

# AGENDA

## *COUNCIL WORKSHOP*

**Monday, November 22, 2021  
7:00 p.m.**

**Council Chamber, Municipal Hall  
355 West Queens Road  
North Vancouver, BC**

**Watch at <https://dnvorg.zoom.us/j/65345321120>**

**Council Members:**

Mayor Mike Little  
Councillor Jordan Back  
Councillor Mathew Bond  
Councillor Megan Curren  
Councillor Betty Forbes  
Councillor Jim Hanson  
Councillor Lisa Muri



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## COUNCIL WORKSHOP

**7:00 p.m.**  
**Monday, November 22, 2021**  
**Council Chamber, Municipal Hall,**  
**355 West Queens Road, North Vancouver**  
Watch at <https://dnvorg.zoom.us/j/65345321120>

## AGENDA

### 1. ADOPTION OF THE AGENDA

#### 1.1. November 8, 2021 Council Workshop Agenda

*Recommendation:*

THAT the agenda for the November 8, 2021 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

### 2. ADOPTION OF MINUTES

#### 2.1. April 19, 2021 Council Workshop p. 7-12

*Recommendation:*

THAT the minutes of the April 19, 2021 Council Workshop meeting are adopted.

#### 2.2. June 28, 2021 Council Workshop p. 13-21

*Recommendation:*

THAT the minutes of the June 28, 2021 Council Workshop meeting are adopted.

### 3. REPORTS FROM COUNCIL OR STAFF

#### 3.1. Tree Protection Policy p. 25-43 File No. 13.6780.01/000.000

Report: Section Manager – Environmental Sustainability (Operations), November 8, 2021

Attachment 1: Tree Policy Memo

Attachment 2: Presentation Slides for November 22, 2021 Workshop

*Recommendation:*

THAT the November 8, 2021 report of the Section Manager – Environmental Sustainability (Operations) is received for information.

### 4. PUBLIC INPUT

(maximum of ten minutes total)

**5. ADJOURNMENT**

*Recommendation:*

THAT the November 22, 2021 Council Workshop is adjourned.

## MINUTES

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## DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 7:06 p.m. on Monday, April 19, 2021. The meeting was held virtually with participants appearing via video and telephone conference.

**Present:** Mayor M. Little  
Councillor J. Back  
Councillor M. Bond  
Councillor M. Curren  
Councillor J. Hanson  
Councillor L. Muri

**Absent:** Councillor B. Forbes

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. D. Milburn, General Manager – Planning, Properties & Permits  
Ms. S. Walker, General Manager – Corporate Services  
Mr. A. Wardell, General Manager – Finance/CFO  
Mr. R. Danyluk, Manager – Business Planning and Decision Support  
Mr. J. Gordon, Manager – Administrative Services  
Mr. E. Iorio, Manager – Financial Services  
Ms. G. Lanz, Deputy Municipal Clerk  
Ms. C. Archer, Confidential Council Clerk  
Ms. S. Ferguson, Committee Clerk

### RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE

**MOVED by Councillor BACK**

**SECONDED by Councillor HANSON**

**WHEREAS:**

- the Minister of Public Safety and Solicitor General has issued Order M192; and,
- Order M192 requires British Columbia municipalities to use best efforts to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act* and Public Health Officer orders; and,
- the District has assessed its ability to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act* and Public Health Officer orders; and,
- the District has taken into consideration its Covid-19 Safety Plan as required by Worksafe BC; and,
- the District has determined that, at this time, it cannot safely allow members of the public to physically attend open meetings of council in a manner that is consistent with the

applicable requirements or recommendations of the *Public Health Act* or its Covid-19 Safety Plan;

THEREFORE, this meeting of the Council for the District of North Vancouver is to be held virtually and without members of the public, or Council, being physically present;

AND THAT the principles of openness, transparency, accessibility and accountability are being ensured through:

- Providing an online subscription service for residents to sign up and be apprised of upcoming meetings and the post-meeting availability of meeting minutes and meeting videos;
- Providing advance notice of this meeting in accordance with the *Community Charter* and advising the public on how they may participate in the meeting by providing public input;
- Providing the availability of the agenda for this meeting on the District's webpage six days in advance of the meeting;
- The live streaming of this meeting via a link readily available on the District's webpage;
- Maintaining the thirty minute public input opportunity at each regular meeting and the discretionary public input opportunity at each workshop;
- The ability of the public to provide input on agenda items by full two-way audio and video means;
- Adhering the rules of procedural fairness and acting with respect and courtesy at all times when hearing the public;
- Conducting meetings in a manner that resembles in-person meeting as much as possible;

And reminding the public that they may contact Mayor and Council at any time on any topic via its [council@dnv.org](mailto:council@dnv.org) email address.

**CARRIED**

## **1. ADOPTION OF THE AGENDA**

### **1.1. April 19, 2021 Council Workshop Agenda**

**MOVED by Councillor CURREN**  
**SECONDED by Councillor BACK**

THAT the agenda for the April 19, 2021 Council Workshop is adopted as circulated.

**CARRIED**



## **2. ADOPTION OF MINUTES**

### **2.1. February 9, 2021 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the minutes of the February 9, 2021 Council Workshop are adopted.

**CARRIED**

### **2.2. February 16, 2021 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the minutes of the February 16, 2021 Council Workshop are adopted.

**CARRIED**

### **2.3. February 23, 2021 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the minutes of the February 23, 2021 Council Workshop are adopted.

**CARRIED**

### **2.4. March 1, 2021 Council Workshop**

**MOVED by Councillor MURI**

**SECONDED by Councillor BACK**

THAT the minutes of the March 1, 2021 Council Workshop are adopted.

**CARRIED**

## **3. REPORTS FROM COUNCIL OR STAFF**

### **3.1. 2021 Property Tax Distribution**

File No.

Mr. Andy Wardell, Chief Financial Officer, introduced the property tax distribution workshop, noting that Council has approved a 3% property tax increase, with 2% for inflation and 1% for asset renewal.

Mr. Wardell reviewed rates for capped and non-capped port properties, noting that property taxes are tax deductible expenses for businesses. Mr. Wardell advised that tax rates for non-capped properties were lowered starting in 2010 and this affected all waterfront industrial properties. He noted that tax shifts and assessment appeals have created challenges and that the District is advocating for the elimination of the *Ports Property Tax Act*. Mr. Wardell advised that the proposed rate for this class is \$17.52, significantly lower than the regional average of \$21.25.

In response to a question from Council, Mr. Wardell advised that improvements on properties are taxable and this is not within municipal control. To offset these costs, the District's strategy has been to lower the tax rate so that these improvements are effectively not taxed. As the value of improvements declines naturally over time, rates will increase.

