

# AGENDA ADDENDUM

## *COUNCIL WORKSHOP*

**Monday, March 13, 2023**

**5:00 p.m.**

**Committee Room, Municipal Hall**

**355 West Queens Road**

**North Vancouver, BC**

**Watch at <https://dnvorg.zoom.us/j/67910218298>**

**Council Members:**

Mayor Mike Little

Councillor Jordan Back

Councillor Betty Forbes

Councillor Jim Hanson

Councillor Herman Mah

Councillor Lisa Muri

Councillor Catherine Pope



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## AGENDA ADDENDUM

We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətał (Tsleil-Waututh), Skwxwú7mesh Úxwumixw (Squamish), and xʷməθkʷəy̍əm (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located. We value the opportunity to learn, share, and serve our community on these unceded lands.

### THE FOLLOWING LATE ITEMS ARE ADDED TO THE PUBLISHED AGENDA

#### 3. REPORTS FROM COUNCIL OR STAFF

**3.1 2023-2027 Financial Plan – Public Input Summary** **p.7-121**  
File No. Financial Plan Process/2023

Report: Section Manager, Financial Planning, March 10, 2023  
Attachment 1: 2023 Budget Deliberations Presentation  
Attachment 2: Financial Plan Input Summary

*Recommendation:*

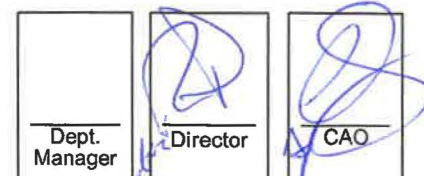
THAT the March 10, 2023 report of the Section Manager, Financial Planning entitled 2023-2027 Financial Plan – Public Input Summary is received for information.

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## REPORTS

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COUNCIL AGENDA/INFORMATION			
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<input type="checkbox"/> Info Package	DM# _____	Date: _____	Mailbox: _____
<input type="checkbox"/> Council Workshop	DM# _____	Date: _____	Mailbox: _____



## The District of North Vancouver REPORT TO COUNCIL

March 10, 2023

File: Financial Plan Process/2023

**AUTHOR:** Sacha Jones, Section Manager Financial Planning

**SUBJECT:** 2023–2027 Financial Plan - Public Input Summary

**RECOMMENDATION:**

THAT this report be received for information.

**REASON FOR REPORT:**

To provide Council a summary of public input received on the 2023–2027 Financial Plan prior to the deliberations meeting on March 13.

**SUMMARY:**

Following a series of public workshops on the financial plan starting last December, the draft financial plan workbook was introduced to Council and the public on February 13. Since that time staff received questions from the public between February 14 and March 6, met with the community associations on February 15, and an opportunity for direct input to Council was provided March 6. Staff prepared a summary of responses to questions received during this public input process which are attached for Council's consideration during their deliberations meeting March 13.

Public feedback plays a critical role in helping to prioritise which services and infrastructure priorities funds are allocated to. Given the unusual economic times we are in and considering that the proposed tax increase was a departure from the District's typical increase, we took a more broad approach to raising awareness and devoted significant effort to promoting public input for the budget.

We created a robust communications and engagement plan to help us raise broad, general awareness about the budget process and to encourage resident input. This year we saw a 732% increase in unique visits to our budget webpage (when compared to 2022).

The communications and engagement plan included:

- print ads in the North Shore News (February 15 and February 22)

- digital ads on Glacier Media sites (76,000 impressions)
- a targeted social media campaign (11 posts between Facebook, Twitter and Instagram)
- a brief video to help explain the budget process (viewed 1,625 times)
- changeable message boards placed strategically throughout the municipality (3)
- detailed budget webpage: [dnv.org/budget](https://dnv.org/budget) (viewed 1,256 times (unique views))
- homepage banner on [dnv.org](https://dnv.org)
- a notice on our intranet (the DJ) encouraging staff to remind any friends or family who live in the DNV to share their input

The above tactics directed residents to the website where they could learn more about the budget, review the draft budget and share their feedback with us.

	<b>Feb 14-March 6, 2023</b>	<b>Feb 8-Feb 28, 2022</b>
Pageviews	1,539	172
Unique pageviews	1,256	151
Average time spent on page:	7:08 minutes	10:44 minutes

Staff received 206 inquiries through the public input process, compared to 27 in 2022. In addition to written inquiries, there were also 42 members of the public who spoke at the March 6<sup>th</sup> meeting. Inquiries have been categorised into 22 themes, many comments touched on more than one theme, this has been captured in the table below. However, two prominent themes of Active Transportation and Artificial Turfs Fields emerged.

A summary of the questions/comments received, and staff responses, is included in attachment B. Due to the unprecedented number of inquiries, staff are still responding to some emails. A final summary will be posted to [DNV.org](https://dnv.org) once completed.



	Theme	Theme 1 Count	Theme 2 Count	Theme 3 Count	Theme 4 Count	Total Count
1	Active Transportation	71	11	1	-	83
2	Sport Fields	67	3	1	-	71
3	Tax Increase +	18	6	1	1	26
4	Climate and Environment	6	8	3	-	17
5	Affordable Housing	8	-	2	3	13
6	OCP	4	4	4	-	12
7	Financial/Funding Strategies	9	-	1	-	10
8	Public Safety	1	7	-	-	8
9	Sport Courts	7	-	-	-	7
10	Budget Process	2	2	1	-	5
11	Parks / Recreation	-	2	1	1	4
12	Sidewalks	1	-	3	-	4
13	Indigenous Relations	3	-	-	-	3
14	Affordability	3		-	-	3
15	Community Amenities	-	-	1	1	2
16	Car Sharing / Transit	1		1	1	3
17	Waste Removal	2	-	-	-	2
18	Policy Evaluation	1	-	-	-	1
19	Diversity, Equity and Inclusion	-	1	-	-	1
20	Child Care	-	-	-	1	1
21	Social Equity	1	-	-	-	1
22	Water Metering	1	-	-	-	1
		<b>206</b>	<b>44</b>	<b>20</b>	<b>8</b>	<b>278</b>

**Active Transportation:**

Staff received 83 of comments related to Active Transportation, of which 46 specifically mention the Spirit Trail. Most comments were concerned that the District is not doing enough to advance active transportation.

The draft financial plan includes the funding and resources necessary to advance all of the anticipated active transportation projects through planning and design in the years ahead to a tender-ready state. Many projects also include construction funding and are unaffected, while several others are proposed as being 'temporarily' deferred.

Following the Jan 30<sup>th</sup> workshop, staff included an additional \$4.5m for construction funding for Active Transportation for 2023-2027.

Staff continue to work on streamlining costs and developing funding strategies for the long-term, to help inform Council priorities and balance the plan. Following the March 6<sup>th</sup> special meeting where Council heard directly from the public on the importance of Active Transportation, staff developed a strategy to reintroduce key transportation projects, as outlined in attachment 1, for Council consideration. This strategy adds \$20 million to the financial plan to connect the Spirit Trail from Maplewood to Deep

Cove, assumes 50% of funding will come from external partners and will be for either the North or South route.

### Artificial Turf Fields

Staff received 71 of comments or inquiries related to Artificial Turf Fields (ATFs). Most comments were concerned with the delay in providing more ATFs to the community, which many felt have been promised to users, and a low ratio of ATFs to participants. The issue has garnered much attention over the past few weeks.

Following the Jan 30<sup>th</sup> workshop, staff included an additional \$200k annual provision for the advancement of Handsworth ATF

Following the March 6<sup>th</sup> special meeting where Council heard directly from the public on the importance of ATFs, staff developed a strategy to reintroduce key ATF projects, as outlined in attachment 1, for Council consideration. This strategy adds \$20.6 million to the financial plan, assumes up to 6 new ATFs will be constructed (including Argyle), sports groups will contribute \$2 million towards construction and sport field user fees will be aligned with the District's financial planning principles to reduce impacts on other taxpayers.

Staff will be reporting back to Council on the status of ATF projects in the fall, including refined cost estimate and funding options. The following plans and strategies are being developed to better understand field demand and meet the capacity needs of sports field user groups:

- Indoor/Outdoor Recreation Needs Assessment (NVRC)
- Use optimization strategy for District fields (including updating capacity-demand projections for both grass and ATF); and
- Updated financial strategy (including balanced cost recovery through user fees, third party contributions, and development charges)

### Tax Increases

Typically, comments in support of a higher tax rate (26) were coupled with support for advancing active transportation or advancing the OCP.

While available funding is a significant constraint in the near and long term, this must also be balanced with our resource capacity to deliver projects in the near term.

The draft financial plan was developed to be flexible, with the ability to adapt to new information. The strategy outlined in attachment 1, is an adaptation to new information, taking into consideration the new Growing Communities Fund and developing priorities.

Risks identified in the draft plan such as high construction prices, labour settlements, recruitment and retention continue to be a concern and are further intensified with the

addition of the Maplewood to Deep Cove - Spirit Trail and completion of 6 ATFs. To mitigate this risk a tax increase of 5.25% is proposed.

### The Growing Communities Fund

On March 3, 2023, the Provincial Government announced funding for the District of \$10.25 million through the Growing Communities Fund. The fund is intended to help alleviate the pressures of growth on infrastructure and amenities. Staff are awaiting further guidelines from the Province on the use of these funds.

There are many competing priorities that would benefit from this additional funding. A proposed \$8 million allocation from the Growing Communities Fund is included in attachment 1, with \$3 million allocated to the Spirit Trail and \$5 million allocated to ATFs.

### Funding Risks and Strategies

Developing the draft financial plan in the current fiscal environment is a challenge and it highlights the need to balance fiscal responsibility with the desire to effect change. There will be increasing pressure on revenues over the coming years and an increased need to capitalise on many emerging financial strategies. This is especially true of development contributions; the draft financial plan assumes full OCP build-out by 2032, however if development proceeds at a slower pace, there's a risk these funds won't be realized, further increasing the funding gap. Staff will be providing updates on risks and emerging financial strategies through the Development Program Review in Q2 and the 10-year rolling Financial Plan in Q3 of this year.

### Timing

The financial plan bylaws are scheduled for first three readings March 27 followed by adoption on April 3. The plan can be amended anytime and is typically amended each spring and fall based on new information and Council direction received during the course of the year.

Respectfully,

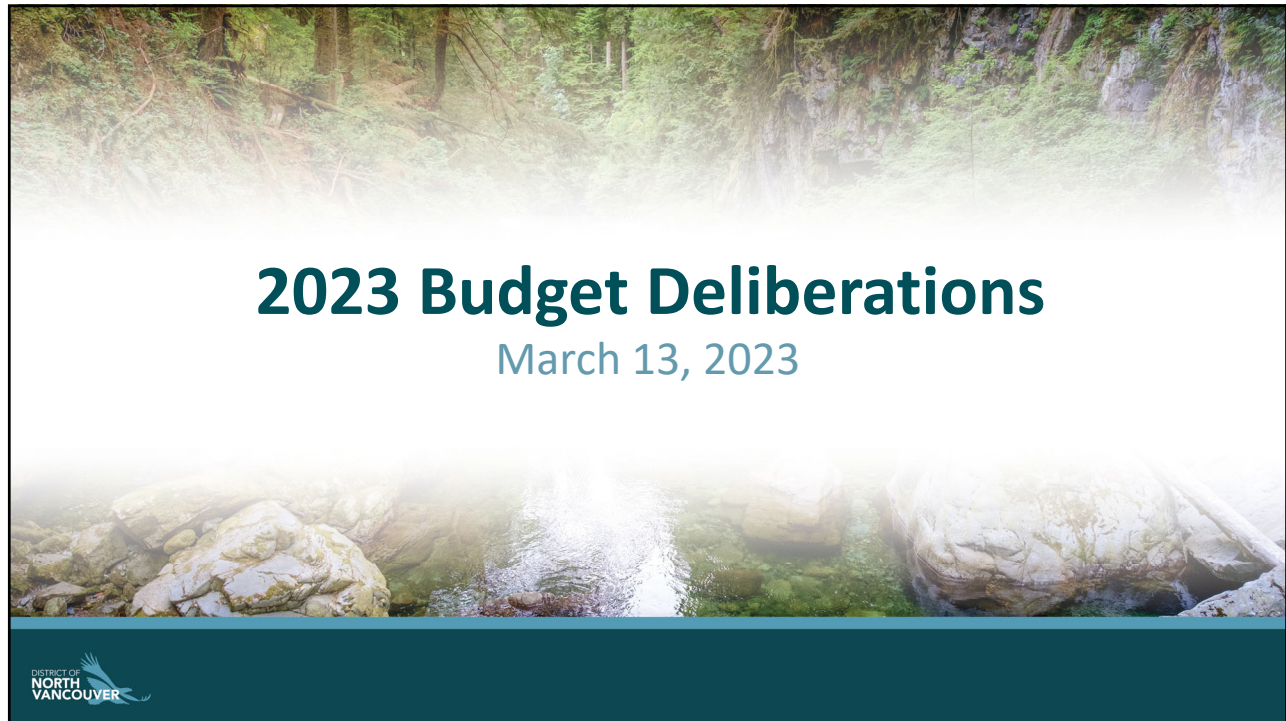


Sacha Jones, Section Manager Financial Planning

Attachment 1: 2023 Budget Deliberations Presentation

Attachment 2: Financial Plan Input Summary

<u>REVIEWED WITH:</u> <input type="checkbox"/> Sustainable Community Development <input type="checkbox"/> Development Services <input type="checkbox"/> Utilities <input type="checkbox"/> Engineering Operations <input type="checkbox"/> Parks & Environment <input type="checkbox"/> Economic Development	<u>REVIEWED WITH:</u> <input type="checkbox"/> Clerk's Office <input type="checkbox"/> Corporate Services <input checked="" type="checkbox"/> Communications <input type="checkbox"/> Finance <input type="checkbox"/> Fire Services <input type="checkbox"/> Human resources <input type="checkbox"/> ITS <input type="checkbox"/> Solicitor <input type="checkbox"/> GIS	<u>REVIEWED WITH:</u> External Agencies: <input type="checkbox"/> Library Board <input type="checkbox"/> NS Health <input type="checkbox"/> RCMP <input type="checkbox"/> Recreation Commission <input type="checkbox"/> Other: _____	<u>REVIEWED WITH:</u> Advisory Committees: <input type="checkbox"/> _____ <input type="checkbox"/> _____ <input type="checkbox"/> _____
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## Timeline

- Budget deliberations March 13
- Approval targeted March 27
- Subsequent meetings if required
- Council strategic planning April 3
- Amendments in spring and fall

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## Public Input

- Public input is captured through the budget process and through regular feedback channels such as emails to Mayor and Council
- Goal is to broaden and increase participation
  - Unique visits to budget webpage 1,256 (151 last year)
  - Inquiries received 207 (27 last year)
- Top themes: active transportation, sports fields, desire to increase property taxes, climate and environment, and affordable housing



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## Plan B - Proposed Changes



- Complete up to six ATF sport fields (Argyle +5)
- Spirit Trail connection between Maplewood and Deep Cove
- New costs \$40.6 million, DNV share from borrowing (\$15.6 million) and Growing Communities fund (\$8 million)
- Borrowing costs primarily serviced by prior year tax growth, operating costs funded by future year tax increase (total ongoing increase 2-3%)
- This year's tax levy increase 5.25%

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## Plan B - Assumptions

- ATF Field costs: gravel field conversion \$3 million, secondary school field \$5 million, tournament size field \$10 million, playable surfaces only
- Sport group funding \$2 million
- Future property tax increase to operate and maintain new fields is 1% to 2% (net of changes to user fees)
- Spirit Trail connection from Maplewood to Deep Cove costs \$20 million (50% funded by external partners), either North or South route
- Future property tax increase to operate and maintain the Spirit Trail is 1%
- Additional staff capacity is required for both initiatives



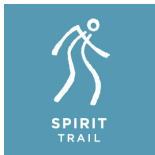
FINANCIAL PLAN 2023-2027

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## What we heard



The community wants more ATFs and constructed sooner



The community wants to see the Spirit Trail extension (to Deep Cove) constructed sooner



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## What we did

- More ATFs sooner: added construction funds to deliver up to six playing surfaces and lighting, ahead of other amenities
  - Handsworth: construction funds for playing surface/lighting
  - Inter River: construction funds for playing surface/lighting (i.e. washrooms, paving in future phase)
  - Conversions: construction funds for converting up to three existing lit fields to turf
  - Argyle, William Griffin and Windsor (already in plan)
- Spirit Trail sooner: added construction funds to deliver initial link to Deep Cove
  - Alignment TBC with Council and TWN
- Seylynn Park Phase 2: defer further development until IR ATF completed and playable



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## What we did

### *Updated overview of 2023-27 plan – fields*

Project	Pre-2023	2023	2024	2025	2026	2027	Total
<b>Already in plan</b>							
Argyle ATF & amenities – new	D	C					\$5.3M
William Griffin ATF – replacement	D	C					\$2.1M
Windsor ATF – replacement		D	C				\$1.7M
<b>New to plan</b>							
Handsworth – Phase 1: ATF only (track in future phase)		D	D/C	C			\$5.0M
Inter River – Phase 1: ATF only (washrooms, paving in future phase)	D	D	C	C			\$10.0M
Existing field to ATF Field #1 – conversion		D	C				\$3.0M
Existing field to ATF Field #2 – conversion			D	C			\$3.0M
Existing field to ATF Field #3 – conversion				D	C		\$3.0M
<b>Total</b>		<b>\$10.0M</b>	<b>\$10.0M</b>	<b>\$10.0M</b>	<b>\$3.0M</b>	<b>-</b>	<b>\$33.0M</b>



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## What we did

### Updated overview of 2023-27 plan – AT/Spirit Trail

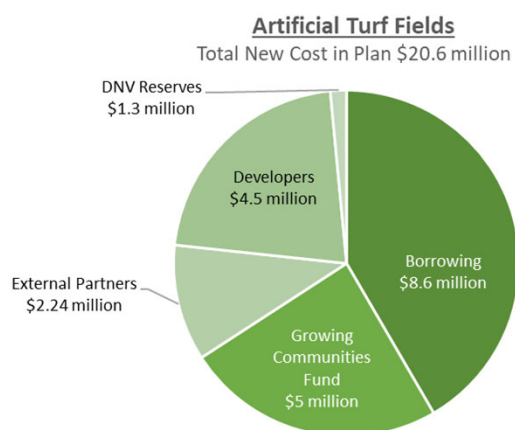
	Project	Pre-2023	2023	2024	2025	2026	2027	Total
Already in plan	<b>Sidewalks</b>							
	Deep Cove		D	D	C			\$3.4M
	Dollarton Hwy		D	C				\$0.1M
	Naughton Detour		D	C				\$0.2M
	Montroyal & Prospect						D	\$0.3M
	Norwood, Queens, Highland & Capilano						D	\$0.2M
	Pemberton Heights	D	C					\$0.9M
	Norgate			D	C			\$0.8M
	<b>Cycling</b>							
	Lynn Valley to Lynn Creek (eastern) **		D	D				\$0.1M
	Lynn Valley Rd: Peters - Dempsey **		D	D				\$0.1M
	Lynn Valley to Lynn Creek (western)						D	\$0.2M
	Main St: CNV – Harbour		D	C				\$1.1M
	Mtn Hwy: Arborlynn - Hwy 1		D	C				\$1.7M
	Capilano Rd: Ridgewood - Hwy 1			D	C			\$0.7M
	Marine Dve: Lions Gate to CNV **			D				\$0.1M
	Marine Dve: DWV – McGuire **		D					\$0.1M
	** Funding for construction of active transportation priorities		D	D	C	C	C	\$4.5M
	<b>New to plan</b>							
	Spirit Trail: Maplewood to Deep Cove (initial phase)		D	C	C	C	C	\$20.0M
	<b>Total</b>		<b>\$3.7M</b>	<b>\$5.9M</b>	<b>\$13.8M</b>	<b>\$6.4M</b>	<b>\$4.2M</b>	<b>\$34.1M</b>



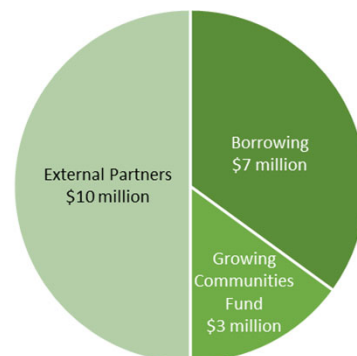
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## How it's funded



**Spirit Trail Extension**  
Total New Cost in Plan \$20 million



FINANCIAL PLAN 2023-2027

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## Draft Recommendation

- Prepare Financial Plan Bylaw for approval, including:
  - \$20.6 million for additional artificial turf fields
  - \$20.0 million for Spirit Trail connection to Deep Cove
  - Operating impacts added to future years' tax levy (2%) net of anticipated changes to field user fees (aligned with financial planning principles)
  - 5.25% property tax increase
  - Housekeeping items since the budget was introduced (i.e. new external funding)
- Report back in fall on financial position, project planning, and alignment with Council strategic planning

# 2023-2027 Draft Financial Plan Public Input Summary

## Attachment 2

Community Associations Meeting – Wednesday, February 15, 2023  
(Virtual Attendance)

Draft

Themes	General Questions	Meeting summary
1. Affordable Housing		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 <a href="https://dnv.org/budget">dnv.org/budget</a> where questions and responses would be made available for Council's financial plan deliberations meeting on March 13.
2. Affordability		
3. Social Equity		
4. Financial/Funding Strategies		
5. Budget Process		
6. Waste Removal		
7. Water Metering		

Public Input Summary - received via email and/or DNV.org

Main Theme	Question / Comment	Staff Response
Active Transportaton	To Sasha, The bike and pedestrian lanes on the Spirit trails should not be postponed. The lanes are very well used, it brings tourism to shops/craft breweries/restaurants in NV, there are very few places to bike/walk in our neighbourhoods (my neighbourhood does not even have sidewalks and everyone parks on the road even though we all have driveways)/ it is a green option for transport vs cars which should be our focus for the future, we need to encourage walking/biking to address the obesity crisis and walking is a free activity for people of all ages. Please direct NV to the future with a sustainable, walkable and inclusive community for everyone. Please use the funds to create NV as an exciting and livable place to live vs spending the money on parking. Thank you for your time.	Inquiries / Comments related to Active Transportation received some or all of the following response. Note, some inquiries are still pending a response.  Thank you for your comments, they have been noted as part of the ongoing public consultation process.  Addressing the need to encourage active transportation opportunities and expand transportation choices across the north shore is a high priority for the District. As well, ensuring the equitable and realistic allocation of limited funding and staff resources for capital works across all District priorities is a fine balancing act, particularly with the challenging economic times we currently face and our need to be fiscally prudent in the decisions we are making.
Active Transportaton	Dear Mayor and Council,  I've just had a look at the most recent draft of the 2023-2027 budget. I see that the Spirit Trail completion is still not in there.  In the January 30th budget workshop councillors Back, Hanson, Mah, and Pope clearly supported re-prioritizing the Spirit Trail and other active transportation (AT) priorities which appeared as "deferred" in the first draft proposal. Also, if you'll recall the meeting had to be moved from the Committee Room to council chambers and the public input session had to be extended so that many District residents could have their say in support of bringing this and other AT projects back.  Could somebody explain to me why this important project is still not in the budget despite its alignment with so many of the OCP goals, strong support on council, and vocal support from many residents in the community?  North Vancouver, BChy this important project is still not in the budget despite its alignment with so many of the OCP goals, strong support on council, and vocal support from many residents in the community?	What you see in the draft financial plan is not a representation of the value or importance of what active transportation infrastructure brings to our community, in supporting our long-term goals for a more liveable, healthy and safe community, but rather it represents the difficult decisions we need to make during challenging economic times with limited funds available. That is why our draft financial plan includes the funding and resources necessary to advance all of our anticipated active transportation projects through planning and design in the years ahead to a tender-ready state. Many projects also include construction funding and are unaffected, while several others are proposed as being 'temporarily' deferred. Council will revisit these projects at a future date, as they conclude their strategic planning and staff continue to streamline costs, and develop funding strategies over the long term.  With respect to the Spirit Trail, specifically, we continue to have a long-term vision to realize an extension from Maplewood to Deep Cove. Extending the Spirit Trail out to Deep Cove is complex, impactful and very costly (i.e. in the tens of millions of dollars). To balance this long-term goal, with our short-term realities of unfavourable economic conditions, staff are proposing to change their approach – where the long-term planning and design is done concurrent with implementing short-term, quick-to-implement and cost-effective solutions (i.e. 'quick wins') to fast-track an active transportation link between Hwy 1 and Deep Cove that we know is needed now. This change in approach requires some new thinking of what the 'quick wins' scope might look like – and that is why our draft financial plan includes funding for this planning work in 2023. Once we have

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>What would you like to tell Mayor and Council? I was incredibly disappointed to see that the funding earmarked for the spirit trail expansion from Maplewood to Deep Cove has been deferred. With the increase in development, traffic issues, and push to get people out of their cars, deferring this much needed project again is, in my opinion, short sighted. The development of the spirit trail from Lonsdale to Park and Tilford makes my commute from Northlands to Lonsdale Quay such a pleasure, not only aesthetically but so much safer. I have 2 young children, and would love to be able to easily bike with them around our neighbourhood and to other places in north Vancouver.</p> <p>Biking with them along Mount Seymour Parkway is a terrifying experience, even on the sidewalk. I know money is tight and budgets are a challenge, but I really strongly urge you to reconsider and reinstate the budget for the spirit trail expansion. Thank you for your consideration.</p>	<p>why our draft financial plan includes funding for this planning work in 2023. Once we have completed this scoping work for these 'quick wins', we will have a better idea of its cost, at which point it will be brought before Council along with funding options for consideration.</p>
Active Transportaton	<p>To Mayor Little and district councilors,</p> <p>I heard today about how the Spirit Trail project East of the bridge, how it could connect to Deep Cove, allowing for a safe, separated bike path all the way out of the Cove to Phibbs Exchange, the Ironworkers Bridge, and more.</p> <p>This seems like such an obvious, easy win. It would allow everyone East of the bridge to safely get around by bike. The amount of money we would save in getting people off the road would be enormous! Not to mention the climate advantages.</p> <p>Please do consider this. Again, this seems like a no-brainer. I heard some talk that this trail might be deferred past 2027... that absolutely should not happen. We should be expanding our active transportation infrastructure as fast as possible, incentivizing people to get out of their cars. The fewer people in cars, the more money we save in road upkeep.</p> <p>I want to know that my district is taking this seriously. Please start this project, and build the paths to Dutch standards. And please, don't just build small little bike paths that lead to nowhere, with large gaps and dead zones. Build large, interconnected, separated paths that people will actually use. Build the kind of paths that you would allow your children to bike on.</p> <p>Sincerely,</p>	
Active Transportaton	<p>Hello,</p> <p>I am a resident of North Vancouver and would like to voice my support for increased funding to complete the spirit trail all the way from Deep cove to Horseshoe Bay. The portions that are complete are used extensively and promote health and community within our city. This is of the utmost importance to me and I would like to see it provided for in the upcoming budget.</p> <p>Thank you,</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Dear Council Members, Staff and Stakeholders,</p> <p>Thank you for taking time in the January 30th budget workshop and subsequent council meetings to discuss further the removal of the active transportation priorities (including the Spirit Trail) from the five-year capital plan.</p> <p>I read the staff report (Gavin Joyce, dated February 6) following up on this topic. In this report, the author identifies three key barriers to making progress on the Spirit Trail (DNV's most significant active transportation priority). Each of these I would like to address in turn as I question whether these are true barriers to success:</p> <ol style="list-style-type: none"> <li>1.Further detailed planning, design and engagement work is required</li> <li>2.The large magnitude of cost for the project in a time of economic uncertainty</li> <li>3.The long-term delivery timeframe to construct the entire scope (i.e. 5-10+ years to complete)</li> </ol> <p>With regard to (1), the need for further planning work: I certainly recognize that detailed engineering design work and engagement work is required, however, after many years and numerous studies, there is simply no argument that this design work cannot be completed on an expedited and reasonable time frame (certainly less than a year). My suggestion here is that we begin with a commitment to build the full network on a reasonable timeline (complete within 2-3 years) and work backwards using an integrated design/build process where we complete final designs for each segment prior to construction of that segment. There are initial projects which could be considered "quick wins" in the language of the report, and built this year - specifically the pedestrian bridges across McCartney Creek, Range Creek and Thomas Creek, which would "ungap" the existing trails and at least provide a safe (albeit indirect) route that could be used immediately.</p> <p>With regard to (2), the argument that this work is simply too expensive to complete - this is the most artifical of all. There are numerous programs at the provincial and federal level available for exactly this type of project, including BC's Active Transportation Infrastructure Grants program (Tsleil-Waututh Nation just received \$500k) and the \$400M Canada Active Transportation Fund. Given we are pointing to a lack of funding to complete this work, I had made the assumption that the DNV had unsuccessfully applied to these and others to fund the development. I was taken aback to learn that we had not even applied to these programs</p>	

