 15th between Lloyd and Pemberton"? Copies sent under separate cover. -----</p> <p>On June 15, 2023 I had an appointment at Pemberton Auto, 1110 West 15th to have my car serviced. Upon arrival, there were no parking spaces available on either side of 15th between Lloyd and Pemberton.</p>	<p>Thank you for your input.</p> <p>The District is aware that parking is in high demand in this area. District staff have considered your feedback and no changes to the posted parking rules are recommended at this time. Bylaw Officers will continue to monitor and issue violation notices for parking in excess of the posted time limits.</p>

Submission	Response
<p>This was despite the fact that over the past two months (5) businesses have left the area, as previously documented in my email of April 15.</p> <p>One ongoing factor in causing these vacancies was the continuing practice of John Huszar of Van Wonder Auto Services on 1141 West 15th to permanently store his 8-10 private vehicles in public parking spaces on either side of West 15th between Lloyd and Pemberton.</p> <p>I briefly parked my vehicle in a No Parking space while attending at Pemberton Auto and discussing the service of the car with manager Chris Roper. My wife had to circle the block several times to pick me up because there were no places to park.</p> <p>Attached are additional photos showing the sorry condition of West 15th since the introduction of "Back In" parking mandated last year by the District, including the new DNV sign, which had been knocked completely out of the ground by a vehicle following the new "Back In" rules.</p> <p>Also included is the card of RCMP Constable Ross Doyle, which references File 22-11422. Constable Doyle was called to a business on West 15th in response to a trespass and assault by this same John Huszar, at a business owner's premises just across the street. The business owner was photographing the parking infractions by Van Wonder.</p> <p>Councilmembers, follow up on the particulars in the RCMP report to verify the details of this assault. I lay the blame for this incident directly on the DNV for their continuing failure to enforce their own parking regulations, despite numerous complaints from businesses in the area. Your neglect has created a "hostile commercial environment" for the remaining businesses.</p> <p>I submit that remedial action would have been easy by changing signage to, "No Overnight Parking" and starting to enforce parking violations by John Huszar. And collecting the fines.</p> <p>I am also submitting for the record a Thumb Drive which confirms John Huszar's continuing abuse of parking regulations over the past 3 years</p>	

Submission	Response
<p>(and counting) which has resulted in an exodus of businesses from the area.</p> <p>There are over 300 photographs of vehicles belonging to Van Wonder occupying public parking spaces over the past 3 years in violation of parking ordinances.</p> <p>What it boils down to is this: John Huszar of Van Wonder has used the public parking spaces on both sides of West 15th openly and continuously for parking his private vehicles for years, to the detriment of local businesses who rely on short term parking access for their customers.</p> <p>Start enforcing your parking ordinances. The result could be a return of businesses to the area. As well as revenue for the District if scofflaws like John Huszar are finally forced to pay their fines and cease using the public street as a private parking lot.</p>	
<ol style="list-style-type: none"> 1. The 2022 inclusion of the “EXECUTIVE SUMMARY” pages 3-5 is appreciated! 2. Work continues on the North Shore Wastewater Treatment Plant, which has now been designed to provide tertiary treatment, one of the biggest civic investments in the North Shore’s history (2019 page 7/98), North Shore Wastewater Treatment Plant (107 Pemberton Ave): excavation permit issued for a new regional wastewater treatment facility (2019 page 73 75/98) 3. While expenses are projected to increase considerably over the next five years due to regional and external pressures, including impacts from the new North Shore Waste Water Treatment Plant, the District’s rate stabilization policy will mitigate these impacts. (2020 page 54 56/118) 	<ol style="list-style-type: none"> 1.- 7. Thank you for your input. 8. North Vancouver District Public Library is happy to make spaces and rooms available for our community. While the Library has not historically offered free room rental access, we do offer a 50% rate reduction for non-profit organizations, societies, and associations for private meetings. Learning programs that are publicly accessible, offered in partnership with the Library, and align with programming priorities, are not subject to a fee. <p>Room rental bookings at Capilano Library and Parkgate Library may be extended beyond closing time of 8:00pm upon special request. Please enquire when booking!</p> <p>Meeting room rentals at the Library are managed through our partners at North Vancouver Recreation and Culture (NVRC). North Vancouver Recreation and Culture’s policy permits up to 12 free community planning meetings for registered and eligible</p>