In response to a question from Council, Mr. Wardell advised that the District is unique in having both capped and non-capped waterfront industrial properties.

Council discussion ensued and the following comments and concerns were noted:

- Expressed support for the staff recommendation, noting that the District has made efforts to support industrial businesses and the proposed taxation rate is below the regional average;
- Recommended returning tax rate to level that effectively does tax improvements for non-capped class as all other classes are taxed on improvements; and,
- Expressed concern regarding assessment appeals by heavy industrial businesses.

In response to a question from Council, Mr. Wardell advised that pending assessment appeals could cost the District \$3 million if successful and that the balance of the Tax Growth reserve fund is \$3.6 million. He noted that estimating the exposure to future appeals is not possible at this time and a levy on this class was not needed in 2020 as the reserve level was considered adequate at the time.

In response to a question from Council, Mr. Wardell advised that the District has continued to discuss the elimination of the *Ports Property Tax Act* with the provincial government, but no change is expected until the resolution of the COVID-19 pandemic. Mr. David Stuart, Chief Administrative Officer, advised that the District is discussing a number of taxation-related issues with the province, including highest and best use, taxation of air space and the *Ports Property Tax Act*. Mr. Stuart further advised that if Council wishes to add to the Tax Growth Reserve Fund, this levy could be applied directly to heavy industry rather than all tax classes.

**MOVED by Mayor LITTLE**

**SECONDED by Councillor BOND**

THAT staff is directed to hold reserve funds at current levels.

**DEFEATED**

Opposed: Councillors BACK, CURREN and HANSON

Mr. Wardell provided an overview of impacts of the COVID-19 pandemic on small businesses, many of which are struggling. He noted that some businesses are having difficulty accessing provincial and federal grants and that the District cannot provide assistance in this area. He advised that the District is limited by legislation to taxing at the class level and is not able to provide targeted relief through taxation to businesses that are struggling due to the pandemic. Although business licence fee reductions could have been used to reduce small business costs, the fees were set in 2020 and business licence renewals are already due for the current year.

Mr. Wardell provided options for class 6 taxation, including not applying the overall 3% property tax increase, or applying further discounts to bring the tax rate below that charged in 2020. In response to a question from Council, staff advised any discount for this class would be one-time reduction.

Council discussion continued and the following comments and concerns were noted:

- Requested an inventory of small, medium and large businesses in the District;
- Commented that some businesses are doing very well during the COVID-19 pandemic, but many are not, such as tourism, group fitness and restaurants;
- Expressed concern that business owners who do not own their properties may not see any benefit from property tax reductions;
- Expressed support for the 3% property tax increase to be applied to all classes and for the District to leave targeted relief to the provincial and federal governments;
- Commented that discounts at the class level will not assist businesses that are impacted by the COVID-19 pandemic and will assist businesses that have not been negatively impacted; and,
- Expressed concern that residents may object to businesses having their taxation rates discounted when the residential class, many of whom have had financial impacts from the COVID-19 pandemic, are not receiving a discount.

**MOVED by Councillor MURI**  
**SECONDED by Mayor LITTLE**

THAT staff are directed to prepare the 2021 Tax Rates Bylaw in accordance with the proposed rates in the approved 2021 Budget.

**CARRIED**

Councillor BOND left the meeting at 8:51 p.m.

#### **4. PUBLIC INPUT:**

##### **4.1. Mr. Jamie O'Connell:**

- Advised that he was speaking on behalf of Allied Shipbuilders;
- Noted that Allied Shipbuilders is one of the non-capped waterfront industrial properties in the District;
- Opined that the proposed increase to the Class 4 properties amounts to a 50 percent increase;
- Opined that Class 4 property tax rates do not reflect their consumption of municipal resources and services;
- Commented on the disparity between capped and non-capped industrial properties; and,
- Commented on the increase in property values and tax rates.

**5. ADJOURNMENT**

**MOVED by Councillor MURI**

**SECONDED by Mayor LITTLE**

THAT the April 19, 2021 Council Workshop is adjourned.

**CARRIED**

(8:54 p.m.)

Absent for Vote: Councillor BOND

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Mayor

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Municipal Clerk

## DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:03 p.m. on Monday, June 28, 2021. The meeting was held virtually with participants appearing via video and telephone conference.

**Present:** Mayor M. Little  
Councillor J. Back  
Councillor M. Bond  
Councillor M. Curren  
Councillor B. Forbes (5:10 p.m.)  
Councillor J. Hanson

**Absent:** Councillor L. Muri

**Staff:** Mr. D. Stuart, Chief Administrative Officer  
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities  
Mr. S. Ono, Deputy General Manager – Engineering, Parks & Facilities  
Ms. S. Walker, General Manager – Corporate Services  
Mr. A. Wardell, General Manager – Finance/CFO  
Mr. R. Danyluk, Deputy General Manager, Finance & Deputy CFO  
Ms. N. Chevalier, Acting Manager – Facilities, Infrastructure Planning & Project Delivery  
Mr. J. Gordon, Manager – Administrative Services  
Ms. C. Jackson, Manager – Climate Action, Natural Systems & Biodiversity  
Ms. I. Weisenbach, Acting Section Manager – Transportation  
Ms. C. Archer, Confidential Council Clerk  
Ms. S. Clarke, Committee Clerk  
Ms. K. Hebron, Committee Clerk

### RESOLUTION TO HOLD PUBLIC MEETING WITHOUT THE PUBLIC IN ATTENDANCE

**MOVED by Councillor BACK**

**SECONDED by Councillor HANSON**

WHEREAS:

- the Minister of Public Safety and Solicitor General has issued Order M192; and,
- Order M192 requires British Columbia municipalities to use best efforts to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act* and Public Health Officer orders; and,
- the District has assessed its ability to allow members of the public to attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act* and Public Health Officer orders; and,
- the District has taken into consideration its Covid-19 Safety Plan as required by Worksafe BC; and,

- the District has determined that, at this time, it cannot safely allow members of the public to physically attend open meetings of council in a manner that is consistent with the applicable requirements or recommendations of the *Public Health Act* or its Covid-19 Safety Plan;

THEREFORE, this meeting of the Council for the District of North Vancouver is to be held virtually and without members of the public, or Council, being physically present;

AND THAT the principles of openness, transparency, accessibility and accountability are being ensured through:

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- And reminding the public that they may contact Mayor and Council at any time on any topic via its [council@dnv.org](mailto:council@dnv.org) email address.