Main Theme	Question / Comment	Staff Response
	<p>the development was taken about to learn that it has not even applied to these programs, which could fund 75% or more of these projects. According to MLA Susie Chant, "In the most recent round of active transportation grants, from what we understand, the District of North Vancouver did not apply." I am at a loss for how to reconcile these contradictory facts.</p> <p>Finally, on the timeline (3), it is inconceivable that any well-managed plan for constructing this trail network is a "5-10+" year program, assuming it is given appropriate prioritization and focus. A reasonable 10 year infrastructure program might be extending the sky train to the district, or building a high speed rail network across the province (or country!). A trail network on existing road allowances, roadways, and district trails is simply not such an undertaking.</p> <p>Thank you for taking the time to explore this important development in the District. This is landmark enabling infrastructure for our community. With sufficient vision, prioritization, and focus from Council, it is something we can see realized on a very reasonable time frame, with real actions (shovels in the ground) starting this year and a clear plan towards completion within the next 2-3 years.</p> <p>Thank you, (DNV resident in Deep Cove)</p> <p>PS - I share below an image from the 2021 council workshop, where staff estimated that the <u>Manlewood to Deep Cove routes would be completed between 2021 and 2024</u>.</p>	
Active Transportaton	<p>Dear Mayor and Council,</p> <p>Please reconsider your proposed deferment of active transportation projects.</p> <p>Other than the spirit trail our existing network of multi-use, cycling or sidewalks is a series of disconnected projects. Which often lead to unsafe sections of roadway where they stop after only a few blocks.</p> <p>If we want to tackle getting people out of cars, having a healthier lifestyle, and being able to do so safely we need a better non vehicle network on the North Shore.</p> <p>Regards, Home owner and tax payer in North Vancouver since 2010</p>	
Active Transportaton	<p>District staff and council have an obligation to advance Official Community Plan commitments to: offer residents more transportation choices that meet our social, economic, and environmental goals; reducing traffic congestion; improving air quality; reducing GHG emissions and; dramatically shifting non-driving mode share to 35% of all trips by 2030. The proposed cuts to active transportation projects (e.g. Spirit trail) are at direct odds with delivery on those commitments.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Hi there,</p> <p>I just wanted to write to say that I do NOT agree to the proposed cuts to parks, recreation, and active transportation. Especially if it is only to save a little money for the wealthy property owners.</p> <p>Please reconsider!</p> <p>North Vancouver is the outdoor recreator's dream! Let's continue this legacy. Why is North Vancouver so behind on key cycling routes? Why do I take my life into my hands every time I decide to commute by bike? We can do better! And we have the chance to!</p> <p>I am in favour of the development of key cycling routes which will provide important links between town centres and the continuation of the Spirit Trail connecting Maplewood to Deep Cove.</p> <p>Having safe cycling routes is important!</p> <p>Let's encourage more people to leave the car at home and get out on the bike!</p> <p>I really hope you will take mine (and others) input into consideration!</p>	
Active Transportaton	<p>Dear Council,</p> <p>I am writing to express how important the bike routes connecting Lynn Valley and Lynn Creek town centres, the cycling route on Main Street, and a Spirit Trail extension from Maplewood to Deep Cove, is to me and my family. We live in lynn valley and safe biking is essential in order to bike to work and enjoy activities on the north shore without using the car. We are happy to pay more than 4.5% in taxes to help keep these projects in the budget.</p>	
Active Transportaton	<p>arearesident • 2023-02-24 02:22:29</p> <p>Further if the District is truly committed to shifting non-driving mode share to 35% of all trips by 2030. Then District fleet vehicles should be replaced with "active" transportation. 35% by 2030! Cost savings from not having to purchase new vehicles could be diverted to other priorities.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>I have two comments on this 2023-27 Budget:</p> <p>1) Lack of Transparency</p> <p>I strongly oppose the lack of transparency in the final Budget document in that I had to dig through a presentation on the draft (from Jan 31, 2023) and NS Shore News article to find the "deferred" projects.</p> <p>Transparency is paramount in the running of a democracy. I strongly urge the DNV to publish not only anticipated spending, but also to clearly outline which items and programs were cut and why. And by "why" I don't mean Mike Little's response of "the proposed budget strikes the right balance between the district's must-haves and nice-to-haves".</p> <p>The public deserves to understand what was prioritized and why. Why is a tennis court conversion to pickleball more important than safe bike lanes???</p> <p>Tell us what was cut and why. If it is actually deferred, I'd like to see a plan of when it will be supported financially. If not, please don't think semantics will fool the public. Deferred means cuts. Just say that.</p> <p>2) Bike infrastructure cuts</p> <p>I strongly oppose the cuts to bike lanes in the Transportation section of the budget. If we want</p>	
Active Transportaton	<p>we are concerned that no funds are allocated for work on the Spirit Trail for the entire 5-year period. This is particularly an issue for those of us living east of the Seymour River, as it appears the long-term plan to get the trail complete to Deep Cove will never happen.</p> <p>Similarly it seems that very little work will be done on adding/improving bike lanes. Dedicated bike lanes separate from cars are essential on busy roads like Dollarton Hwy and Mt Seymour Parkway - sharing lanes is unsafe.</p> <p>If a higher tax rate is needed to accommodate these projects, that is not a problem in our opinion. In the interests of saving money, I hope that the new connector road to Naughton will be left as is - the extra option for getting in and out of the Cove is useful, and it would be a waste of \$\$ to dig it out.</p> <p>Question about the draft budget: on page 59 there is a reference to "urban trails" inside or outside "TC". What exactly does this mean?</p>	



Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Hello DNV Council and Staff,</p> <p>I am writing to oppose the measures required to reduce the property tax increase from 5.5% to 4.5%.</p> <p>DNV is well-behind the rest of the region in active transportation facilities, and recreation opportunities are one of the main reasons many of us choose to live here. The proposed reduced cost budget with deferred capital spending denies tax-paying residents of much-needed facilities and infrastructure.</p> <p>In particular, the deferral of cycling infrastructure projects personally affects me. I commute by bicycle daily from my home in Lynn Valley to CNV and, frankly, I am tired of risking my life. I am trying my best to avoid adding another car that contributes to pollution and congestion, but the proposed deferrals may leave me no choice.</p> <p>I urge staff and council to reconsider the proposed deferrals and maintain commitments to slated capital projects.</p>	
Active Transportaton	<p>Dear Mayor and Council,</p> <p>The District of North Vanvouver is one of the most wealthy tax paying boundaries in the province. I implore DNV council not to axe spending on sustainable and safe route projects. We desperately need to get more people active, out of their cars, and be safe doing so. Reminder: the district voted to recognize a climate emergency. The road widening budget on Dollarton would pay for 6 cycling routes. Think how many more people each dollar will benefit. Please, for our children.</p> <p>Thank you,</p>	
Active Transportaton	<p>Hi there,</p> <p>I am a resident of Vancouver and frequent visitor to the North Shore, including the District of North Vancouver.</p> <p>I understand that active transportation projects are being indefinitely deferred in your draft budget, which is very concerning to me. We must continue investment in alternatives to cars for several reasons:</p> <ol style="list-style-type: none"> <li>1.The DNV is in a growing region with finite physical space bordered by mountains and ocean. Existing road networks simply cannot scale to meet demand if everyone uses private cars. We must invest in alternatives such as public transport and active transport to avoid making our roads even more crowded</li> <li>2.Moving around by bicycle or on foot is an excellent way to stay fit and healthy, but for this to be possible we need safe infrastructure, suitable for all ages and abilities, that allows people to travel easily throughout the DNV</li> <li>3.Our planet is in a climate crisis, partly caused by emissions from people driving. Canada is the 7th largest per-capita emitter of CO2. We must set an example to the rest of the world and invest in alternatives to fossil fuels, this includes encouraging people to drive less and instead use public transit or active transportation</li> </ol> <p>The DNV has a responsibility here to continue investing in active transportation projects for the health of the population and our planet.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Let's not lose our spirit to continue building the Spirit trail!!!!</p> <p>"Make no mistake about it: these are not deferrals, they are cuts and they may or may not be included in budgets five years down the road. This is 2023 We have a climate emergency," Pope said, adding that district residents could afford another half-per cent increase.</p> <p>The City of North Van has put a lot of effort into their cycling network. Waiting 5, 10, or more years is unacceptable! Deep Cove</p>	
Active Transportaton	<p>Hello, I'd like to voice my opposition to deferring the active transportation. Expanding Spirit Trail would allow me to cycle to work completely separated from traffic therefore safer. With higher and higher traffic volumes cycling on the road is too risky but I previously enjoyed the benefit of exercise and fresh air to start and end my work day. Sincerely,</p>	
Active Transportaton	<p>Dear Council,</p> <p>I chose to live and work in North Vancouver solely for the reason of ease of access to nature and a healthy lifestyle. I'm happy to pay more in property taxes to prioritize the health and safety of our community. More bike paths separate from traffic throughout North Vancouver is crucial for increasing ridership whether it's commuting or recreational. I've been looking forward to the Spirit Trail expansion and would very disappointed if it was deferred.</p>	
Active Transportaton	<p>Mayor, Council, and DNV Staff,</p> <p>As a DNV resident, voter, parent, and homeowner, I am very concerned about the rumours of reduction in priority of the active-transportation projects in the recent North Shore News article.</p> <p>This seems like a poor decision both in near-term financial terms and for the long-term health of the district. As it is now there are vast stretches where only the boldest and most confident cyclists are able to use the roads, for example the painted suggestion of a bike lane on Mt Seymour Parkway. We need more bike lanes and better separation for rider safety if we are to get people to seriously look as cycling as a viable alternative to the increasing snarl of single-occupancy cars that occupy our roads. There just isn't room for us to keep scaling up for traffic without reshaping what that traffic is, by improving both transit and self-propelled transportation options.</p> <p>I live near Dorothy Lynas Elementary, and the massive volume of cars dropping off kids is a clear sign of our continued failure to provide viable alternatives. Kids should be able to walk or bike to their schools, but the Parkway as it stands is simply not safe for less-experienced riders. Schools all over the District suffer the same challenges, and improved cycling infrastructure would go a long way towards both reducing car traffic and the associated risks and pollution, and increasing the health and fitness of our kids.</p> <p>Yes, bike lanes cost money. So do roads for our cars, and so does the energy it takes to move</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Hello,</p> <p>I am a resident of the DNV and have reviewed the draft 2023-2027 budget. I do NOT support cutting funding to active transportation projects, parks and recreation. These are critical to fighting climate change and being resilient to its effects. Our trailheads are overwhelmed with visitors in cars, how is that to be addressed if we don't put funding towards active transportation?</p> <p>I would happily support an increase in my property taxes if it meant more safe bike lanes, improved parks and recreation opportunities. \</p> <p>Thank you,</p>	
Active Transportaton	<p>Deferring the plan for a better transportation network is not acceptable. It has been far too long that this has been overlooked and ignored. The District needs to provide a safer, continuous cycling network in order to have more people reach for their bikes to get places. Deep Cove is a popular destination for cyclists and the roads to get here are not safe. Does there have to be a fatality for these improvements to become a reality?</p> <p>Concerned</p>	
Active Transportaton	<p>Hello,</p> <p>I've lived in the District for 5 years and cycle nearly every day: to and from work, to eat out in Deep Cove, for grocery shopping and errands, and for pleasure. The bike network in the DNV is sorely needed. I do not wish to see these projects deferred.</p> <p>Thank you,</p>	
Active Transportaton	<p>Hello,</p> <p>As an avid cyclist and person who cares about the environment and finding ways to encourage people to use their bikes,</p> <p>I know that the bike infrastructure needs to get better on the North Shore.</p> <p>The District really needs to provide a safer, continuous cycling network in order to have more people reach for their bikes to get places.</p> <p>Please don't defer important active transportation projects in the upcoming municipal budget.</p> <p>Kind regards,</p>	
Active Transportaton	<p>My understanding is the \$6.9 million dollars over 5 years for the Spirit Trail East section (Maplewood to Deep Cove) was cut from the Active Transportation budget and the improvements deferred for at least 5 years.</p> <p>I find this very short sighted, please restore this funding. The current cycling routes east of Seymour are not safe, im[p]rovements have been promised for 15 years or longer.</p> <p>Regards</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Dear Council,</p> <p>I love biking. When I lived in Vancouver, I biked many places because of the safe protected bike routes. Now that I live on the North Shore, I only bike one place— from Lynnmour to Lonsdale on the spirit trail— because that's the only continuous safe and connected bike route from my house to somewhere I want to go.</p> <p>Going almost anywhere else in the district is a godawful experience. It is dangerous as hell, and even if it wasn't dangerous, it would simply be not fun, because the routes are super super busy with insane amounts of cars and trucks. In fours years living here I've biked to Deep Cove once. Giant trucks drove by me at 90 kilometers an hour. It was noisy. It smelled like diesel. I never did it again.</p> <p>I keep seeing shaky seniors riding on the parkway on e bikes. It makes me so sad they are forced to ride in such a place. I never see kids on that road because parents would have to be utterly negligent to permit a kids to ride on that route.</p> <p>Now I am at an age I want to have kids. I want to be able to bike with them around the beautiful north shore. I want to be safe. I want it to be quiet and peaceful.</p> <p>If I stay here and have kids I won't bike with kids almost anywhere.</p>	
Active Transportaton	<p>Hi,</p> <p>I live in North Burnaby, just across the bridge, and I frequently cycle downtown and to Lonsdale. Deep Cove is about the same distance for my (recreational) trips, but it's very difficult to get to. The roads are quite hazardous and very little consideration has been given to people who are in anything but a car.</p> <p>The Spirit Trail within the City of North Vancouver, on the other hand, is an excellent and safe path; it enables me to make ample use of the shops and amenities there. I often meet friends there and spend many dollars.</p> <p>If some money was spent by DNV improving the route, I would certainly be spending more money in Deep Cove. As it stands, it's currently not in my list of available tourism options.</p> <p>Thanks,</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Attention Mayor and Council,</p> <p>My wife and I have lived in the District of North Vancouver for over 40 years. Now retired, we enjoy E-biking around Lynn Valley trails, up through the demonstration forest and down along the Spirit Trail. The opening up and improvement of safe biking trails and roads has become an important part of our quality of life on the North Shore. Our municipal voting and support for our District council is certainly waited heavily on the council actively continuing with the active transport plan and especially not cutting proposed protected bike lanes.</p> <p>Surrey's budget is around 17% and Vancouver's is almost 11%. A 5.5% budget seems like a bargain. Why you choose to make cuts in what is a progressive program of expanding safe protected bike lanes making our community safer is hard to understand. Your past decisions of improving bike lane safety has had a huge impact on us getting back to bike riding and not having to look over our shoulder for cars driving behind us. We see so many families with young children enjoying the existing protected bike lanes. But there are so many areas unsafe for bike riding. Deep Cove is off our list as it is too dangerous a ride. So businesses in Deep Cove miss out on additional revenue from us and other riders not prepared to take the risks riding in non protected bike lanes, especially when you have areas where some road sections have vehicle parking that force riders out into vehicle lanes to continue biking.</p> <p>Continued implementation of protected bike lanes is something our council should be proud to continue and develop, not only for those who live and work here, but as a positive program other municipalities can look up to.</p> <p>Please reconsider not cutting your budget for protected bike lanes. Ongoing development of protected bike lanes is important and budget cuts today will mean higher costs in the future. Do it now and keep your community safer and more fun to live in.</p> <p>Thanks for reconsidering not cutting the protected bike lanes in your budget.</p>	
Active Transportaton	<p>Dear Council,</p> <p>I am writing to ask you to maintain focus on achieving the District's stated OCP commitments in terms of climate change, housing, social equity and active transportation. As a resident these are all important to me and, on a personal level, I strive to contribute to them any way I can.</p> <p>In particular, as per the draft budget that has been circulated, it would be a miopic mistake to defer funding for active transportation and recreational activities - these are sectors that should instead be prioritized, for the benefit and quality of life of all District residents.</p> <p>Thank you.</p>	
Active Transportaton	<p>This budget displays a lack of vision for the District. We continue to kick the can down the road for safe cycling and pedestrian infrastructure. We are missing out on creating affordable housing for our children. Karen Magnussen and Ron Andrews are in dire need of replacement. It requires investment to create vibrant communities with public infrastructure that makes people love living somewhere.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>martynschmoll • 2023-03-03 12:39:06</p> <p>Of the \$115M allocated for "transportation", how much of it is allocated to motoring infrastructure (e.g. maintenance, resurfacing, etc.) and how much of it is allocated for active transportation (e.g. sidewalks, transit-related improvements, mobility lanes, etc.). What's the breakdown in terms of percentage and absolute numbers?</p>	
Active Transportaton	<p>gregrobins • 2023-03-03 12:42:56</p> <p>We all want a safe community to move around in while reducing pollution and building community links. This draft budget puts these priorities to the side through the deferral of investments in our collective wellness. The DNV made a commitment and a promise to all residents in the Official Community Plan to move forward with a future-focused vision of mobility options and climate action. Instead, this budget seems fixated on a percentage of tax increases. We can afford to honour the promises.</p>	
Active Transportaton	<p>Hi Sacha,</p> <p>Thank you for your response. I am aware that there are always budgetary concerns, but I feel DNV is deficient in safe bike lanes, and that council has a specific issue with alternative transport. After all, our mayor said that cyclists don't care about safety and he believes that cyclists insist on being on the main streets!</p> <p><a href="https://twitter.com/martynschmoll/status/1580589310973480960">https://twitter.com/martynschmoll/status/1580589310973480960</a></p> <p>Thanks for your work.</p> <p>Sincerely,</p> <p>----</p> <p>Dear DNV council,</p> <p>I just wanted to briefly express my disappointment in the recent budget proposal for which you are soliciting feedback. I am a local community member, father, and emergency room physician.</p> <p>Specifically, I am disappointed in the district's approach to underfunding active transportation, and feel council to be dangerously short sighted. If you want people to come,</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>first you must build a bridge.</p> <p>I am aware that the district notes that mode share has remained around 2% since 2016, and I believe this to be a problem of lack of safe options. I cycle 20km to work daily, and have exposure across 3 different municipalities. Simple fixes like implementing posts and bollards have a huge impact on perceived safety, and would be a drop in a municipal budget. My wife is a strong cyclist, but her fear of cycling on Seymour Parkway prevents her from cycling to work, and therefore increases road traffic. My two year old screams in fear from the back of his bike seat when a large truck passes us at 80kph on the driveway, increasing his fear of cycling and preventing us from cycling to daycare.</p> <p>These problems are not unique to me. Many district community members I have spoken with approach me when they see me cycling and have similar concerns. I believe very few others have the exposure to cyclist vehicle trauma as well as the health effects of climate change and thus I have a personal and professional interest in improving the lives of not only my family, but my community. If you continue to neglect active transport our community will suffer, and our children will pay the price.</p> <p>I am asking you to think of the future.</p>	
Active Transportaton	<p>I would like to see that education is made a priority for keeping our roads safe for cyclists vs capital infrastructure projects.</p> <p>While construction can be deferred, the education component is targeted at grades 4-6 and deferrals would mean that segment would not receive training retroactively as students advance through primary grades to secondary school.</p> <p>It is core to our programs that teach critical thinking skills for the road.</p>	
Active Transportaton	<p>Dear mayor and councillors,</p> <p>I'm writing from the City of North Vancouver. I know I don't live in the district, but as neighbours the actions taken in one municipality can strongly affect the residents of others nearby. As a cyclist, I can't really get anywhere without going through the District, so choices made by you can have a big effect.</p> <p>I would like to ask you to reverse the proposed deferral of the majority of active transportation spending in the 2023 budget. Apart from helping people like me ride our bikes safely to destinations in the District, this is hugely important as a weapon against climate change (The District has a target to be net-zero by 2050 and enabling zero-carbon transportation can get closer to this) and helping people cope with the ever-increasing cost of living (cars are expensive, if families can own one instead of two that's a huge saving).</p> <p>Thanks for reading, and for the hard work you do for your community.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Dear Mayor and Council,</p> <p>I recently learned that the new draft budget 2023 - 2027 being put forth will see significant cuts to parks, recreation and active transportation projects. I find this baffling as the DNV is already woefully behind other cities, districts and municipalities, in the development of an active transportation network. I move to DNV 20+ yrs ago for access to nature, recreation and to be in a livable community. I am a casual cyclist who is deterred by the inherent dangers resulting from cycling in poor bike lanes amongst increasing traffic. I live near Deep Cove and ride Mt Seymour Parkway and Dollarton Hwy. Both routes are terrifying! Distracted drivers speed by in excess of the posted 60 kph. Despite being identified 15 yrs ago as an area for improved cycling routes in the OCP, nothing has changed.</p> <p>I do not want to see funding to parks, recreation and active transportation cut. These amenities are why I live in DNV. DNV council cannot allow these facilities to be short changed. This will negatively affect the livability of this community for years to come. Deferring cycling network development will only make people more dependent on motor vehicle transportation, increasing congestion, and in the long run as traffic continues to increase, reduced safety for cyclists. Deferring further development of the active transportation network flies in the face of any climate change initiatives the DNV may have. While other cities, municipalities and districts feel developing active transportation networks is a priority its curious why some DNV council members feel it is not important.</p> <p>Sincerely</p>	
Active Transportaton	<p>I'm writing to urge the DNV to complete the spirit trail. If it requires a tax increase so be it. DNV is one of the wealthiest municipalities in the country and this is a project that will have multiple long term upsides.</p>	
Active Transportaton	<p>I am very concerned at the budget in it's current form. Why has all funding for the Spirit Trail been removed for the next 4 years? Where has the commitment to extending the trail to Deep Cove to provide a safe multi use path? At present there is no safe cycling route east of Second Narrows. With the chronic traffic issues facing us, and a commitment to reduce carbon output, the omission of funding to increase no-car based transit corridors is very concerning.</p> <p>Council feels it's okay to spend \$200k to placate 8 homes and provide car parking spaces on 29th but no funds for the Spirit Trail?!</p> <p>I and others would like to understand the logic and thinking behind these decisions.</p> <p><a href="https://www.change.org/p/fund-the-north-spirit-trail-east-maplewood-to-deep-cove">https://www.change.org/p/fund-the-north-spirit-trail-east-maplewood-to-deep-cove</a></p> <p>Regards</p>	



Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Dear Mayor, Council, staff,</p> <p>As requested on your website, I am providing feedback on your budget proposal.</p> <p>I have seen the detailed budget proposal and articles in the North Shore News regarding budget constraints; while I understand that your budget is unfortunately not infinite, I am a little surprised at some of the missing/cut items regarding cycling infrastructure.</p> <p>I live near Parkgate and am a regular bike commuter. My children are not allowed to bike on the roads anywhere because my experience is that cycling on the roads here is extremely dangerous - they are allowed to ride double black mountain bike trails on Seymour as that is much safer!</p> <p>If you were not aware of this, or haven't already done so, perhaps you could try cycling from Deep Cove on Mount Seymour Parkway (Dollarton is equally bad, if not worse) - you will quickly notice that lots of cars and trucks (and even buses!) pay little attention to you or the solid white line that demarks the cycle lane, drive down the cycle lane, brush you as they go past at 60+, and/or overtake and immediately turn right at regular intervals. If pedaling is a bit much, then try riding up and down it on an e-bike as theoretically you are promoting the use of these (except when you try to promote more 3-ton electric cars to run me down!) - you will find e-bikes are just as vulnerable.</p> <p>An extension of the trip down Mount Seymour Parkway could be to try getting to Lower Lonsdale. You'll find that the bit past Park and Tilford going to Lonsdale quay is quite pleasant and safe, but unfortunately you may well not make it because getting there via main street is a death trap - ironically, even more so with the improvement work at Phibbs exchange!! Perhaps you could take the bus for that section; but then you'll notice that this hasn't really increased much in many years (especially at the weekend) - and you are wondering why so many people drive to Deep Cove that you are considering having to charge us for it? =&gt; No safe cycle route. A Rapid bus that could hook up perfectly with the sea-bus but only goes as far as Phibbs Exchange - why????</p> <p>I am therefore wondering why I don't see the long-awaited Spirit Trail completion on your plan?</p> <p>Do you find it a little embarrassing that it ends at Park and Tilford? It doesn't even connect with the vastly expensive cycle paths around the new highway 1 junction (most of which don't seem all that useful).</p> <p>So though artificial turf is nice and all that (even if professional soccer players might disagree), and \$500K on public art is probably going to make some property developer happier (the most important thing to consider of course), perhaps if you would like more people to use bikes to get around, reduce congestion, save you having to spend more on expanding roads, etc, you might like to think about not cancelling funding for infrastructure that would promote such transportation?</p> <p>It was fairly hard to decipher from the report exactly where money is being spent, so I may be mistaken. Hopefully I am and I look forward to seeing support for transportation that is not a car (electric, ICE, or whatever powered).</p> <p>Best regards,</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Hi Budget team,</p> <p>My name is [], and I'm writing as a North Shore resident and father of 2 young girls who try our best to get around our region without needing a car.</p> <p>We partly choose alternative means to reduce our environmental impact, and we simply love biking. But we also need this option, as a car costs us thousands of dollars a year. We live in a tiny apartment, and are already worried about our future here. If we can go car free, that would free up so much budget towards living expenses.</p> <p>Hearing the DNV's short-sighted proposal to cut funding for active transportation, parks &amp; recreation, in order to keep property tax increases very low, is highly concerning to us. It tells us that we are meant to sacrifice to benefit homeowners.</p> <p>Getting to Lynn Valley, Deep Cove on a bike with 2 kids is nothing short of terrifying and a real risk to our lives. That is not hyperbole. If DNV can think long-term, safe cycling to these areas would be investments in tourism, local business and give residents choice of getting around without a 3,000 lb vehicle.</p> <p>Please consider the future. Please consider young families who are at the edge of staying here. And please consider our planet, we don't have time for deferring action.</p>	
Active Transportaton	<p>Dear Council Members and Mayor,</p> <p>The building of our financial roadmap and budget is an incredibly exciting time. The decisions you make and the priorities that you choose will have impacts and ripple effects for many years to come and in far reaching ways.</p> <p>I am writing to you today to ask that you choose to prioritize the future of our children by investing dramatically in active transportation. The time window to act and make a difference is now, not tomorrow. With the climate change data being clear about our climate emergency (and the use of the word emergency is not being taken lightly), you have a unique opportunity to make an impactful difference with the District's current budget. The next budget will be too late for this. The only effective time to act is precisely now.</p> <p>Our family, like many families in North Vancouver, are looking at the facts and seeing the flashing red signs warning us of danger at the hands of climate change. We want the best for our kids and our future. We are committed to living a life with lower carbon emissions and doing our part in this global effort, but we are lacking the supporting infrastructure that is needed to fully do so. Our family is all-in with active transportation (see attached photo of our daycare transportation system as an example) but the primary barrier we continue to face is the District's lack of safe biking and walking infrastructure. Even when we can find a reasonable route for biking (ie. avoiding Mount Seymour Parkway or Dollarton Highway), it is so circuitous and inconvenient that the bike commute time becomes four-fold in order for us</p>	

Main Theme	Question / Comment	Staff Response
	<p>to stay safe.</p> <p>Active transportation investment is not just about climate change, although this is the most weighty and compelling argument. It's also about quality of life, health (physical and mental), community connection, air quality, traffic congestion, Indigenous reconciliation, and it even offers low income transportation options which are increasingly important in our economic environment. The benefits are numerous and the downsides are minimal to none. A community with plentiful and safe active transportation is a community that can truly flourish. The evidence and experience from elsewhere clearly supports this.</p> <p>Promoting the adoption of active transportation is also perfectly suited to the District specifically, especially when compared to other Canadian municipalities. We have a large portion of residents that are active, fit, and bike-enthused to begin with. We have the climate and weather to support year-round active transportation much better than the rest of Canada. When I look at the identity and spirit of the District, active transportation fits right in.</p> <p>The need to prioritize GHG-reducing strategies is indeed both pressing and dire. Ignoring it is neither morally justifiable nor rational when you have been fully informed by the excellent climate change science we have available to us today. (Are you fully informed?)</p> <p>Will you choose to look after our families and our futures while you have the single opportunity in history to do so?</p> <p>Thank you for your work and dedication. I hope to see the proposed budget improved to one that is actually driven by data and one that also prioritizes human and climate health above all. If not for our health and future survival, then what other priority is there?</p> <p>Sincerely,</p> <p>Physician, Professor, Mother</p> <p><a href="https://www.ncceh.ca/sites/default/files/Active_Transportation_in_Urban_Areas_June_2010.pdf">https://www.ncceh.ca/sites/default/files/Active_Transportation_in_Urban_Areas_June_2010.pdf</a></p> <p><a href="https://doi.org/10.1016/j.trd.2016.05.008">https://doi.org/10.1016/j.trd.2016.05.008</a></p> <p><a href="https://www.ipcc.ch/report/ar6/wg3/downloads/outreach/IPCC_AR6_WGII_FactSheet_Urban_Systems.pdf">https://www.ipcc.ch/report/ar6/wg3/downloads/outreach/IPCC_AR6_WGII_FactSheet_Urban_Systems.pdf</a></p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Hello Mayor Little and Councillors,</p> <p>My family and I moved to the District of North Vancouver in 2021, and shortly afterward, I read the Official Community Plan for the first time. I was pleased to find that my new home valued many of the same things I do: a community where people of all ages could afford to live and work, that seeks to protect our beautiful environment, and that has a plan to address the traffic congestion that plagues us all. The plan mapped out a vision for a District that I'd be proud to raise my young family in.</p> <p>I was delighted to see that vision represented in this year's budget presentation. However, I find myself strongly disagreeing with the details: specifically, not moving forward with active transportation projects. My family moved here because we love the outdoors, and we love the environment, and let's face it - no-one loves being stuck in traffic. I want to live in a District where I can take my whole family biking, leaving my car at home and not thinking twice about my kids' safety as I do so.</p> <p>I appreciate the efforts to keep our tax rate low, and many of the other cuts make sense to me. But realizing our community's vision, while helping to reduce traffic and keep our kids safe? I'll happily pay for that, year after year.</p> <p>Regards,</p>	
Active Transportaton	<p>To District of North Vancouver Mayor and Council,</p> <p>I'm writing in regard to the proposed cuts to the budget. A lot of time and energy was spent in consultation with the public developing the OCP. It reflects the values and priorities of the residents of the District. 13 years in, we are nowhere close to achieving that vision. Particularly, the active transportation cuts hurt the livability, vibrancy, and safety of our community. I understand that inflation has been difficult and you may think that we cannot afford to move forward on these projects; but I put to you, if you want to live in a community that is equitable, healthy, happy, and safe for everyone, especially children and the elderly, then you cannot afford to put these types of initiatives off any longer.</p> <p>Sincerely</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Hi DNV Mayor and Council,</p> <p>Your 2023-27 Financial Plan says you want to strive to provide leadership and exemplary service to improve the quality of life, addressing its needs today and tomorrow.</p> <p>It says it wants to continue addressing priorities we, the community, have identified, including enhancing transportation and safety.</p> <p>I understand you are seriously considering deferring a dozen Transportation and Mobility priority projects, approximately \$25M, noted as 1A, that "address environmental impacts of transportation and implement the Transportation Mode Shift". This is not congruent with the above-noted statements of what your financial plan is saying it will accomplish as being both for now and the future of our community.</p> <p>You should include all \$25M of these potentially deferred Transportation and Mobility Projects with an approximately equal funding split between the new Provincial community grant, increasing property tax increases and deferring less relevant projects in the current draft budget.</p> <p>If funding another \$25M is not possible, please bring back at least the Spirit Trail and another \$5M in active transportation routes for a minimum addition of \$12M to the list of Transportation and Mobility projects already Proceeding.</p> <p>Kind regards, (Resident of DNV)</p>	
Active Transportaton	<p>Hi there, I heard (not sure if accurate) that there is a tentative proposal to build the spirit trail along Dollarton and that the band is in support of this endeavor.</p> <p>Can you please confirm or deny. What is in the current budget? I know a lot of people would support the building of a safe biking trail on this route. It is way better than the Parkway that was originally planned.</p> <p>A safe flatish bike route, similar to lochside trail on the island would be amazing.</p> <p>Young families, commuters, climate, small bsinesses and exercise enthusiasts, walkers, health etc. would all benefit. I know there are grants the DNV can apply for.</p> <p>Can you please tell me who at the DNV is responsible for this project? We need to get this rolling. The city of n. van is so ahead of us. We need to be forward thinking. This issue is going to become more political. The DNVan and the band can't continue to build and improve density without investing in non car ways of transport. Start charging the developers, lobby the bc govt for some of the gas taxes for bike trail building, do something, anything..lets start.</p> <p>Enough talk, we want some signs of action. Ebikes are coming, we demand a safe way to get around.</p> <p>Thanks for your help. I know a petition is in the works so I recommend you all get a head of the game.</p>	

