2022-2026 Draft Financial Plan Public Input

Community Associations Meeting – Wednesday, February 16, 2022
(Virtual Attendance)

Topic	General Questions	Meeting summary
1. Active Transportation		Finance staff attended a meeting with the Community Associations (NVCAN) on February 16, 2022 between 7 pm and 9pm. Staff answered questions on the topics identified by the group and reviewed related financial plan materials. Staff advised they were available for follow-up questions and that additional questions could be submitted at dnv.org/budget where questions and responses would be made available for Council's financial plan deliberations meeting on March 8.
2. Affordable Housing		
3. North Shore Wastewater Treatment Plant		
4. Inflation Impacts		
5. Recreation Centres		
6. Senior Government Projects		

Public input - received through **Virtual Public Input Board** and budget@dnv.org

Topic	Question	Staff response
1. Climate and Biodiversity (boriscb: Submitted to **Virtual Public Input Board** on February 23, 2022)	When it comes to transportation and the environment (Climate Change), I would like to see a greater commitment to zero emission electric vehicles. To that end, the distribution of EV charging stations must become a priority as it is the one aspect that prevents the full engagement of the public. Convenience to EV Charging access is key. One particular area that needs to have EV charging stations available for example is Deep Cove. You should also consider a concerted effort and dialog to have every existing service stations to provide EV charging in tandem with the existing infrastructure of their current operation. Their business model needs to change, to help promote the shift to	Thank you for your comments and suggestions. Increasing the availability of electric vehicle charging infrastructure is a priority action identified in the District's Community Energy and Emissions Plan. EV charging infrastructure is currently available at some municipal facilities and there are plans underway to install additional stations particularly in areas close to key transportation corridors or existing multifamily buildings. The District now requires Level 2 charging in new residential parking spaces and is continuing to develop further policies to support the transition to zero emissions vehicles.

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	ZEV (zero emission vehicles). Thank you for the opportunity to share my opinion.	
2. Climate and Biodiversity (Yinner: Submitted to **Virtual Public Input Board** on February 25, 2022)	Re: Climate theme - Low carbon Step Code bylaw amendment came in effect, limiting the use of fossil fuel in new construction -- 3 q's here:- what does this concretely mean (e.g., no more gas hookups allowed?) - what are the limits now and how are they going to curb down and by how much? - will this apply for both commercial and residential? Also, I would love to be involved in new Climate Action Advisory Committee (as someone who works in climate)	Thank you for your comments and questions. Under the District's step code regulations, which apply to both commercial and residential properties, applicants can choose to build to either a higher, more efficient step of the BC Energy Step Code, or to a lower step but with a low carbon energy system. The low carbon energy system used for heating and hot water must meet a modelled greenhouse gas intensity limit of no more than 3 kg CO2e/m2/yr. The bylaw does not regulate gas connections. More information on the Climate Action Advisory Committee is available on our website Climate Action Advisory Committee | District of North Vancouver (dnv.org).
3. Climate and Biodiversity (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	What follow-up processes will ensure that new housing units meet the 3kg CO2e/m2/yr? What are the penalties if these new units do not meet this requirement in actual operations?	The District requires varied submission requirements to demonstrate compliance at the design stage of new buildings with carbon limits where required. Depending on building type, through the construction process, oversight is provided by design professionals and/or inspection staff to ensure that the specified mechanical equipment is installed as required. A post construction report by a certified energy advisor is also required. Like most municipal bylaws non-compliance can be dealt with via a range of enforcement options dependent on the specific circumstances.
4. Climate and Biodiversity (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	The majority of DNV citizens live in single family homes. Many will switch to EV's. There are economic and practical means to provide cheap charging facilities for the existing single family homes. The province provides some information to address this but I feel the DNV	Thank you for your comments and questions. Supporting electric vehicle (EV) adoption is a key strategy identified in the District's Community Energy and Emissions Plan. The District has previously partnered with educational initiatives, including Emotive BC to provide information about electric vehicle (EV) charging and we plan to

