

2023 Annual Report: Input and Responses

The following table provides a record of input from members of the public regarding the DNV's 2023 Annual Report.

Staff responses accompany each submission where applicable. For more information on the DNV's Annual Report, please visit [DNV.org/AnnualReport](https://dnv.org/AnnualReport), or watch the June 25, 2024 Public Meeting.

Input provided online via Annual Report forum.

Submission	Response
<p>1. As taxpayers in Lynn Valley, we are shocked to see our property tax bill for 2024 increase by more than \$1000 despite our property value being unchanged. And nowhere in the 86-page annual report is there any discussion of the property tax increase, why it's going up and what it's going toward. Do better DNV and time to be transparent and honest with taxpayers. What are you trying to hide?</p>	<p>Information regarding the 2024 property tax increase and how the funds are allocated can be found in the 2024-2028 Approved Financial Plan. Every year the District provides the public opportunities to review and comment on the draft financial plan before it is officially approved by Council. Property taxes are calculated based on the assessed value of the property and the tax rate set by Council each year. How your property value changed compared to the average for all residential class properties will determine how much your property taxes increase or decrease. The District provides a variety of information on property taxes online which includes information on how your property compares to the District average, please visit our website at Property tax calculator or call us and we'd be happy to arrange a time to discuss further (604-990-2488).</p>

Input provided during the Special Council Meeting. Recording may be found at: [Council Meetings Video \(dnv.org\)](https://dnv.org/CouncilMeetingsVideo)

Submission	Response
<p>1. Despite the rhetoric, to the contrary, democracy at the BC local government level (as established in 1959(a)) continues to be eroded. As evidence to this, note the:</p> <ul style="list-style-type: none"> • Lack of appropriate consultation by the province on Bills 44, 45, and 47(b). Sadly these Nov 2023 bills were NOT even mentioned in the 2023 Annual Report • Forcing reviews of the OCP to be what BC demands and not what residents desire. • DNV will have to zone single family lots in line with guidelines set out in a provincial government policy manual. • Apparent lack of consultation with the community on 60kph → 50kph for Mt. Seymour Parkway. • The constant reduction of time allotted for individual public input at Public Hearings. <p>Lack of transparency of the large increase in the cost of the new Lions Gate Sewage Plant.</p> <ul style="list-style-type: none"> • \$1 billion to \$4 billion with Fed/Prov contributions designed for a \$700 million plant. • Currently this leaves each home with an INCREASE in sewage charges of \$590 per year for 30 years. • Assuming our reserve funds/capita (page 50 of Annual Report) our “kitty” at \$1,671 will last 3 years • All Annual Reports prior to 2022 mention that the District’s rate stabilization policy will mitigate the projected costs increases. IMHO the mitigation will not be sufficient. • It remains to be determined if this 30yr debt-load can legally be imposed upon the DNV • The current (2023) Annual Report is the first year that this subject is not even mentioned! 	<p>Thank you for your input. Staff provided a response during the Special Council Meeting. The response can be viewed at the 36-minute timestamp.</p>