Main Theme	Question / Comment	Staff Response
	<p>Ps Try riding your bike from the Cove to the beginning of the spirit trail and tell me how safe you feel.</p> <p>DNV resident (s)</p>	
Active Transportaton	<p>I've been a Deep Cove resident for nearly 60 years. This project is long overdue. Please reconsider the decision to remove it from the budget.</p> <p>Thank you,</p>	
Active Transportaton	<p>Dear DNV Council:</p> <p>It is unacceptable that you are proposing to cut funding to the expansion of the Spirit Trail to Deep Cove, after 15 years of planning.</p> <p>As a taxpayer and resident of North Vancouver, I am utterly disappointed in the regressive budget that you are proposing. It demonstrates a lack of commitment to invest in our community in the quality of life of its residents.</p> <p>I ask you to strongly reconsider this decision.</p> <p>Sincerely,</p> <p>North Vancouver Resident</p>	
Active Transportaton	<p>Dear Mayor and Council,</p> <p>I have learned that the Spirit Trail extension from Maplewood to Deep Cove (\$6.9M) has been removed from the draft 2023-2027 budget. This is unacceptable and reverses the DNV's commitment to active transportation and measures to reduce GHG emissions.</p> <p>I am asking you to rethink this backwards move and to restore this capital project in DNV's next budget.</p>	
Active Transportaton	<p>What would you like to tell Mayor and Council? I live on the Dollarton corridor between Deep Cove and TWN. The idea of no longer funding the Spirit Trail as originally planned is extremely disheartening to hear. That trail, in so many other parts of the North Shore, is a vital part of the communities around it and the people that use it. My children and I looked forward to using it for recreation and for daily use to and from school. It seems like such a waste given the amount of planning and money that has gone into it already. I truly hope that voices are heard and political positions are reconsidered.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>What would you like to tell Mayor and Council?</p> <p>heard that the District of North Van is planning on cutting funding for the construction of the Spirit Trail to Deep Cove.</p> <p>I can't believe this and am writing to let you know how important it is to complete this project. I moved to Raven Woods three years ago and am finding I'm very car reliant in this area as there is no safe bicycle route between Deep Cove and Northwoods Village/Maplewood.</p> <p>I tried biking down Dollarton once and it was terrifying being squeezed between cars and the edge of the road. Mt. Seymour Parkway is not much better with speeding traffic. So now I use my car for quick trips to Stongs, and if I want to go cycling for recreation I actually have to put my bike on the back of the car and DRIVE somewhere first where I can feel safe.</p> <p>To not complete the Spirit Trail is extremely backwards thinking given environmental concerns and the insane congestion on the North Shore. I voted for many of you because your platforms all indicated that you were concerned about such things.</p> <p>Please do not cut funding for this important project.</p>	
Active Transportaton	<p>What would you like to tell Mayor and Council? Cutting funding to cycling infrastructure is a ridiculous and short-sighted decision. I'd encourage you to reconsider the 2023 budget to prioritize cycling and sustainable transportation options.</p>	
Active Transportaton	<p>What would you like to tell Mayor and Council? Good afternoon, I strongly object to the motion to cancel the budget for the completion of the Spirit Trail to Deep Cove. To do so would be to act against the overwhelming majority of benefits it will bring - for safety, accessibility, traffic congestion (ugh), and support of small businesses. I realize times are tough, but that is when INCREASING alternative transportation, tourism, and community connections are more important, not less. Please finish what you started.</p>	
Active Transportaton	<p>What would you like to tell Mayor and Council?</p> <p>I'm very concerned about budget plans to drop funding for bicycle and other non-motorized transport in the district, especially for 5 years. At a time when traffic is over-loaded in the region enabling people to replace car trips with healthier methods is key to both reduced pollution and reduced congestion.</p> <p>In particular the extension of a off-road route from maplewood to deep cove would be a big help to a community with limited travel options and huge traffic demands. Dollarton is very bicycle and pedestrian unfriendly and MSP puts everyone in with the cars. There needs to be another way and it needs to be sooner than 5 years.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>bradyfaught • 2023-03-04 08:21:06</p> <p>All that it means to keep property taxes low now, is deferring an even higher burden onto future generations. Our climate goals (not to mention the basic ability to travel safely in our region) require critical investment in active transportation. Deep Cove is overwhelmed by cars, bike lanes are incomplete and dangerous. We are in an affordability crisis, and you continue to force us to own \$8000 / year cars.</p> <p>ReplyLike (4)</p> <p>gregrobins • 2023-03-05 12:01:46</p> <p>Yes, car ownership is not cheap. By not giving residents the choice and freedom to move about the community in the ways we want to, cars become the de-facto choice. Besides the cost, there is pollution and demands on parking spaces across the DNV. It's time to look into the future and make the small investments we can now to help for decades ahead.</p>	
Active Transportaton	<p>sgerhard • 2023-03-05 07:37:44</p> <p>I strongly agree that we need to support alternative modes of transportation to cars, as a member of the community I desperately want to not have to drive to my local services. For long term livability of the district we need to be forward thinking in what we invest in. I fully support the 4.5% increase to focus on active transportation in the budget and complete and connect the dangerous cycling infrastructure from deepcove to seylynn.</p> <p>ReplyLike (2)</p> <p>gregrobins • 2023-03-05 11:59:03</p> <p>Yes, we need to invest in the community we want to enjoy as we age and for our children and newcomers. The 4.5% increase, however, would be the case if these projects were to be deferred. We need to spend just a few dollars more per month per homeowner (\$2.08 ) and fulfill the commitments made in our Official Community Plan.</p>	
Active Transportaton	<p>LaurieParkinson • 2023-03-05 03:41:54</p> <p>The Spirit Trail was started 15 years ago! The DNV has only completed a few short parts of its portion. Now they propose to defer it for another 5 years? That's a delay forever. The City of North Van has completed far more of its promised bike paths. DWV has completed quite a bit – you can bike to Ambleside. I want to bike safely to Deep Cove, &amp; to DNV Town Centres. DNV's OCP aim: 35% active transportation by 2030. We're nowhere close to meeting that target. Please build the bike paths!</p>	



Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>northvancitizen • 2023-03-05 06:50:20</p> <p>Traffic is getting to the point where the only way to go shopping for most of the day is by bike. Completing the network of bike trails is a priority to keep North Vancouver District citizens connected to the essentials and to get exercise, get out and meet people instead of sitting in traffic! Please use the grant and the already budgeted funds to complete the Spirit Trail gaps and make biking safe like it is in other municipalities.</p> <p>ReplyLike</p> <p>-- • 2023-03-06 08:16:03</p> <p>100% agree. Please see my top-level comment about one bike = one less car. More mobility lanes, not for me - but for those who do not yet feel safe biking - is our only way to improve our traffic situation, and design our streets to move more people - not focussing on moving more metal boxes (ie cars/trucks)</p>	
Active Transportaton	<p>• 2023-03-06 08:13:35</p> <p>With the level of traffic we see daily, it's become: "Please get your oversized metal-box (ie car/truck) out of the way, so those of us who need to get real stuff done - like drop of my kid at school, and get groceries - can choose to a less space hogging way to do so - such as by walking or biking to do so." More mobility lanes, faster. Please!!! Only by using less space to move people, will we improve our traffic. One bike = one-less-car.</p>	
Active Transportaton	<p>Dear Mayor and Council,</p> <p>I am writing to express my wholehearted and enthusiastic support for increased mobility options throughout the district including the future planned safe bike routes from Maplewood to Deep Cove as described in the Jan. 31 North Shore News article, "North Van district council debates 4.5% tax increase" (link: <a href="https://www.nsnews.com/local-news/north-van-district-council-debates-45-tax-increase-6461592">https://www.nsnews.com/local-news/north-van-district-council-debates-45-tax-increase-6461592</a>).</p> <p>The current bicycle route along Mt Seymour Parkway is sorely in need of safety upgrades for cyclists. Because it is a major arterial route along the North Shore that passes schools, residential areas and community centres, the addition of safety features to protect the people who use it will advance the OCP goal to become a sustainable community.</p> <p>Thank you for your continued support of safe, alternative transportation options throughout the district.</p>	
Active Transportaton	<p>msn444 • 2023-03-06 10:13:26</p> <p>The Spirit Trail and bike lanes on Dollarton and other routes are desperately needed, "must have" items. Very disappointing to hear some members of council dismiss these as "wants, not needs" and examples of "living beyond our means". Please do not hesitate to raise my taxes to get these projects done with the greatest possible urgency.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Hello Mayor, Councillors, and staff (if any),</p> <p>A 70 year old woman, I bike on the beautiful Spirit Trail a lot, for shopping and for enjoyment. Getting out of my car is great. I'd love to bike to Deep Cove, but to me it's not safe to bike on the highway.</p> <p>The Spirit Trail was started 15 years ago! Another 5 year delay appears to really be a forever delay.</p> <p>If you plan to meet your OCP aim of 35% active transportation by 2030 (only 7 years away), I wonder how you can consider deferring the bike paths for another 5 years.</p> <p>Given the density increase in DNV, there will be more cars. Have you thought of tying density increases to bike path expansion? To me, that would make sense, if you're serious about your 35% active transportation goal.</p> <p>One bike = one less car.</p> <p>Please ease congestion in DNV, provide safe biking routes to Deep Cove &amp; Town Centers, and promote people's health by fully funding bike paths.</p> <p>Thank you,</p>	
Active Transportaton	<p>Dear Mayor and Council</p> <p>Find attached a snapshot of a Change.org petition that started only 3 days ago encouraging you to fund and build the Spirit Trail East from Maplewood to Deep Cove. Note that this petition spread organically, originally emailed to about 20 concerned residents and spread from there. Currently 592 have signed.</p> <p>Please review comments left by those signing as you are finalizing the budget.</p> <p>Regards</p>	
Active Transportaton	<p>Hello DMV council,</p> <p>I live in Maplewood with my family and we feel that some of the budget proposals don't match what is sorely needed in district of North Vancouver. The Spirit trail, for example, is certainly needed as, as an adult I feel comfortable riding but I don't feel comfortable cycling with my children on many routes across North Vancouver. Kids are unpredictable and so having them on the side of a busy road just a foot or two from fast moving vehicles is no way to bring up a young cyclist.</p> <p>Also, turf fields are very important to allow for all weather sports playing. What we really need are fields in bubbles, but at a minimum we should have turf fields as proposed initial budget. I sincerely hope that these proposed cuts will not be enacted and that the Spirit trail can become a draw similar to how the seawall draws people in. It would really serve to connect the different parts of North Vancouver.</p> <p>Thank you</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>Dear District of North Vancouver Mayor and Council,</p> <p>I was planning to not submit feedback about the draft DNV budget, since I live in the City of North Vancouver and don't pay taxes in the District. However, after reading the news of yet another cyclist being killed today on the North Shore, I feel compelled to write.</p> <p><a href="https://www.nsnews.com/local-news/cyclist-in-serious-condition-after-collision-with-dump-truck-in-north-vancouver-6656014">https://www.nsnews.com/local-news/cyclist-in-serious-condition-after-collision-with-dump-truck-in-north-vancouver-6656014</a></p> <p>While I don't live in the District, the City of North Vancouver is surrounded by the District and I need to travel through it to get to most places. The cycling infrastructure is very inadequate in the District and the proposed draft budget defers many projects that will help to fill in gaps in the safe cycling network. Also, people on the North Shore have been waiting for the Spirit Trail to Deep Cove to be completed for over 10 years.</p> <p>All the deferred routes are important, since the District of North Vancouver is currently very far behind creating a bike network. The Main street route is very personal for me, since I was nearly killed there a few years ago by an inattentive dump truck driver (November 8, 2016 at 9:50pm). Main street is very unsafe for cyclists, but an important connection to the Iron Workers Bridge.</p> <p>Finally the District of North Vancouver's stated policy is to create a safe bike network for people of all ages and abilities across the District and to promote cycling as a key part of a sustainable transportation system. The District also declared a climate emergency in 2019. The proposed budget is not consistent with these goals.</p> <p>I encourage the District Council and Staff to "go back to the drawing board" and create a budget that will help people remain safe when travelling through the district by bike.</p> <p>Sincerely, North Vancouver (City)</p>	
Active Transportaton	<p>I just don't know what to say anymore at this point, it feels like we keep saying things and people keep dying and it's hard to get you to do anything to help. Cutting active transportation budgets will mean more congestion and then deaths. It doesn't make sense.</p> <p>North Vancouver RCMP - Police calling for witnesses, dash-cam footage, in fatal collision involving a cyclist <a href="https://www.bccrb.ca/bc-cb/rcmp-grc.gc.ca">bc-cb.rcmp-grc.gc.ca</a></p>	
Active Transportaton	<p>solocal • 2023-03-06 03:07:08</p> <p>I enjoyed your tweet last summer suggesting people use bike or transit to get to Deep Cove. I would love to follow your advice as soon as you finish the long overdue Spirit Trail.</p>	

Main Theme	Question / Comment	Staff Response
Active Transportaton	<p>blueridge95 • 2023-03-06 04:01:36</p> <p>The proposed deferment of active transportation projects in the proposed budget works against the DNV's sustainability targets in the OCP. Plus, the price of owning a vehicle, insurance, repairs, and fuel is increasing year over year during what is becoming a growing affordability crisis. Walking and cycling improvements are needed to provide residents with lower cost mobility options, reduce congestion and emissions from transportation. Active transportation projects simply cannot be deferred.</p>	
Active Transportaton	<p>Good afternoon,</p> <p>I write to you today as a citizen of the adjacent City of North Vancouver, and a deeply concerned cyclist.</p> <p>As a member of the North Shore riding community, this afternoons fatality underscores, highlights, and emphasises the imperative for ALL North Shore municipalities - and municipalities in the region - to invest in safe, connected, and accessible bike infrastructure.</p> <p>I commute through the District, I ride recreationally through the district, I bike to shopping and other destinations in the district, and to consider removing funding for the continued expansion of the North Shore's bicycle network would be a direct impact on me and ultimately my riding and spending habits.</p> <p>The upcoming budget must include - and deliver on - the environmental and safety outcomes that come with bike infrastructure.</p>	
Active Transportaton	<p>Dear Mayor and Council,</p> <p>I am writing again to renew my concerns about the cuts to active transportation in the upcoming budget. I just heard about the cyclist killed at Lonsdale and 23rd, and I don't want it to be me people are reading about in the future. Please give people who want to walk and ride a safe and direct route to do so.</p> <p>Regards,</p> <p>Deep Cove Resident ----- Forwarded message ----- From: Date: Sun, Jan 29, 2023 at 1:47 PM Subject: Draft Budget - No Cuts to Active Transportation Please! To: &lt;council@dnv.org&gt;</p> <p>Dear Mayor and Council,</p> <p>I'm writing because I was dismayed to see that long-overdue funding and improvements to various bike routes may be deferred. In the face of climate change, please don't keep people in their cars. I am one of few confident cyclists who commute from Deep Cove to the Automall (partway along Dollarton Hwy with two kids in a chariot). I ride as predictably/defensibly as I</p>	

Main Theme	Question / Comment	Staff Response
	<p>can and make myself as visible as possible, but people think I am crazy, because no proper infrastructure exists to keep people on bikes safe.</p> <p>For me, the pinch points where people on bikes are most likely to die are on Dollarton/Mount Seymour Parkway, on Main Street from the Second Narrows Bridge to Rona (basically wherever my commute does not use the City's partially upgraded infrastructure).</p> <p>Please do not defer the funding of creating proper infrastructure for bikes and ebikes. The small price we pay now will return in spades when it gets people moving and less reliant on their cars.</p>	
Active Transportaton	<p>Good evening,</p> <p>In light of today's tragedy in North Vancouver involving a cyclist and a dump truck, I am writing to implore you not to cut bike infrastructure improvements from the upcoming budget. Despite the complaints of some citizens, there are very few bike lanes in North Vancouver that connect the different communities. These important routes need to be completed (or started!) to meet the basic needs of citizens of the DNV and the rest of the North Shore.</p> <p>Your own staff tweeted out advice to bike or transit to Deep Cove last summer to reduce traffic. A letter in the North Shore News rightly called out the hypocrisy of this considering the bike routes to Deep Cove are terrifying for many riders. The Spirit Trail to Deep Cove is long overdue, among other routes. In this era of climate change, the District needs to stop prioritizing free parking and start prioritizing emissions-free travel.</p> <p>Thank you,</p>	
Active Transportaton	<p>Hello,</p> <p>It has come to my attention that the DNV council has expressed its intention to potentially halt the construction of the spirit trail towards Deep Cove. This is a concerning development, as it goes against the Official Community Plan's stated intention to provide transportation alternatives to driving. Congestion is a huge problem throughout the district, but few areas have felt that as acutely as the Seymour/Deep Cove areas due to the existing road network.</p> <p>The solution to these problems is not to funnel more money into road infrastructure. The solution is to give people reasonable alternatives to trips by car. The Spirit Trail improvements would provide a virtually continuous mixed use walking/biking path across the entirety of the North Shore. The current biking infrastructure on Old Dollarton is woefully inadequate for all but the most seasoned cyclists. The 'sharrows' that constitute most of the bike lane do nothing to keep cyclists safe and, in fact, have been proven to increase the risk to cyclists where they are used. If the number of cycling trips through that corridor are deemed too low to justify the construction, the data are being misused. I firmly believe this is a case of 'build it and they will come', as we've seen with other portions of the Spirit Trail from Lonsdale to Park Royal.</p> <p>Please have the courage to stay the course and invest in cycling infrastructure. It is a more efficient use of capital than continued investment in infrastructure for cars. An investment in cycling infrastructure will positively impact more people than an equivalent investment in</p>	

Main Theme	Question / Comment	Staff Response
	<p>automobile infrastructure. There is a wealth of literature in the urban planning research space that proves this beyond a shadow of a doubt.</p> <p>Sincerely, a concerned citizen who lived in DNV for 28 years before moving to CNV.</p> <p>Regards,</p>	
Sport Fields	<p>Dear Mayor Little and city Councillors,</p> <p>I am writing to request that you reconsider your budget decisions to delay yet again the building of more turf fields in North Vancouver. The decision to build more turf fields has been on the agenda since 2018. We are one of the largest growing communities and we are also one of the most expensive communities to live in. Yet we have the lowest amount of turf field per capita of people needing the turf. Should we not be encouraging activity amongst our young people? I have children in high school and they play soccer, field hockey, football and flag football. All of which requires turf fields. Right now my son who is in a division 1 soccer team with NVFC, can only get one practice time on turf at William Griffin. And when it rains heavily which we know happens often, his team doesn't get to practice at all because the field gets flooded. And it's not right that Handsworth high school is not given a turf field considering all the other high schools have one. We live in a beautiful city, I'm proud to live here. Should we not look after our kids and communities here?</p> <p>Yours truly,</p>	<p>Inquiries / Comments related to Sports Fields received some or all of the following response. Note, some inquiries are still pending a response.</p> <p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>Addressing the needs of our very active sports community is a high priority for the District. As well, ensuring the equitable and realistic allocation of limited funding and staff resources for capital works across all District priorities is a fine balancing act, particularly with the challenging economic times we currently face and our need to be fiscally prudent in the decisions we are making.</p> <p>With regards to sports fields, the draft financial plan includes significant investment. This includes the construction of a new artificial turf field (ATF) and washroom at Argyle School, the replacement of Windsor and William Griffin turf, and construction of the new Delbrook fieldhouse. As well, it includes funds to complete the detailed design for both the new ATF and washrooms at Inter-River and also for the potential conversion of up to three gravel fields to artificial turf, as well as planning for a number of park washrooms. Feedback from Council has also expressed interest in a long-term goal to construct an ATF at Handsworth School, and we have included provisions in the draft financial plan to set aside some funds for this while partner discussions progress.</p>
Sport Fields	<p>Dear Council,</p> <p>Our InterRiver Neighbourhood never wanted a turf field.</p> <p>We have had to fight twice (once in 1995 and then in 2018) against the very strong and organized soccer lobby against ripping out our Little Forest by Digger Park and we were given no choice about a turf field on this last round. We had to put all of our effort into just saving our little original Big Leaf Maple forest once again.</p> <p>Our area has suffered with so much development and change. Please let us have a break and just enjoy the relative quiet of our neighbourhood park where we love to walk our dogs and enjoy the trees. Traffic in here will ruin all that. It's a pedestrian place. Come and see.</p> <p>Thank you for all you do as Council. And I love how whenever you take any trees out, you replace them. It's a hard job on council I'm sure. And I thank you for working so hard.</p> <p>Oh and if the schools need plastic fields, that makes more sense. We don't need any more traffic on the Cut do we.</p> <p>With respect,</p>	<p>Along with other agencies in the region, we have recently seen significant cost and schedule uncertainty in the construction of brand new, major sports fields. As our planning and design work on the Inter-River ATF and gravel field conversions to artificial turf are still preliminary at this stage, staff have recommended to complete the design work first, and get substantially better clarity on overall cost and explore funding strategies to support the level of investment required, before bringing forward to Council.</p>

Main Theme	Question / Comment	Staff Response
Sport Fields	<p>Hello Sacha,</p> <p>Thank you for your reply. With the funds being set aside for the Handsworth field, when exactly will a track be built?</p> <p>-----</p> <p>Hello,</p> <p>Thank you for posting the 5 year budget plan. DNV is a wonderful place to live and the budget looks mostly good but there is one disappointing omission.</p> <p>My kids are 12 and 15. They are active, athletic and good kids. Keeping kids busy with athletics is very important and not having a track at what has been one of the sportiest schools on the North Shore, Handsworth, will likely be damaging for many youth.</p> <p>It's hard enough to keep teens away from unhealthy and dangerous choices. By not providing a track to Handsworth it sends a poor message that sports and being active is not important.</p> <p>If there is any way to rework the budget to include a track at Handsworth it will help contribute to healthy teens, leading to healthy adults, for many generations.</p> <p>Sincerely,</p>	
Sport Fields	<p>Hello Sacha,</p> <p>Thank you for your email. The actions of District staff and elected officials are not consistent with your statement that the needs of the sports community are a "high priority" for the District. This is demonstrated by the lack of real commitment to rebuilding the Handsworth ATF and failing to build new turf fields at Inter-River, despite prior political promises to do so. A recent study by NVFC shows that North Vancouver rates the lowest in the Lower Mainland for access to turf fields. This inequity is unacceptable to the many North Vancouver children and youth for whom sports is critical to their mental and physical health and sense of community.</p> <p>Waiting a "few years" for more estimating and community engagement on the Handsworth ATF and track is nonsensical. The Handsworth community has clearly communicated its support for an ATF. Please do not waste our tax dollars engaging in unnecessary bureaucratic consultation. Instead I encourage the District to use its limited funding to actually undertake projects that result in tangible benefits to the community.</p> <p>It appears that the unwillingness to invest in the health and well being of North Vancouver residents comes from the senior ranks of District leadership. This was demonstrated by Mayor Little's rather embarrassing statements to CBC News last week where he praised the number of gravel fields on the North Shore. As I would hope Mayor Little knows, gravel fields lead to increased injuries amongst children and are frequently closed due to weather. For the</p>	

Main Theme	Question / Comment	Staff Response
	<p>Mayor to raise how he played on gravel fields as a child is nonsensical - should we also not fund technology in schools since it did not exist when Mayor Little was a child?</p> <p>I understand that you are simply carrying out the direction of Mayor and Council and appreciate your time responding to my email and your efforts in actually making the needs of the active sports community a high priority for the District.</p> <p>Kind regards,</p> <p>---</p> <p>What would you like to tell Mayor and Council? Dear Mayor and Council,</p> <p>I write to encourage Mayor and Council to prioritize funding for an artificial turf field (ATF) and track at Handsworth Secondary School.</p> <p>I am the parent of two avid soccer players that reside in the Handsworth Secondary catchment. I wrote to candidates in the recent election and was encouraged by the support for the Handsworth ATF from, amongst others, Councillors Pope, Mah, Hanson and Back. I thank you for your commitment to the Handsworth ATF and look forward to the commitment being fulfilled.</p> <p>The demand for ATFs in the District of North Vancouver, especially on the western side of the District, falls far short of supply. This impacts children playing organized sports and also has an adverse impact on children and youth being able to utilize field space to play unorganized sports with friends in their community. As you are well aware there is a rise in mental health issues and obesity in children and youth, especially post-pandemic.</p> <p>Sports are critical to combatting these issues but for sports to have a positive impact there needs to be the investment in infrastructure to play sports in our community.</p> <p>There is no principled reason that the Handsworth catchment should not have an ATF when every other large Secondary School in North Vancouver, even those with smaller student populations and surrounding communities, have ATFs. This is unfair to Handsworth catchment students and inequitable to the tax paying residents of the western side of the District generally.</p> <p>I recognize the cost associated with building an ATF but the cost will be far offset by the positive health impacts on our children and youth. Further, funding could be secured from the BC Government's recently announced, "Growing Communities Fund." There is no better way to grow a community than through sport and investing in the next generation of North Vancouver residents.</p> <p>Utilizing the Growing Communities Fund will allow the ATF to be constructed immediately opposed to waiting for the five year capital plan to be replenished. This will help remedy the</p>	



Main Theme	Question / Comment	Staff Response
	<p>inequity Mayor and Council (at that time) created when it allocated reserves in the capital plan to the Argyle ATF and left no reserves for Handsworth's ATF. This decision was made despite full knowledge that Handsworth's rebuild was only a year behind Argyle and, unlike Argyle, the Handsworth rebuild resulted in the destruction of a track that had been fundraised for and built by the parents and the community. To destroy the track and not allocate reserves to rebuilt is disrespectful to the Handsworth catchment community and must be remedied.</p> <p>I look forward to an ATF and track being built at Handsworth within the next year.</p>	
Sport Fields	<p>areareresident • 2023-02-24 02:17:53</p> <p>The District needs to rethink priorities and use of Developer funds. Much has been written and discussed about ATF fields and a lack of a sport fields at Handsworth indicating this is a priority. And yet Developer funds are used for public art (\$500M) and Neighbourhood parks that are so small (Belle Isle Park) that they can only be considered public art. I like brass camels as much as the next guy but with limited funds needs are more important than nice to have. Spend for residents not develop</p> <p>ReplyLike (5)</p> <p>Krb • 2023-02-25 04:30:52</p> <p>I agree that the CACs for Public Art need to be revisited. The Developer Art policy online suggests last amendments were in 2003!?</p> <p><a href="https://app.dnv.org/OpenDocument/Default.aspx?docNum=2611349">https://app.dnv.org/OpenDocument/Default.aspx?docNum=2611349</a></p>	
Sport Fields	<p>Dear DNV,</p> <p>Now that the provincial government is handing you millions there is no excuse to not find the ATF fields. It is exactly what the money is for.</p> <p>The pittance allocated to Handsworth is a slap in the face and the exclusion of Inter River thus far is in direct opposition to what people said to get elected.</p> <p>Do the right thing and fund the fields properly.</p> <p>-----</p> <p>Dear DNV,</p> <p>I am massively disappointed in the budget that has been proposed. I am also disappointed in all those who campaigned saying they cared about the ATFs and then changed their tune once elected.</p> <p>As a parent of three kids, two at Handsworth now, one to follow in a few years, the fact that you are so poorly supporting the ATF shows that you basically don't want to have it built. At 200k a year it will be decades before it happens. How can you pay for Argyle's and not Handsworth? The students of Handsworth deserve this field.</p>	

Main Theme	Question / Comment	Staff Response
Sport Fields	<p>To whom it may concern,</p> <p>Please move forward with the Inter River Field that was discussed and the conversion of Kikmer, Dellbrook, and Myrtle. Soccer is hugely attended and we are running out of space (and the gravel fields are terrible in the rain!).</p> <p>I will be gathering signatures on a petition and speaking out to parents for support. Please do the right thing.</p> <p>Thanks</p>	
Sport Fields	<p>Hi Sasha,</p> <p>Thanks for your reply. I appreciate cost sensitivity when it comes to using my tax dollars! However my taxes haven't gone down ever, so what are the difficult economic times are you referring to? I'm sure there are other sources of district income than property taxes, but our taxes certainly aren't lowering to reflect a pending recession or higher interest rates. My understanding is that the field upgrades have been in the works for many years, so it's disappointing to hear how slow progress has been, particularly now that we are in a more difficult time to accomplish the work.</p> <p>-----</p> <p>Hi. I'm adding my voice to the chorus of district residents pushing for optimized use of our parks for sports and recreation. I'm sure I don't need to spell out the positive benefits of turf fields (and proper ancillary facilities) for our youth, and hope that action will be taken with the money and promises already allocated to improving Inter River.</p>	
Sport Fields	<p>Dear Councillors,</p> <p>This is a further request to continue with plans to build turf fields at Inter-river Park this year. The need is great.</p> <p>At a recent Council meeting, staff presented a revised budget that neither includes funding for the Inter River field nor for conversion of Kilmer, Delbook and Myrtle. As a result, with the impending closures of William Griffin, Windsor and Confederation over the next two years, we will be in an even worse state than we are now. William Griffin (one of NVFC's main practice and game fields) will be shut over the summer leading into the start of the 2023/24 season. This WILL impact the state of sports on the North Shore.</p> <p>District staff have further ignored our offer to partner on the conversion of one or more of these gravel fields. Kirkstone has been a huge success for very little money. The same can happen at Kilmer, Delbrook and Myrtle. As many of you will know, the NVFC has accumulated a considerable amount of money in a reserve capital fund for the sole purpose of providing better facilities for the club. At a time when the DNV is concerned about budgets, I would have thought they would be jumping at the chance to take advantage of this offer.</p> <p>Much has been spoken of Council's decision in 2018 to vote against our proposal for two turf fields and a clubhouse at Inter River, along with their agreement to turf Inter River #1 field. 5 years later as you know, we are still waiting for this to be built. A sign went up in late 2022</p>	