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	should also provide the requisite information and some public workshops on this issues. Are there such plans?	continue similar educational initiatives for residents. The District is also planning to develop a more comprehensive electric vehicle strategy which will include public and stakeholder engagement.
5. Climate and Biodiversity (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	DNV encourages switching from natural gas to heat pumps. If you account for all the costs (public and private) over the life of these units then it appears (unless combined with solar panels) to be a more expensive solution than simply adding more insulation to one's home. Keep this in mind - the electrical consumption will double if the outside temperature is between +°2C and -7°C - at which point it costs more to heat with electricity than fossil gas. Fortunately in Metro Vancouver this low temperature range does not occur for a significant number of days. Another aspect that is often overlooked - is the potential noise problem to your neighbours as heat pumps are installed outdoors. More complete information would assist in the community being aware of the trade-offs.	Thank you for your comments and questions. Energy costs can vary depending on a number of factors such as the efficiency of your current heating system, your home, your heat pump, as well as outside temperature. Information on heat pump costs and other considerations including tips on choosing heat pumps that operate at low temperatures and with low noise levels is available through our Jump on a New Heat Pump program webpage. Additional information is available through our recorded Homeowner Webinars, also accessible through the link above.
6. Affordable Housing (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	Housing affordability will not improve without building more homes for those who currently live here. Developers would seem to control the "market" - by such mechanisms as not building what units they are allowed to build until the "market" is best for them. Council should adopt new strategies to respond to the needs of the community. Changes to Federal and Provincial tax regulations should take place (as in the	Thank you for your comments and questions. Council adopted the Official Community Plan Action Plan last July, which identifies several priority and supporting actions towards addressing housing issues in the District. A key housing goal is to encourage and enable a diverse mix of housing types, tenure, and affordability to accommodate the lifestyles and needs of people at all stages of life.

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	1970's) to encourage affordable rental instead of market housing.	An ongoing Council priority is to consider District-owned land for rental, social, and affordable housing. At Council's direction, staff initiated a District-led rezoning process for the Riverside site to allow a social housing development up to six storeys in height. The Riverside site was rezoned, and later submitted to Metro Vancouver for consideration under an affordable housing call for municipal partnership. The decision by Metro Vancouver is expected in the coming months. The District will soon be commencing with engagement on two more District-owned sites – 900 St. Denis Avenue and Mountain Highway/Hunter Street (report to Council, Mar 7, 2022). These sites are being considered for affordable housing, subject to community feedback and funding and partnership opportunities. The District is an active participant in several North Shore initiatives that seek to address homelessness. A homelessness outreach and coordination program is currently underway, supported by funding from the Strengthening Communities' Services grant which is administered by the Union of BC Municipalities (UBCM).
7. Finance (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	The "readability" of the 2022 Draft Financial Plan could be significantly improved by a wiser choice of print colour over background colour. For example pages 9,10,52-55,60-65 are not easy to read. Many pages could be improved by slightly increasing font size together with slight reduction in line spaces. Eyesight does not tend to improve with an aging population!	Thank you for your input. We have taken note of you comments.

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8. Finance (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	It would be so nice (as was done in some other municipalities) to have a ~ 5 page summary at the beginning of the Financial Plan so the vast majority of readers would not have to read ~ 80 pages to get most of the information they are looking for!	Thank you for your input. The Budget in Brief section provides a written summary of the plan but a separate more visual document highlighting key facts would be useful and is something we will be providing in the future.
9. Finance (pteevan: Submitted to **Virtual Public Input Board** on February 28, 2022)	What do you expect to be the impact of recent-record inflation rates on our budget from the A) Collective Agreement point-of-view? And B) purchases/supplies point-of-view?	Economists are expecting inflation to moderate in 2022 and slowly fall by end of the year. In 2022, the impact of higher than usual inflation is handled by cost containment, project deferrals and use of surplus. In the short term, while inflation is correcting and supply chain delays are easing, impacts will be contained as much as possible. Collective agreement impact, due to its ongoing nature, is generally absorbed by property tax after cost containment and other financial strategies are exhausted.
10. Finance (pteevan: Submitted to **Virtual Public Input Board** on February 28, 2022)	The Council direction that you cited that “new tax revenues from the neighbourhoods” goes to active transportation improvements: a. When was that decided as I don’t recall it being on the agenda? b. Does “from the neighbourhoods” ostensibly mean “from single family home rebuilding”? Please provide a document detailing this decision and policy. Where do we see it in the budget and annual report?	Thank you for your question. The decision to allocate this tax revenue to active transportation started with previous Council and has been continued with this Council. The budget workbook reflects this decision at the bottom of page 39.
11. Financial Planning (Lyle Craver: Submitted to budget@dnv.org on February 24, 2022)	How would I go about getting a 'hard copy' of this year's financial plan book? I've got copies of these going back to before 2010 and this would be the first year I've not gotten one. (Due to other engagements I was	Thank you for your continued interest in District's financial plan. You can pick up your copy at the front desk, in bin #9. Looking forward for your feedback.