Submission	Response
<p>4. While expenses are projected to increase considerably over the next five years due to regional and external pressures, including impacts from the new North Shore Wastewater Treatment Plant Project, the District’s rate stabilization policy will mitigate these impacts. (2021 page 53 55/128)</p> <p>5. While expenses are projected to increase considerably over the next five years due to regional and external pressures, including impacts from the new North Shore Wastewater Treatment Plant Project, the District’s rate stabilization policy will mitigate these impacts. (2022 page 53 55/126)</p> <p>6. I have recently become more aware of certain “risks” that may need to be managed by the DNV. They mainly relate to the manufacturing, storing, and distribution of chemicals in the industrial area of Maplewood. I am not at liberty to provide more details since that may compromise some public hearing processes in play. I leave it to council to address this issue.</p> <p>7. Due to the sharp increase in construction costs of new homes, the taxes on exiting older homes, like my own, have actually dropped a bit. Thank you.</p> <p>8. I would like to see free access, and evening hours of 7pm to 9pm (instead of 6pm-8pm) to the library rooms for use by community associations restored the way they were in pre-pandemic days.</p> <p>9. Transportation improvement by automobile to and from the North Shore are sorely needed.</p>	<p>community groups; this policy applies only to specific rooms within North Vancouver Recreation and Culture facilities. For questions about this, visit https://www.nvrc.ca/bookaspace.</p> <p>The Library regularly reviews to make adjustments to our services and offerings so we thank you for your question and your feedback. For more information, visit https://nvdpl.ca/room-rentals.</p> <p>9. Transportation improvements for all modes crossing the Burrard Inlet are needed to get our key transportation networks moving better. The District is continuing to look at improvements to address the congestion at the bridges in conjunction with the Ministry of Transportation and our municipal partners. As part of this work, we continue to advocate for the advancement of the Burrard Inlet Rapid Transit project, identified by TransLink as one of their 10-Year Priorities.</p> <p>10. All modes are important for keeping people moving in our municipality. Personal vehicles and transit play an important role in our transportation network for longer trips and for transporting groups and larger items. Turning bays and signal timing improvements can help increase the number of people travelling through intersections. In areas with high transit ridership, transit priority improvements, including dedicated travel lanes, help to achieve travel time reductions for the greatest number of people.</p> <p>Many users often travel shorter distances, where active transportation also plays an important role for travel within the District. The 2021 North Shore Transportation Survey recorded that walking and cycling accounted for 13.5% of trips within the District. The survey also found that almost 40% of current auto</p>

Submission	Response
<p>10. Funding and road space provided to various transportation modalities should be done on the basis of the number of people-kilometers used by each modality.</p> <p>11. DCC charges for residential developments should include the true cost of providing park space. To continue to cannibalize our existing park-space is to subsidize growth instead of “growth paying its own way”.</p> <p>12. The new mayor of Toronto want “safe, well-maintained and affordable housing”.</p> <p>13. DNV archived council meeting material should be made available to the public,</p> <p>14. The Asset Sustainability Indicators (page 116 (118/126) along with useful life for each category as shown on page 29 (31/126) are appreciated! Now if I could relate them to how much money is spent on each asset (total is \$46 million)! According to the last paragraph on page 116 (118/126) we are not spending enough to be in a steady state.</p> <p>15. It might be useful to show a chart like the one on page 104 “2022 Municipal Residential Taxes per dwelling unit” instead of per Capita. SURREY has the lowest per Capita at about \$440 – likely because the average number of occupant is much larger than ours.</p> <p>16. All-in-all a useful report!</p>	<p>trips are bikeable (within 4.6 km), and another 14% are walkable (within 1.6 km). Hence, the number of people-kilometers travelled currently by each mode is not the only criteria we use in making decisions about road space allocation.</p> <p>11. Development Cost Charge bylaws are established per legislative parameters.</p> <p>12. Thank you for your input.</p> <p>13. Council meeting agendas, minutes, notices and recordings up to 2011 can be found on the website using a keyword search. For minutes prior to 2011, please browse our Council document archive, which has meeting documents from 1993-2010.</p> <p>14. While the required annual renewal funding to maintain the District’s existing assets in a state of good repair was calculated at \$45.5 million in 2022, our actual ongoing funding is still short of this amount. In addition to this our ability to spend is lower than our current renewal funding levels due to market conditions. See below for a breakdown of the annual renewal funding required to achieve steady state replacement of the District’s infrastructure.</p>