Main Theme	Question / Comment	Staff Response
	<p>indicating the field would be under construction in 2023. Now it is (once again) removed from the budget when it was included in 2022. What you will not know is a replacement field was promised as early as 2014 through money paid into a Community Development Fund by developers. Where has this money gone?</p> <p>The Provincial Government has announced a \$1 billion grant to municipalities to assist with population growth and the amenities and facilities that must accompany such growth. Both the District and the City will receive a considerable amount of money from this fund. Please spend this money on fields for our kids to play on. We estimate by the time the next turf field is built, there will have been 10,000 new housing units built. Take a look down on Harbourside at the planned Concert Properties site. Where do all the kids in these units play? We are already cramming players onto existing turf. We are at capacity.</p> <p>Sincerely, DNV resident</p>	
Sport Fields	<p>cjensen • 2023-02-27 08:29:56</p> <p>We are disappointed to see that only \$200K/yr is allocated for the Handsworth ATF &amp; Track when the DNV is fully funding Argyle's ATF at a cost of \$5.3 M. It will take 25+ yrs to save enough! Costs continue to rise- Argyle's cost-\$3.5M (2018) to \$5.3M (now). Grass can only be used 10 hrs/week in the winter months while ATF can be used 10+ hrs/day. ATF's distributed by area, reduce car trips, support local businesses and attract families. Densification of housing = more need for ATFs!</p>	
Sport Fields	<p>Hi DNV,</p> <p>I would like to express my support for building the turf field at Inter River park as previously promised in 2018.</p> <p>As a resident of Lynn Creek/Lynnmour and a parent of NVFC players, we need another field to ensure the kids have space to play, especially given the planned closure of other fields in North Van for replacement.</p> <p>I am hopeful that the DNV Council will gather feedback to make the area planned for the turf field a multi-use area to accommodate the growing and diverse needs of the community. Combining the area with the already existing BMX track, lacrosse box and bathroom facilities could help to decrease overall costs and make the entire area a draw for Lynn Creek/Lynnmour residents and others around the North Shore.</p> <p>While I understand the current economic realities, we need facilities like this to attract young families to North Vancouver and to keep them here.</p> <p>--</p> <p>Thanks, District of North Vancouver Resident</p>	

Main Theme	Question / Comment	Staff Response
Sport Fields	<p>Hello,</p> <p>Just wanted to put my two cents in about the lack of good fields and facilities on the North Shore.</p> <p>I'm a volunteer coach for both my boys youth soccer teams and the lack of a good practice field over the last 3-4 years that I've been coaching is crazy. They practice on horrible gravel fields that are so poorly maintained that they should probably not be open for play. They never get graded and with one day of rain all the large holes get filled up with water and the fields become almost unplayable. Early in the year when the grass fields are in great shape they are closed and not to be used but it's ok to put the kids on a gravel field in a complete dust bowl that is probably unsafe for them but no other option is given. I could go on and on but I'll leave it at that.</p> <p>I have no idea why anyone would be against the addition of the turf field at Inter River or why NVFC was miss led with the plans.</p> <p>I would love to hear back on the above.</p> <p>Sent from my iPhone</p>	
Sport Fields	<p>I support North Vancouver football club in this campaign</p> <p>Sent from my iPhone</p> <p>Begin forwarded message:  From: noreply@nvfc.ca  Date: February 24, 2023 at 3:07:14 PM PST  To:  Subject: Inter River Update  Reply-To: noreply@nvfc.ca</p> <p>North Vancouver FC</p> <hr/> <p>This message is for</p> <p>Note: This email mailbox is not monitored and will not be read. Please do not reply to this email.</p> <hr/> <p>Inter River Update</p>	

Main Theme	Question / Comment	Staff Response
Sport Fields	<p><a href="https://vancouver.citynews.ca/video/2023/02/11/north-vancouver-soccer-community-pushing-for-turf-field/">https://vancouver.citynews.ca/video/2023/02/11/north-vancouver-soccer-community-pushing-for-turf-field/</a></p> <p><a href="https://www.cbc.ca/news/canada/british-columbia/north-vancouver-soccer-club-push-district-turf-space-1.6757399">https://www.cbc.ca/news/canada/british-columbia/north-vancouver-soccer-club-push-district-turf-space-1.6757399</a></p> <p>Hello NVFC members.</p> <p>As of February 24, just over 2600 have signed our petition. If you haven't already done so, please click here. <a href="https://www.change.org/BuildInterRiver">https://www.change.org/BuildInterRiver</a></p> <p>This is amazing but given what we found out this week, we need to put more pressure on the DNV council. At a recent Council meeting, staff presented a revised budget that neither includes funding for the Inter River field nor for conversion of Kilmer, Delbrook and Myrtle. As a result, with the impending closures of William Griffin, Windsor and Confederation over the next two years, we will be in an even worse state than we are now. William Griffin (one of NVFC's main practice and game fields) will be shut over the summer leading into the start of the 2023/24 season. This WILL impact teams and our club.</p> <p>District staff have further ignored our offer to partner on the conversion of one or more of these gravel fields. Kirkstone has been a huge success for very little money. The same can happen at Kilmer, Delbrook and Myrtle. As many of you will know, we have accumulated a considerable amount of money in a reserve capital fund for the sole purpose of providing better facilities for the club. This will not be exclusive use but will give us preferential rights. At a time when the DNV is concerned about budgets, I would have thought they would be jumping at the chance to take advantage of this offer.</p> <p>Much has been spoken of Council's decision in 2018 to vote against our proposal for two turf fields and a clubhouse at Inter River, along with their agreement to turf Inter River #1 field. 5 years later as you know, we are still waiting for this to be built. A sign went up in late 2022 indicating the field would be under construction in 2023. Now it is (once again) removed from the budget when it was included in 2022. What you will not know is a replacement field was promised as early as 2014 through money paid into a Community Development Fund by developers. See the email below from Mac Nelson of the Sports Council. So where has this money gone?</p> <p>The Provincial Government has announced a \$1 billion grant to municipalities to assist with population growth and the amenities and facilities that must accompany such growth. Both the District and the City will receive a considerable amount of money from this fund. We need to put pressure on them to spend this money on fields for our kids to play on. We estimate by the time the next turf field is built, there will have been 10,000 new housing units built. Take a look down on Harbourside at the planned Concert Properties site. Where do all the kids in these units play? We are already cramming players on to existing turf. We are at capacity.</p>	

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	<p>I can guarantee you, unless you let your voice be heard, Council and staff will not take action. Contact Council today and let them know what you, the taxpayer, want. They can be reached individually or at: council@dnv.org or you can attend Council meetings in the next couple of weeks.</p> <p>Here is the letter from Sports Council to Council. It makes interesting reading. Thank you for taking the time to read this.</p> <p>North Vancouver FC</p> <p>Dear Council members.</p> <p>As you are currently considering the capital budget of the North Vancouver District Parks Department for this coming year. I would like to draw your attention to two items, which are on your agenda: the Inter-River AT project and the Inter-River upper field house project. These projects have a long history for field users that you may not be aware of.</p> <p>item 1. On the evening of October 1st, 2014, field users were invited to a meeting with Parks staff. Council, represented by then Parks manager Susan Rogers, wanted to remove the Seylynn field from the baseball and soccer field use inventory. We were informed that there was a 28 million dollar community grant from the developers of the new Seylynn community, and that in exchange for losing Seylynn field, we would acquire a new turf field (possibly two) at Inter-River paid for by this grant. Based on this promise the field users agreed to the withdrawal of this park from their field use inventory. Close to 9 years after the promise of a new artificial turf field was made, this promise has not yet been fulfilled.</p> <p>Item 2: In 2012, the field users gave \$75,000 for the design and development of a field house at Inter-river (designs attached). We pointed out that at Inter-river, we have the District's largest park complex with eight grass fields, and facilities for BMX. Soccer, baseball, cricket and air sports, which according to the North Vancouver Recreation Commission is our most used park facility. Yet outside of the very old washrooms in the area of Field 1 and the BMX track, and the ATCO trailer, we have only porta potties at the fields. It is reported that these porta facilities are often overflowing during field events and that young girls are refusing to use these porta potties. The facility is also missing change rooms and a room for referees, which makes these fields unusable for major tournaments.</p>	

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Sport Fields	<p>Dear Council members,</p> <p>I am writing to you as a concerned North Vancouver parent of two soccer players. Both of my children have had to practice on gravel fields this year so this issue is very relevant to us.</p> <p>As you are currently considering the capital budget of the North Vancouver District Parks Department for this coming year. I would like to draw your attention to two items, which are on your agenda: the Inter-River AT project and the Inter-River upper field house project. These projects have a long history for field users that you may not be aware of.</p> <p>item 1. On the evening of October 1st, 2014, field users were invited to a meeting with Parks staff. Council, represented by then Parks manager Susan Rogers, wanted to remove the Seylynn field from the baseball and soccer field use inventory. We were informed that there was a 28 million dollar community grant from the developers of the new Seylynn community, and that in exchange for losing Seylynn field, we would acquire a new turf field (possibly two) at Inter-River paid for by this grant. Based on this promise the field users agreed to the withdrawal of this park from their field use inventory. Close to 9 years after the promise of a new artificial turf field was made, this promise has not yet been fulfilled.</p> <p>Item 2: In 2012, the field users gave \$75,000 for the design and development of a field house at Inter-river (designs attached). We pointed out that at Inter-river, we have the District's largest park complex with eight grass fields, and facilities for BMX. Soccer, baseball, cricket and air sports, which according to the North Vancouver Recreation Commission is our most used park facility. Yet outside of the very old washrooms in the area of Field 1 and the BMX track, and the ATCO trailer, we have only porta potties at the fields. It is reported that these porta facilities are often overflowing during field events and that young girls are refusing to use these porta potties. The facility is also missing change rooms and a room for referees, which makes these fields unusable for major tournaments.</p> <p>Please ensure that these issues are added to the agenda and attended to at council meetings. I spent valuable hours researching and deciding to vote for the majority of you who will receive this email. I trust that you will follow through.</p> <p>Sincerely,</p>	

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Sport Fields	<p>Hi Sacha,</p> <p>Thanks for getting back to me. I recognize we're in hard times, and tough decisions have to be made by everyone--families, the district, and so on. It's just hard to hear of other jurisdictions that have a much greater player to turf ratio.</p> <p>I've heard statistics about places like Vancouver or Richmond where their player to artificial turf ratio is so much better like in Vancouver, they have approximately 6,700 players and 19 artificial turf fields, or in Richmond they have around 1,800 players and 10 artificial turf fields.</p> <p>North Van has around 5,700 players and just 6 artificial turf fields. Just 6 fields...and so much growth in our community. I see so many apartment buildings popping up, and think, where are all these kids going to play soccer? The amount of dust and dirt my son's team inhaled earlier in the season cause of the extreme dry conditions and having to play on gravel was just horrible.</p> <p>I feel so fortunate to live in North Vancouver, and am proud of the community I get to call home and raise my family in...but it saddens me that we are so, so far behind other jurisdictions.</p> <p>I know tough decisions and prudent spending have to happen, but I sure hope there's a positive solution in my childrens' soccer lifetimes.</p> <p>Thanks,</p> <p>-----</p> <p>Hello,</p> <p>My son plays soccer in the NVFC and has done so for the past 5+ years. I've recently learned of some false and broken promises made to our kids and the North Vancouver community (e.g. Seylynn field removed with the promise of a \$28 million grant that the Seylynn developer was supposed to help build at Inter River), and further learned that new turf field development has stopped.</p> <p>I'm gutted and disappointed to hear this. North Vancouver is a thriving, rapidly growing community, and we need more fields now to meet the needs of our kids, let alone plan for the exponential growth our community is facing.</p> <p>What can be done to help get our kids more turf fields to play on? Our city rains enough, and for some crazy reason, our kids still are brave enough to play in the rain...but we need these turf fields to help them! I could go on and say that the result of no more fields could lead to things like childhood obesity (ie. no fields = more indoor screen time), but let's just get this done.</p> <p>What's the hold up?</p> <p>Thanks for listening, I hope action can happen soon.</p> <p>Thanks,</p>	



Main Theme	Question / Comment	Staff Response
Sport Fields	<p>Dear DNV Council,</p> <p>As a DNV taxpayer and father of 3 young kids, I support NVFC.</p> <p>----- Forwarded message -----</p> <p>From: &lt;noreply@nvfc.ca&gt;  Date: Fri, Feb 24, 2023 at 3:07 PM  Subject: Inter River Update  To:</p> <p>North Vancouver FC</p> <hr/> <p>This message is for</p> <p>Note: This email mailbox is not monitored and will not be read. Please do not reply to this email.</p> <hr/> <p>Inter River Update</p> <p><a href="https://vancouver.citynews.ca/video/2023/02/11/north-vancouver-soccer-community-pushing-for-turf-field/">https://vancouver.citynews.ca/video/2023/02/11/north-vancouver-soccer-community-pushing-for-turf-field/</a></p> <p><a href="https://www.cbc.ca/news/canada/british-columbia/north-vancouver-soccer-club-push-district-turf-space-1.6757399">https://www.cbc.ca/news/canada/british-columbia/north-vancouver-soccer-club-push-district-turf-space-1.6757399</a></p> <p>Hello NVFC members.</p> <p>As of February 24, just over 2600 have signed our petition. If you haven't already done so, please click here. <a href="https://www.change.org/BuildInterRiver">https://www.change.org/BuildInterRiver</a></p> <p>This is amazing but given what we found out this week, we need to put more pressure on the DNV council. At a recent Council meeting, staff presented a revised budget that neither includes funding for the Inter River field nor for conversion of Kilmer, Delbook and Myrtle. As a result, with the impending closures of William Griffin, Windsor and Confederation over the next two years, we will be in an even worse state than we are now. William Griffin (one of NVFC's main practice and game fields) will be shut over the summer leading into the start of the 2023/24 season. This WILL impact teams and our club.</p> <p>District staff have further ignored our offer to partner on the conversion of one or more of these gravel fields. Kirkstone has been a huge success for very little money. The same can</p>	

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	<p>happen at Kilmer, Delbrook and Myrtle. As many of you will know, we have accumulated a considerable amount of money in a reserve capital fund for the sole purpose of providing better facilities for the club. This will not be exclusive use but will give us preferential rights. At a time when the DNV is concerned about budgets, I would have thought they would be jumping at the chance to take advantage of this offer.</p> <p>Much has been spoken of Council's decision in 2018 to vote against our proposal for two turf fields and a clubhouse at Inter River, along with their agreement to turf Inter River #1 field. 5 years later as you know, we are still waiting for this to be built. A sign went up in late 2022 indicating the field would be under construction in 2023. Now it is (once again) removed from the budget when it was included in 2022. What you will not know is a replacement field was promised as early as 2014 through money paid into a Community Development Fund by developers. See the email below from Mac Nelson of the Sports Council. So where has this money gone?</p> <p>The Provincial Government has announced a \$1 billion grant to municipalities to assist with population growth and the amenities and facilities that must accompany such growth. Both the District and the City will receive a considerable amount of money from this fund. We need to put pressure on them to spend this money on fields for our kids to play on. We estimate by the time the next turf field is built, there will have been 10,000 new housing units built. Take a look down on Harbourside at the planned Concert Properties site. Where do all the kids in these units play? We are already cramming players on to existing turf. We are at capacity.</p> <p>I can guarantee you, unless you let your voice be heard, Council and staff will not take action. Contact Council today and let them know what you, the taxpayer, want. They can be reached individually or at: council@dnv.org or you can attend Council meetings in the next couple of weeks.</p> <p>Here is the letter from Sports Council to Council. It makes interesting reading. Thank you for taking the time to read this.</p> <p>North Vancouver FC</p> <p>Dear Council members.</p> <p>As you are currently considering the capital budget of the North Vancouver District Parks Department for this coming year. I would like to draw your attention to two items, which are on your agenda: the Inter-River AT project and the Inter-River upper field house project. These projects have a long history for field users that you may not be aware of.</p> <p>item 1. On the evening of October 1st, 2014, field users were invited to a meeting with Parks staff. Council, represented by then Parks manager Susan Rogers, wanted to remove the Seylenn field from the baseball and soccer field use inventory. We were informed that there</p>	

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	<p>was a 28 million dollar community grant from the developers of the new Seylynn community, and that in exchange for losing Seylynn field, we would acquire a new turf field (possibly two) at Inter-River paid for by this grant. Based on this promise the field users agreed to the withdrawal of this park from their field use inventory. Close to 9 years after the promise of a new artificial turf field was made, this promise has not yet been fulfilled.</p> <p>Item 2: In 2012, the field users gave \$75,000 for the design and development of a field house at Inter-river (designs attached). We pointed out that at Inter-river, we have the District's largest park complex with eight grass fields, and facilities for BMX. Soccer, baseball, cricket and air sports, which according to the North Vancouver Recreation Commission is our most used park facility. Yet outside of the very old washrooms in the area of Field 1 and the BMX track, and the ATCO trailer, we have only porta potties at the fields. It is reported that these porta facilities are often overflowing during field events and that young girls are refusing to use these porta potties. The facility is also missing change rooms and a room for referees, which makes these fields unusable for major tournaments.</p>	
Sport Fields	<p>Hi Sacha,</p> <p>Thank you for getting back to me.</p> <p>I appreciate the fine balancing act, especially with costs going through the roof.</p> <p>I don't want to waste your time, but I find a need to educate myself to communicate effectively with the local parent and soccer communities.</p> <p>The information that I have received varies depending on the source (as is far too common these days), and asking questions is the only way to learn.</p> <p>Let me give you an example with regard to ATFs. These metrics vary... The first statement describes ATFs per resident and the second describes ATFs per soccer player.</p> <p>Mike Little – “we have the 5th highest rate of artificial turf fields out of the 21 municipalities in the region now and will move up to 2nd highest after the expansion”</p> <p>NVFC - ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF Ranking Richmond1795101791 (best) Vancouver6726193542 North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt</p>	

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Sport Fields	<p>What would you like to tell Mayor and Council? As a resident of the Seylynn Development, I am concerned about the lack of transparency surrounding a \$28M grant received from the developer. <a href="https://tinyurl.com/4j4rvtj9">https://tinyurl.com/4j4rvtj9</a> Please respond to NVFC and residents regarding the promised turf field at inter river.</p>	
Sport Fields	<p>Hey there</p> <p>Just a parent looking to advocate for my kids and others in our community! Lets improve our fields and add more turf fields!</p>	

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Sport Fields	<p>Hi Council,</p> <p>The stats here are very clear, we need more fields for the kids to play. Please follow through on previous commitments that have been made and fund the projects, overcome any obstacles and get these fields built.</p> <p>Best Regards,</p> <p>From: noreply@nvfc.ca &lt;noreply@nvfc.ca&gt; Date: Monday, February 27, 2023 at 2:08 PM To: Subject: Survey shows sports users still worst off in the whole of the Lower Mainland</p> <p>North Vancouver FC</p> <hr/> <p>This message is for</p> <p>Note: This email mailbox is not monitored and will not be read. Please do not reply to this email.</p> <hr/> <p>Hello Players and Parents:</p> <p>A recent survey conducted by NVFC from published statistics, shows North Vancouver has the worst turf inventory in the Lower Mainland and it's not even close:</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <table><thead><tr><th>Municipality/Youth District</th><th>Registered Youth Soccer Players</th><th>ATFs Available</th><th>Players per ATF</th></tr></thead><tbody><tr><td>Ranking</td><td></td><td></td><td></td></tr><tr><td>Richmond</td><td>1795101791 (best)</td><td></td><td></td></tr><tr><td>Vancouver</td><td>6726193542</td><td></td><td></td></tr><tr><td>North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)</td><td>8948214263</td><td></td><td></td></tr><tr><td>Burnaby</td><td>449894994</td><td></td><td></td></tr><tr><td>South Fraser (Surrey, Delta)</td><td>11016215245</td><td></td><td></td></tr><tr><td>North Vancouver (DNV &amp; CNV)</td><td>570069506 (worst)</td><td></td><td></td></tr></tbody></table> <p>Families are being short changed. Local government is not meeting the needs of the public or listening to what you say is important to you. If you want your kids to continue to play on wet, muddy gravel fields, do nothing. The situation will only get worse. By the time the next turf field is built, there will have been 10,000 new housing units built since 2018, 75% without a yard. If you want action, email council@dnv.org or attend the Meet the Mayor session at Lynn Valley Library on Feb 28 at 5pm or attend and speak at a council meeting – Feb 27 &amp; March 6.</p> <p>Thanks for your help.</p> <p>North Vancouver FC</p>	Municipality/Youth District	Registered Youth Soccer Players	ATFs Available	Players per ATF	Ranking				Richmond	1795101791 (best)			Vancouver	6726193542			North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)	8948214263			Burnaby	449894994			South Fraser (Surrey, Delta)	11016215245			North Vancouver (DNV & CNV)	570069506 (worst)			
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Sport Fields	<p>Good afternoon,</p> <p>I am a parent and volunteer coach (U10 and U6). with the North Vancouver Football Club (NVFC).</p> <p>I would like to add my voice to the calls for more turf fields in North Vancouver. There simply are not enough ATF fields in North Vancouver to service the needs of the soccer community. I am strongly of the view that there should be some plans and concrete commitments to convert some of the gravel fields (which are frankly awful to play on) to ATF during the next few years.</p> <p>The need is urgent. North Vancouver is way behind other municipalities on ATF's. I suspect North Vancouver has a revenue / budget that compares favourably to other municipalities in the Lower Mainland, but perhaps not the political will to make this issue a priority. I would urge the council to carefully consider NVFC's proposals regarding ATF fields, and work with NVFC to make the plans become a reality.</p> <p>Thank you for your consideration.</p> <p>Yours truly,</p>	
Sport Fields	<p>Hi, I'm a resident of North Vancouver and just writing to add my name to the list of citizens in the District who are dissatisfied with the infrastructure currently available for youth sports. My son has played soccer for the past 13 years, and it is clear that facilities in the area are far under par of other municipalities in the lower mainland. I think it is quite astounding and a disservice to families that the District is considering not replacing the Inter River grass field with turf.</p> <p>The District should do better and encourage youth sports with adequate facilities.</p>	
Sport Fields	<p>Hi Councils- please provide an explanation.</p> <p>Get Outlook for iOS</p> <hr/> <p>From: noreply@nvfc.ca &lt;noreply@nvfc.ca&gt; Sent: Monday, February 27, 2023 1:53:20 PM To: Subject: Survey shows sports users still worst off in the whole of the Lower Mainland</p> <p>North Vancouver FC</p> <hr/> <p>This message is for</p> <p>Note: This email mailbox is not monitored and will not be read. Please do not reply to this email.</p> <hr/> <p>Hello Players and Parents:</p> <p>A recent survey conducted by NVFC from published statistics, shows North Vancouver has the</p>	

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Sport Fields	<p>Hello,</p> <p>More turf fields for our sports teams please!</p>	
Sport Fields	<p>Hi there,</p> <p>I have two teenagers that play soccer, apparently out of 5700 soccer players registered on the North Shore - yet there are only 6 artificial turf fields currently available. That is 950 players per turf field.</p> <p>The fact that the field at Argyle is lying dormant also shows that council is not advocating for our community.</p> <p>Please address this as a priority to get more artificial turf fields built.</p> <p>Thank you,</p>	

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Sport Fields	<p>Hi,</p> <p>I am a parent who coaches my son's soccer team, he is 7 years old and has been playing on wet gravel for several years now.</p> <p>When will North Vancouver commit to expanding turf fields for young kids, with the population growth this is only going to get worse. North Vancouver is the worst in the lower mainland. Please see below. This is awful and our district is short changing the kids and tax payers. We don't need anymore rainbows on the sidewalks, what we need is facilities for kids of all race, sex, and gender to have equal opportunity to develop skills in a inclusive environment. Every municipality is ahead of North Vancouver.</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF Ranking Richmond1795101791 (best) Vancouver6726193542 North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)8948214263 Burnaby449894994 South Fraser (Surrey, Delta)11016215245 North Vancouver (DNV &amp; CNV)570069506 (worst)</p>	
Sport Fields	<p>My son loves to play Soccer, but families are being short changed in North Vancouver.</p> <p>Local government is not meeting our needs or listening to what we need. Our kids continue to play on wet, muddy gravel fields. How can they get to competitive levels under this circumstances? Further, by the time the next turf field is built, there will be 10,000 new housing units, 75% without a yard. Therefore, the situation will only get worse!</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF Ranking Richmond1795101791 (best) Vancouver6726193542 North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)8948214263 Burnaby449894994 South Fraser (Surrey, Delta)11016215245 North Vancouver (DNV &amp; CNV)570069506 (worst)</p>	



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Sport Fields	<p>Thank Sacha and Mike for providing your responses.</p> <p>While there may be holes in the data provided by the author, one thing is clear. The families of North Vancouver have a high propensity to enrol kids in soccer given the high enrolment numbers relative to the population, as pointed by Mayor Little. Additionally, preference for artificial fields vs horrendous gravel fields is a direct result of technology and cost effectiveness advancement vs true preference. Any parent or child would prefer to play on grass or turf vs gravel if given the choice.</p> <p>Lastly, the challenge I have with the concerns noted are that delaying infrastructure projects has shown to increase costs vs decrease costs, this is true and has been proven to be true over and over (Massey Tunnel is a great example). I'm not accusing the DNV or the council of this, but there is a propensity to kick projects down the line because it got more expensive, however the act of kicking it down the line can cause exactly that. Now I'm not ignorant to the fact that there are many contributing factors that cause delays, etc... However, construction, financing and development costs continue to increase, so what is now \$10M, could be \$12M or more if action isn't taken.</p> <p>The ask here is that this be expedited and completed as was originally promised. Additionally we are aware that additional funding has been provided to the DNV by the Province of BC for exactly these types of projects, so I hope that with collaboration with the local soccer and sports community, a solution can be found.</p> <p>Respectfully,</p>	
Sport Fields	<p>Clearly from the statistics, we are placed 6th in the ranking of available soccer field ATF per registered child (over 1000+ per field?). Not acceptable as this has been highlighted for years now with empty promises to meet this demand. Why is there such short sightedness? Please address this asap or at the very least explain yourself.</p>	
Sport Fields	<p>To the NVD Council members,</p> <p>This email is in support for NVFC's call for action to increase the number of ATF's in North Vancouver (see NVFC note below, copied for reference). My family supports the spend of NVD tax dollars on increasing the playfield infrastructure in North Van.</p> <p>Specifically, immediate funding should be allocated to the Inter-River field project and Handsworth School field (and track). This is a generational opportunity to build important infrastructure for the ever-increasing population of North Van. Kids need more all-weather options to play team sports outdoors! Please consider my email as support for this!</p> <p>Best regards,</p> <p>Hello Players and Parents:</p> <p>A recent survey conducted by NVFC from published statistics, shows North Vancouver has the worst turf inventory in the Lower Mainland and it's not even close:</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p>	

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Sport Fields	<p>Hello</p> <p>I would like to register my discontent about the state and number of Turf fields in the District of North Vancouver.</p> <p>We are an active soccer family living in the Seymour-deep cove area. I play in a women's league, my husband in a men's league and my 2 children ages 4&amp; 7 play with North Vancouver Football Club.</p> <p>As a family we are disappointed with the continuing 'delays' we see at the promised Inter River location. When is this going to happen? Reneging on a promise/plan – loses trust in our Mayor and councillors.</p> <p>The District of North Vancouver has the highest ratio of soccer players to turf pitches in the lower mainland (Stats below). This is only going to get worse as population density increases with more residential buildings being approved. The facilities available to the community must increase at a proportionate rate. Its not. There are locations in North Vancouver where ATF fields could be placed, Inter river and any gravel field. Please Make something happen and soon.</p> <p>My biggest concern is for our children's Health and Wellbeing. Throughout this past spring &amp; summer /fall &amp; winter season my boys have played outside on gravel pitches rain or shine. In</p>	

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	<p>the summer they come home covered in dust coughing from all the particles they have inhaled and swallowed and in the winter they come home filthy and covered in cuts and bruises from sliding &amp; falling on the gravel. Its unacceptable. We practice on gravel but there are green fields right next door to the Myrtle park location not being used that, we're not allowed to play on them why?. It makes no sense.</p> <p>Further, in my ladies' league many games have had to be cancelled due to the grass not being ok to play on.... We need more ATF Turf so games can go ahead. In this day and age the ability to get outside and participate in sport is essential for the mental health of our community. Lets be the people of positive change not the stumbling block for the future.</p> <p>Thanks</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF Ranking</p> <p>Richmond1795101791 (best)</p> <p>Vancouver6726193542</p> <p>North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)8948214263</p> <p>Burnaby449894994</p> <p>South Fraser (Surrey, Delta)11016215245</p> <p>North Vancouver (DNV &amp; CNV)570069506 (worst)</p>	
Sport Fields	<p>Council,</p> <p>I'm writing as a Mom of 2 youth soccer players, a volunteer Team Manager and wife of a youth soccer coach for 2 teams with North Van Football (soccer) Club - and a DNV taxpayer.</p> <p>Our youth soccer players at North Van Football Club deserve so much better. When you turned down our request for the Inter-River club development several years ago, you promised us one more turf field by this year. And since then - nothing has happened, while more families move to the District and our club membership continues to grow. We currently have the worst record in the Lower Mainland for turf field availability while municipalities like Coquitlam put their money where their mouth is with amazing developments like Town Centre Park. If you truly want to make North Van a destination for families, instead of other Lower Mainland communities that currently seem to value youth sports much more than us, please keep your promises and take this step to start bringing our amenities up to a comparable level. Although one turf field isn't going to get us where we need to be, it's a start and will go a long way to restoring faith in a Council that doesn't seem to correlate the need for additional infrastructure with your focus on exponential housing development growth.</p> <p>Sincerely,</p>	