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	not able to attend the annual FONVCA meeting with Rick and Andy - again my first non-attendance in many years) I'm well aware one can download a PDF copy - but for years I've been writing notes all over my copies and I assure you all members of Council plus Messrs Wardell, Danyluk and Iorio all know of my interest in budgetary matters! If possible I'd like to swing by the Hall today or Friday so as to be ready for Council next Monday. Many thanks, Lyle Craver	
12. Financial Planning (pteevan: Submitted to **Virtual Public Input Board** on February 28, 2022)	With regards to the Tax Growth Reserve Fund: a. We can extrapolate from our Housing Needs Report which quoted that 7,000 net new builds are still foreseen b. If we take the OCP's 10,000 net new expectation, minus the 7,000 still anticipated, does that mean that 3,000 homes' worth of taxes are no going into that Reserve Fund? (Which would be about 9% of revenues) c. Can we please see the ins/outs of this reserve fund? d. How much of our operating budget is, by year, expected to be offset by reserves?	Increased property tax revenue through the rezoning and development process is transferred to the Tax Growth Reserve Fund to smooth future impacts on services, including ongoing costs related to new assets and increased demand. In 2022, the net contribution to the Tax Growth Reserve is $2.1 million. You can find more information on page 23 (Growth Management) and page 54 (General Reserves) of the financial plan workbook. An update on the Long-Term Financial Plan, including projected use of this reserve fund, is planned for the spring.
13. Indigenous Relations (lv43: Submitted to **Virtual Public Input Board** on February 22, 2022)	I think the Budget needs to better disclose how TRC Calls to Action #43, 47, 57, 75, and 77 will be fully met and implemented. The current document is too vague and does not provide much confidence. It is not clear enough how the DNV plans to take meaningful steps of	Thank you for your comments and suggestions. We recognize that taking meaningful action toward reconciliation requires an organizational-wide approach. Such actions may therefore be embedded in the work of many different departments or entities. For example, the organization is responding to Call to Action #57 by

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	reconciliation or how this budget supports such action.	allocating funding for staff training. Additionally, funding has been allocated to retain a consultant to support the development of a roadmap toward reconciliation, which will further articulate these plans and resulting actions into the future. We look forward to sharing these efforts with the community as they progress.
14. Indigenous Relations (lv43: Submitted to **Virtual Public Input Board** on February 22, 2022)	This budget does not contain any actual strategy or commitment to work collaboratively with adjacent Indigenous governments on economic development, employment or climate change. This should be incorporated. What is the DNV doing to support some of the community and economic goals of the Tseil-Watuth Nation or the Squamish Nation? This budget is not written with reconciliation in mind or as an important objective.	Thank you for your comments and suggestions. Strengthening the government-to-government relationships between DNV and the Tsleil-Waututh and Squamish Nations is an organizational priority. Such efforts are often reflected in ongoing work and communication between our governments, such as working collaboratively on existing and future agreements, or partnering where appropriate on shared priorities and initiatives. Often, these efforts are supported primarily by the allocation of staff time and resources in order to build meaningful relationships and collaborate on projects, priorities and initiatives as they arise.
15. Recreation (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	This survey takes MUCH longer than 7 minutes to digest. More like an hour if you want the details of each section. So let's get started. In past 2 years many DNV recreation facilities were closed or only partially operational. Why have the taxes (which fund 50% of the costs) not been reduced accordingly?	The pandemic had a greater impact on recreation and culture than on any other municipal operation. With facility closures and service restrictions, revenue losses were significant and were mitigated through cost containment efforts including over 700 staff lay-offs. Both revenues and expenses are projected to be lower in 2022, reflecting the continued financial impact of COVID-19 on NVRC operations. The 2022 budget also includes the District's share of the net costs for operation of the Lions Gate Community Recreation Centre. A gradual return to pre-pandemic service levels is