Submission					Response																																																		
<p>There is a need to examine whether the new debt imposed on DNV by Metro Vancouver would eventually exceed our “debt limit”. For this I urge council to examine https://www2.gov.bc.ca/gov/content/governments/local-governments/finance/borrowing-liabilities/municipal-liability-servicing-limits.</p> <p>Summary of DNV Municipal Taxes/Fees Over the Last 49 Years</p> <table> <tr> <th></th><th>1975 Tax in 1975 \$</th><th>A 2024 Tax In 2024 \$</th><th colspan="2">B 2024 Tax in 2024 \$Projected from COL increase of 5.9* or 5.5* since 1975</th><th colspan="2">Ratio of A to B</th></tr> <tr> <td>SEWAGE</td><td>\$33.60</td><td>\$945 [+\$464#]</td><td>\$198</td><td>\$185</td><td>4.8</td><td>5.1</td></tr> <tr> <td>WATER FEES</td><td>\$36.00</td><td>\$872</td><td>\$212</td><td>\$198</td><td>4.1</td><td>4.4</td></tr> <tr> <td>MUNICIPAL TAXES</td><td>\$326</td><td>\$3,756</td><td>\$1,91</td><td>\$1,793</td><td>2.0</td><td>2.1</td></tr> <tr> <td>UTILITY FEES</td><td>\$50.50</td><td>\$2,172</td><td>\$298</td><td>\$278</td><td>7.3</td><td>7.8</td></tr> <tr> <td>SCHOOL TAXES</td><td>\$527 w full grant</td><td>\$2,049 w partial grant</td><td>\$3,109 or</td><td>\$2,899</td><td>0.66 (**)</td><td>0.71</td></tr> <tr> <td>HOME ASSESSMENT</td><td>\$49,603</td><td>\$2,291,000</td><td colspan="2">\$293,000 or \$273,000</td><td>7.8</td><td>8.4</td></tr> </table>						1975 Tax in 1975 \$	A 2024 Tax In 2024 \$	B 2024 Tax in 2024 \$Projected from COL increase of 5.9* or 5.5* since 1975		Ratio of A to B		SEWAGE	\$33.60	\$945 [+\$464#]	\$198	\$185	4.8	5.1	WATER FEES	\$36.00	\$872	\$212	\$198	4.1	4.4	MUNICIPAL TAXES	\$326	\$3,756	\$1,91	\$1,793	2.0	2.1	UTILITY FEES	\$50.50	\$2,172	\$298	\$278	7.3	7.8	SCHOOL TAXES	\$527 w full grant	\$2,049 w partial grant	\$3,109 or	\$2,899	0.66 (**)	0.71	HOME ASSESSMENT	\$49,603	\$2,291,000	\$293,000 or \$273,000		7.8	8.4		
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<p>(*) DATA FROM MULTIPLE SOURCES INDICATE COST-OF-LIVING (COL) FROM 1975 TO 2024 INCREASED BETWEEN 5.5 AND 5.9 (**) MAY INDICATE A NEED FOR MUNICIPALITY TO INCREASE SCHOOL TAXES TO KEEP UP WITH INFLATION (#) MetroVancouver decided May 31 that Northshore pay 37% of \$2.8 billion cost overrun phased over 5-yr period. So annual payment to Metro will more that double (by adding \$590 to existing) from the current \$464. Ratio of A to B is the current Taxes (A) divided by the projected taxes in 1975 (B) for two different cost of living increases: 5.8 or 5.5 -which bracket the various cost of living increases since 1975. So, for example, the 1975 Sewage charge of \$33.60 projected forward to 2024 would, using the COL increase of 5.9, become \$198. In reality it is \$945 – some 4.8 larger than expected.</p> <p>TransLink tax levies increased 33% from \$467 (2023) to \$619 (2024) sewer/drainage utility charge increased 12.5% from \$840 (2023) to \$946 (2024) total charges increased 2.8% from \$8429 (2023) TO \$8666 (2024) As noted in the Metro Vancouver Board of Directors Agenda for May 31 and May 17, the pending Sewer/Drainage utility charges currently lie between an increase of \$725 by about 2029 to a more modest increase of \$185 by 2029. Currently an amortization period of 30yrs is planned but if shortened to the standard 15 yrs would increase the \$725 to \$775. As noted in (#) above, the Metro Board of Directors meeting of May 31st modified this to an increase of \$590 for 30 years.</p> <p>Review of 2023 to 2015 Annual Reports about the North Shore Wastewater Treatment Plan</p> <p>2023 – Nothing noted!?</p> <p>2022 – Page 53: On a combined basis, utility service expenses have increased at an annual average rate of 3.3 per cent over the past five</p>	

Submission	Response
<p>years. While expenses are projected to increase considerably over the next five years due to regional and external pressures, including impacts from the new North Shore Wastewater Treatment Plant Project, the District's rate stabilization policy will mitigate these impacts.</p> <p>2022 – Page 73: Continue working with Metro Vancouver to complete the North Shore Wastewater Treatment Plant including enhancing treatment to the tertiary level. Continued to support Metro Vancouver in completing this critical piece of regional infrastructure - Engineering, Parks and Facilities</p> <p>2019 – page 49: On a combined basis, utility service costs increased at an annual average rate of 3.1% over the past five years as a result of regional and external pressures as well as the District's policy of building financial resilience for the replacement of utility infrastructure including the North Shore Wastewater Treatment Plant.</p> <p>2018 – page 69: Advocate for an equitable financing formula for the North Shore Sewage Treatment Plant. Continued to monitor Metro Vancouver processes for determining funding of the Lions Gate Wastewater Treatment Plan Continued monitoring procurement process. Continued monitoring procurement process and work with Metro Vancouver to confirm fee structure. Proponent commenced site preparation in 2017. Proponent continued site work in 201.</p> <p>2017 - page 68: ACTION: Advocate for an equitable financing formula for the North Shore Sewage Treatment Plant. 2015 Progress: Continued to monitor Metro Vancouver processes for determining funding of the Lions Gate Wastewater Treatment Plan. 2016 Progress: Continued monitoring procurement process.</p> <p>2016 – page 66. Goals: Successfully adapt the long-term financial plan and strategies to ensure financial resilience in an evolving context of unprecedented physical and revenue growth. Actions: Advocate for an equitable financing formula for the North Shore</p>	