Submission	Response																																			
	<p data-bbox="1094 256 1213 284">Millions \$</p> <table border="1" data-bbox="1104 298 1864 846"> <thead> <tr> <th data-bbox="1110 303 1413 375">Asset Class</th> <th data-bbox="1413 303 1638 375">Replacement Value</th> <th data-bbox="1638 303 1858 375">Annual Renewal Funding¹</th> </tr> </thead> <tbody> <tr> <td data-bbox="1110 375 1413 423">Transportation</td> <td data-bbox="1413 375 1638 423">884</td> <td data-bbox="1638 375 1858 423">7.0</td> </tr> <tr> <td data-bbox="1110 423 1413 472">Buildings</td> <td data-bbox="1413 423 1638 472">458</td> <td data-bbox="1638 423 1858 472">11.5</td> </tr> <tr> <td data-bbox="1110 472 1413 521">Parks</td> <td data-bbox="1413 472 1638 521">80</td> <td data-bbox="1638 472 1858 521">2.8</td> </tr> <tr> <td data-bbox="1110 521 1413 570">Vehicles & Equipment</td> <td data-bbox="1413 521 1638 570">46</td> <td data-bbox="1638 521 1858 570">4.3</td> </tr> <tr> <td data-bbox="1110 570 1413 618">Technology</td> <td data-bbox="1413 570 1638 618">18</td> <td data-bbox="1638 570 1858 618">1.5</td> </tr> <tr> <td data-bbox="1110 618 1413 667">Library</td> <td data-bbox="1413 618 1638 667">5</td> <td data-bbox="1638 618 1858 667">0.6</td> </tr> <tr> <td data-bbox="1110 667 1413 716">Water</td> <td data-bbox="1413 667 1638 716">598</td> <td data-bbox="1638 667 1858 716">7.4</td> </tr> <tr> <td data-bbox="1110 716 1413 764">Sanitary</td> <td data-bbox="1413 716 1638 764">286</td> <td data-bbox="1638 716 1858 764">4.5</td> </tr> <tr> <td data-bbox="1110 764 1413 813">Drainage</td> <td data-bbox="1413 764 1638 813">366</td> <td data-bbox="1638 764 1858 813">5.9</td> </tr> <tr> <td data-bbox="1110 813 1413 846">Grand Total</td> <td data-bbox="1413 813 1638 846">2,741</td> <td data-bbox="1638 813 1858 846">45.5</td> </tr> </tbody> </table> <p data-bbox="1121 850 1852 946">Note 1. The annual renewal funding required to achieve steady state replacement of the District's infrastructure is calculated using replacement value, in current dollars, and asset useful life.</p> <p data-bbox="1142 987 1955 1052">15. Thank you for your input in making our charts more informative. Your suggestion will be considered for the 2023 Annual Report.</p> <p data-bbox="1142 1092 1325 1125">16. Thank you!</p>			Asset Class	Replacement Value	Annual Renewal Funding ¹	Transportation	884	7.0	Buildings	458	11.5	Parks	80	2.8	Vehicles & Equipment	46	4.3	Technology	18	1.5	Library	5	0.6	Water	598	7.4	Sanitary	286	4.5	Drainage	366	5.9	Grand Total	2,741	45.5
Asset Class	Replacement Value	Annual Renewal Funding ¹																																		
Transportation	884	7.0																																		
Buildings	458	11.5																																		
Parks	80	2.8																																		
Vehicles & Equipment	46	4.3																																		
Technology	18	1.5																																		
Library	5	0.6																																		
Water	598	7.4																																		
Sanitary	286	4.5																																		
Drainage	366	5.9																																		
Grand Total	2,741	45.5																																		



