

Candidate Responses 2026 Municipal Election

Questions

1. If elected, what is your vision for improved transportation in North Vancouver?
2. Costs are rising and small business is feeling the squeeze. What will you do to support small businesses and foster business and job growth in North Vancouver?

City of North Vancouver

Mayor

Dave Kurvers

1. North Vancouver needs transportation that fits North Vancouver. I do not think the answer is simply more buses on already congested streets.

Regional rapid transit and local North Shore movement are different problems. Regional rapid transit can terminate in North Vancouver, with passengers transferring into a local east-west network designed around North Shore destinations. That network could include privately developed urban ropeways providing frequent, grade-separated service.

We also need to get our priorities right at street level. The City's pre-pandemic 2019 North Shore Transportation Survey found that 19.6% of daily trips by City residents were on foot and 2.1% by bicycle. The sidewalk is our busiest active-transportation network and, on a commercial street, it is the critical connection between storefronts and customers.

A bike lane is not automatically an improvement if it breaks that relationship or removes needed loading, deliveries, trades access and short-term customer access. Before changing a commercial street, the City should measure those impacts before and after.

My goal is reliable local movement, strong regional connections and transportation infrastructure that supports neighbourhood life and local business.

2. My approach is business retention before business attraction. Before chasing the next investment, City Hall should make sure the businesses already here can survive, expand and reinvest.

A complete, straightforward business-licence application should receive a City decision within one week. Commercial permits should have published service standards, clear checklists, early zoning confirmation and one City contact coordinating the file. Where a new business takes over substantially the same lawful use, we should carry forward valid approvals and infrastructure wherever legally possible instead of starting from zero.

City delay also has a real cost. Businesses can burn rent, wages and working capital while waiting for approvals. I would track City-controlled delay, repeat reviews and whether service standards are actually being met.

I also want an annual Local Business Health Report, with quarterly permitting metrics, so Council can see openings, closures, vacancies and whether City decisions are helping or hurting commercial streets.

Before changing parking, loading, vehicle access, curb space or streetscape design, the City should assess the business impact and measure the results afterward.

A City that says it is open for business should be able to prove it.