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		expected as restrictions are lifted and comfort levels of the public increase.
16. Recreation (pteevan: Submitted to **Virtual Public Input Board** on February 28, 2022)	Mr. Danyluk commented to NVCAN that the Ron Andrews RecCentre, when rebuilt, may be moved closer to Maplewood Town Centre? Is that reflected in the budget? Has that been decided?	Thank you for your question. Further planning for facility enhancements and replacements, including Ron Andrews Community Recreation Centre, is being led by the North Vancouver Recreation and Culture Commission and the District's Planning department. The District's Strategic Facilities Planning Framework, endorsed by Council in May of last year, includes facility consolidation (when appropriate) as one of its guiding principles. Replacement of Ron Andrews is included in the outer years of the ten-year plan and location options will need to be developed. Maplewood Village, which includes provisions for additional community space is one option under consideration.
17. Transportation (Lynda: Submitted to budget@dnv.org on February 10, 2022)	Hi, I was looking at the DNV budget and noted that in 2023 you are budgeting to put in a sidewalk on Mt Seymour Road to Anne Macdonald Way. I strongly encourage this to be done ASAP, the traffic along there is significant with bikes and cars heading up the mountain. Someone is going to get hurt or worse. It is not reasonable to expect people to use the trail from Mt Seymour Road to AMW, it is not safe and not wheelchair accessible. Any questions please let me know. Lynda North Vancouver	Thank you for your input. We have taken note of your comment.

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18. Transportation (Kristine: Submitted to budget@dnv.org on February 12, 2022)	Dear Council: I support the sidewalk/pedestrian connection to Anne Macdonald Way. Although the requests (from me) started for children to walk to school, the need is more acute today to connect schools & community & the last C15 bus stop. Recreational traffic to Mount Seymour and to Anne Macdonald Way has exploded since the pandemic and residents need a safer way to circulate. Thank you, Kristine	Thank you for your input. We have taken note of your comment.
19. Transportation (Irene Davidson: Submitted to budget@dnv.org on February 21, 2022)	Hello: I have a question concerning Transportation (page 62) and the plan for Sidewalks for Pemberton Heights and Norgate. The 5 year total is given as $1.65 million. I am interested in the sidewalks planned for Norgate. Are these sidewalks meant to connect Norgate to the Spirit Trail? Can you supply some details on this projected work? Under Long Term Objectives (page 69) to connect communities via the Spirit Trail, there is no mention of connecting Norgate to the Spirit Trail.	Thank you for your questions and comments. New sidewalk projects are generally identified in the Pedestrian Master Plan or in school studies. Sidewalks are prioritized based on a number of factors such as surrounding land uses, roadway factors, vehicle speeds, and public concerns. Inclusion in the capital plan is also dependent on ranking with other competing priorities, internal resources and budget approval. The 2022 sidewalk program will focus on the missing sidewalk segments below in Pemberton Heights and Norgate neighbourhoods. Proposed sidewalk projects, noted below, will be brought forward for public engagement and design in 2022, with construction targeted for 2023. • W 20th St between Bridgman Ave and Pemberton Ave, South side

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	Thank you, Irene Davidson	• Pemberton Ave between W 20th St and Keith Rd, West side • Pemberton Ave between W 20th St and W 21st St, West side • W 15th St between Philip Ave and Pemberton Ave, South side • Sowden St between Philip Ave and Redwood St, North side • Redwood St between Sowden St and Alderwood Pl, West side We hope this addresses your questions and concerns.
20. Transportation (lv43: Submitted to **Virtual Public Input Board** on February 22, 2022)	I would like to see the installation of curb let downs along the entire span of the Lynn Valley Link walking trail network. There are curbs in most places that make this trail less accessible for all modes of mobility and for those that may need to use wheel chairs or other mobility aides.	Thank you for your input. We have taken note of you comments.
21. Transportation (lv43: Submitted to **Virtual Public Input Board** on February 22, 2022)	Install a sidewalk on 20th Street East and section of Arbourlynn that connects with Hoskins.	Thank you for your input. Sidewalk construction is dependent on ranking with competing priorities, internal resources, and final budget approvals.
22. Transportation (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	The north shore transportation problems won't see significant improvements for another decade. So in the meantime what options (other than staying home) are being explored to provide relief?	Transportation staff are actively working on a number of key initiatives, including working with TransLink and North Shore municipal partners to extend rapid transit across the North Shore. More can be found here: Benefits of Rapid Transit to the North Shore - NorthShore Connects