Input provided online via Annual Report forum.

Submission	Response
<p>lowjack604 • 2023-06-20 02:22:52</p> <p>How can you say that you've improved traffic when it's gotten so much worse? Drive Smart BC and ICBC both support the ability to make right hand turns on reds, when safe to do so, yet North Vancouver has seen dozens of restrictions to do so. Cars sit at intersections waiting for no one and the public is so frustrated with the changes, they break the rules as a result. I'm utterly confused how you think any of these changes in the last number of years has been an improvement.</p>	<p>Thank you for your input.</p> <p>The objective of introducing no right turns on red is to improve road safety, specifically for pedestrians and cyclists (our more vulnerable road users). Introducing this change is particularly beneficial along bike routes and nearby schools, which is what you may have seen in recent years as we complete infrastructure projects and upgrades across the District. The key reason that these no right turns are restricted on a red light is due to sight line constraints between pedestrians/cyclists and vehicles (including the mix of through and turning traffic). We are particularly mindful of this around schools as this risk is compounded by school aged children potentially being less visible to motorists (e.g. stopped vehicles could conceal a child using a crosswalk at an intersection). While there is a small reduction in vehicle capacity throughput at an intersection with these types of turning restrictions, we implement these as it improves road safety for all – which is a priority for the District.</p>

Input provided during Public Meeting. Recording may be found at: [Council Meetings Video \(dnv.org\)](https://dnv.org/council-meetings-video)

Submission	Response
<p>1. The District of North Vancouver declared a climate emergency in July 2019 and created a Climate Action, Natural Systems and Biodiversity manager position to lead the research, education, policy development and implementation of climate action and sustainability initiatives in response to the emergency. The position was filled in March 2021, where is the leadership of this manager in pushing this agenda forward? When facing issues with noise, light, landscaping projects, the answer we get is “we</p>	<p>Thank you for your input.</p> <p>We are aware light and noise pollution may have a negative impact on quality of life, contribute to adverse health effects and pose potentially harmful consequences to the natural environment by disrupting ecosystems.</p>

Submission	Response
<p>don't have staff to enforce bylaws on environmental issues." Insects, bats, and birds can't stand light pollution and newer houses have lights for several purposes (e.g, security). Noise pollution (e.g., loud music on speakers) is also an issue. I'm looking for solutions, leadership, and implementation [enforcement] of existing bylaws.</p>	<p>The District of North Vancouver bylaw enforcement staff respond to all complaints about nuisance noise and light. Bylaw infraction reports may be submitted here. A link to our Complaint and Enforcement Policy may be found here.</p>
<p>2. My primary issue tonight is enforcement of bylaws in several areas: 1) environmental management – bylaws that deal with paving over front yards. Bylaws required a certain percentage of the front yard be non-hardscape, but it seems that everybody just paint them over. This is the kind of project that the District could use existing staff to enforce. 2) Parking enforcement – bylaw officers seem reluctant to issue tickets. If we have bylaws, we should enforce them. If they are not appropriate to enforce them, let's repeal them. For example, parking in Edgemont Village. People separate spots on designated parking stalls (with marks, triangles, etc) because it is convenient. Drivers are also backing up on parking stalls, which can be hazardous. 3) No enforcement on over-length vehicles parked on the street. A lot of new delivery vans are a lot longer than 17.5 feet. It seems that there is a reluctance to enforce bylaws there. 4) Vehicles parked in Amica at Edgemont Village. 5 to 6 trucks a day park sometimes against the driving direction in a no-stopping zone, not a no-parking zone where there is a grace period.</p>	<p>Thank you for your input.</p> <p>Street and Traffic Bylaw regulates safe use of streets. Our Bylaw Officers also patrol for parking infractions and respond to complaints. To report a bylaw concern, you can use our online service Report a Problem (RAP), phone, or stop by in person.</p>
<p>3. It would be important to see a post-occupancy survey at Emery Village to see how the tenant relocation plans and First Right of Refusal have been effective or if there are changes to be made. Also, if below-market units are benefitting those who are missing from the municipality such as young adults and service industry workers who can't afford to live here. I also want to</p>	<p>Thank you for your input.</p> <p>Post-occupancy surveys will be conducted.</p>