**CARRIED**

Absent for Vote: Councillor FORBES

## 1. **ADOPTION OF THE AGENDA**

### 1.1. **June 28, 2021 Council Workshop Agenda**

**MOVED by Councillor CURREN**

**SECONDED by Councillor BACK**

THAT the agenda for the June 28, 2021 Council Workshop is adopted as circulated.

**CARRIED**

Absent for Vote: Councillor FORBES

## **2. ADOPTION OF MINUTES**

Nil

## **3. REPORTS FROM COUNCIL OR STAFF**

### **3.1. Active Transportation Program Update**

File No. 16.8620.01/000.000

Mr. Steve Ono, Deputy General Manager – Engineering, Parks & Facilities, provided background on the Active Transportation Program, noting that there has been signification progress, including prioritized funding for active transportation by Council. Mr. Ono advised that the Transportation Plan was endorsed by Council in 2020 and adjustments are needed as conditions change. He further noted that staff is taking time to engage residents and ensure that impacts are minimized. Lynn Valley Road improvements have been split into two phases to allow completion of the first section while the second, upper section will have a pilot phase to gauge the impacts of the project.

Councillor FORBES arrived at this point in the proceedings.

Ms. Ingrid Weisenbach, Acting Section Manager – Transportation, advised that the staff presentation covers the current year Active Transportation Program as well as a longer-term look at the cycling program. Ms. Weisenbach reviewed the 19 projects that were planned for 2021 as of November 2020, noting that 12 of the projects are on schedule to begin construction this year. She advised that scheduling of the seven other projects has been adjusted, some due to changes in priorities and others to coordinate construction with other works.

Ms. Weisenbach noted that the crossing upgrade at Fromme and Frederick Roads has been rescheduled to 2022 to coordinate with a culvert project, new fields and sidewalks to minimize the need to re-pour concrete. She further advised that the central portion of the Spirit Trail is expected to be tendered in late summer and awarded in fall 2021. She further advised that this connection will provide a vital link for pedestrians and cyclists in an area with heavy traffic congestion on roadways.

Ms. Weisenbach provided an overview of priority cycling routes, noting that timelines have been adjusted along with changing priorities, including a growing focus on the Liveable Deep Cove project, which will require additional pedestrian and cycling projects to improve active transportation options in and around the village. She advised that two phases of work will be undertaken for Lynn Valley Road and that work will commence on border route upgrades between Lions Gate Village and the City of North Vancouver (CNV) in summer 2021.

Ms. Weisenbach advised that the factors considered for prioritizing cycling projects include:

- Resource availability;
- Complexity of the route;
- Opportunities to combine with other projects;

- Partnership opportunities with neighbouring municipalities;
- Grant requirements; and,
- Proximity to bridgeheads.

For projects that are being rescheduled, Ms. Weisenbach advised that additional time has been allocated to public engagement for projects with significant trade-offs and that a maximum of two such projects will be undertaken per year. One such project is the north portion of Lynn Valley Road, where a consultant has been engaged to design and pilot a one-way configuration and receive public input on the pilot.

Additional time will also be allocated to projects where coordination with other agencies is required. Upcoming projects involving other agencies include:

- Cycling connections under Highway 1 at Capilano Road and at Lynn Valley Road with the Ministry of Transportation and Infrastructure (MOTI);
- Westbound cycling link from the Lions Gate Bridge to McGuire Avenue with the District of West Vancouver; and,
- Linking Lynn Valley with Lynn Creek in partnership with the CNV.

Ms. Weisenbach advised that the timeline for completion of the Spirit Trail has been adjusted to deliver the project over the next nine years. Challenges for this project include steep terrain and routes through residential neighbourhoods that are sensitive to local concerns.

In response to a question from Council, staff advised that the timing of the Lynn Valley Road project has been accelerated to coordinate with MOTI works.

In response to a question from Council, staff clarified that the north Lynn Valley Road pilot will keep some on-street parking for residents and that different options are being considered.

In response to a question from Council, staff advised that properties are smaller at the northeast end of Lynn Valley Road with less off-street parking and high street parking demand. The pilot project will test how effective the one-way route and different street parking options are. Traffic monitoring will be ongoing, including traffic counts.

In response to a question from Council, staff advised that commuter cyclists ride straight uphill on Mountain Highway and that there has been significant uptake on the use of e-bikes in the community. Despite the steep grade, Mountain Highway remains a desirable route, though more protection from vehicle traffic would be of value to cyclists on this route.

Council discussion ensued and the following comments and concerns were noted:

- Acknowledged the difficulties associated with transforming a transportation system;
- Commented on the need for the public to be educated in order to make health-based decisions;



- Noted that the Official Community Plan (OCP) goals include a target of 35 percent mode share other than motor vehicles and accelerated action will be necessary to meet this goal;
- Commented on the high number of vehicle trips within the District and the need to reduce these in the future;
- Commented on the environmental impact of motor vehicles;
- Noted that staff need to be empowered to effect change;
- Commented on the high number of cyclists travelling downhill on Mountain Highway;
- Recommended widening the sidewalks on Mountain Highway near Eastview Elementary School to improve student safety;
- Expressed concern regarding extending cycling lanes up Mountain Highway;
- Commented on competing demands for space for sidewalks, cycling lanes, passenger vehicle traffic, buses and other large vehicles;
- Queried if traffic counts are available for motor vehicles and bicycles on 29<sup>th</sup> Street and requested an update on when the CNV will be completing work on the south side of the street;
- Noted that larger municipalities such as the City of Vancouver are able to build more cycling and pedestrian infrastructure due to new development and having more physical space;
- Noted that the purchase of private property could be required to widen some routes;
- Expressed concern about the pace at which decisions are being made regarding cycling routes;
- Commented on the need to identify routes that will most effectively achieve mode shifts and improve safety for pedestrians and cyclists;
- Expressed support for the three-year rolling program to have projects available for grant opportunities;
- Requested an update on future cycling improvements on Main Street from Phibbs Exchange to the CNV border; and,
- Commented on the challenges facing cycling commuters travelling over the Ironworkers Memorial Bridge.

In response to a question from Council, staff advised that work will commence on the connection between Harbour Avenue and the bridge at Lynn Creek in fall 2021 and that CNV is likely to work on the western section in 2024.

In response to a question from Council, staff advised that a small portion of the Spirit trail will cross Dollarton Highway and no other cycling improvements are planned for Dollarton Highway at this time.

In response to a question from Council, staff advised that Dollarton Highway is narrow with little or no shoulder, which decreases the feasibility and significantly increases costs associated with building cycling infrastructure for this route.

Staff further advised that the criteria for route prioritization includes where the most effective mode shift for the best value can be achieved. It was noted that densified town centres reduce the number of vehicle trips by placing residents near the services they want to access.