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		We are also working to improve active transportation connections across the North Shore, including new sidewalk, crosswalk and cycling infrastructure, and have pursued several key Transportation Demand Management initiatives including the Lynn Canyon Pay Parking pilot. Depending on the outcome of the pilot and Council direction, pay parking could be expanded to further discourage auto use. Through collaboration with the Province, we have identified a number of key Upper Levels Corridor improvements. Key benefits of improvements identified in the Upper Levels Corridor Study include improved interchange safety and vehicle capacity, specifically at the Capilano Rd and Lynn Valley Rd interchanges. Concepts include bridge twinning at the Capilano Interchange, Lynn Valley Rd bridge widening, lengthening interchange ramps, shoulder widening, etc., and will better facilitate safe and efficient local and inter-municipal travel. The study also identifies a number of new active transportation connections along the corridor and across interchange footprints to connect existing cycling and walking facilities on either side of the interchanges. Another key recommendation is a RapidBus on shoulder service along the Upper Levels corridor. More on this can be found here: highway-1-99-north-shore-corridor-study.pdf (gov.bc.ca) Finally, we are working closely with Community Planning and Development Engineering to deliver meaningful transportation improvements through redevelopment,

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		and have identified key transportation related priorities through the OCP Action Plan.
23. Transportation (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	With an aging population - whose main transportation is using the private car and who provide most of the municipal taxes - the proposed plans would seem to not meet their needs in this plan. To provide them with less road space would seem unfair and counter-productive.	Encouraging a mode shift to improved transit and active transportation infrastructure benefits all road users in that more space is available for people that rely on personal auto use. We recognize that not all road users will choose non-auto modes. The reallocation of on-street parking space to transit lanes and/or cyclist facilities or improved pedestrian connections is a highly cost-effective use of space. In some cases such as within town centres, we can request additional dedication to road width through rezoning. This additional space can be used for cycling, transit, auto-lanes, improved sidewalk connections, or any combination depending on the location.
24. Transportation (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	The adoption of self-driving electric vehicles will have a huge impact on transportation and parking requirements. Covid-19 has shown the vulnerability of mass transportation systems. What are the DNV financial plans to accommodate this rapidly changing technology?	Transport 2050 is the lead plan for transportation in the region. The Executive Summary includes five goals and 20 key strategies. The full plan includes a section on "Revolutions in Transportation Technology". DNV's priorities for improving transportation and mobility can be found in the "Progress on Council Directions" section of the budget workbook. The Provincial Budget, released Feb 22, also includes provisions for cleaner transportation.
25. Transportation (Corrie: Submitted to **Virtual Public Input Board** on February 26, 2022)	IMHO walking and cycling are not the answer to our transportation needs. You have only to examine their low use during October to March to realize they are neither practical, nor sustainable, nor a safe solution. Even in Amsterdam, for the first time there are now	See response to questions 18 and 19 above.

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	more fatalities for cyclist than for people in cars!	
26. Wastewater Treatment Plant (pteevan: Submitted to **Virtual Public Input Board** on February 28, 2022)	Can you please comment on the anticipated impact of the exit of the Wastewater Treatment Plant principal contractor on our 2022-2026 Budget? Will the problems with construction result in even higher utility rates in the future?	Thank you for your question. Metro Vancouver has hired a new general contractor to finalize design and estimates for construction costs. Costs will be split across the region according to Metro Vancouver's GVS&DD Cost Allocation Formula. The 2022 – 2026 Financial Plan reflects the latest information available at the time of rate setting last November. Updates on project timing and costs are anticipated this fall.
27. Wastewater Treatment Plant (pteevan: Submitted to **Virtual Public Input Board** on February 28, 2022)	We have heard from the plan for the Wastewater Treatment Plant that "excess heat" (which is more likely excess methane) will be transferred to Lonsdale Energy Corporation. a. What are the anticipated costs of creating the pipeline of such transfer (or other method than pipeline), and are they in or expected to affect the DNV Budget(s)?b. Will Lonsdale Energy Corporation be paying market rates or any rate for the excess heat/methane? If so, to whom?	Thank you for your question and comments. Estimates for this portion of the work have been requested from Metro Vancouver. Updates on project timing and costs, including this work, are anticipated this fall.