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Sport Fields	<p>Hello there,</p> <p>This email is to express my concern about the current state of our ATFs in the district of North Vancouver. With the drastic influx of new housing in our area (many attached homes with no yard), I believe that prioritizing funding for upkeep and new turf fields is a priority.</p> <p>I have three school aged children that use turf fields frequently - for club sports, school sports and meeting friends to play on their time off. It pleases me that children enjoy playing outside regardless of the weather. After so many years of Covid restrictions, I believe a priority should be placed on community spaces.</p> <p>Many thanks for considering my request,</p>	
Sport Fields	<p>Build the soccer field at InterRiver you promised back in 2018. Build 2 of them, in fact.</p> <p>That's is. That's the comment.</p>	
Sport Fields	<p>To whom it may concern,</p> <p>As the parent of a player in U13, I want to bring up the field deficiencies in North Vancouver. Many soccer game went on a wet gravel field and some got canceled in this season. As boys in this age like to play soccer in a professional way, we are looking for a swift attention to this deficiency in Norrh Vancouver community.</p> <p>Thanks</p>	
Sport Fields	<p>Hello there,</p> <p>I'm writing about my concern with the lack of turf soccer fields in the DNV. I was a volunteer coach for U6 (kindergarten) this year. The kids had to play on gravel field for half the season- it was not ideal. Dusty and hot, wet and muddy. Rough landing for little ones to fall- and they do a lot.</p> <p>I am voicing my support for more playing fields. Kids and teens need places to play outside and be active- especially with the temptation of screens. Please support the infrastructure necessary for our North Shore youth to keep playing outside.</p> <p>Kind regards,</p>	

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Sport Fields	<p>Written like a true politician...!</p> <p>Unfortunately you will be judged on your actions, not fence-sitting abilities. If this field building project is shelved yet again, then "the needs of our very active sports community" are not a high priority at all. Instead, it's another big middle finger to the youth of North Van. The rest is just excuses!</p> <p>Sent from Yahoo Mail on Android -----</p> <p>Families are being short changed. Local government is not meeting the needs of the public or listening to what we say. I don't want my kids to continue to play on wet, muddy gravel fields. The chart below clearly shows how under-served the North Shore is compared to EVERYWHERE ELSE. The situation is ridiculous and will only get worse. By the time the next turf field is built, there will have been 10,000 new housing units built since 2018, 75% without a yard. DO SOMETHING!!!</p> <p>Thanks, Concerned parent and soccer coach</p>	
Sport Fields	<p>I implore the council to start setting this right by moving forward with a new facility at Inter River.</p> <p>Our North Shore is falling behind every other district in providing sports fields for a growing population.</p> <p>The council just a few years ago refused to support NVFC in their efforts to secure space for a new field and club house in the Inter River area and have done next to nothing in improving the field situation since.</p> <p>The numbers below outline the appalling state of affairs.</p> <p>Lynn Valley resident for 31 years Volunteer soccer coach for 13 years</p>	

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Sport Fields	<p>Please forward this to the Council. Thank you</p> <p>Sent from my iPhone</p> <p>Begin forwarded message: From: noreply@nvfc.ca Date: February 27, 2023 at 2:06:45 PM PST To: Subject: Survey shows sports users still worst off in the whole of the Lower Mainland Reply-To: noreply@nvfc.ca</p> <p>North Vancouver FC</p> <hr/> <p>This message is for</p> <p>Note: This email mailbox is not monitored and will not be read. Please do not reply to this email.</p> <hr/> <p>Hello Players and Parents:</p> <p>A recent survey conducted by NVFC from published statistics, shows North Vancouver has the worst turf inventory in the Lower Mainland and it's not even close:</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF Ranking Richmond1795101791 (best) Vancouver6726193542 North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)8948214263 Burnaby449894994 South Fraser (Surrey, Delta)11016215245 North Vancouver (DNV &amp; CNV)570069506 (worst)</p> <p>Families are being short changed. Local government is not meeting the needs of the public or listening to what you say is important to you. If you want your kids to continue to play on wet, muddy gravel fields, do nothing. The situation will only get worse. By the time the next turf field is built, there will have been 10,000 new housing units built since 2018, 75% without a yard. If you want action, email council@dnv.org or attend the Meet the Mayor session at Lynn Valley Library on Feb 28 at 5pm or attend and speak at a council meeting – Feb 27 &amp; March 6.</p> <p>Thanks for your help.</p> <p>North Vancouver FC</p>	

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Sport Fields	<p>Having been a NV resident since 2008 and having been born and brought up on the North Shore (1959), I am ALL in favour of adding additional turf fields.</p> <p>Currently we have twin 14 year old boys who play soccer, rugby and baseball for NS based teams (at the school level and on the club level – PBL baseball and Metro Soccer).</p> <p>We have experienced as parents and as coaches how it North Vancouver restricts a young players development by intentionally limiting playing space.</p> <p>1.While with Highlands Little League using the Delbrook fields and the gravel field at Braemar, we hosted +/-275 able bodied players and 96 Challenger registered baseball players and utilized the gravel field for 6-7-8-9 year old baseball players and the Challenger group.</p> <p>a.Many families who did not return to baseball placed it solely on having to play on gravel.</p> <p>b.In about 2018, we offered to raise +/- \$2.0 million to fast track a turf field at Delbrook, but this was rejected by NVRC as the funds were in the budget and no private funding was required.</p> <p>2.While being asked to consult with NVRC in the pre-Construction phase of the new Delbrook fieldhouse, I was told by NVRC that the fieldhouse had to take into consideration:</p> <p>a.Dog walkers – AND Delbrook is a sign posted NO DOG PARK</p> <p>b.Women’s soccer which was played weeknights on the gravel field.</p> <p>i.No women’s soccer was being played on the gravel fields at that time.</p> <p>ii.In fact, during the fall and winter it was U10, U11, U12 boys soccer who were training on the gravel field. There were between two and four teams per hour long slot sharing the gravel field as the grass field was not made available to NVFC for practices - only games.</p> <p>iii.In the spring, it was U10 baseball until sundown.</p> <p>c.In fact, NVRC did not know what sports were being played at Delbrook on a monthly basis and apparently had based their assumptions and design on poorly collected information.</p> <p>d.I was told that the new turf field would run north to south and that the fieldhouse could only be constructed on its existing site.</p> <p>Commitment to a Delbrook turf field were made multiple times and in multiple scenarios and now appears to be lost.</p> <p>Not much in the way of accountability nor at looking after our youth – whom we all know in our soul and supported by significant research, all youth benefit from outdoor activities.</p> <p>Our community is growing and will continue to grow as we replace aging infrastructure, but we should not lose site of the benefit of providing our children the ability to play outside in a safe environment.</p> <p>Please feel to reach out to me directly, if you have any questions about the content of the above.</p>	

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Sport Fields	<p>Good afternoon council,</p> <p>Looks like turf fields were promised a while ago and now it's not happening?? This chart is self explanatory:</p> <p>We need to make sure our kids have safe places to play especially given the amount of precipitation we get. I am unimpressed that North Van is the worst.</p> <p>Our family is just scraping by, rent has increased, prices for groceries has sky rocketed, and the cost to keep our kids in activities is insane. We paid for our kid to play soccer, but then half the practices and games were cancelled because of the weather.</p> <p>Has anyone looked into making some gravel fields turf? No one likes to play on gravel and it's quite dangerous. Just my 2 cents.</p> <p>Kind regards,</p>	
Sport Fields	<p>To whom it apparently does not concern,</p> <p>The stats below are absolutely appalling. I was born in North Vancouver and have spent my whole life here. Growing up my family had very little money and soccer was a sport that was accessible to me.</p> <p>It developed in me a sense of belonging and camaraderie. It developed a healthy lifestyle and kept me out of trouble in my teens.</p> <p>Now council is not upholding its promise to develop fields and instead let our infrastructure fall behind while pushing high density housing development. Council is doing our next generations a disservice by not following through on commitments to create sports fields to create healthy and social lifestyles.</p> <p>Shame on you DNV council for failing our youth.</p> <p>Sincerely,</p> <p>Sent from my iPhone</p> <p>Begin forwarded message: From: noreply@nvfc.ca</p>	



Main Theme	Question / Comment	Staff Response
	<p>Date: February 27, 2023 at 2:06:11 PM PST  To:  Subject: Survey shows sports users still worst off in the whole of the Lower Mainland  Reply-To: noreply@nvfc.ca</p> <p>North Vancouver FC</p> <hr/> <p>This message is for</p> <p>Note: This email mailbox is not monitored and will not be read. Please do not reply to this email.</p> <hr/> <p>Hello Players and Parents:</p> <p>A recent survey conducted by NVFC from published statistics, shows North Vancouver has the worst turf inventory in the Lower Mainland and it's not even close:</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF  Ranking  Richmond1795101791 (best)  Vancouver6726193542  North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt  Meadows)8948214263  Burnaby449894994  South Fraser (Surrey, Delta)11016215245  North Vancouver (DNV &amp; CNV)570069506 (worst)</p> <p>Families are being short changed. Local government is not meeting the needs of the public or listening to what you say is important to you. If you want your kids to continue to play on wet, muddy gravel fields, do nothing. The situation will only get worse. By the time the next turf field is built, there will have been 10,000 new housing units built since 2018, 75% without a yard. If you want action, email council@dnv.org or attend the Meet the Mayor session at Lynn Valley Library on Feb 28 at 5pm or attend and speak at a council meeting – Feb 27 &amp; March 6.</p> <p>Thanks for your help.</p> <p>North Vancouver FC</p>	

Main Theme	Question / Comment	Staff Response
Sport Fields	<p>Sacha,</p> <p>This is not just the needs for the “sports community” it’s addressing the needs of our children. Exercise, participating in organized sports and engaging with our community is a big part of our children’s development.</p> <p>Have you been to a kids soccer game on a Saturday morning? It’s absolutely jammed with kids games on top of each other and all the parents are shoulder to shoulder all around the outside of field watching their kids. For soccer practice our young kids are having to go late at night (my 9 year old son has practice at 7pm) because we have to share the gravel field with so many other teams.</p> <p>There is a huge demand for the sports community and it clearly is not a high priority because it’s NOT being prioritized.</p> <p>We elected you to represent us and fight for our needs. Please show us that this matters, we’ve been promised many times that you will do more, but the budgets allocated to providing more turf inventory keeps getting taken away.</p> <p>Please hear us and help.</p> <p>Thank you.</p> <hr/> <p>-----</p> <p>I am writing to express my concerns with the regarding the soccer turf inventory in the district for North Vancouver as per the stats below. We elect our representatives to meet our needs and this is incredibly disappointing. Please work harder to fix this problem for our children. This is unacceptable.</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF  Ranking  Richmond1795101791 (best)  Vancouver6726193542  North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)8948214263  Burnaby449894994  South Fraser (Surrey, Delta)11016215245  North Vancouver (DNV &amp; CNV)570069506 (worst)</p>	

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Sport Fields	<p>Hello there,</p> <p>This email is to express my concern about the current state of our ATFs in the district of North Vancouver. With the drastic influx of new housing in our area (many attached homes with no yard), I believe that prioritizing funding for upkeep and new turf fields is a priority.</p> <p>I have three school aged children that use turf fields frequently - for club sports, school sports and meeting friends to play on their time off. It pleases me that children enjoy playing outside regardless of the weather. After so many years of Covid restrictions, I believe a priority should be placed on community spaces.</p> <p>Many thanks for considering my request,</p>	
Sport Fields	<p>To whom it may concern,</p> <p>It has been brought to our recent attention that North Vancouver has the lowest per player turf field of the lower mainland.</p> <p>Having a child practice on gravel every week is not ideal and considering other districts have invested in better facilities for their youth and the importance of sports to early child development, I'd ask you to reconsider your allocation of resources.</p> <p>As a tax payer and small business owner who priorities fitness and recreation, we would really appreciate your attention to this matter.</p> <p>Thank you</p>	
Sport Fields	<p>Dear Council,</p> <p>I would like to bring your attention to the following information and critical issue that has not been addressed for years. New turf was promised many years ago and yet nothing has been done. Families are being short changed. Local government is not meeting the needs of the public. The situation continues to get worse. By the time the next turf field is built, there will have been 10,000 new housing units built since 2018, 75% without a yard.</p> <p>A recent survey conducted by NVFC from published statistics, shows North Vancouver has the worst turf inventory in the Lower Mainland and it's not even close:</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATF Ranking Richmond1795101791 (best) Vancouver6726193542 North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)8948214263 Burnaby449894994 South Fraser (Surrey, Delta)11016215245 North Vancouver (DNV &amp; CNV)570069506 (worst)</p>	

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	<p>Hello District of North Vancouver Council,</p> <p>I am writing to encourage you to please vote to proceed with building the Inter River soccer field, preferably as soon as possible. If this is not possible, would you please vote to convert Kilmer, Delbrook and/or Myrtle Park into a usable space for playing soccer. Such spaces are vitally important for the health of our children and of our community.</p> <p>My understanding is that William Griffin's soccer field is scheduled to be closed in the near future, with Windsor and Confederation fields to follow. My understanding is also that a commitment was made to your residents in 2018 that Inter River's field would be turfed for the community's use, however five years later, this still has not happened. Further, a replacement field was promised as soon as 2014, but has not yet materialized.</p> <p>Thank you for your consideration.</p>	
Sport Fields	<p>Hello District of North Vancouver Council,</p> <p>Are these statistics accurate?</p> <p>ATF FIELDS PER YOUTH SOCCER PLAYER – LOWER MAINLAND, BC.</p> <p>Municipality/Youth DistrictRegistered Youth Soccer PlayersATFs AvailablePlayers per ATFRanking Richmond1795101791 (best) Vancouver6726193542 North Fraser (Port Moody, Coquitlam, Port Coquitlam, Maple Ridge, Pitt Meadows)8948214263 Burnaby449894994 South Fraser (Surrey, Delta)11016215245 North Vancouver (DNV &amp; CNV)570069506 (worst)</p> <p>If they are, I am hoping you will vote to improve our young athletes' access to soccer fields at your next opportunity.</p> <p>Thank you again,</p>	
Sport Fields	<p>It is a shame the committee isn't putting athletics in the budget- by not funding more turf fields parents are going to start to look else where for programs that have space for them. We have the space at Handsworth and everyone on council during election time said they were behind it and now when push comes to shove they will only support a small amount per year which will take years to raise funds for this build.</p> <p>Work with developers have them fund some turf fields as community building or funds towards it.</p> <p>work with the communities. Please fund more turf fields.</p>	

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Sport Fields	<p>Dear DNV,</p> <p>Please increase the number of turf fields in North Vancouver.</p> <p>Soccer is the most accessible and affordable sport for so many kids but they either miss out or risk injury playing on wet muddy and slippery fields.</p> <p>Soccer turf will ensure a great soccer season no matter the weather.</p> <p>Please make this a priority for our community.</p> <p>Thank you.</p> <p>Regards</p>	
Sport Fields	<p>Hey there</p> <p>Just a parent looking to advocate for my kids and others in our community! Lets improve our fields and add more turf fields!</p>	
Sport Fields	<p>Hello</p> <p>As a parent of two Handsworth students I would like to request that a much needed artificial turf field for Handsworth be including in the upcoming budget!</p>	
Sport Fields	<p>To DNV budget,</p> <p>I am a life long resident of DNV. I have two boys who will attend Handsworth in the next few years. They are currently at Highlands Elementary. I write regarding the field at Handsworth.</p> <p>I am disappointed that the promises made by council members and the mayor during the elections were false.</p> <p>We were promised artificial turf at Handsworth and now it appears that this is no longer part of the budget.</p> <p>Were we lied to just to get votes?</p> <p>I know thar you have heard from many people about this issue. I would like to add my voice and maybe add another point.</p> <p>I am a criminal defence lawyer and have defended youth in criminal matters.</p> <p>One way to keep youth out of the criminal justice system is to engage them in sports.</p> <p>Athletic kids who are busy with sports were NEVER my clients. Kids who were bored, hung around in the streets were often my clients.</p>	

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	<p>So an artificial field that gives kids access to sports more often can make the difference of keeping kids engaged in sports, off the streets and out of the criminal justice system.</p> <p>With an opioid epidemic killing youth, the last thing we need is for kids to be bored and turning to drugs and petty crime. To say that it can be the difference of life and death is not an exaggeration. Take it from me, I have seen the dark side of what boredom can do to youth.</p> <p>You can save money by not putting the artificial field in but then pay it on the other side with youth in criminal justice or addiction services that they will need or costs or petty crimes like theft and mischief. Wouldn't you rather spend the funds on a field than on jail?</p> <p>I hope you look at this issue again with this in mind - you have the lives of these kids in your hands.</p> <p>Should you wish to discuss this further, please don't hesitate to contact me.</p> <p>Yours truly,</p>	
Sport Fields	<p>District of North Vancouver Council,</p> <p>I'm a 23 year resident of North Vancouver and my husband and I are raising three children in the District. The redevelopment of Handsworth Secondary has been wonderful for our youth, however the failure to include a turf field in the planning as well as a track will have a very negative impact on the students as well as the community that makes use of the facilities. The Delbrook rec centre ATF fields are not solely sufficient for a community our size and another ATF field and added track are so important to the vitality of our community. Prior to the demolition of the old school, the field and track were used regularly by the neighbourhood and community, not just Handsworth students. My children attend Handsworth and Canyon Heights and all play field sports. Sport and athletics are so important in developing our youth, teaching teamwork and perseverance and keeping kids out of trouble. They shouldn't have to travel to other fields in the District, adding to congestion on our roads, in order to play year-round sports. Grass fields are not conducive to our weather in North Vancouver and the limited use really impacts who and when the field can be used. My husband volunteers his time to assist with the Handsworth football program and knows first-hand the value of an ATF field for the sport and our youth. This is a must-do project.</p> <p>I'm hoping that council will consider the new influx of cash (Growing Communities fund) from the Provincial government to complete the ATF field at Handsworth in a timely manner so that the community and our youth can get back to pre-Covid activity levels.</p> <p>Regards,</p>	

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Sport Fields	<p>Thank you very much for making such a clear invitation for comments on the current budget and financial plan.</p> <p>I am strongly advocating for the construction of the artificial turf field at Inter-river Park, along with the support for the full funding of the Handsworth field facility, and delivery of the Argyle field as soon as possible.</p> <p>The District of North Vancouver is seeing and will be seeing a rebirth as the original families that came here in the 1960s and 1970s move on. I am seeing it in my neighbourhood, where we are seeing more young families work hard to give their children an opportunity to grow up here and the demand on sports facilities and playing fields is a good indicator.</p> <p>As a parent with kids in the north shore soccer leagues and heading into highschool, we understand the demands on the fields. It is tough to see the high school teams have to travel after school to be able to practice, in addition to the extra demand on our roads at that time.</p> <p>Artificial turf fields have lower operational costs (i.e. not requiring more District Parks staff), almost no irrigation needs in our dry summers, and will have very high usage rates from teams, but also the community in general. If it is necessary to charge the sports leagues more to support the fields, I believe there would be support from the community, as field sports are still much more affordable than ice sports or specialized gym sports.</p> <p>The proposed 4.5% tax increase is surprising low in a time of inflation and given that the District is one of higher concentrations of wealth in Canada. At 4.5%, I imagine the District will not even meet current service levels given increases in costs. I think our budgets should be reflective of the services that we all agree are necessary, and we know that deferring costs will feel even harder in the future. I would support a higher tax rate to allow for these long awaited amenities that support activity and community wellness.</p> <p>Finally in light of the \$10.2M Provincial grant for Community Amenities that was awarded to the District on Friday, we hope that funding of these fields is no longer a question.</p> <p>Sincerely,</p>	

Main Theme	Question / Comment	Staff Response
Sport Fields	<p>Dear DNV:</p> <p>Please be keenly aware that the ATF project at Handsworth is "shovel ready". You have the recently confirmed \$10.25M Growing Communities fund you could invest, and DNV staff have the knowledge and know-how on how to effectively deliver and find project efficiencies (given the recent experience at Argyle).</p> <p>Please know that time is of the essence to secure a full funding commitment to the Handsworth project.</p> <p>The current project plan is to install a grass field at the school which would then be ripped out within a few years.</p> <p>The DNV is facing real financial pressures and lots of demand for more facilities. We understand this.</p> <p>Even more reason NOT to waste the \$200K already allocated to the grass field (from BC's original contribution to the school), and demonstrate fiscal prudence, community benefit and political followthrough all in one step.</p> <p>Thank you</p>	
Sport Fields	<p>Good morning,</p> <p>As a life long resident of the DNV, I would like to express my concern and disappointment that this years budget doesn't include any funding to improve artificial turf fields.</p> <p>My nine year old daughter currently plays soccer and she is lucky to have access to one of the only turf fields when she plays games and I understand the benefit of these fields. By comparison, when I was younger playing soccer, I had to play on flooded fields where the ball would barely move, in slippery mud that destroyed the field, or worse, in gravel fields where my legs would get scraped/bloodied/filled with pieces of gravel.</p> <p>Please reconsider neglecting artificial turf fields from this years budget. Soccer is one of the few sport that our girls, in particular, love playing. We need to nurture this love of sport for them and the artificial fields will play a significant part.</p> <p>Best Regards,</p>	
Sport Fields	<p>Dear Mayor and council</p> <p>I understand you are in the midst of budget considerations with decisions that can be challenging to balance. However I wanted to ask that you give good consideration to allocating budget to advance 2 important initiatives that support what I feel are important priorities. 1st to fund the Inter River turf field project. I live near Inter River park and both my boys go to Lynnmour Elementary and play soccer in NVFC. I am strongly supportive of this and urge your support as well. 2nd is to fund the ongoing completion of the Spirit Trail. I was shocked to hear that it might not be completed in the current budget as this seems like such an apparent priority to me and would be a critical piece of public infrastructure with so many benefits as I am sure is seen in the neighborhoods where the spirit trail is complete.</p> <p>Thank you for considering my views and priorities.</p>	



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Sport Fields	<p>To Whom It May Concern,</p> <p>I am writing to voice my disappointment in the District of NORTH VANCOUVER for not following through on their promise from years ago to build a new turf field at InterRiver. All three of my children take part in community and school sports and every year there is a scramble to find enough space for their team practices. It is infuriating that the District has not followed through on their promise and that our community has so few turf fields. InterRiver is a massive space and I see no reason that at MINIMUM one turf field can't be added. In fact, more turf fields should be made in that area.</p> <p>I expect the District council to do better by their citizens. And certainly, they should be delivering on promises made years ago.</p> <p>Lynn Valley resident</p>	
Sport Fields	<p>What would you like to tell Mayor and Council?</p> <p>Hello Mayor Little and Councillors,</p> <p>Today I heard that the District of North Vancouver is getting \$10.25 M of the \$1B infrastructure funding providing the province.</p> <p>I really hope that you all remember your pledge to support an ATF and Track at Handsworth Secondary School. This project is the ideal project- it is shovel ready and every school needs a field. Doing it now will mean the the school district's \$300,000 contribution can be part of the funding.</p> <p>The North Shore has a shortage of ATF's compared to other municipalities. With densification of housing, many new homes will not have yard space- it is important to ensure these types of fields are distributed throughout the community so that all kids have similar amounts of time on usable fields.</p> <p>The difference between an ATF and Grass field in terms of time is dramatic: 10 hrs a day vs 10 hrs a week in the winter. All public high school students should have a field that is usable for similar hours- how is it fair to only provide 10 hrs a week of field time to the largest high school in North Vancouver while Windsor, Argyle, Sutherland and Carson have 70 hrs per week of field time?</p> <p>Distributing ATF throughout the DNV also means that people can walk to a local field rather than drive to the other side of North Vancouver.</p> <p>This funding should also be used to provide a new Track to replace the one that Handsworth Parents fund raised for and built many years ago. The track was used not just by Handsworth Students but also all the schools in North Vancouver for track meets. It will be a space that will be beneficial to all students in North Vancouver.</p> <p>I hope we can count on your support when the decisions about this extra funding are made.</p> <p>Kind Regards,</p>	

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Sport Fields	<p>Hello District Council,</p> <p>I'm writing with feedback on the budget as a concerned resident in the Canyon Heights neighbourhood.</p> <p>I have reviewed the priorities in the proposed budget and was disappointed to see the Handsworth ATF &amp; Track is not fully funded. My family would like to see this project as a priority for the District. We understand Argyle's ATF is fully funded and we would like to see the same at Handsworth.</p> <p>ATFs better distributed by area will reduce vehicle trips, better support students, and better support local sports clubs. Please reconsider the prioritization of the ATF &amp; Track at Handsworth.</p> <p>Thanks and kind regards,</p>	
Sport Fields	<p>Mike:</p> <p>Thank you for your email. I appreciate you responding. With that, I would like to address a few of your statements below. The first is in regards to the chart. If you disagree with the chart, which was prepared by BC Soccer, what data do you have to dispute? In addition, is there data to support your claim that 'if we added the other municipalities than DNV would look a whole lot better.'?</p> <p>Your response suggests that you want to extend the chart to include residents, which I find somewhat confusing as it is clear that residents are not allowed to use the AT turfs. DNV has signs posted at every turf field stating so. Now I appreciate including resident population numbers is a good reference point but I would argue its not as relevant as using the actual users. Would you agree? I'm not trying to be misleading as I expect you aren't so I would like us to agree of what is actually relevant to the issue. Obviously, anyone can slice data anyway they want to support their arguments but it doesn't make it more relevant or accurate. I think we both have the same end goal here which is to ensure we have enough safe and available fields for resident users to play on. I think we can both agree that is currently not the case.</p> <p>As a resident user of the turf, I can attest the district has significantly more users for the AT turfs than we have turfs available. Residents have to travel to other jurisdictions in the lower mainland to play tournaments because our AT fields are way beyond capacity. Clubs have to turn residents away from playing in leagues and training because we do not have the AT turf</p>	

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	<p>to accommodate them.</p> <p>Not to mention, the gravel fields we have the players practice on is just not safe for the climate we live in. I volunteer as an age coordinator for my sons year and I cannot tell you how many emails I received from coaches and parents this fall about the dust created during practice on the gravel fields. Children with asthma and allergies were made to stay home as to avoid a flareup. It was heartbreaking to continually tells parents we had no other options for them. Even on the best days the gravel fields are just not sufficient. These fields have not been properly maintained and the heavy rainfall and snow has left them an uneven, potholed mess.</p> <p>I appreciate the cost of building the Inter-river field is rising. I also understand that the longer we continue to delay this project the more the costs would rise which is why we need to build it now? As Mayor, your office has overseen the DNV budget, making the decision each year to defer the project despite the rising costs associated with delaying this project year after year.</p> <p>I am very happy the DNV has over \$40 million in commitments to expanding sports fields in the 5 year plan, however, I also am aware the InterRiver AT has been a part of the 5 year plan for 6 years now. The reality remains until this project gets funded, there is no real commitments. I truly hope we can get to being "2nd out of 21" municipalities however that assumes all the proposed projects are funded and built in the next 5 years and that the number of residents stays stagnant both of which are highly unlikely. That being said, I would be very happy if you could share the data that supports these numbers.</p> <p>As a resident of the district these are what concerns me with delaying this project:</p> <ol style="list-style-type: none"> <li>1. We currently do not have enough AT fields to support our registered youth players.</li> <li>2. Clubs are turning away children because field capacity greatly limits the number of players we can enrol.</li> <li>3. Soccer is the largest participatory sport in Canada and as such, registration demand for clubs in DNV continues to grow which they are not able to accommodate because of turf limitations.</li> <li>4. Plans are in place to replace the turf on 2 existing fields which will keep them out of operations for an extended period of time.</li> <li>5. Numerous studies support keeping kids in organized sports helps their mental, physical and social well-being (<a href="https://health.gov/sites/default/files/2020-09/YSS_Report_OnePager_2020-08-31_web.pdf">https://health.gov/sites/default/files/2020-09/YSS_Report_OnePager_2020-08-31_web.pdf</a>)</li> <li>6. Numerous studies support keeping youth involved in organized sports helps to reducing youth crime and violence (<a href="https://www.readkong.com/page/youth-sport-vs-youth-crime-9357539">https://www.readkong.com/page/youth-sport-vs-youth-crime-9357539</a>)</li> <li>7. Participation in sports reduces the risk of illicit drug use especially of youth in high school (<a href="https://www.researchgate.net/publication/259108274_Sport_participation_and_alcohol_and_illicit_drug_use_in_adolescents_and_young_adults_A_systematic_review_of_longitudinal_studies">https://www.researchgate.net/publication/259108274_Sport_participation_and_alcohol_and_illicit_drug_use_in_adolescents_and_young_adults_A_systematic_review_of_longitudinal_studies</a>)</li> </ol>	