Submission	Response
<p>thank the previous Council for their efforts on affordable housing. There have been delays due to regulatory processes, but there is great potential coming forward. Great strides have been made, and it is important to note it as we have been told by the Province that we need to build more. I look forward to this Council's coming term and their actions on affordable social housing.</p>	
<p>4. Regarding the NSWTP, I would like an update on the status of the plant.</p>	<p>Thank you for your comments regarding the North Shore Waste Treatment Plant. Mayor Little provided a response during the Special Council Meeting. Question and response can be viewed at the 48-minute timestamp.</p>
<p>5. For over 18 months, I've talked to the Spain and Chicago office with respect to the NSWTP, the position they maintain is opposed to the position indicated by Metro Vancouver and the Mayor. This issues with the NSWTP and its risks need to be properly presented to the District of North Vancouver. These risks were probably not properly assessed in 2014 and they should have been. David Stuart presented an update a year ago on the NSWTP and said that "it's been managed, and it's been managed well." When there is a \$300-500 million dollar overage, you better be managing it everyday not through casual conversation.</p>	
<p>6. During the last five years, the District has stated that we are in a climate emergency, but on pages 102 and 104 of the annual report on CO2 emissions of the DNV and recycling on a per household basis. It is shocking given the massive amount of attention and dollars that these pages show that there has not been a reduction. In fact, the CO2 emissions from the District have gone up.</p>	<p>Thank you for your input.</p> <p>Overall emissions increased slightly in 2022, driven in part by a colder than usual winter and higher resulting gas consumption. Issues with specific equipment also contributed to higher gas usage than anticipated at some recreation facilities. An investment in improved monitoring systems and management of mechanical systems is expected to reduce gas consumption. In 2022, fleet emissions trended downwards due in part to continued COVID-19 restrictions, with fewer staff using a single</p>

Submission	Response
	<p>vehicle, greater utilization of the light duty electric fleet and more efficient routing of work. Fleet emissions reductions are expected to continue as fleet vehicles continue to be replaced with lower-emission options.</p>
<p>7. In the Annual Report, in the revenues, there were land sales of 7.1M \$ and they were included as regular revenues. Are land sales the core of running the DNV? They should not be recognized as regular revenue, but extraordinary items.</p>	<p>Thank you for your input.</p> <p>Land sales are not the core source of revenue for the District. The reference to “Land sales and other contributions” noted in the Consolidated Statement of Operations accounts solely for the net gain or loss in the disposal of tangible capital assets including land and records contributions to a municipality received at their fair market value. The source wording may be better articulated as prescribed through accounting standards that reflect recording of other types of revenue realized in the course of managing capital assets that are utilized to deliver municipal programs and services.</p>
<p>8. There was a decision reached in the last fiscal year where the District had gone to court and they won a decision which brought in \$7.1 M, which has been included in the revenue from this year. My questions is: has this revenue actually been paid from the other party? And if it has, given the nature of the legal issue that spread over several years, why wasn't it allocated to each year as opposed to being put into one single year? This is an extraordinary gain in taxes that should be spread over several years.</p>	<p>Thank you for your input.</p> <p>Following accounting principles, the financial statements for the 2021 fiscal year reflected a \$6.8M reduction in taxation revenue due to an assessment appeal decision issued by the Property Assessment Appeal Board (PAAB). The decision reduced property land valuation and instructed BC Assessment to supply a supplementary assessment adjustment that created the potential of a tax refund. The District appealed the PAAB decision to the BC Supreme Court and after a positive ruling in the Districts favour the property owner appealed this verdict to the higher-level BC Court of Appeal. In late 2022, the Appeal Court reaffirmed the Supreme Court ruling and directed PAAB to reconsider their decision which substantially reduced land assessment valuation for the subject property. With this ruling the 2022 financial statements restore taxation revenue previously removed from the</p>