Council discussion continued and the following comments and concerns were noted:

- Opined that infrastructure is required to attract users and that needs cannot be accurately gauged without building cycling routes first;
- Expressed concern regarding project timelines;
- Commented on the need for more cycling infrastructure in the Seymour area;
- Noted that pedestrians and cyclists do not always feel safe using those transportation modes;
- Acknowledged that the District has some challenging topography for cycling infrastructure; and,
- Expressed support for the allocation of additional resources for cycling lanes.

In response to a question from Council, staff advised that Mt. Seymour Parkway cycling lanes are built to an old standard and are narrower than one metre in some sections. It was noted that vehicle speeds are higher on Mt. Seymour Parkway and some commuters choose to use Dollarton Highway despite the lack of cycling lanes as vehicle speeds tend to be lower on this route.

Staff further noted that data collection on cycling lane use is possible after separation and cycling lanes are installed as data collection devices are subject to being hit by vehicles when placed on the roadway.

In response to a question from Council, staff advised that promoting cycling on the North Shore and commuting off the North Shore are different priorities and that both may not be achievable within current budgets. It was noted that reducing local vehicle trips is likely the higher priority at this time.

### **3.2. On-Street Parking Policy – Update**

File No. 16.8620.00/000.000

Ms. Nicola Chevalier, Acting Manager – Facilities, Infrastructure Planning & Project Delivery, advised that the purpose of this presentation is to provide an update to Council following the approval of the On-Street Parking Policy in November 2020. The policy was a critical first step in mitigating parking pressures in town centres and other neighbourhoods with high parking demand, providing staff with clear direction and regulatory tools to balance competing needs. Prior to the approval of the policy, decisions regarding on-street parking were made on a relatively ad hoc basis. Ms. Chevalier noted that staff receive a high level of requests for Resident Parking Only (RPO) zones during the summer and it remains important to review these requests using the principles in the policy.

Ms. Chevalier reviewed the parking management goals in the On-Street Parking Policy, noting that achieving a balance between the needs of residents, business owners, customers and workers is often a complex process:

1. Improved liveability in residential neighbourhoods;
2. Public access to parks and other open spaces;
3. Promotion of local commercial activity by encouraging the turnover of parking spaces;
4. Encourage travel by sustainable transportation modes;
5. Fair and consistent parking management across the District;

6. Complement and support the OCP; and,
7. Regulate parking based on daily and seasonal variations in demand.

Ms. Chevalier reviewed the regulatory tools available to balance the different goals as well as the benefits and disadvantages of each:

1. Resident Parking Only (RPO):
  - Advantages:
    - Improved livability for local residents.
  - Disadvantages:
    - Restricted access to parks and other public spaces;
    - Administrative costs;
    - Costs to residents for passes;
    - Residents may find it too restrictive; and,
    - Residents may not like the required signage.
2. Unrestricted parking:
  - Advantages:
    - Full public access;
    - No administrative or enforcement costs; and,
    - No signage required.
  - Disadvantages:
    - No ability to manage parking supply or turnover; and,
    - Possibly impacts to resident livability depending on demand.
3. Resident Exemption (RE):
  - Advantages:
    - Encourages parking turnover for visitors to parks or businesses; and,
    - Maintains resident ability to park for longer periods.
  - Disadvantages:
    - Possible high parking turnover in residential areas;
    - Administrative costs; and,
    - Costs to residents for passes.
4. Time Limited Parking
  - Advantages:
    - Increased turnover; and,
    - Better access to businesses and outdoor spaces.
  - Disadvantages:
    - Reduced access for customers, staff, and park visitors who want to stay for longer periods.
5. Pay Parking
  - Advantages:
    - Generates revenue; and,
    - Effectively manages demand.
  - Disadvantages:
    - Public acceptance; and,
    - Administrative and administrative costs.

Ms. Chevalier advised that RPO zones implemented before the approval of the On-Street Parking Policy need to be reviewed to ensure they align with the policy and are effective and fair. She noted that the District receives complaints from

residents who want more restrictions as well as members of the public who want more access to trailheads and parks.

In response to a question from Council, staff advised that data collection for Lynn Valley Park would be premature at this time as the suspension bridge remains closed due to the COVID-19 pandemic. She further advised that additional parking restrictions were introduced on neighbouring residential streets to balance liveability with the needs of park users.

Council discussion ensued and the following comments and concerns were noted:

- Acknowledged that street parking can be a divisive issue;
- Noted that residents have complained about the \$30 fee for resident parking;
- Commented on resistance to change;
- Expressed frustration at the slow pace of mode shift away from personal vehicle use;
- Commented on street parking issues near trail heads, including blocked driveways and people driving over residents' lawns;
- Commented on issues at trailheads in the Blueridge area; and,
- Expressed concern that improving trails will attract more visitors to residential areas and cause additional disruption to local residents.

In response to a question from Council, staff advised that more parking spaces have been added at Blueridge Park as well as additional signage to address problem behaviours. She further noted that not all residents near trailheads and parks are willing to purchase passes or have the required signage around their homes.

In response to a question from Council, staff advised that the On-Street Parking Policy will be integrated with the Seymour Trails Strategic Plan to detail options for access and parking to balance the needs of residents and trail users.

Council discussion continued and the following comments and concerns were noted:

- Commented on growth of outdoor trail use and the need to physically spread out users on the trails;
- Commented on the behaviour changes needed to affect climate change;
- Noted that space on roadways is physically limited;
- Expressed support for additional public engagement and consultation for any changes to on-street parking; and,
- Commented on parking pressures in commercial and industrial areas.

In response to a question from Council, staff advised that lowering speed limits on a regional basis is under Provincial jurisdiction. A Translink subcommittee is developing a recommendation for an amendment to the Motor Vehicle Act to reduce default speed limits province-wide. Staff advised that District staff have reviewed materials from municipalities that have enacted reduced neighbourhood speed zones, a program not currently on the District's work plan. Staff further advised that there are high costs associated with neighbourhood speed zones as speed limit signs would need to be posted on all of the affected streets.

Public Input:

Mr. Don Piercey:

- Spoke on behalf of HUB Cycling;
- Expressed support for the Active Transportation Program;
- Encouraged the District to provide more resources to accelerate active transportation projects;
- Commented on the prioritization of more densely populated population areas to reduce short trips by car;
- Noted that some cycling routes have significant gaps; and,
- Commented on the grade of Lynn Valley Road versus alternate routes in Upper Lynn Valley.