Main Theme	Question / Comment	Staff Response
	<p>8. Soccer has one of the lowest barriers for entry as it requires relatively few pieces of equipment for parents to purchase.</p> <p>I could also mention traffic congestion, longterm health benefits, etc but the point I'm trying to make is that this isn't just about allowing more kids to play soccer its about how the decisions we make impact our community as a whole. There is clear evidence that organized sport helps to reduce youth crime and illicit drug use both of which are a concern for residents in our community.</p> <p>All of this information is shared with you not to criticize you, council or DNV staff but instead to share with you the perspective from residents. With over 6,500 players we are not a small group within our community and I think after 6 of delays now is the time for DNV to follow through and fund this project.</p> <p>The good news is that on March 3, 2023 it was announced that the DNV is receiving over \$10 million dollars from the province which can be used to fund projects such as the InterRiver AT and more. Let's not waste more time and see the costs continue to rise and instead use the money to fund the projects currently 6 months behind.</p> <p>Cheers</p>	
Sport Fields	<p>To whom it may concern,</p> <p>I am a teacher from Sentinel Secondary school; I am a parent of two kids who attend Cleveland elementary school; I live locally in Norgate; and I have coached with NVFC for about six years now.</p> <p>I hope my position in the community as a parent and teacher, along with the hundreds of hours I have dedicated to coaching kids from u6-u11 with NVFC, and with boys' and girls' soccer teams at Sentinel, permits me some credibility and voice in the conversation about facilities and accessibility on the North Shore.</p> <p>I have trained with 8-year-olds on a cold, wet, puddled November evening (on gravel), and I have felt the wrath of parents after having to cancel a game due to a lack of field space; I have also spent my own money to book indoor rental facilities so our boys can practice when there is no other space available.</p> <p>We need more turf. It's as simple as that. The facts clearly show that we are at a deficit, the money (or at least part of the money) was put aside to help, the demand is there, and the stories paint a very clear picture. The NVFC community is broad and diverse, but the conversations are consistent. No-one really seems to understand why such a great club in such a wonderful community should be so deprived of sporting facilities.</p>	

Main Theme	Question / Comment	Staff Response
	<p>Please pass this letter to the powers-that-be so we can get this done. We need turf. It's time to fulfill promises that were apparently made a long time ago. Please bring this to your attention as any influence I have in terms of voting locally will be predominantly dictated by this issue.</p> <p>Thank you,</p> <p>I acknowledge and am thankful to live, learn, and work on the territory of the Coast Salish people, specifically the Skwxwú7mesh (Squamish) Nation, whose territory West Vancouver Schools resides</p>	
Sport Fields	<p>Dear Council,</p> <p>I am a long-time resident of North Vancouver and live with my family in Lynn Valley. My wife and I have four children who all play soccer in North Vancouver. I volunteer hundreds of hours each year coaching soccer in North Vancouver.</p> <p>We need more turf fields in North Vancouver and we expect Council to meet the needs of its citizens and voters.</p> <p>The gravel fields we have are dust bowls in the dry weather and mud piles in the wet weather, both of which create possible health and safety risks. The District has historically not allowed citizens to use the grass fields to practice on and we have been told in the past that the grass fields must "rest" for several months each year and not be used – they are just to look at for the majority of the year. Turf fields are the only fields that can be used throughout the year</p> <p>Turf fields are not just used by soccer players and are used by many different user groups in North Vancouver.</p> <p>The Council and the District of North Vancouver made promises to its citizens and voters in 2018 to build a turf field at Inter River but you have failed or refused to follow-through on your promise.</p>	

Main Theme	Question / Comment	Staff Response
	<p>There are fields already in existence, either grass or gravel, that can be changed into turf fields, therefore real estate is not a barrier to the Council meeting the needs of its citizens and voters.</p> <p>The District of North Vancouver has recently received an extra \$10.25 million grant from the Province of British Columbia to be allocated to projects like Inter River. Additionally, the North Vancouver FC has been saving money for years to help with the costs of building new turf fields. Therefore, money is not a valid barrier to the Council meeting the needs of its citizens and voters.</p> <p>The Council and the District of North Vancouver continue to move towards densification of the community without providing the necessary amenities to allow the citizens and voters an opportunity to access facilities that are necessary for a healthy and active lifestyle.</p> <p>I do not know of any valid reason why the Council and District of North Vancouver continue to fail or refuse to honour the promises made by them to their citizens and voters in 2018 to build at least one turf field at Inter River, and ideally build or convert other gravel fields into turf in the very near future.</p> <p>I, as a citizen and voter in the District of North Vancouver, I will not be voting for any member of Council that votes against the development of at least one turf field at Inter River and the conversion of at least one other gravel field into turf in the very near future.</p> <p>Yours truly,</p>	
Sport Fields	<p>wilkinson • 2023-03-06 05:22:34</p> <p>It is time to invest in our health. It's time to invest in our kids. It's time to invest in our childrens' futures. It's time to invest in more turf fields for our community who needs more safe, accessible, green space now! Please prioritize a healthier community by amending the budget to include funding for Inter River turf field!</p>	
Sport Fields	<p>As a resident of the District of West Vancouver, I am aware that its Mayor and Council have strengthened their support for its "Place for Sport" project after the recently announced funds from the BC Government. As a former resident of the District of North Vancouver, the Inter-River Park Turf Field project was promised by Council for this year and knowing that construction costs have increased 25% since 2018 and will continue to increase - now is the time to make it happen for the youth of our communities.</p> <p>--</p>	

Main Theme	Question / Comment	Staff Response
Sport Fields	<p>I am unable to attend the budget meeting this evening but I would like to voice opinion on priorities for funding that are sports facilities and access to the outdoors.</p> <p>I would strongly support for the Handsworth ATF field. Sports are important part of fitness, community and well-being it is essential that a High school has a proper sports field.</p> <p>I would also support upgrades to the inter river fields. Inter river is an ideal location due to the existing fields, central location and availability of parking. The North Shore lacks sports fields and as the population increases it becomes even more essential that fields are upgraded. I would note however, as a former that inter river needs a proper Engineering study to determine cost and feasibility of constructing a proper subsurface.</p> <p>Finally, improvements to access the outdoors also need to be prioritized. Increased parking capacity at mountain biking trail heads, improvements at Deep Cove. As density increases the demand sport fields and the outdoors must meet that demand. The \$10M provincial grant along with the funding from the District should be used for these necessities not for the nice to have list.</p> <p>I conclude with the following article from the North Shore news North Vancouver, West Vancouver to receive \$1.8M for youth support, crime prevention - North Shore News (nsnews.com)&lt;<a href="https://www.nsnews.com/local-news/north-shore-18m-youth-support-crime-prevention-6407389">https://www.nsnews.com/local-news/north-shore-18m-youth-support-crime-prevention-6407389</a>&gt;</p> <p>If we want our youth to have an outlet to "have something to do". Sports fields and access to the outdoors needs will go a long way in meeting that need.</p>	
Sport Fields	<p>To District Mayor and Council:</p> <p>Re: 2023 Budget Planning</p> <p>Please be advised that the North Vancouver Sports Advisory Council, at it's February 23, 2023 Regular meeting, unanimously approved the following [esolution:</p> <p>The Nofth Vancouver Spotts Advisory Council does not supportt the defenal of the parks, recreation, physical activity and active transpofiation programs/projects as contained in the January 24, 2023 Memo to Council from Rick Danyluk to District ot Notth Vancouver Council Subject: Draft 2023-2027 Budget.</p> <p>Please note that of particular concern are the items listed under the heading of Transportation and Mobility, and the items listed under the heading of Community Wellbeing, Culture and Safety.</p> <p>Yours truly,</p>	

Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>Hi Sacha</p> <p>Thanks again for your response . I'm sure you saw what Vancouver did last night .</p> <p>" Today, Council was confronted with a difficult choice: address a decade's worth of underfunding of core services or leave these issues for future generations.</p> <p>We're choosing to address them now.</p> <p>Tax increases like the 10.7% we saw today cannot and will not become the norm."</p> <p>I agree with Ken Sim that they underfunded many areas . And that's how I feel about North Van meeting its OCP goals. No need to reply.</p> <p>Thanks for listening</p> <p>-----</p> <p>Hi Just wondering if you can clarify what the funds under asset mgmt are used for. I also note there is no monies being set aside for this proposed budget .</p> <p>Also, I see we are always at the low end of increased taxes . While this may look nice for some it means we can't afford important infrastructure including parks, parks facilities , bike lanes, sidewalks , public washrooms ...basically anything outside that keeps us healthy is being omitted. North Van residents can afford more than a 4.5% increase. As mentioned in the last meeting, a 5.5% increase would only mean approx \$19 per household . I'm not sure why the council assumes we don't want to pay our fair share of taxes ?</p> <p>Thanks</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>Asset Management: The District is committed to a systematic asset management methodology to apply appropriate asset management best practices across all areas of the organisation. This includes ensuring that assets are planned, created, operated, maintained, renewed, and disposed of in accordance with the District priorities for sustainable service delivery.</p> <p>The District's Asset Management Plans are reviewed annually, and cover asset life cycles for all major built and natural asset classes. These Asset Management Plans summarize the costs required to maintain, operate, and replace all District assets. These costs are included in our Long-term Financial Plan and our annual balanced budgets. Starting in 2004, Council added an additional 1% on the property tax levy dedicated to the eventual replacement of our existing infrastructure (i.e. the "1% Asset Renewal Policy" or "Asset Management" as referred to in the table page 10 of the Draft Financial Plan).</p> <p>With the near-term economic outlook uncertain, the 2023-2027 Budget was developed with careful consideration of our ability to deliver projects, the need to maintain existing services, invest in emerging needs, and remain fiscally responsible. The proposed 4.5% tax increase is achieved through a temporary suspension of our usual 1% policy dedicated to the eventual replacement of our existing infrastructure (as you have noted), reducing contributions to existing capital reserves and matching <del>one-time costs with one-time revenues</del></p>
Tax Increase +	<p>Hi Sacha,</p> <p>I appreciate your thoughtful response. I really agree that transportation funding and planning needs to be viewed through an equity lens. For many people in the District a second car is a necessity. I strongly believe that higher taxes to pay for more transportation options will only benefit less affluent individuals and families, thus saving them money through their reduced dependence on private vehicles. If a family can get by with a single vehicle, they stand to save nearly \$7,000 a year. Given the affluency of the District's residents I really think a higher tax increase is in order to fund active transportation. There has been a ground swell of ebikes and happy residents riding them throughout the district but without many safe routes to travel.</p> <p>Regarding quick wins I agree that this approach may have merit but provided it doesn't alleviate long term planning. I was excited to move into my neighbourhood of Blueridge in 2013 when my kids were young with the Spirit Trail proposed to be extended to Deep Cove. I thought by this point my kids would be able to bike on the trail to Deep Cove or to their local library at Parkgate. Instead we have no safe route for my kids to get to the library and they don't feel comfortable biking on Seymour Parkway. We need to build resiliency in our kids and build an environment that allows them to be independent and not reliant on their parents to drive them places. For me the Spirit Trail is 10 years too late. Now to hear it will be deferred again is very disappointing. I'm aware of how long it takes to acquire land and seek community approval. At this rate my kids will be moved out of the house before they have the opportunity to bike to Deep Cove or the library on a route they feel safe. I really feel the</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>Addressing the need to encourage active transportation opportunities and expand transportation choices across the north shore is a high priority for the District. As well, ensuring the equitable and</p>



Main Theme	Question / Comment	Staff Response
	<p>District is far behind other municipalities with regards to safe active transportation routes. There is also an opportunity now with Provincial money to fund some of these active transportation routes.</p> <p>We will have some very expensive years ahead of us with climate change mitigation and now is the time when we should be investing in alternative transportation. Climate mitigation in the coming years will come with an enormous cost to residents and in my mind the days of austerity are over. In my opinion deferring these costs to future years is not fiscally responsible or fair to future generations.</p> <p>I urge you to review the budget with staff and consider a phased approach to build the Spirit Trail that at least allows the work on land acquisition or community input to begin so that they trail may be built within my lifetime.</p> <p>kind regards, ----- Good afternoon,</p> <p>Please find my comments on the draft 2023-2027 financial plan as follows:</p> <ul style="list-style-type: none"> <li>•The 4.5% tax increase for the year should be higher and more aligned with other municipalities. A higher tax amount should be used to raise money to fund additional items in the budget.</li> <li>•The budget allocated to active transportation is too small. A larger budget amount should be included for active transportation routes and more active transportation routes should be funded in 2023 and future years.</li> <li>•A budget item to fund the entire Spirit Trail should be included for 2023. Vehicle traffic can be horrible in my neighbourhood (Blueridge) and there have been a handful of days where my family was held hostage due to all day traffic backups. In the last two months there were three occasions where I couldn't leave my home due to backed up traffic. My only alternative to get access the rest of the District on these days was to use my bicycle, however traffic was unsafely blocking all painted bike lanes out of my neighbourhood. Cars were parked in the bike lane on Seymour Parkway and cars were blocking all lanes of Windridge Drive, thus cutting our community off from the rest of the District. The Spirit Trail needs to be build to give our residents an alternative to driving everyday or leaving our homes during traffic backups to access essential services and stores. It is ridiculous that Spirit Trail has not yet been funded or built and that there are no safe routes connecting my neighbourhood with the rest of the District. It is not reasonable to expect families to own and drive multiple cars, thus creating more traffic.</li> </ul> <p>Regards,</p>	<p>choices across the north shore is a high priority for the District. As well, ensuring the equitable and realistic allocation of limited funding and staff resources for capital works across all District priorities is a fine balancing act, particularly with the challenging economic times we currently face and our need to be fiscally prudent in the decisions we are making.</p> <p>What you see in the draft financial plan is not a representation of the value or importance of what active transportation infrastructure brings to our community, in supporting our long-term goals for a more liveable, healthy and safe community, but rather it represents the difficult decisions we need to make during challenging economic times with limited funds available. That is why our draft financial plan includes the funding and resources necessary to advance all of our anticipated active transportation projects through planning and design in the years ahead to a tender-ready state. Many projects also include construction funding and are unaffected, while several others are proposed as being 'temporarily' deferred. Council will revisit these projects at a future date, as they conclude their strategic planning and staff continue to streamline costs, and develop funding strategies over the long term.</p> <p>With respect to the Spirit Trail, specifically, we continue to have a long-term vision to realize an extension from Maplewood to Deep Cove. Extending the Spirit Trail out to Deep Cove is complex, impactful and very costly (i.e. in the tens of millions of dollars). To balance this long-term goal, with our short-term realities of unfavourable economic conditions, staff are proposing to change their approach – where the long-term planning and design is done concurrent with implementing short-term, quick-to-implement and cost-effective solutions (i.e. 'quick wins') to fast-track an active transportation link between Hwy 1 and Deep Cove that we know is needed now. This change in approach requires some new thinking of what the 'quick wins' scope might look like – and that is why our draft financial plan includes funding for this planning work in 2023. Once we have completed this scoping work for these 'quick wins', we will have a better idea of its cost, at which point it will be brought before Council along with funding options for consideration.</p>

Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>Hello DNV Mayor and Councillors,</p> <p>I have looked over the budget, and here is my feedback. Please increase my taxes.</p> <p>Taxes are not the demon that people make them out to be. They fund necessary services we all use that affect our day to day lives, and are significantly responsible for our quality of life.</p> <p>Parks, recreation, libraries, fire fighting, community support services, viable transportation options - these are all good things that need to be properly funded. If we have to lose a community golf course to pay for them, then so be it. Many more people will benefit from good public transportation, soccer fields, baseball and softball diamonds and recreation centres than from golf courses.</p> <p>Also feel free to reduce funding to the RCMP. Be proactive rather than reactive and provide funding to the necessary mental health and community support systems that need it. These services will reduce the crime rate, so that enforcement, which is an after-the-fact action, will be less necessary. Win/win.</p> <p>Thank you, North Vancouver, BC</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>
Tax Increase +	<p>Dear DNV council,</p> <p>I have reviewed the proposed budget at your decreased from 8% to 5.5% increase in tax rate of 4.5% (one of the lowest in BC). While I'll agree things seem expensive and the perception of lower taxes is good for re-election, I don't know if most people realize that a 1% increase (back to 5.5%) would equate (on average) to \$19 per North Van household. We are one of the wealthiest areas in Canada and I would think most residents would agree that they would pay the extra amount to ensure we get safe routes to travel to school, bike lanes, sidewalks, park upgrades including bathrooms and fields, clean air, housing, etc. The proposed budget does not make it clear all the items that were DEFERRED (unless you went to the first meeting). The reality is most people don't attend meetings. The documents published need to be crystal clear as to what the OCP (Official Community Plan) is and how we are achieving that (or not achieving that) with the budget.</p> <p>The DNV is 13 years into a 20-year Official Community Plan (OCP), but we are nowhere close to achieving the outcomes that the plan promised to deliver. The current proposed budget is inconsistent with the OCP plan that was developed at a cost of \$500k. Just a few examples:</p> <ul style="list-style-type: none"> <li>•On climate: DNV data shows that the status quo will increase emissions by 19% by 2050 despite unanimous commitment to reduce emissions by 45% by 2030 and net-zero by 2050.</li> <li>•On mobility: DNV data indicates we have to move 7.5X faster on active transportation and transit investments in order to achieve 2030 targets and that the status quo rate of change is insufficient to meet the OCP's mode-shift targets</li> </ul>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>

Main Theme	Question / Comment	Staff Response
	<ul style="list-style-type: none"> <li>•On a thriving economy: lack of housing options and lack of new spaces for local business are keeping us from a sustainable future where we live close to work</li> <li>•On housing: DNV data indicates that non-market and market rental units are not being developed fast enough to reduce the number of District residents who live in core housing need. Our kids don't see a future here and seniors are unable to downsize and remain in the community they love. There are hundreds of people experiencing housing insecurity in one of the wealthiest communities in Canada.</li> <li>•On social equity: We need to invest in public infrastructure like parks, libraries, and childcare which improve social connection and health. The pandemic,in itself, should have indicated that how important outdoor/indoor communal spaces are.</li> </ul> <p>See how other cities report their budget to make it more clear: Budget-Overview-2023 (revelstoke.ca)</p> <p>Budget comments need to be made before March 6th 2023 at 4PM. Email budget@dnv.org.</p> <p>Thank you.</p> <p>Sincerely,</p>	
Tax Increase +	<p>The current budget does not meet OCP targets. For example:</p> <p>On climate: DNV data shows that the status quo will increase emissions by 19% by 2050 despite unanimous commitment to reduce emissions by 45% by 2030 and net-zero by 2050.</p> <ul style="list-style-type: none"> <li>• On mobility: DNV data shows we have to move 7.5X faster on transit, active transportation infrastructure, and community-connecting networks than we've ever moved in order to reduce traffic congestion, improve community health, and achieve our 2030 OCP targets. We're waaaay behind on this.</li> <li>• On a thriving economy: lack of housing options and lack of new space for local business are way off track. This is going to be so important for our kids and theirs if they want to stay in this amazing place.</li> <li>• On housing: DNV data indicates that non-market and market rental units are not being developed fast enough to reduce the number of District residents who live in need. Our kids don't see a future here and seniors are unable to downsize and remain in the community they love.</li> </ul> <p>I think the current budget should be revised to allow for a 5.5% increase in property taxes.</p> <p>Cordially,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>

Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>Hi there,</p> <p>As a resident and property owner in the DNV, I feel strongly opposed to any deferring or reduction of cycling infrastructure projects and parks budget.</p> <p>These are areas that are important to my community and are what make the DNV so special. I understand that budgeting is a fine balancing act but I would gladly pay more taxes to ensure these areas are well supported and evolved such as the Spirit Trail project. I know many people (including myself) that have positively benefited from this project and it has improved our day to day lives. It is such a treat to have such an amazing connector for recreational, personal, and commuting purposes.</p> <p>I urge you to reconsider the allocation to our park space and cycling infrastructure projects. These are areas I'd happily pay for and they have proven to result in great lifestyle changes for myself and those in our community.</p> <p>Thank you,</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Tax Increase +	<p>itsjustchow • 2023-02-28 05:46:42</p> <p>Disappointed with the cuts to important future investment in transportation, parks, and recreation for our future generations. Yes it is a more difficult time for many families but it is selfish for us to steal from our future to give ourselves a tax cut now (and at 8+% inflation a 4.5% increase is absolutely a tax cut!!). The North Shore is growing more and more undesirable for young middle class families and all so we can save a buck on our taxes? Best, A concerned citizen</p> <p>itsjustchow • 2023-02-28 05:46:58</p> <p>"A society grows great when old men plant trees in whose shade they shall never sit."</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Tax Increase +	<p>Dear DNV Council,</p> <p>I am writing to express my deep concern about the proposed cuts to the community projects in the upcoming budget. As a resident of this community, I understand the need to balance the budget and keep property tax increases low. However, I strongly believe that cutting important projects that benefit our community, such as upgrades to our parks facilities, new turf playing fields, and safe and connected cycling routes, will do more harm than good.</p> <p>These projects are vital to the well-being of our community, especially for young families like mine. Our parks provide a safe and healthy space for children to play, socialize and stay active. Upgrades to parks facilities will make them more accessible and enjoyable for all residents, regardless of their age or ability. The new turf playing fields will provide much-needed space for sports teams (I'm confident you know about the recent survey conducted by NVFC from published statistics, which shows North Vancouver has the worst turf inventory in the Lower Mainland and it's not even close), and help promote a healthy lifestyle among young people.</p> <p>In addition, safe and connected cycling routes are essential for reducing traffic congestion, promoting sustainable transportation, and improving the quality of life in our community. By providing safe and accessible cycling routes, we can encourage people to cycle instead of driving, which will help reduce air pollution, improve public health, and make our streets safer for everyone.</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.

Main Theme	Question / Comment	Staff Response
	<p>I understand that these projects require funding, and I am willing to pay higher taxes to support them. As a resident who cares deeply about the future of our community, I want to ensure that we invest in projects that will benefit the next generation. These community projects will help attract and retain young families and create a more vibrant, healthy, and sustainable community.</p> <p>In conclusion, I urge you to reconsider the proposed cuts to the community projects in the upcoming budget. Investing in these projects will not only benefit our community today but also leave a positive legacy for future generations. I appreciate your time and consideration, and I look forward to hearing from you soon.</p> <p>Sincerely,</p>	
Tax Increase +	<p>Hi,</p> <p>As a parent of young children, I think that the district should be focusing more on the future and that means we can't keep deferring or ignoring important projects. There's no reason we can't lead the way and make the district a safe and affordable place for everyone to live. I hope that you are able to prioritise childcare, active transportation, and affordable housing more than is currently being planned. To answer the inevitable question, yes, I would be willing to pay more in taxes to do so.</p> <p>Thanks for your time and for listening.</p> <p>Kind regards,</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Tax Increase +	<p>martynschmoll • 2023-03-03 12:52:55</p> <p>I understand staff originally came back with a proposed 8% increase. Would that level of funding have allowed the items slated for disinvestment (parks and open spaces, active transportation, climate adaptation and mitigation, childcare, community facilities and arts and culture, reconciliation, etc.) to move forward? How did we get to the proposed 4.5% number? Through which lens(es) were items prioritized?</p>	Response pending

Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>Hello,</p> <p>Regarding the proposed cuts in the current budget. I believe these cuts will have multiple negative consequences for our community's health and well-being - and will further burden our kids and their kids. I believe this isn't fair to those in the future. They deserve better, and we all do.</p> <p>The DNV is 13 years into a 20-year Official Community Plan (OCP), but we are nowhere close to achieving the outcomes that the plan promised to deliver. Just a few examples:</p> <ul style="list-style-type: none"> <li>- On climate: DNV data shows that the status quo will increase emissions by 19% by 2050 despite unanimous commitment to reduce emissions by 45% by 2030 and net-zero by 2050.</li> <li>- On mobility: DNV data indicates we have to move 7.5X faster on active transportation and transit investments in order to achieve 2030 targets and that the status quo rate of change is insufficient to meet the OCP's mode-shift targets</li> <li>- On a thriving economy: lack of housing options and lack of new spaces for local business are keeping us from a sustainable future where we live close to work</li> <li>- On housing: DNV data indicates that non-market and market rental units are not being developed fast enough to reduce the number of District residents who live in core housing need. Our kids don't see a future here and seniors are unable to downsize and remain in the community they love. There are hundreds of people experiencing housing insecurity in one of the wealthiest communities in Canada.</li> <li>- On social equity: We need to invest in public infrastructure like parks, libraries, and childcare which improve social connection and health.</li> </ul> <p>We all agree that clean air, safe routes to schools, and sustainable mobility options are important to everyone in our community - and these are all possible when politicians choose positive, forward-looking action over short-term thinking, cancellations, and delays. Some smart-countries invest nearly \$1 billion in active transportation options every year because they know it will return \$27 billion in health care savings each year. This is smart, city-making math.</p> <p>Together we've already invested millions of dollars and thousands of hours on the Official Community Plan implementation. During the past council term the entire OCP was reviewed at a cost of around \$500,000. The result was an OCP Action Plan and the findings were clear: we need to invest and accelerate action to realize the 2030 vision which is only 7-years away. Five of the seven current council members were on the past council and they unanimously supported the OCP Action Plan. Let's be clear, the current proposed budget is completely inconsistent with that Action Plan. We are one of the wealthiest communities in Canada and this budget is one of the lowest investments in the region. It is not acceptable to voting yes to plans, and then no when it comes to implementing the plans.</p> <p>Thank you for the valuable public service work you do. I trust you will make a decision to invest in our future when you consider and vote on the final budget this year.</p> <p>Best regards,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>

Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>My name is []. I am a grandfather and homeowner who has lived in Lynn Valley since 1974. I have been actively involved in OCP processes during these past 49 years and have been delighted with the progress made by earlier councils implementing our OCPs, which have included projects that improved the livability of our DNV communities, such as the LV Library, Delbrook Sports Centre, bicycle paths, the LV Hiking Loop, etc.</p> <p>I am speaking today out of concern that short term budget thinking could lead us astray from implementing our terrific current OCP that has been previously reviewed, debated, and approved by DNV citizens and Council.</p> <p>I, and many others in DNV, support increasing the property tax above the proposed 4.5% if it means retaining the ability to more fully implement our OCP, including and especially livability items such as more walkable communities with appropriate services, improved active transportation, and climate emergency projects.</p> <p>What is the point of an OCP that citizens have an active role in creating if future councils can ignore it in order to look good by minimizing property tax increases compared to other municipalities? DNV is currently ranked as having the 5th lowest property taxes out of the 17 municipalities in the lower mainland (Ref: Page10 – Financial Plan Workbook 2023-2027)</p> <p>Do we want to engage in a race to the bottom for the lowest taxes, or responsibly do what we said we would do in our OCP for current and future generations.</p> <p>This council will be remembered for their integrity in implementing the approved OCP – not for shaving a few % points off the annual tax increase.</p> <p>I request that Council ask District Staff to prepare a second budget that more fully embraces the intent, and content, of our OCP and present this more OCP friendly budget back to council, and the public, before the final budget is presented for adoption next month.</p> <p>The white papers on the DNV website do an excellent job of highlighting where our OCP implementation is lagging, so it appears that much of the work needed to identify where we need to build a more robust OCP implementation budget has already been completed.</p> <p>Thank you.</p>	Response pending
	<p>Hello current DNV council members &amp; mayor,</p> <p>I believe the cuts in the current budget will have multiple negative consequences for our community's health and well-being - and will further burden our kids - and their kids.</p> <p>I believe this isn't fair to those in the future. They deserve better, and we all do.</p> <p>I am content for you to charge more on my taxes than the currently proposed 4.5%. Please do charge me more, if that is what is required to deliver on the OCP and make our community the place described in that plan.</p> <p>The DNV is 13 years into a 20-year Official Community Plan (OCP), but we are nowhere close to achieving the outcomes that the plan promised to deliver. Just a few examples:</p> <ul style="list-style-type: none"> <li>- On climate: DNV data shows that the status quo will increase emissions by 19% by 2050 despite unanimous commitment to reduce emissions by 45% by 2030 and net-zero by 2050.</li> <li>- On mobility: DNV data indicates we have to move 7.5X faster on active transportation and transit investments in order to achieve 2030 targets and the status quo rate of change is insufficient to meet the OCP's mode-shift targets</li> <li>- On a thriving economy: lack of housing options and lack of new spaces for local business are keeping us from a sustainable future where we live close to work</li> <li>- On housing: DNV data indicates that non-market and market rental units are not being developed fast enough to reduce the number of District residents who live in core housing need. Our kids don't see a future here and seniors are unable to downsize and remain in the</li> </ul>	

Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>community they love. There are hundreds of people experiencing housing insecurity in one of the wealthiest communities in Canada.</p> <p>- On social equity: We need to invest in public infrastructure like parks, libraries, and childcare which improve social connection and health.</p> <p>We all agree that clean air, safe routes to schools, and sustainable mobility options are important to everyone in our community - and these are all possible when politicians choose positive, forward-looking action over short-term thinking, cancellations, and delays. Some smart-countries invest nearly \$1 billion in active transportation options every year because they know it will return \$27 billion in health care savings each year. This is smart, city-making math.</p> <p>Together we've already invested millions of dollars and thousands of hours on the Official Community Plan implementation. During the past council term the entire OCP was reviewed at a cost of around \$500,000. The result was an OCP Action Plan and the findings were clear: we need to invest and accelerate action to realize the 2030 vision which is only 7-years away. Five of the seven current council members were on the past council and they unanimously supported the OCP Action Plan. Let's be clear, the current proposed budget is completely inconsistent with that Action Plan. We are one of the wealthiest communities in Canada and this budget is one of the lowest investments in the region. It is not acceptable to voting yes to plans, and then no when it comes to implementing the plans.</p> <p>Thank you for the valuable public service work you do. I trust you will make a decision to invest in our future when you consider and vote on the final budget this year.</p> <p>Best regards,</p> <p>_____</p> <p>Lynn Valley Resident and taxpayer</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>



Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>The District of North Vancouver (DNV) Budget</p> <p>To Whom it May Concern:</p> <p>My husband and I have lived on the North Shore for 63 and 65 years , 38 of those years in the District of North Vancouver.</p> <p>We have children and grandchildren residing here.</p> <p>We need to push forward with the proposed changes that are now being considered to be cut from the budget. My husband and I , and many people we know in our area ,are happy to pay more taxes if it means we will get moving on the improvements we need to see happen.</p> <p>There are so many dire adjustments needed, let's show the leadership we need.</p> <p>On climate , on transit, on housing !</p> <p>We wanted to build a coach house for our kids to live in , after over a year of no response to our plan we were denied. It's mentally exhausting to deal with all the hurdles put in the way. We have no sidewalks yet our street is deemed a "primary" street , for children to walk to school? The cars are racing down our street ,it's frightening . We have lost two pets to speeding cars.Let's not wait until a child is injured .</p> <p>We don't have the time to wait and ease in to these transitions, we have to start now, what is currently proposed is falling so far short of the goals.</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Tax Increase +	<p>To Whom It May Concern,</p> <p>I am writing today in regards to the upcoming District Budget, and to express my voice as a citizen that I do not want to see austerity measures or deferrals of active transportation infrastructure projects in order to keep property taxes down. We live in an incredibly wealthy community and cutting back things like sidewalks and bikelanes impact the less wealthy even more. Vancouver raised their property taxes by more than double the proposed amount and we have a much higher income per capita. I also do not want to see any deferrals in regards to the commitments the DNV made around Reconciliation and the calls to action from the TRC.</p> <p>As a young father of two small kids, I understand that no one wants to pay more taxes in the face of inflation and rising housing costs, but we need to invest in these important issues that will improve the community for everyone.</p> <p>Thank you for the work that you do and I hope to see a larger increase in the property taxes with no deferrals around transportation, climate and Reconciliation based items.</p> <p>Sincerely,</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Tax Increase +	<p>•</p> <p>2023-03-04 07:59:00</p> <p>It is very important to continue to progress on active transportation, and climate change initiatives. I am in favor of increasing the 4.5% property taxes to prioritize some of these items that have not made it into this budget.</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.