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<p>Sewage Treatment Plant. 2015 Progress: Continued to monitor Metro Vancouver processes for determining funding of the Lions Gate Wastewater Treatment Plan. 2016 Progress: Continued monitoring procurement process.</p> <p>2015 – page 58. Goals: Successfully adapt the long-term financial plan and strategies to ensure financial resilience in an evolving context of unprecedented physical and revenue growth. Actions: Advocate for an equitable financing formula for the North Shore Sewage Treatment Plant. 2015 Progress: Continued to monitor Metro Vancouver processes for determining funding of the Lions Gate Wastewater Treatment Plan.</p>	
<p>2. While the 2023 Annual Report, contains pretty picture, financial numbers and positive statement, I feel that there are details missing from the report that would put the District’s stated position more in tune with reality. The report should contain a page or two not only of what work was done throughout the year, but also what work was not accomplished and the reasons why it wasn’t done or whether it was cancelled or deferred. In early 2023, the District had capital work carried over from 2022 equal to one full year of the annual capital budget amount. I would have liked to have seen the 2023 Annual Report indicate by a percentage or dollars how much work performed in 2023 was from the 2022 budget, the 2021 budget and the 2020 budget, if applicable. Also, it should’ve indicated how much percentage wise performed in the 2023 capita budget and how much was being carried forward into 2024. Earlier this year, staff reported that a quarter of the carryover was address last year. No Council member questioned that statement, but I wonder what was meant by addressed. Does this mean that a quarter of the 2023 full-year carryover was actually done? The work performed? Since capital work like the Norgate sidewalk project was deferred, did it form part of the quarter that was</p>	<p>Thank you for your input. Staff provided a response during the Special Council Meeting. Response can be viewed at the 45-minute timestamp.</p> <p>An additional response is provided below on the carryover from year to year:</p> <p>Due to the nature of multi-year capital projects where the delivery schedule may be impacted by a number of factors including market conditions, weather impacts, contractor availability, the District assumes that there will always be approximately 30% underspend against each year’s allocation. The current underspend has been declining but is currently double the target 30% underspend amount. Changes in priorities and resource constraints can add to potential delays in delivery. These schedule delays can result in funding being carried over year to year as projects progress through their lifecycle to completion. A key strategy for reducing our capital tail and delivering our capital program has been through improved project planning and cash flow projections using our Project Management framework.</p> <p>Safety is a priority for the District and in many cases, project delays that cause carry over of funds are a result of prioritizing safety concerns.</p>

Submission	Response
<p>addressed? What other work was cancelled or deferred? The District's Council was wrong, in my opinion, when they voted to stick the District taxpayers with a 7% increase in taxes this year. You were fully aware that the full amount of the budgeted capital work for 2024 could not and would not be performed due to the ¾ of the year carryover from 2023 and it could be more than ¾ if there were referrals. The 2023 report does contain hints like "funds committed to capital works projects in progress are relatively high", but an explanation of what is relatively high would've been appreciated. Statements like "efforts are being made to catch up on delayed work being impacted by shifting priorities, resource constraints and other challenges" provide a hint of the carryover, but also appear to cover it up, because it doesn't say what you are catching up on.</p> <p>With reference to shifting priorities and ongoing economic challenges, who is managing this very large carryover and budgeted work for the year? Why is safety not a priority? For example, we were all aware that the Handsworth school was being replaced with a new building at the same site. The parking lot and access to the new building is now from Handsworth Rd. and not from Edgewood Rd. The District budgeted and approved the funds to install a pedestrian-activated lights at the intersection of Capilano Rd. in Handsworth Rd. This was a safety issue and should have coincided with the move to the new building. However, the new building opened up and was occupied by students by February 2022. The pedestrian lights were installed in October 2023. This clearly demonstrates that the District no longer considered it a safety issue by having the pedestrian lights installed 18-20 months after the move to the new building. We keep hearing from staff that the jobs are coming up higher than originally estimated due to work on the North Shore being more expensive, lack of capacity and a</p>	<p>However, other factors may influence a schedule delay for specific projects that are beyond staff ability to resolve, such as market conditions and resourcing. The management of the carryover and budgeted work is handled by applying rigorous project monitoring and controls, ensuring that shifting priorities and economic challenges are addressed efficiently.</p> <p>Staff regularly review workplans to ensure that the District is meeting the current needs of the community with a defined funding envelope. In a limited number of cases, shifting priorities may result in adjusting services with active projects being "put on hold". Active projects are put on hold after a thorough risk assessment considering safety, legal requirements, sunk costs and community considerations. Projects "put on hold" are considered for funding allocation and continuation on a regular basis until they are reprioritised and refunded.</p>

Submission	Response
<p>marketplace inflation, etc. If you delay a project for up to 18-20 months, you should expect cost increases, but don't blame the marketplace when you don't manage your own work appropriately.</p> <p>I have one question about the statement of "2024-2025: looking ahead – we also expect to advance priorities that may have on hold in 2023 due to a resource allocation, rising costs and capacity challenges. What does "may have been placed on hold in 2023" mean? We are in June of 2024. Do staff not know what they did last year? Why is it "may"? Was it put on hold, or wasn't it? And at the same time, you are advancing priorities. What about the rest of the work? Is that being ignored? It's an odd statement.</p>	