Mr. Corrie Kost

- Opined that private vehicles are the only safe mode of transportation;
- Commented on reduced ridership on public transportation; and,
- Opined that cycling is only for those who are young and in good health.

Mr. Eric Andersen

- Expressed concern that the Seymour Trails Strategic Plan will not solve neighbourhood issues;
- Noted that balancing the priorities of different groups will be difficult;
- Commented on ways to encourage trail and park users to respect neighbourhoods without using signs; and,
- Noted that many trail users do not live on the North Shore.

Mr. Bev Parslow:

- Expressed concern regarding vehicle speeds on Delbrook Road and the high number of crashes at the intersection of Delbrook and Queens Roads; and,
- Requested traffic calming measures for the route, including lower speed limits at crosswalks and near parks, bump-outs at crosswalks, parking and cycling lanes on both sides of the street, as well as a new crossing at Windsor Road.

**4. ADJOURNMENT**

**MOVED by Councillor CURREN**

**SECONDED by Mayor LITTLE**

THAT the June 28, 2021 Council Workshop is adjourned.

**CARRIED**  
(7:32 p.m.)

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Mayor

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Municipal Clerk

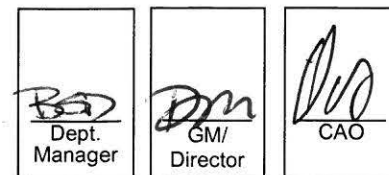
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## REPORTS

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AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: <u>November 22' 21</u>
<input checked="" type="checkbox"/> Other: <u>WORKSHOP</u>	Date: _____



## The District of North Vancouver REPORT TO COUNCIL

November 8, 2021

File: 13.6780.01./000.000

**AUTHOR:** Richard Boase, P.Geo. Section Manager – Environmental Sustainability (Operations)

**SUBJECT:** Tree Protection Policy Workshop

### REASON FOR REPORT:

To provide background information for the November 22, 2021 Tree Protection Policy workshop.

### BACKGROUND:

On June 21<sup>st</sup>, 2021, Council passed a motion directing staff to report back on possible amendments to the Tree Protection Bylaw and related Fees and Charges, establish an Urban Forest Management Strategy and, following a Council workshop, report back with recommendations to update relevant bylaws and policies.

Staff circulated a memo (**Attachment 1**) to Council on November 2<sup>nd</sup>, 2021, as background information for the workshop, outlining the current regulatory framework of the Tree Protection Bylaw, some recommended areas for consideration of review, an update on the Urban Tree Canopy Program rolled out this year and ideas for future urban tree canopy projects.

The suggestions listed below are intended to reduce the amount of mature tree removal and encourage more planting and replanting on our single family land base (further background can be found in the attached Memo):

- Consider creating a new and separate large diameter tree permit application fee,
- Consider an increase in the permit fee associated with a single large diameter tree permit,
- Consider an increase to the environmental compensation fee,
- Consider alternate forms of environmental compensation to replace lost ecosystem services related to mature urban tree canopy, and

**SUBJECT: Tree Protection Policy Workshop**

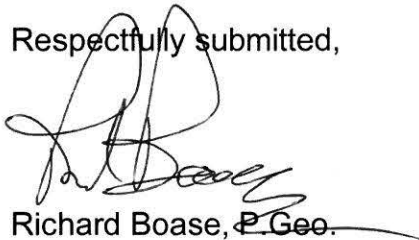
November 8, 2021

Page 2

- Consider setting a minimum security deposit to encourage replanting compliance.

The staff presentation is also attached (**Attachment 2**).

Respectfully submitted,



Richard Boase, ~~P. Geo.~~  
Section Manager, Environment Sustainability

Attachment 1: Tree Policy Memo

Attachment 2: Presentation Slides for November 22, 2021 Workshop

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor	_____	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning	_____		
<input type="checkbox"/> Climate and Biodiversity	_____				

**Memo**

November 1, 2021

File: 13.6780/Tree Management/File

**TO:** Mayor and Council

**FROM:** Richard Boase, P.Geo. - Section Manager Environmental Sustainability (Operations)

**SUBJECT:** Urban Tree Canopy - Policy and Protection

This memo provides a draft framework for the upcoming Council Workshop on Tree Protection Policy as it relates to our urban tree canopy. The below discussion topics are founded on the fact that the DNV and the region is losing significant forest canopy from private (mainly single family) property. Mature tree removal and the resulting canopy loss from these types of lands presents multiple challenges that are difficult to address. Tree canopy is disappearing fastest from the single family land base where it is most needed. Tree removal on private property can be divided into two broad categories: tree removal associated with development and tree removal undertaken by individual homeowners not associated with any type of development. There are many reasons that homeowners apply to remove large diameter trees including to improve light, to reduce both perceived and real risks from tree failure, to eliminate the maintenance costs associated with large trees such as leaf and needle clean up and to re-landscape their yards. It may be an opportune time to review in detail how our current single family regulations affect tree protection on single family zoned lands.

Trees are important to both individuals and the community. Trees in urban areas help to filter out pollution and provide oxygen, while slowing and absorbing rainwater and reducing storm water runoff. Urban trees provide an important refuge space for birds and other wildlife, and form key habitat corridors in our community that increases the biodiversity of the area. Energy use can be reduced by planting trees near building because trees provide shade for a cooling effect in summer and help to reduce the heating needs of buildings in winter. New research is showing that trees have a positive impact on human mental and physical health and that people are increasingly seeking our treed places in urban areas. The Tree Protection Bylaw allows staff to manage the removal of private property trees by ensuring that replacement trees are planted whenever large diameter trees are removed or that a compensation fee is taken to fund the planting of trees back into the urban setting.

In the past 5 years, staff have issued the following number of tree permits for tree removal on private property:

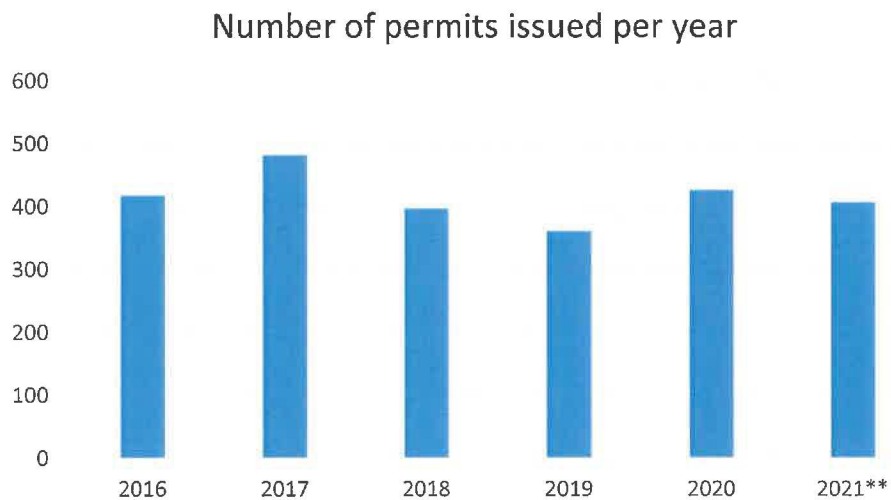
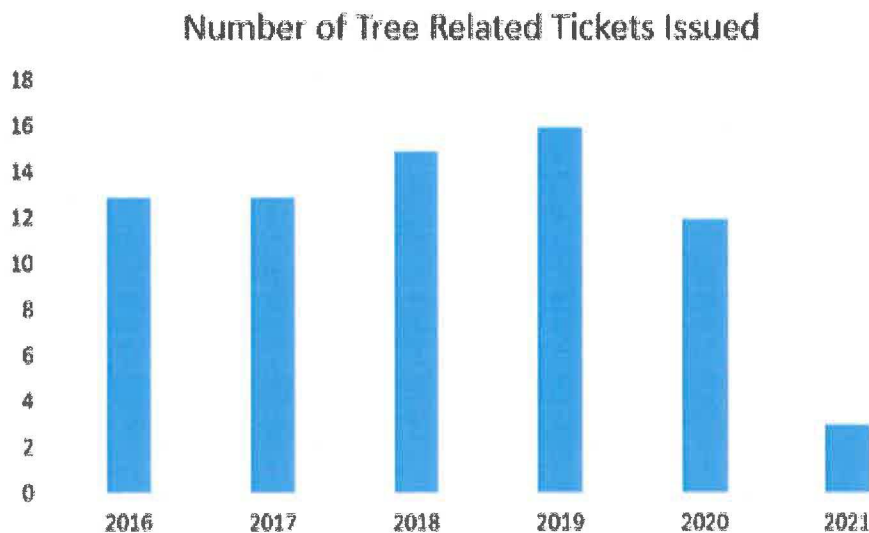


Table 1: tree permits issued for the past six years up to November 1, 2021



Staff have provided this memo with the intent of providing Council with initial discussion concepts. The concepts are intended to result in less mature tree removal from our single family land base and to encourage more replanting of new trees to sustain our canopy going forward. Staff are requesting feedback on the presented concepts or if there are other topics that Council would like staff to consider. Timely feedback and/or suggestions for other topics will be incorporated into a staff presentation for the November 22<sup>nd</sup> Council workshop.



## **Background**

Staff and Council continue to field questions and concern from the public around tree removal and urban tree canopy loss. The majority of incoming comments and questions arise during single family redevelopment, due to limited or no advance notice in this case on the extent and timing of tree clearing to the surrounding neighborhood. While staff and Council have received concerns about tree loss associated with larger projects (multi-family, infrastructure work etc.) these projects are presented to the public in advance either through Council agenda/process or project specific neighborhood consultation.

Based on this staff are presenting discussion topics based on our current policy relating primarily to private single family property. It should be noted that most of the discussion topics below relate to changes in the Tree Protection Bylaw that would apply to all protected tree(s).

## **Authority to Regulate**

The Community Charter confers various authority on a municipality to, by bylaw, regulate, prohibit and impose requirements in relation to broad range of matters including the regulation of trees (Community Charter s8(3)) . The ability to regulate trees however is not without its limitations. The Community Charter does not allow a tree bylaw to prevent all permitted uses or impact permitted density without a municipality being liable for compensation for any reduction in market value of the property or unless the municipality allows by development permit, development variance permit or otherwise the land to be used for a permitted use or developed to the permitted density (Community Charter s 50 (2) and (30)).

## **Tree Protection Bylaw 7671**

The Tree Protection Bylaw is a bylaw to protect, preserve and conserve trees and their physical, societal, economic and environmental characteristics as associated with the forested character of the District of North Vancouver. The category of trees protected and/or regulated in the bylaw includes trees in streamside corridors or wetlands, trees on sloping terrain, District owned trees, wildlife trees, heritage trees, certain specific tree species, large diameter trees and replacement trees. The bylaw allows for removal of large diameter private property trees if they are otherwise not protected, provided that replacement trees are replanted on-site or a compensation fees is paid which funds broader District wide tree canopy initiatives and projects. The bylaw also requires a permit to be issued for a tree identified as being hazardous.

The below points deal mainly with the large diameter protected tree category in the bylaw. Tree retention is notably more effective when a portion of the subject property is excluded from development or construction activity. When a portion of a property is subject to a setback as a result of an applicable DPA consideration (environment or natural hazard) mature trees can be safely retained because they have the space to exist. To achieve

greater retention of trees and tree canopy on private property the focus needs to be on property that is not subject to any type of policy (DPA) or legal instrument (covenant).

- Consider creating a separate large diameter tree permit application fee.
- Consider an increase in the permit fee associated with a single large diameter tree permit. This fee would multiply on a per tree basis instead of the current fee structure which is capped at the same fee for 5 or more large dia. trees removed.
- Consider an increase to the environmental compensation fee (currently \$595/large dia. tree) which is payable when an owner wishes to remove a large dia. tree but does not want to replant any trees on their property.
- Consider another form of environmental compensation to replace lost ecosystem services related to mature urban tree canopy. For example installing a native shrub rain garden feature can support rainwater capture (hydrology benefit) and biodiversity.
- Consider setting a minimum security deposit for the replanting associated with a large diameter tree removal permit to deter permit holders from abandoning their deposit and replanting commitment.

### **Urban Tree Canopy Projects and Incentives**

The Tree Protection Bylaw provides a regulatory framework for the protection and replacement of specific classes of protected trees on private property. Permits under the bylaw are usually triggered at the request of the property owner to facilitate development or construction. There are other incentive based program ideas that can provide new trees on urban private property where they are most needed. The Urban Tree Canopy Program, fully funded by the Tree Protection Bylaw's environmental compensation fee and forfeited security deposits, is a good example.

In its first year the Urban Tree Canopy Program delivered 239 native trees to property owners of 147 different private properties. The program was very well received. Staff will be reviewing the collected survey data on the program with the purpose of making some minor adjustments to next year's program. An example adjustment might be a mandatory conifer tree if ordering two or more trees through the program. Adjustments will be to create an incentive for more property owners to select larger conifer and/or deciduous species that can have a greater effect on the urban tree canopy.

This year's tree purchase total was approximately \$5300.00. Funds are available from the environmental compensation account to fund this ongoing program into the foreseeable future.