Main Theme	Question / Comment	Staff Response
Tax Increase +	<p>.</p> <p>2023-03-06 07:54:36</p> <p>We are one of the wealthiest communities in Canada and this budget is one of the lowest investments in the region. It is not acceptable to vote yes to plans, and then no when it comes to implementing them. The DNV is 13 years into a 20-year Official Community Plan (OCP), but we are nowhere close to achieving the outcomes that the plan promised to deliver. On climate, on mobility, on housing, and more. Raise my taxes if necessary to deliver on the OCP. Get ahead of schedule, not behind.</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Tax Increase +	<p>Hello,</p> <p>Having recently moved to the District of North Vancouver, I am shocked by the difference between what we had expected to find here with respect to active transportation and what we find on the ground. We chose to move into Lions Gate Village because of its walkability to various services but the connections to services in the DNV are terrible. It's challenging and unpleasant for a pedestrian or cyclist to get to any connections on the other side of Capilano Road. For example, there is a marked cycle route that follows 15th Street west from Pemberton and there are signs that say "to Lions Gate Village" directing you to go north on Taylor but the cycle route ends at Marine Drive without even a reachable button to get the light to change. Working your way through neighbourhood streets, you get to Capilano Road big the only safe way to get to a crossing is to ride on the sidewalk—illegal in BC. We would hope this situation is included in planned improvements but apparently not. And active transportation projects that are on the books are being "postponed" to save a few tax dollars. Meanwhile there are more and more single-occupant vehicles on the roads.</p> <p>I believe the proposed cuts in the current budget will have multiple negative consequences for our community's health and wellbeing. We, as current and future residents of DNV, deserve better.</p> <p>I understand that the DNV is 13 years into a 20-year Official Community Plan (OCP), but is nowhere close to achieving the outcomes that the plan promised to deliver. Just a few examples:</p> <ul style="list-style-type: none"> <li>- On climate: DNV data shows that the status quo will increase emissions by 19% by 2050 despite unanimous commitment to reduce emissions by 45% by 2030 and net-zero by 2050.</li> <li>- On mobility: DNV data indicates we have to move 7.5X faster on active transportation and transit investments in order to achieve 2030 targets and that the status quo rate of change is insufficient to meet the OCP's mode-shift targets</li> <li>- On a thriving economy: lack of housing options and lack of new spaces for local business are keeping us from a sustainable future where we live close to work</li> <li>- On social equity: We need to invest in public infrastructure like parks, libraries, and childcare which improve social connection and health.</li> </ul> <p>We all agree that clean air, safe routes to schools, and sustainable mobility options are important to everyone in our community - and these are all possible when politicians choose positive, forward-looking action over short-term thinking, cancellations, and delays. Some smart-countries invest nearly \$1 billion in active transportation options every year because they know it will return \$27 billion in health care savings each year. This is smart, city-making math.</p> <p>Millions of dollars and thousands of hours have already been invested in the Official Community Plan implementation. During the past council term the entire OCP was reviewed at a cost of around \$500,000. The result was an OCP Action Plan and the findings were clear:</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.

Main Theme	Question / Comment	Staff Response
	<p>it is necessary to invest and accelerate action to realize the 2030 vision which is only 7 years away. Five of the seven current council members were on the past council and they unanimously supported the OCP Action Plan. Let's be clear, the current proposed budget is completely inconsistent with that Action Plan. DNV is one of the wealthiest communities in Canada and this budget is one of the lowest investments in the region. It is not acceptable to voting yes to plans, and then no when it comes to implementing the plans.</p> <p>Thank you for the valuable public service work you do. I trust you will make a decision to invest in our future when you consider and vote on the final budget this year.</p> <p>Best regards,</p>	
Climate and Environment	<p>Mayor &amp; Council,</p> <p>In late April of 2022 a maple tree in the centre median of the 3000 block of Edgemont Blvd was apparently damaged by a vehicle. I say "apparently" because no accident was reported nor did anyone report witnessing it happen. Nevertheless, the tree was damaged badly enough that DNV Engineering, in consultation with the arborist, made the decision to remove it in early May. (See the attached photos.)</p> <p>I subsequently contacted Engineering to ask if the tree would be replaced and was told that the DNV's "Horticulture Foreman has advised that unfortunately at this time there is no plans to remove the stump and replace it with another tree as it would require the median to be redone. It seems that they will likely lower the stump sometime in Fall but beyond that there are no concrete plans in motion."</p> <p>With a new Council in place and the Draft 2023 Financial Plan currently under review, I would respectfully ask that you direct Staff to produce a cost estimate to replace the tree and if it can't be funded through the existing contingency fund that it be added to the Draft Budget. Thank you in advance.</p> <p>Yours Truly,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process for the budget. The information has been forwarded to our Parks Department and Engineering Department for further consideration. Parks crews have confirmed that they do have plans to grind down the stump.</p>
Climate and Environment	<p>Thank you for the budget package. We (and 94 other owners) would like to know when the invasive 'dune grass' will be taken out from the District waterfront trail that runs in front of Cates Landing, adjacent to Cates Park. DNV workers said it was in the 'budget 4 years ago' and hasn't been approved yet.</p> <p>Owners continue to pay to remove it out of our private land, and DNV workers continue to weed it and cut it back. Removal once and for all would be more cost effective and minimum plants need to go in there (ie lavender etc..). Cates Landing will work with the DNV, just waiting for Park etc.? to let us know.</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>This issue remains under review by Parks staff. Staff will follow-up directly with the strata to better understand the concerns with consideration for potential mitigative strategies that may reasonably be implemented for this location.</p>

Main Theme	Question / Comment	Staff Response
Climate and Environment	<p>I had expressed a minor concern surrounding the deferral of Phase 2 Daylighting of Kilmer Creek by email preceding the pre-budget council meeting and to the City Engineer but because I haven't received reply, I am resubmitting my query to the budget-specific address:</p> <p>I just wanted to confirm no inherent risk to that Lynn Valley neighbourhood area exists with this proposed deferral? The completed construction of the school and the current area for sports field now lying in fallow haven't potentially raised or shifted a danger that may negatively affect the creek and, in turn, the properties in the 3600 Block of Fromme? I ask this particularly being aware that our coastal rain storms are growing increasingly severe and I also understand an additional flood occurred as recently as over Christmas break.</p> <p>Thanks for your time.</p>	<p>Thank you for your email.</p> <p>Phase 2 of our daylighting of Kilmer Creek, along the 3600 block of Fromme Road, was an opportunity we identified to coordinate with both the Phase 1 works (which is the work we recently completed on the 3500 block of Fromme Road adjacent to Argyle Secondary School) and the redevelopment of the school. In developing our draft 2023-27 draft financial plan, we needed to make difficult decisions in order to respond to council's desire to keep tax rates low during these very challenging economic times. Through our review of projects, we identified the Phase 2 of the Kilmer Creek daylighting to be a good candidate to defer.</p> <p>For context, flood mitigation improvements completed within the upstream reach of Kilmer Creek since 2014, plus our recently completed Phase 1 works, have reduced the flood risk in the surrounding community to a tolerable level. The Phase 2 scope, which is the subject of your email, was scope that we identified more as an opportunistic project and was originally planned for completion in tandem with the reconstruction of Argyle Secondary (as opposed to it being an identified high priority flood mitigation project for the District). While it is possible in the future that these phase 2 works may be completed, they are considered a lower risk to mitigate when compared to other areas of the District.</p> <p>And lastly, we certainly share your interest in making sure any new infrastructure is designed and constructed with our changing climate in mind – and we use all available, current information to scope our work which includes consideration of climate change and rain intensities here on the north shore.</p>
Climate and Environment	<p>To whom it may concern,</p> <p>As an original owner of one of the townhouses directly affected by the dune grass maintained by you along the public pathway, I have spent countless hours trying to remove the grass that creeps into our backyard into our flowerbeds and lawn.</p> <p>I have also been told by someone at the District in the past that "next year" it will be removed, only then on to enquire and be told by The District that the budget for the removal of this grass was not approved.</p> <p>It is my understanding that the removal for this grass is yet again on your budget for the 2023 year. I would think it would be smarter to simply remove it once and for all rather than displace your many employees who come here at least twice a year to cut and maintain it.</p> <p>Let me stress to you that this grass is extremely invasive and urge that the District budget be approved for the removal of this dune grass in 2023.</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>This issue remains under review by Parks staff. Staff will follow-up directly with the strata to better understand the concerns with consideration for potential mitigative strategies that may reasonably be implemented for this location.</p>

Main Theme	Question / Comment	Staff Response
Climate and Environment	<p>Hi</p> <p>thank you for the opportunity to provide feedback on the 2023-2027 Financial Plan for DNV.</p> <p>As a resident of DNV, myself and others are interested to see DNV 2030 climate targets, and how we are tracking towards success in a format such as, a public-facing dashboard with goals, schedules and results.</p> <p>The Financial Plan's Introduction section states continued focus on priority areas, such as, "acceleration of local actions to address the climate emergency".</p> <p>I support and encourage this focus on the climate emergency, as the urgency is compelling.</p> <p>The draft budget specifies an increase in EV charging infrastructure, which is certainly needed.</p> <p>I realize that New Westminister in Metro Vancouver has a different electrical company (New Westminister Utility Company) - however I would encourage our DNV to explore working with BC Hydro, on EV charging infrastructure within street lighting poles similar to New Westminister's pilot project of 2018.</p> <p>example HERE</p> <p>Page 59 of the Plan's 5 Year Capital Details section shows Spirit Trail (Central) as not currently included.</p> <p>I encourage and request that Spirit Trail (Central) be included in this budget. Having an active transportation option to Deep Cove not only helps with our climate goals, but helps with community health and activity - as well as safety on the roads. The inclusion of other currently-deferred active transportation options should also be included in the draft budget.</p> <p>I understand that a one percentage point increase in tax rate, would translate to approximately \$25 per household, and raise over \$1 million for the District.</p> <p>With this understanding, I support DNV increasing the proposed tax rate in draft budget by one percentage point, from the current proposed municipal tax increase of 4.5%.</p> <p>Thank you NVD resident</p>	Response pending
Climate and Environment	Global warming is a huge issue. We must do everything possible to stop it. Please reconsider the budget deferral.	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Affordable Housing	<p>Krb •</p> <p>2023-02-14 07:10:17</p> <p>Are there absolutely no government grants to pursue for Planning and Development as revenue source or is the issue staff resources to seek these out and submit applications?</p>	<p>Thank you for your question. There are a variety of Regional, Provincial and Federal grants available for Planning and Development initiatives, although these external funding sources are not always available for every initiative undertaken by the District, and they each have their own specific criteria. The District routinely applies for available grants. Please see the next comment for a non-exhaustive list:</p> <p>A short list of District initiatives that have been funded through grants (not an exhaustive list) • BC Housing: Supportive Housing Fund • BC Housing: Community Housing Fund • BC Hydro: North Shore Heat Pump program • ChildCareBC New Spaces Fund • FCM Community Energy and Emissions Plan • FCM Sea Level Rise Strategy • FireSmart Community Funding and Supports • Metro Vancouver Housing • UBCM Childcare Strategy &amp; Action Plan • UBCM Housing Needs Report • UBCM Poverty Reduction Planning and Act</p>

Main Theme	Question / Comment	Staff Response
Affordable Housing	<p>Krb • 2023-02-14 06:13:47</p> <p>Page 16 addresses Reserve Funds. In particular the comment is made that "allocating a fixed percentage of *Cash* CACs remains an option to ensure adequate funding. " While the Public and also the RSAH Task Force have made this recommendation ongoing over the past 5 years, a path forward/policy has not been realized. Further staff had expressed concern that a change to CACs would be coming down from the province. Is that still possible? Or is a % FINALLY going to be set and if so, when?</p>	<p>Thank you for your comments. The District continues to allocate significant CACs to social housing initiatives within development projects. These amenities, including unit count, type, subsidized rents, and tenant eligibility criteria are documented in the related staff reports, and secured through Phased Development Agreements, Housing Agreements, and other legal instruments. (continued below)</p> <p>You are correct that Council has not established a specific percentage of these cash contributions to social housing; however, Council has allocated significant funding for social housing in past budgets, and the latest 2023-2027 similarly includes \$85.2 million. As to the process for CAC review, please see the following comment for an update provided to Council at the January 23, 2023, Regular Council Meeting.</p>
Affordable housing	<p>Good Morning,</p> <p>I read the Community Planning strategies listed in the 2023-2027 Financial Workbook, pg 35/36.</p> <p>I appreciate that many of the strategies mention addressing the housing needs for our community. However, to me, the following strategy feels incomplete: "Enhance strategic land acquisition and development in town centres and corridors that connect them focused on transportation, civic infrastructure, and facilities."</p> <p>In addition to enhancing land acquisition for the purpose of "advancing transportation, civic infrastructure and facilities," in town centres and corridors this "enhancement" should also bear a social equity marker by additionally prioritizing "acquiring sites" that could aid in developing partnerships for social and supportive housing, particularly in Lynn Valley and Lions Gate Town Centres where District Land that could be contributed to the housing equation (for desirable "balanced" and "complete" and "housing diverse" town centres) is currently scarce.</p> <p>"Housing" is missing from this land acquisition priority.</p> <p>Thanks for hearing my thoughts.</p>	<p>Hi,</p> <p>I was passed on your email for a response. Thank you for reaching out on this matter and sharing your perspective. The provision of affordable housing and the role that District owned land can play in providing affordable housing is of growing importance. The District, as you know, has provided its own land for affordable housing in the past and is actively contemplating using more District owned land for additional affordable housing.</p> <p>The idea of incorporating housing as a priority for District land acquisition going forward is good one to consider and we will raise the idea in our future internal discussions.</p> <p>Regards,</p> <p>Jason Smith Senior Community Planner</p>
Affordable Housing	<p>Just a follow up, on point one, including land value in affordable housing expenditures, my tentative position is it would be best to return to the accounting practice used prior to this year, with a note at the bottom about land allocation.</p> <p>Cheers!</p> <p>----</p> <p>Dear DNV,</p> <p>Three budget questions and comments:</p> <p>1. Are we quantifying land allocated for non-profit housing the way other jurisdictions do? Are we treating it different than we would other social or public works? As shown in the attached PDF our land contributions to social housing are, newly as of this year, considered an expenditure. This could be misleading about how many tax dollars are allocated for affordable housing.</p> <p>It is important to communicate to voters that this publicly owned land could be used for a million different ways, or sold to the highest bidder, but is it appropriate to list these million different opportunity costs as an expenditure? Do we do include the land opportunity cost when we contribute publicly owned land for roads, or free parking, or fire halls, or when we operate a 250 acre golf course?</p>	<p>Response pending</p>

Main Theme	Question / Comment	Staff Response
	<p>Many of these publicly owned amenities only serve small groups of people, for instance the Riverside Drive community restricts access to the 3 million dollar suspension bridge and the Fisherman's trail near their homes by prohibiting parking near the trailhead. Should we add the Fisherman's trail and new suspension bridge to a line item of expenditures of "land amenity contributions for Riverside Drive property owners"?</p> <p>Or our publicly owned golf course... it would be worth like a billion dollars if we sold it. If we accounted for this land contribution to golf the same way we do affordable housing wouldn't our 5 year golf budget be like a billion dollars?</p> <p>And the land value of this land is hard to establish because it depends on DNV controlled zoning? Are we valuing it at highest and best use, or as a lower value zoning purpose?</p> <p>Perhaps most importantly, are we following best practices? Do other municipalities account for land contributed to social or non-profit housing in this manner?</p> <p>2. I am concerned about how we quantify the climate impacts of DNV land use regulations. Land-use regulations, i.e. prohibitions on density, are probably the most environmentally consequential policy the DNV controls and I am concerned they are not internalized in our climate change accounting practices. Am I right to be concerned about that?</p> <p>According to the preeminent American think tank the Brookings Institute in many municipalities:</p> <p>"There's a sense that electrifying our transportation sector and in-home appliances may be enough, but metropolitan land use demands other systemic changes. [ for truly climate friendly cities] We need to undo decades of bad habits, returning to traditional people-centered neighborhood designs and incorporating forward-looking building technologies that promote more sustainable and equitable living."</p> <p>To illustrate, imagine we enact the maximalist low-density "green" policies in the DNV. We turn every home and building in the DNV into a net-zero-green-mud hut and electrify heating every building, electric cars, and so on. We would reduce our local GHGs enormously, but by prohibiting densification in a growing urban center we would still be fueling the urban sprawl machine that is tearing up forest and agricultural land in the suburbs and beyond.</p> <p>Because that suburban sprawl is more land and energy intensive, at a minimum we would be increasing our impact on land conservation by causing greenfield destruction. Further, it is almost a certainty that DNV land use regulations are massively increasing regional climate impacts because those new suburbs are not doing the maximalist green-mud-hut environmental policies and are still going to be car centric, inefficient, etc.</p>	

Main Theme	Question / Comment	Staff Response
	<p>It's possible that in this hypothetical the impact of our current low density land use regulations would cancel out the benefits out all of these maximalist environmental initiatives.</p> <p>So I am curious, can the budget department estimate the climate impacts of our land use policy? Can the budget department communicate that reforming land use costs the tax payer nothing? In fact it might save them money because a more permissive development policy might reduce taxes for property owners and could be an environmental-fiscal win win?</p> <p>Can we be sure to note the climate impacts of regulations, not just expenditures?</p> <p>3. Comment: I am personally horrified the district is delaying active transportation investments and at the backwards way we prioritize transportation spending.</p> <p>I'd like to illustrate my horror with the following example:</p> <p>I live 200 meters from the Lower Lynn interchange. I am appalled that three levels of government spent \$200 million dollars on a gigantic highway improvement that appears to have done absolutely nothing to improve traffic flow down the cut or in the area. Lower Lynn Improvements Project was provided by the Province of B.C. (\$76.7 million), Government of Canada (\$66.6 million) and the District of North Vancouver (\$54.7 million). This failure is predicted by reams of evidence about induced demand and roads that don't have user pricing.</p> <p>With the \$54.7 million the DNV contributed to this project we could probably have built hundreds of sidewalks, safe crossings, a network of protected bike lanes, covered bus stops, priority bus lanes, and so on that would actually improve our community in almost all of the DNV built. The opportunity cost of the car centric mega project is just staggering and completely distressing. Car centrism is incompatible with a thriving growing city. We know the best practices. We should be copying Tokyo, Copenhagen, Barcelona, and Amsterdam, not our crazy neighbors to the South.</p> <p>An old man was just crushed to death by a flatbed truck in his West Van neighborhood that has no sidewalks after the latest snowfall. How many district residents are going to be killed because we defer safe and active transport investments in favor of car infrastructure?</p> <p>I also hear we aren't even getting grant applications in in time to the province for active transportation improvements. That sucks.</p> <p>We should be building multifamily housing all over the north shore connected with frequent transit bus priority lanes, and a network of safe quiet protected bike routes.</p> <p>We should definitely be pursuing Vision Zero. The cities that have done that successfully like Helsinki are both much safer AND more pleasant livable. Let's copy them please.</p> <p>Cheers,</p>	



Main Theme	Question / Comment	Staff Response
Affordable Housing	<p>Thank you Rick.</p> <p>I just sent a fairly frenetic email to the budget email account too, complete with screenshots. A lot of questions. Some double up on what I asked you here. No need to include these questions you've answered here in the summary.</p> <p>Feel free to select ones you feel are appropriate in my email this afternoon to include in the summary to Council, but certainly no need to include all .</p> <p>Appropriate ones: which lands are represented in the \$70M and the contributions to the AH reserve fund but overall probably better to chat directly with you for my own personal understanding when things slow down!</p> <p>Good weekend to you as well,</p> <p>----- -----</p> <p>The District of North Vancouver has made commendable efforts and contributions towards social, supportive and affordable housing projects over the past several years; thank you! It will be wonderful when those units become occupied!</p> <p>My financially illiterate mind struggles to understand the true contribution to affordable housing going forward.</p> <p>Does the Allocation of District Land to Housing listed each of the five years at \$ 14,064, 000 represents a total value of land of \$14, 064, 000 or an anticipated increase of land each year? Which lands are these specifically to affordable housing? Riverside? 16th Street? Delbrook Lands? Typically I believe there is a list of the particular lands included in this workbook, I don't see this. Is there any NEW land added for affordable housing since last year's financial plan?</p> <p>Which reserve fund is providing the revenue to planning and development to the tune of \$ 1,266, 000 on page 36?</p> <p>Does the following screenshot reflect a \$100 000 contribution to the Affordable Housing RF only in 2024 and 2027? If I have misinterpreted this, please explain these figures below. There are no predicted contributions to the AHRF in 2023, 2023 and 2026? In the past this has been \$500, 000 per year generally. In 2018, DNV voters voted to see \$150M in contributions to AH. Where are we in regards to that figure now?</p> <p>2) Is the \$2.9M appropriation below from the housing fund to cover waived DCC's, permits, and other administrative costs?</p> <p>3) Why was there only \$334, 000 contributed to affordable housing in 2022? What is this figure attributed to?</p> <p>Thanks for your patience as I try to understand the true picture on DNV affordable housing contributions---just a basic understanding for the year ahead rather than five would be great!</p>	Response pending
Affordable Housing	which lands are represented in the \$70M and the contributions to the AH reserve fund	Response pending

Main Theme	Question / Comment	Staff Response
OCP	<p>Dear Mayor and Council,</p> <p>I grew up and lived in the District of North Vancouver for most of my life. Now I travel to and through the District as a CNV resident, visiting my parents, dentist, parks, shops, libraries and heading over the bridge. I'm often on my bicycle or using transit.</p> <p>I'm concerned about the proposed cuts to the budget that would have long term negative impacts on the community's health and well-being, and will further burden today's youth and their future kids with the cost of inaction.</p> <p>The DNV is 13 years into a 20-year Official Community Plan (OCP), but is nowhere close to achieving the outcomes that the plan promised to deliver. Emissions are on track to increase 19% by 2050. DNV data shows we have to move 7.5X faster on active transportation and transit investments in order to achieve 2030 targets and that the status quo rate of change renders us unable to meet the OCP's mode shift targets.</p> <p>We all agree that clean air, safe routes to schools, and sustainable mobility options are important to everyone in our community - and these are all possible when politicians choose positive, forward-looking action over short-term thinking, cancellations, and delays.</p> <p>Some countries invest nearly \$1 billion in active transportation options annually because they know it will return \$27 billion in health care savings each year. That's a huge return on investment.</p> <p>During the past council term the entire OCP was reviewed at a cost of around \$500,000. The result was an OCP Action Plan and the findings were clear: we need to invest and accelerate action to realize the 2030 vision which is only 7 years away. Five of the 7 current council members were on the past council and they unanimously supported the OCP Action Plan. Let's be clear, the current proposed budget is completely inconsistent with that Action Plan. We are one of the wealthiest communities in Canada and this budget is one of the lowest investments in the region. It is not acceptable to vote yes to plans, and then no when it comes to implementing the plans.</p> <p>Thank you for the valuable public service work you do. I trust you will make a decision to invest in the future when you consider and vote on the final budget this year.</p> <p>Best regards,</p>	Response pending

Main Theme	Question / Comment	Staff Response
OCP	<p>To Whom It May Concern</p> <p>I am writing to express my concern that the proposed budget doesn't align with the bold strategic action needed to reach our goals for a thriving and safe community and environment as outlined in the 2030 OCP. We are currently facing a critical moment in the fight against climate change, and it is essential that we take action now to mitigate the current and future impact.</p> <p>As a mother with two young children, I am deeply troubled by the lack of safe streets in our district. It is outrageous that my street does not have sidewalks, making it difficult for me and my children to walk safely to our destinations. I know that many other parents in the district share my concerns, and we need to take immediate action to address this issue. Furthermore, we need to be firm and aggressive with our efforts to make the district more accessible with public transportation and traffic calming measures. Investing in sustainable infrastructure will not only help reduce our carbon footprint but also make our communities more livable and accessible for everyone.</p> <p>Best regards,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>
OCP	<p>Dear City Council,</p> <p>I am emailing today as I am very concerned that the proposed budget does not fund many of the important items in the Official Community Plan.</p> <p>My husband and I recently celebrated the birth of our first child. As new parents we care more than ever about the health of our community, and what sort of community North Vancouver will be for our children. We firmly believe that in order for the north shore to be a liveable community we need to fund active transportation infrastructure, affordable housing, and other community services (greenspaces, libraries, childcare, etc.). If a larger tax increase is needed to fund these services - and I believe tax larger increases will be necessary - then we need to increase taxes. The District of North Vancouver can afford higher taxes. What we cannot afford is a lack of funding for infrastructure and services necessary for our community's health and wellbeing.</p> <p>My nuclear family currently resides in the City of North Vancouver, however all of our extended family is in the District of North Vancouver, and we have plans to buy property and reside in the District in the near future.</p> <p>Thank you for the hard work you do. I trust you will prioritize the needs of our community when making budget decisions.</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>

Main Theme	Question / Comment	Staff Response
OCP	<p>Hello,</p> <p>I am writing with regards to the preliminary budget and 2023-2027 Financial Plan.</p> <p>The proposed budget is a radical departure from the OCP, which is described on the District web site as an "Integrated Sustainable Community Plan." The proposed budget makes a mockery of the multi-year public and expert consultation process and the significant resources and time that went into the creation of the OCP.</p> <p>The District is an exceptionally car dependent municipality, with 85% of commutes and 79% of all trips made by automobile. This results in emissions of 412,000 tonnes of CO2 equivalent green house gas emissions. In the OCP the District set a 2030 target, that's just 7 short years from now, to have 35% of all trips made by walking, transit, or cycling. If the District carries through with it's proposal to gut 8 of the 9 active transportation routes and the majority of the sidewalk projects there is simply no credible way of achieving the stated goal.</p> <p>I will remind you, because at least a few of you certainly seem to have forgotten, that council declared a climate emergency in 2019. Its time to start acting like you understand what that means. Just last year we experienced a level 5 drought on the BC coast in October while forest fire burnt in the forests behind West Vancouver and the city's air was full of smoke. 30M people were displaced in Pakistan by flooding that wiped out almost half of the countries harvest, at least 20,000 people died in European heat waves, medieval drought stones were exposed throughout Europe. The year before 619 British Columbians died in the heat dome, Lytton burnt to the ground, billions of dollars worth of infrastructure was destroyed in flooding, and Vancouver was cut off from the rest of the country. Until we act to bring down our emissions it will only get worse.</p> <p>When the District of North Vancouver proposes to put an austerity budget through in the middle of a climate emergency what type of message does it send to our children? Do they not deserve a livable climate? Do we not value their lives more than a few dollars? If you pass the budget as it is currently proposed you will be telling future generations that we are horrible, evil people who care nothing for others and only for ourselves. That despite our material wealth we are a morally impoverished community that can't see beyond it's own short term greed and apathy.</p> <p>The future will judge us, and it will judge those who were in power and could have acted and this most important time in human history. I ask you to please think hard about your place in history when you vote on this budget, the future is watching. One percentage point is only \$25 per household.</p> <p>Thank-you for your consideration.</p> <p>Yours truly,</p>	Response pending

Main Theme	Question / Comment	Staff Response
Financial/Funding Strategies	<p>Of the \$636 (thousand?) of revenue marked as grants, (page 40) is any from Federation of Canadian Municipalities? There are plentiful grant options for retrofitting of municipal buildings and recreation facilities. If grant revenue does not include this potential source, can/will we apply for this funding? The library/rec facility retrofits come to mind.</p> <p><a href="https://fcm.ca/en/funding?f%5B0%5D=filter_by_typef%3ACommunity%20Buildings%20Retrofit">https://fcm.ca/en/funding?f%5B0%5D=filter_by_typef%3ACommunity%20Buildings%20Retrofit</a></p>	<p>Thank you for questions and comments regarding grant funding.</p> <p>The \$636 thousand referred to on page 40 of the budget workbook is related to regional funding specifically for road maintenance and renewal, and road safety.</p> <p>The District continuously reviews and considers available funding programs offered through all levels of Government, although these external funding sources are not always available for every initiative undertaken by the District, and they each have their own specific criteria. When considering available program funding we must consider the alignment with the funding program objectives, whether we are able to meet the delivery timelines and the cost benefit of meeting the additional reporting/application requirements.</p> <p>Along with all projects, the library retrofits will be considered for any potential funding source alignment. Please note, it is our policy to only include confirmed grant funding in our 5-year budget.</p>
Financial/Funding Strategies	<p>I refer to the executive summary: Expansion and upgrade of parks inside and outside of town centres, including Belle Isle Park, Seylenn Park Phase 2, a new neighbourhood park on Delbrook Lands, completion of Argyle Artificial Turf Field and funding set aside for the District's share of Handsworth Artificial Turf Field (\$28.9 million). ▢ Improvements to community spaces such as libraries, community centres, plazas and public art (\$17.2 million) All can be eliminated or postponed</p>	<p>Thank you for your input. We have taken note of your comments.</p>
Financial/Funding Strategies	<p>With the rising cost of everything, can we find a way to have those that use services chip in more? Like driving a car, there is insurance, license tax, etc.</p> <p>How do cyclists pay for all the painting for their lanes, etc? It is only fair, not to mention that a cyclist that does not comply with a traffic bi-law or runs into someone on the sidewalk (which I have witnessed 2 -1 a senior lady, and one other on a separate occasion) I could only help them and could not report this infraction.</p> <p>Drivers have to wear seatbelts or get a fine, to reduce hospital costs. Cyclists do not have to even wear a helmet. Many just jump on a bike with no instruction of indication that they know the safety bi-laws. Such a when the light is Red you stop. 3 times on Old Dollarton and Riverside, I have seen cyclist just turning. I pulled up beside one and asked if they had not seen the Red light, their answer was there was no one coming so I just went. Hum</p> <p>Thank you considering these thoughts we all want to be safe.</p>	<p>Response pending</p>
Financial/Funding Strategies	<p>tboppart • 2023-02-23 04:46:22</p> <p>There has been much discussion about turf fields in the District of North Vancouver spurred on by NVFC, including a CBC radio story this morning. Perhaps NVFC, and other user groups could be encouraged to collect a user fee from each participant going forward. At 6000 participants, a \$20 user fee per season would generate \$120,000. This would help expedite the funding of new turf fields in the District.</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>Addressing the needs of our very active sports community is a high priority for the District. As well, ensuring the equitable and realistic allocation of limited funding and staff resources for capital works across all District priorities is a fine balancing act, particularly with the challenging economic times we currently face and our need to be fiscally prudent in the decisions we are making.</p> <p>There is already a fee in place for the booking of field use and work is currently underway to develop a sustainable financial strategy for supporting the level of investment required to continue to advance the District's sports field strategy. This will require a multi-faceted approach that includes cost recovery through sports user fees, partnerships and third-party contributions, as well as development funding as applicable.</p>