Submission	Response
	<p>District taxation base. To note during the many stages of the appeal process no monies were paid to/or from the property owner.</p>
<p>9. Last Fall in Lynn Valley there were 7 times that the power went out. According to my records, this was at least 5 times between Nov 1st and Dec 24 for certain. Why did this happen?</p>	<p>Thank you for your input.</p> <p>Storm events and extreme weather are becoming more frequent and severe as a result of climate change and are causing more damage to BC Hydro’s system and outages for customers. For more information visit the BC Hydro website: Report – Storms, actually: Holiday season storms becoming more frequent, stronger increasing risk of power outages (bchydro.com)</p>
<p>10. A lot of new, multi-family developments are being approved, and my opinion with insufficient parking available and the cost of housing, a lot of people are doubling up meaning that there are 2-3 cars and there seems to be this feeling that there is a lot of harm done by introducing parking spaces. Developers indicate that this costs more money, but this is not in fact harm, just a higher cost. We have an insufficient number, and this is spilling onto residential areas where people look for parking because there aren’t enough parking spots.</p>	<p>Thank you for your input.</p> <p>Our town centres continue to develop and evolve with more multi-family developments, parks, community centres, bus shelters, and laneways. As these areas grow and transition there are changing pressures on nearby streets and demands for the curbside. For example, more people can bring more packages and deliveries. For new developments, it is important that private vehicle storage is accommodated on-site.</p> <p>To increase the livability of town centres and advance the mode share objectives of our Official Community Plan, it is also important to decrease reliance on vehicle ownership by supporting alternative means of travel. Toward these objectives, our parking policy considers whether developments have invested in alternatives to vehicle ownership. For example, providing secure bicycle parking and car share.</p> <p>We continue to monitor parking conditions. Over time, changing parking demands may require additional on-street regulatory tools or updates to our parking policy.</p>

Submission	Response
<p>11. We've been nominated by the Province to produce a significant amount of housing. Along with this given the fact that the North Shore has access and egress problems, has the DNV requested the Provincial Government for a third crossing for us as a trade-off for all of this? If you are going to bring all this people over here, we should have a third crossing. They want all the housing here, maybe they should pay for this.</p>	<p>Thank you for your input. Mayor Little provided a response during the Special Council Meeting. Question and response can be viewed at the 1-hour 15-minute timestamp.</p>
<p>12. I'd like to know if we can have some facts on bylaw enforcement. How many staff are employed to do this work? I know that there are traffic enforcement officers looking after parking [violations]. What about people looking for noise infractions? Landscaping? Worst of all are the creek beds and plastic grass in landscaping. Five years ago, when we thought that we had an [climate] emergency, did anyone think that we should ban plastic, fake grass as a landscaping feature? I would like to see more leadership from Council telling us what we should and should not be doing. I'm quite willing to do it if we have reasonable bylaws and reasonable approaches to the problems we have. Do we have enough enforcement staff? This relates to your budget.</p>	<p>Thank you for your input. Mayor Little and staff provided a response during the Special Council Meeting. Question and response can be viewed at the 1-hour 19-minute timestamp.</p>