Council may wish to consider directing staff to investigate options for an incentive benefit available to property owners participating in the Urban Tree Canopy Program. This would



likely deliver more residents to the program. We believe that an incentive program would have a greater positive effect on our urban tree canopy by scaling the incentive correlating to the type of tree chosen by the resident.

### **Hazard Tree Removal Incentive Program**

Tree permits for hazard tree removal are currently issued by Environmental Sustainability and Parks staff. Environment staff review the application and the accompanying documentation. Routinely staff will have follow-up questions for the owner or arborist or conduct a site visit. Site visits are completed to ensure the application and proposed work will not impact adjacent trees or cause other impacts to important environmentally sensitive areas (esa). Staff also may request and review a report by a qualified professional (QP) to confirm that hazard tree removal does not impact slope stability or drainage.

Operational policy requires that the review and permit issuance for hazard tree removal is completed with no permit fee and therefore no cost recovery. Additionally the policy also stipulates that hazard tree removal under permit does not require any replanting. In the last 5 years (2016 – 2020) staff have issued 169 no fee tree permits or approximately 33 per year.

Council may wish to direct staff to investigate options where replacement trees are installed as part of a hazard tree removal incentive program. Developing an incentive tree replacement program for hazard tree removal would benefit the community by ensuring replacement ecosystem services (including tree canopy) are re-installed on the property where they were lost.

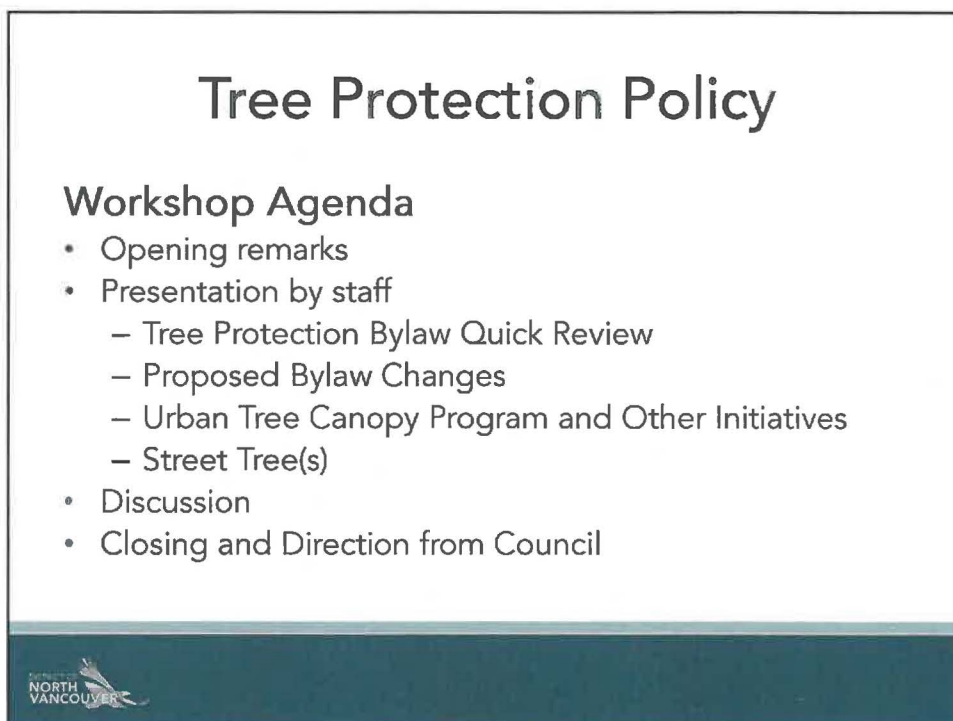
This type of incentive program would also be aligned with our Community Wildfire Protection Plan (CWPP), Climate Change Adaptation Strategy (CCAS) and the Community Energy and Emissions Plan (CEEP) as follows;

- The CWPP fuel treatment and risk reduction program continues to target high risk forest types (overly mature hemlock) for removal and then replants with native more resilient species. Additionally the embedded draft Forest Resiliency Plan has similar strategies outlined for DNV controlled forest lands.
- Action Objective 5 from the CCAS states that we will “Support the long term health of natural forest ecosystems and fire disturbance regimes”. Removing overly mature hemlock and replacing them with native and climate resilient species supports this goal.
- Urban Forestry is one of 4 cornerstone strategies of our CEEP designed to increase carbon sequestration. Removing hazardous trees at the end of their life cycle and replacing them with longer living, more resilient climax species is an investment in long term climate change mitigation.

A handwritten signature in black ink, appearing to read 'R. Boase', is positioned above the printed name.

Richard Boase, P. Geo.  
Section Manager – Environmental Sustainability (Operations)





## Authority to Regulate Trees

- The *Community Charter* confers authority to regulate trees.
- Not without limitations
- Cannot prevent permitted uses or impact permitted density
- Unless
  - a) Council agrees to compensation for reduction in market value
  - b) Council grants by variance or otherwise a means of achieving the permitted use and density.



## Tree Protection Bylaw 7671

- Originally adopted in November 1993.
- Current version adopted by Council July 23, 2012 after a 5 year review process.
- A foundational policy tool that supports specific objectives of numerous Council adopted strategic plans;
  - Official Community Plan
  - Climate Change Adaptation Strategy
  - Community Energy and Emissions Plan

*"A bylaw to protect, preserve and conserve trees and their physical, societal, economic and environmental characteristics as associated with the forested character of the District of North Vancouver."*



# Tree Protection Bylaw 7671

## Protected Trees

- Trees on sloping terrain, stream corridors and wetland/waterfront
- District Owned Trees
- Trees in Covenant Areas
- Large diameter, privately owned trees
- Replacement trees
- Listed tree species
- Wildlife trees
- Heritage trees



# Tree Protection Bylaw 7671

## Permits Required - Protected Tree(s)

- Greater than 10cm in diameter as measured at 1.3m above grade.
- On private and public property
- Application form online
- Arborist report for removal, pruning and hazard trees
- Replacement trees (staff directed no for hazard tree)
- Security 125% replanting cost



# Tree Protection Bylaw 7671

## Large Diameter Tree(s)

- At least 0.75m as measured at 1.3m above grade.
- Solely on private property and NOT a *protected tree*
- Arborist report only for hazard trees and pruning
- 20% canopy target for RS lands
- Replacement tree(s) (none, 3:1 or 1:1)
- Environmental Compensation fee (\$595 per/tree) in lieu of replacement tree(s)



## Large Diameter Trees

Area of trees removed 171sq m  
Area of tree remaining 0 sq m  
Area of Lot 771sq m