Main Theme	Question / Comment	Staff Response
Financial/Funding Strategies	My only comment is to increase user fees for parks like Lynn Canyon and Lynn Headwaters near my home. In the last few years there has been an unprecedented increase in use by non residents from all over the lower mainland. This is great on one hand & presents challenges as well. We should share our amazing parks - It is also a privilege for residents & and visitors. I would like to see the traffic to Lynn headwaters monitored, 20 km speed enforced ,& a toll during peak times. It has become a car highway to race to the parking lot( paid now during high season) There is a risk to public safety & environmental impact. The parking attendant should collect a fee for all cars on this road during peak season. It is a dangerous road not designed for high traffic & I notice the upkeep is costly for snow clearing and extensive bushes/ tree pruning( aside from the amazing log removing currently underway) - I also propose it be gated on certain days for bikes, pedestrians/ dog walkers- Thank you for your consideration of a park user fee at peak times. The rangers/ district staff by the bridge are awesome! Lynn Valley resident since 1974	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Financial/Funding Strategies	The budget is incomplete in that it does: a)Plan for cost cutting b)Freeze hiring c)Go to a zero based budgeting system for every department d)Restrict departmental surplus to no go to general funding – only to rollover to next year Regards,	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Financial/Funding Strategies	Can you please confirm that this entire \$10.25M amount from the BC Growing Communities Fund is being targeted towards accelerating implementation of our OCP, especially in the areas of Active Transportation and Climate Emergency, and describe which OCP projects these funds will be used for.  I realize this is short notice, but after reviewing the budget documents on the DNV website, I see that you have already identified many areas where we should be moving ahead faster so I am hoping your analysis and recommendations can be done quickly.  There are many items in the OCP that are years behind schedule. We taxpayers and voters in DNV love the OCP and want to see it implemented as quickly as possible.  Thank you - we look forward to hearing how this gift is put to good use accelerating the OCP implementation.  The recent NS News article describing this \$10.25M gift to DNV is attached for reference.  Thank you. Regards.	Response pending
Financial/Funding Strategies	David Matsubara • 2023-03-05 08:02:03 On Friday March 3, the Province granted the District \$10.2M as part of the Growing Communities Fund. Please use this grant to fund long awaited fields at Inter-river and to fully deliver the school fields Argyle and Handsworth in 2023!	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Public Safety	• 2023-03-04 07:57:37 There is a large amount set aside in the 2023 budget for Public Safety (\$23,387) which is much larger than the years pre and post. Can you please provide more details on this line item? See table page 14/72	Included in the \$23,387 for public safety is \$19.6m for the new Maplewood Fire and Rescue Centre

Main Theme	Question / Comment	Staff Response
Sport Courts	<p>The City's proposed 2023-27 Capital Plan does not allocate funds to replace the 18 tennis courts lost to development or pickleball. This is not acceptable. The population keeps growing, demand for the few available courts keeps growing yet the City is moving in the other direction.</p> <p>Let's show some leadership and provide the recreational facilities that taxpayers deserve. If any of you play tennis you will have had first hand experience in trying to find a court in the City weekday or weekend.</p> <p>On a related matter why doesn't the City implement a reservation system for the few courts that are available. This would eliminate the need to drive around the City looking for an available court. It would also eliminate the problem of a small group monopolizing courts for hours... to to the courts on 13th and Grand where a group of four to six monopolize two courts for hours day after day.</p> <p>Yours sincerely</p>	<p>Thank you for your email and comments. This has been forwarded to the City of North Vancouver for response.</p>
Sport Courts	<p>As you are the people who spend my tax dollars...thought I should let you know...</p> <ul style="list-style-type: none"> <li>•Tennis courts resurfacing</li> <li>•Tennis courts at Delbrook</li> </ul> <p>....are a great investment in the fitness and wellness of many of us. Pickleball is taking up way too much of the money allocated for courts.</p> <p>Please – I want to ensure that both sports thrive, but there is less and less money going to tennis – we are the ones who can still enjoy a more aerobic, physically demanding game that one can play for free during much of the year.</p> <p>Tennis is an easy sport for all ages to learn and play – please keep our tennis facilities available.</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>DNV Parks is investing in tennis facilities across the District to renew these assets and make improvements for District residents. For example, the tennis courts at Myrtle Park and Maccartney park were resurfaced, repainted and new nets and benches installed last year. Additional resurfacing of more tennis courts is to be scheduled for this summer. The lights for the tennis courts at the future Delbrook lands park were upgraded in 2022 and the same tennis courts will be enlarged and improved as part of the larger park development.</p>
Sport Courts	<p>To Mayors and Council of District of North Vancouver, City of North Vancouver and District of West Vancouver:</p> <p>As a member of the North Shore Tennis Society, STANS (Seniors Tennis Association of North Shore) and Deep Cove Tennis Club, I am writing to you all to please invest in refurbishing and building new tennis courts on the north shore so we may be able to continue to enjoy this fabulous sport.</p> <p>To the Mayor and Council of the CITY OF NORTH VANCOUVER</p> <p>Given that five of North Vancouver City's 18 tennis courts (28%) have been lost to development or pickleball and the City is now planning to close its only two night-lite courts at Derek Inman Park (bringing the total lost courts to 38%) I believe it is vitally important to invest in replacing lost tennis courts.</p> <p>Your proposed plans allow for new "sports courts - does that mean tennis courts or???) at Loutet Park and funds to rebuild Cloverly Park, but does not allocate funds to replace lost tennis courts.</p> <p>I believe it is vitally important to invest in replacing lost tennis courts in the City of North Vancouver, where I live.</p> <p>To the Mayor and Council of DISTRICT OF NORTH VANCOUVER</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>DNV Parks is investing in tennis facilities across the District to renew these assets and make improvements for District residents. For example, the tennis courts at Myrtle Park and Maccartney park were resurfaced, repainted and new nets and benches installed last year. Additional resurfacing</p>

Main Theme	Question / Comment	Staff Response
	<p>Six District tennis courts have been lost to pickleball and many of the District's courts are in serious need of resurf. The District is now considering not moving ahead with the planned new park at Delbrook Centre, which will mean no refurbishing of the three tennis courts (the District's only night-lit courts).</p> <p>I believe it is vitally important to invest in refurbishing tennis courts, including Delbrook Centre tennis courts, in the District of North Vancouver, where I play tennis 2 or 3 times weekly.</p> <p>To the Mayor and Council of DISTRICT OF WEST VANCOUVER</p> <p>The District's 2023 budget (like 2022) contains no capital allocation for tennis courts which are in much need of refurbishing, yet has included \$800,000 in its capital budget to build four new pickleball courts.</p> <p>I believe it is vitally important to invest in refurbishing tennis courts in West Vancouver so that all North Shore residents may continue to enjoy the wonderful game of tennis.</p> <p>Sincerely,</p>	<p>or more tennis courts is to be scheduled for this summer. The rights for the tennis courts at the future Delbrook lands park were upgraded in 2022 and the same tennis courts will be enlarged and improved as part of the larger park development.</p>
Sport Courts	<p>Dear Council Members:</p> <p>I am writing to make you aware of my opinion, and that of my wife and many of my friends, that protecting and improving tennis courts in the District of North Vancouver should be an important priority and sufficient funds for the construction and maintenance of additional courts should be made available in the budget process. Tennis is a genteel, quiet and life-long sport that deserves to be encouraged and due to some extraordinary talent that this country has produced, it is becoming an ever-more popular activity enjoyed by all age groups.</p> <p>I encourage you to support all sports, as such activity generates a return to the community in terms of improved health, a resulting easing on healthcare demands, lower crime, and improved community spirit. Tennis has always been, and is increasingly acknowledged as, an important activity for people of all ages, being played by friends in their teens to their eighties.</p> <p>Please do not under-fund the sport of tennis in North Vancouver.</p> <p>Yours Truly,</p> <p>Best Regards,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>



Main Theme	Question / Comment	Staff Response
Sport Courts	<p>Hello,</p> <p>As a long time tennis player in the district, I am requesting that the Delbrook Courts are kept and perhaps expanded.</p> <p>The courts at Delbrook, along with the courts at the corner of Queens, Eldon Park, Capilano Dam, Grouse Wood, and Murdo Fraser are busy 24/7 all spring/summer/ and fall. How do I know? Well, each time I want to play tennis, I am forced to drive to each court to see if I can find a free one. It does not seem to matter what time of day or day of the week. I cannot tell you how many times I have done this each spring, summer and fall days over the last twenty years. It has become increasingly difficult to get a free court in the District.</p> <p>Delbrook is also the only set of courts in the District with lights. We used to enjoy the much loved summer evening lessons that had been an institution with Klaus and something to look forward to for the summer months. However, with the condition they are in, no toilets, I believe the rec centre decide not to run them. What a shame as it was a great way to attract new players during the summer as well as the kids camps that used to run there as well.</p> <p>All the courts in the district are equally enjoyed by young and old, including a puppy or two that has been dragged along to sit and watch.</p> <p>It has also become equally frustrating trying to get court time at the North Van Tennis centre, even with the purchase of a play card. There is a real need for more courts and not less in North Van district, and so, I question whether we should be turning the Delbrook area into another covered centre with a retractable bubble similar to West Van?</p> <p>I suggest that you put pickle ball courts on the roof of a building, just like at the courts of the North Shore Winter Club are. The ball does not bounce and it would keep the noise away from the neighbours who would not be happy with the annoying noise that the pickle ballers make, such as at Murdo Fraser. Surely, some adjustments could be made on the roof of the new Delbrook rec centre.</p> <p>Over the past few years, I have sent a few e-mails to both the Recreation Commission and DNV asking when the courts would be resurfaced as the topping has worn off and it is now not pleasant to play on, slippery to play on and perhaps even dangerous as a result. There have been many excuses over the last few years as to why they could not be resurfaced including the transfer of who was responsible for them and now, most recently the redevelopment of the site. It is a shame as they are very well used courts.</p> <p>Regards</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>DNV Parks is investing in tennis facilities across the District to renew these assets and make improvements for District residents. For example, the tennis courts at Myrtle Park and Maccartney park were resurfaced, repainted and new nets and benches installed last year. Additional resurfacing of more tennis courts is to be scheduled for this summer. The lights for the tennis courts at the future Delbrook lands park were upgraded in 2022 and the same tennis courts will be enlarged and improved as part of the larger park development.</p>

Main Theme	Question / Comment	Staff Response
Sport Courts	<p>Hello</p> <p>I am just writing as six District tennis courts have been lost to pickleball and more may be planned. Meanwhile, many of the District's courts are in serious need of resurfacing, and given the demands on the operating budget, this may take several years to accomplish. Now, I hear the District is considering not moving ahead with the planned new park at Delbrook Centre, which will mean no refurbishing of the three tennis courts (the District's only night-lit courts). I am a tennis player and love the courts at Delbrook. Tennis is what has kept me sane during the pandemic. Please reconsider the park at Delbrook. It is so central for many of us and the courts are always in use when I go to play.</p> <p>Kind regards</p>	Response pending
Sport Courts	<p>As an active tennis player, thank you very much for the amazing upgrade to the Myrtle Park and McCartney Park tennis courts. The recently added benches at McCartney will be so welcome when the outdoor season starts.</p> <p>As communicated in 2 previous letters to Council, at a Parkgate coffee meeting with the mayor (thank you) and in speaking with various DNV staff, I passionately support keeping all DNV outdoor tennis courts for the game of tennis and also replacing any tennis court lost to development and pickleball. I support the development of purpose built Pickleball courts.</p> <p>Tennis is a lifelong sport that should be supported by the DNV council through continued maintenance, upkeep and development of DNV outdoor tennis courts. Our tennis courts are well used, well loved.</p> <p>Please support the healthy, active and appreciative growing NV outdoor tennis community with well kept courts, stopping the loss of tennis courts and ensuring adequate development of courts as our population grows.</p>	Thank you for your comments, they have been noted as part of the ongoing public consultation process.
Budget Process	What was the total capital cost for Seylynn Park Phase 1	The total cost of Seylynn Park Phase 1 is \$ 2.6 million (including both Design and Construction).

Main Theme	Question / Comment	Staff Response
Budget Process	<p>Hello Sacha and DNV Council</p> <p>I am unable to produce an account (page goes blank after submitting consent) in order to provide comments on the proposed report. I also verified there is nothing in my spam or trash related to DNV and attempting using a different browser and email address did not solve the problem.</p> <p>I believe this should be investigated and reported back to the public as perhaps many others are having the same issues which takes away from our democratic process.</p> <p>Thank you</p> <p>----</p> <p>Hello</p> <p>I wanted to comment on the 2023 budget and set up a user and password but never received the email with further instructions. There is a glitch in the system.</p> <p>I tried to resend and also a different email but to no avail. I am using a Mac and also tried on an iPhone.</p>	<p>Hi</p> <p>We're exploring this issue and hope to have it resolved soon, meanwhile, consider checking your spam or junk folder to see if the confirmation email may have been misdirected. We would also be happy to add your comments to the discussion forum on your behalf, if you'd like to provide them by email.</p> <p>Regards,</p>
Sidewalks	<p>martynschmoll • 2023-03-05 10:56:33</p> <p>In 2022 the B.C. Court of Appeal unambiguously ruled that "... snow and ice accumulating on public sidewalks and the potholes on the street in front of the house are the legal responsibility of the municipality, not the adjacent property owner." Now that we're a week into this latest snow event, and many sidewalks still remain impassable and transit stops inaccessible, I'd like to see DNV's Winter Streets program updated to include staffing, equipment, and funding for the clearing of sidewalks.</p> <p>ReplyLike (1)</p> <p>gregrobins • 2023-03-05 11:55:12</p> <p>Agreed. Downloading the job of clearing snow to residents is not reasonable. People may be away, unable, or simply don't do it, leaving large sections incomplete and forcing people onto the road or struggling through deep or icy walkways. The only way to clear sidewalks is to do it 100% and have the capable people at the DNV take care of it with the right machines. If we can clear roads in a matter of hours, surely we can do the same for sidewalks.</p>	<p>Response pending</p>

Main Theme	Question / Comment	Staff Response
Indigenous Relations	<p>A few more things on your Budget based mostly on the staff presentation from Jan 30 2023 and the draft Budget document from Feb 13.</p> <p>First, are there any budget items that actually support the following:</p> <ul style="list-style-type: none"> <li>• Implement municipal-specific Calls to Action from TRC including 'Pathways to Reconciliation' from the Federation of Canadian Municipalities.</li> <li>• Advance municipal-specific recommendations of the Truth and Reconciliation Commission.</li> <li>• Apply United Nations Declaration on the Rights of Indigenous Peoples as framework for reconciliation.</li> </ul> <p>If yes, anything related to reconciliation and improving DNV relationship with Tsleil Waututh, Squamish and Musqueam Nations should be explicitly outlined in a distinct section. Not under "corporate services". I can't think of anything more insulting than to be considered a "strategic priority" vs just supporting reconciliation because it is the right thing to do.</p> <p>Second, my understanding is the only budget line that supports any First Nation with traditional territories in the DNV is 100K for an archaeological study. Can you please tell me why improvements to Whey-ah-wichen/Cates Parks were cut? Given improvements could increase user numbers and potentially business for Takaya Tours. That would be a huge benefit to Tsleil Wautuh.</p> <p>At the very least, maybe on the DNV page for Whey-ah-Wichen/Cates Park you can link to Takaya Tours through a Plan Your Visit link? It's the only park without an active link.</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>The District recognizes the importance of reconciliation and is dedicated to take meaningful action towards implementing it at the local level. Corporate Services is the division responsible for intergovernmental relations, including relationship building and engagement with First Nations governments and Indigenous communities on the North Shore. While Corporate Services oversees Indigenous relations, reconciliation initiatives are shared with and span across other departments.</p> <p>Corporate Services has a budget and staff resources allocated to Indigenous relations, including advancing the municipal-specific Calls to Action from the Truth and Reconciliation Commission and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) as a framework for reconciliation. Moreover, Indigenous engagement and archaeological matters are included in project-specific budgets.</p> <p>The Truth and Reconciliation Commission Call to Action #57 calls upon all levels of government to provide education to public servants on the history of Indigenous peoples, including the history and legacy of residential schools. The District has provided several educational opportunities and resources for staff to implement this Call to Action and will continue to do so to keep building effective and respectful relationships with Indigenous Nations in the North Shore. The District, in collaboration with local First Nations, has also been developing resources and policies to implement the United Nations Declaration on the Rights of Indigenous Peoples as a framework for reconciliation.</p>
	<p>To Whom It May Concern,</p> <p>I am writing to you today because I am concerned that the current proposed budget doesn't go far enough to ensure we are investing in our community and our collective futures. I am a mother of two young children and want them to be able to grow up in a municipality that values justice, accessibility, and the environment. I would like to see the budget reflect the commitments to Truth and Reconciliation and the OCP.</p> <p>My children are 3 and 7 years old and we walk all the time. I live in Upper Lonsdale in the Norwood Queens neighbourhood and regularly walk to Lynn Valley, to Edgemont Village, and up/down Lonsdale and beyond - the biggest concern I have isn't the distance or the hills it's the lack of safe sidewalks, especially when I want to get off the busy roads with my kids. My oldest walks to and from Braemar Elementary school everyday and in their 10 minutes walk to school they have to walk in the middle of the road for much of it since there are no sidewalks and there are often cars parked on both sides of the street. The lack of sidewalks is especially dangerous when it snows! The snow banks get too high for a small child to trudge through so they end up walking in the middle of the road but then when cars come by we have to scramble to climb up snow banks to get out of the way of rushing cars. Making sure our neighbourhoods are safe for everyone needs to be a huge priority and currently the budget doesn't reflect this.</p> <p>Despite growing up in the District of North Vancouver I lived in the city of Vancouver for most</p>	

Main Theme	Question / Comment	Staff Response
Indigenous Relations	<p>of my adulthood up until 2 years ago. In Vancouver I lived in Mount Pleasant and comfortably biked all over the city with my two young children. Once I moved to North Vancouver the lack of infrastructure was very discouraging and felt quite dangerous. In addition to spotty protected bike lanes there seems to be a hostility towards bikers that adds to the unsafe feeling of using my bike. Despite my concerns about the state of biking infrastructure I was so thrilled and inspired when I read the OCP and saw the plan to invest and build comprehensive connective bike lanes around the North Shore. Unfortunately, since initially reading the OCP when I moved here I haven't seen the massive movement to transform transportation on the North Shore like the OCP suggests. There are many families like mine who would love to get rid of their cars but can't because the DNV hasn't built the infrastructure to make that possible. Congestion on the North Shore is terrible - let's improve our community health, uphold the climate commitments made by the DNV, take some of the pressure off our roads, and invest in active transportation.</p> <p>I was very happy to see that the DNV committed to implement municipal-specific Calls to Action from TRC including 'Pathways to Reconciliation' and also adopted UNDRIP as a framework for reconciliation. I see that a project under the category of "5f. Pursue reconciliation and establish mutually beneficial relationships with First Nations" at Whey-ah-wichen Cates Parks is on the list of potential projects for deferral. I can't imagine why one of the wealthiest municipalities in Canada could possibly find a reason in 2023 to defer a project that was centered around reconciliation. I had a very hard time finding what money the DNV has budgeted to work on actually implementing the TRC calls to action and UNDRIP - this should be a top priority for all municipalities.</p> <p>The climate crisis is impacting everyone and getting worse. The DNV is an affluent community built around our love and appreciation for nature - we are in a perfect position to be real climate leaders. I would like to see the District of North Vancouver fully investing in climate action/infrastructure/solutions. The more work we do now towards building efficient climate conscious communities the greater the benefits will be for all.</p> <p>This is not the time for austerity. Homeowners in the District of North Van possess some of the most valuable homes in the country and have the highest median income of the North Shore municipalities. Homeowners in the DNV, generally speaking, are not the people being hardest hit by inflation and the affordability crisis. My husband and I co-own our home with my sister and my brother-in-law and totally understand no one WANTS to pay more taxes but in this circumstance I am begging you to please increase the property tax percentage and invest meaningfully in our community.</p> <p>Sincerely,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>

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Indigenous Relations	<p>Sacha Jones, Section Manager - Financial Planning, 355 West Queens Rd., North Vancouver, BC, V7N 4N5.</p> <p>We are concerned by the lack of work plan details and budget prioritization for "Apply United Nations Declaration on the Rights of Indigenous Peoples as framework for reconciliation." We consider this a serious under profiling of DNV's understanding and actions towards a new relationship with TWN and Squamish Nations. We would have preferred to see a guided and funded work plan and metrics for success.</p> <p>Sincerely,</p>	<p>Thank you for your message.</p> <p>The District recognizes the importance of reconciliation and is dedicated to take meaningful action towards implementing it at the local level. Corporate Services is the division responsible for intergovernmental relations, including relationship building and engagement with First Nations governments and Indigenous communities on the North Shore. While Corporate Services oversees Indigenous relations, reconciliation initiatives are shared with and span across other departments.</p> <p>Corporate Services has a budget and staff resources allocated to Indigenous relations, including advancing the municipal-specific Calls to Action from the Truth and Reconciliation Commission and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) as a framework for reconciliation. Moreover, Indigenous engagement and archaeological matters are included in project-specific budgets.</p> <p>While Corporate Services has been undertaking a number of initiatives to further reconciliation, we are in the process of developing a more detailed workplan and metrics. This is an important component of accountability and ensuring we meet our goals relating to reconciliation. Among those initiatives, the District has been focused on implementing the Truth and Reconciliation Commission Calls to Action as well as the United Nations Declaration on the Rights of Indigenous Peoples as a framework for reconciliation.</p> <p>Specifically, the Truth and Reconciliation Commission Call to Action #57 calls upon all levels of government to provide education to public servants on the history of Indigenous peoples, including the history and legacy of residential schools. The District has provided several educational opportunities and resources for staff to implement this Call to Action and will continue to do so to keep building effective and respectful relationships with Indigenous Nations in the North Shore. The District, in collaboration with local First Nations, has also been developing resources and policies to implement the United Nations Declaration on the Rights of Indigenous Peoples as a framework for reconciliation.</p>
Affordability	<p>Hello,</p> <p>The taxes are out of control and the district councilors have no respect for where the taxes come from. Councilors have spoken in great length about affordable housing , they missed the part of property taxes outpacing peoples wages, my taxes were \$2500 in the yr 2000, they are now over \$6200, my wages would have to triple to keep up.</p> <p>I have noticed councilors wages have doubled in that time . Money for bike lanes but not for soccer fields and artificial turf.</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p> <p>Concerns around budget and ensuing taxes is understandable. Prior to the calculation of taxes payable, the total revenue required to operate the District is reviewed extensively as part of the annual budget process. Through a balanced approach to budgeting, a yearly review of our operations is undertaken to ensure efficient, effective and economical delivery of our services. It is through yearly budget deliberations that Council gathers input from the public to balance community priorities with pressures of the current economy. During this process the District ensures that implementation of tax increases that are close to the rate of inflation are achieved. In the draft 2023-2027 Financial Plan, property with an average assessment increase in 2023 will experience a 4.5% increase in municipal property taxes. This tax levy increase continues to be among the lowest in the region.</p> <p>Further affecting property taxes are levies collected for other taxing jurisdictions along with the District's share of Metro Vancouver's utility operations and infrastructure costs. The District is legislated to collect taxes for School, BC Assessment, Metro Vancouver, TransLink and the Municipal Finance Authority. The Province along with these other authorities establish their own budgets and set tax rates that the District levies and collects on their behalf. These taxes collected for other agencies represent about 43% of your annual property taxes. The remaining portion of the tax</p>

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		<p>notice is utility user fees. These charges account for both District utilities and the District's share of Metro Vancouver's (Metro) utility operations (e.g., clean water, waste and sewage management, etc.) and infrastructure costs. While Metro increases average 10.4% for water and 19.3% for sewer over the next five years, District ratepayer increases will remain between 5.5% and 6.1% as the District's financial reserves help smooth increasing impacts from Metro's charges.</p> <p>Public engagement through the budget process is very important as Council considers balancing community initiatives amongst the many competing pressures placed on the property tax dollar.</p>
Affordability	<p>Your Worship and Members of Council,</p> <p>Attached is an updated graph that tracks my total municipal taxes from 1975 to 2022 (annually adjusted to the value of the 2022 dollar). Since my home has always been reasonably close to the "average" home in the DNV the results should be a reliable indicator of real increases over that time period.</p> <p>An additional attachment is a recent conversation I had with CHATGPT ( <a href="https://chat.openai.com/">https://chat.openai.com/</a>) which you may find informative.</p> <p>Yours truly,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>
Car Sharing / Transit	<p>Hello DNV Council,</p> <p>For the budget, please consider adding more options for car sharing like Evo and Modo out in Deep Cove, Raven Woods, and Parkgate. Helps take cars off the roads and provides more travel options for carless parents with young kids.</p> <p>Thanks for your consideration,</p>	<p>Thank you for your comments, they have been noted as part of the ongoing public consultation process.</p>
Policy Evaluation	<p>In 2019, the District of North Vancouver declared a Climate and Ecological Emergency and committed to aligning policies and actions with science-based targets which were, specifically, a minimum of 45% reduction (over 2010) by 2030 and net zero by 2050.</p> <p>CEEP highlights that we are completely off track to achieve these reductions (in fact highlighting that we will increase emissions by 19% to 2050 through status quo policies). Which is why it is deeply disturbing (yet unsurprising in a society addicted to cars), that staff are recommending gutting and delaying investments in active transportation. The OCP Action Plan was clear: the DNV is no where close to achieving mode shift targets. In fact, we would need to move 7.5X faster than we have previously done. Moving 7.5 x faster is completely incongruous with delaying action.</p> <p>This ongoing pattern of policy dissonance must be broken or we will continue to fail to achieve the outcomes of the OCP. It's actually quite simple - if we continue delaying, we will fail. If we move exponentially faster than we've ever moved before, we have a chance to make up for decades of delay.</p> <p>The DNV lacks accountability and evaluation criteria. For example, the OCP Action Plan says actions will be implemented through 'Climate' and 'Equity' lenses, but there are no publicly available metrics for what exactly is being measured and how exactly decisions are being made.</p>	

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	<p>Policy evaluation is critical. The public needs to understand the methodology and evaluation criteria which informs staff recommendations to council - and in turn, to understand the methodology behind council's decision making. Vancouver's Dashboard, as an example, includes 70 indicators. <a href="https://opendata.vancouver.ca/pages/vandashboard/">https://opendata.vancouver.ca/pages/vandashboard/</a></p> <p>Staff recommendations must include specific 'Climate' and 'Equity' indicators so it's clear exactly what is being measured and importantly who has been involved in the process. Far too often, we neglect to include those who are most negatively impacted by status quo policy choices thereby reinforcing the status quo. Policy choices should be made based on their potential to improve health, advance reconciliation, decrease pollution, increase equity - and they must consider many generations ahead.</p> <p>The consequences of previous policy decisions have resulted in the negative outcomes we (largely) agree we don't want (pollution, inequity, racism, poor health). It's illogical to believe that somehow we will achieve different outcomes without a different set of values and criteria informing our decisions.</p> <p>With the upcoming funding from the province, the need for publicly available evaluation criteria becomes all the more critical. Every single dollar that staff recommends spending must demonstrate how it will advance the OCP Actions through specific and transparent Climate/Equity metrics. As Albert Einstein is credited with saying, "we can't solve problems by using the same kind of thinking we used when we created them."</p> <p>I support higher investments/taxes that will improve the health and wellbeing of people (including future generations) and planet, and I believe many in our community do too. Regressive, austerity budgets, such as the one currently proposed, are completely out of touch with the scale of crises.</p> <p>Please advise what specific actions DNV will take to ensure that policy evaluation indicators/metrics are transparent and easily accessible to the public.</p> <p>I'll close with words from Chief Dan George and challenge us to reflect on his wisdom. Let's be a community that rises to this moment and leads with courage.</p> <p>----</p> <p>The time will soon be here when my grandchild will long for the cry of a loon, the flash of a salmon, the whisper of spruce needles, or the screech of an eagle.</p> <p>But he will not make friends with any of these creatures and when his heart aches with longing, he will curse me.</p> <p>Have I done all to keep the air fresh?</p>	<p>Response pending</p>



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	Have I cared enough about the water?  Have I left the eagle to soar in freedom?  Have I done everything I could to earn my grandchild's fondness?" -Chief Dan George	