Tree to be removed  
Trees remaining  $\leq 20\%$   
Tree replacement required

Property area  $> 420m^2$   
3:1 replacement

Property area  $< 420m^2$   
1:1 replacement

Area of Trees removed 342sq m  
Area of tree remaining 215 sq m  
Area of Lot 963sq m



Tree to be removed  
Trees remaining  $\geq 20\%$   
Tree replacement not required



# Tree Protection Bylaw 7671

## Permit fees

- Prune or remove a protected tree \$82 / tree
- Prune or remove a large dia. Tree \$82 / tree
- Prune or remove up to 4 protected trees \$82 / tree
- Prune or remove 5 or more protected trees \$389
- Prune or remove 5 or more large dia. trees \$389
- Environmental Compensation fee \$595 / large dia. Tree (no replacement trees)



# Proposed Bylaw Changes

1. Create a new permit category and fee for large diameter tree removal
  - Consider a permit fee increase for the new category that applies to each large dia. tree removed
  - Do not cap the fee for removal of X or more large dia. trees removed
  - Higher permit fee, with no cap, may discourage removal of healthy large diameter tree(s)





## Proposed Bylaw Changes

2. Consider increasing the environmental compensation fee paid when no replanting takes place after large dia. tree removal
  - Higher compensation fee may discourage removal of healthy large diameter tree(s)
  - Continues to fund other urban tree canopy programs that replace trees on private property



## Proposed Bylaw Changes

3. Consider adding an additional form/type of environmental compensation for large dia. tree removal to replace lost ecosystem services
  - Rainwater interception and storage designed professionally (rain garden, infiltration, storage cistern etc.)
  - Native shrub landscape features to replace lost biodiversity
  - Constructed habitat features (nest boxes, wildlife trees etc)



## Proposed Bylaw Changes

4. Consider changing the security deposit formula for large dia. replacement trees
  - Currently security fee is set as \$595 per large dia. Tree removed
  - This fee structure results in default of security after tree removal takes place



## Urban Tree Canopy Program

**A program that provides up to two free trees to DNV residents that choose to participate**

- Launched in 2021
- 239 native trees delivered
- 146 different properties participated
- Included cedar, fir, dogwood, alder, pine, maple and willow species



# Urban Tree Canopy Program

"Thank you so much for your work on this! It's such a valuable project for our community."

"We are very excited about this initiative!"

"This is such a terrific project that the district is undertaking. I am happy to be a part of it."

[Urban Tree Canopy Project | District of North Vancouver \(dnv.org\)](#)



# Hazard Tree Replacement Program

- Climate and pests have impacted our forest health
- Dead or dying trees pose a significant future risk to the DNV
  - Increase in higher risk fuel type (+/- 2 years)\*
  - Increase in tree failure incidents (+/- 3 to 5 years)\*
  - Increased risk of landslide and debris flow events as root stability deteriorates (+/- 7 to 10 years)\*
- Private property owners face similar issues
- Ecosystem services are lost when these trees are removed
- Considerable staff resources are expended on permits for hazard tree removal with no fees or replanting required



\*Parsons B Blackwell BA Blackwell & Assoc. July 2021



# Hazard Tree Replacement Program

## PROPOSAL

- Consider a hazard tree(s) grant to a private homeowner on a one time basis
- Grant could help offset expenses associated with hazard tree removal
- Native replacement tree(s) can be required in exchange for accepting a grant
- Native replacement tree(s) supplied by the DNV
- Eligibility should be based on where private property is contiguous to DNV controlled parkland with similar inter face forest management goals



# Hazard Tree Replacement Program

## BENEFITS

- Firesmart and climate resilient species are planted on private property
- Assists with higher risk fuel removal on private property adjacent to DNV natural parklands
- Replacement tree(s) can be added to the Urban Tree Canopy Program inventory for monitoring
- Replacement trees can be identified as protected under the Tree Protection Bylaw
- Staff no longer providing service delivery (hazard tree permits) at a loss



## Street Tree(s)

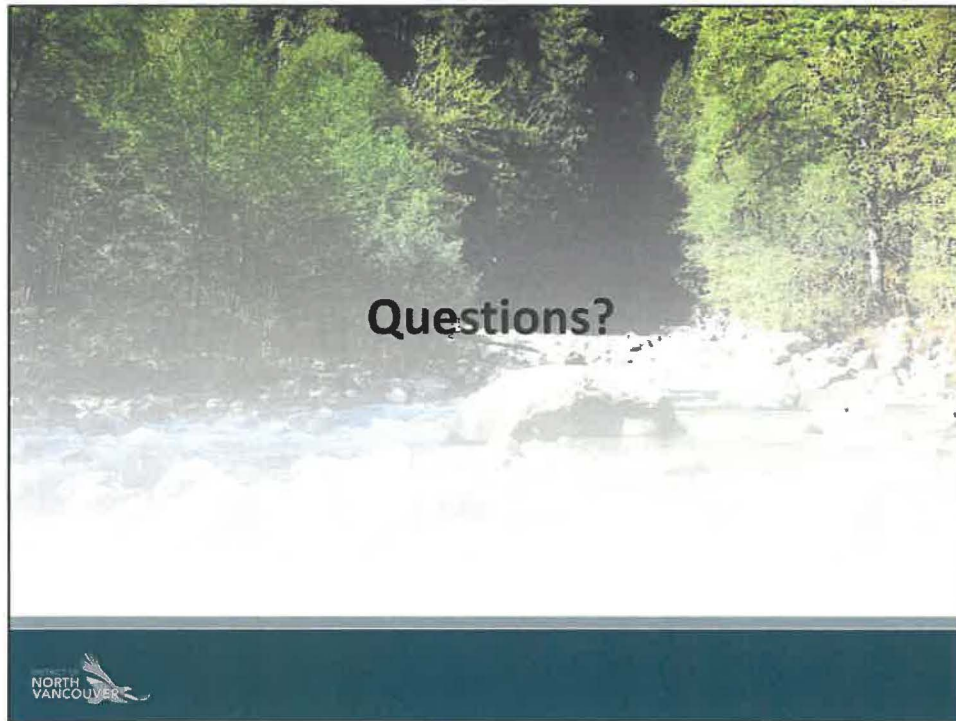
### Request to plant trees on boulevards and ROW's

- Request is screened by Parks, Engineering and Development Services to ensure no conflicts exist or would be created
- New DNV standards (traffic visibility, transportation infrastructure etc.) make siting boulevard trees difficult
- New boulevard trees need to be inventoried and added to Park's maintenance list.
- Parks has discretion as to whether they want to accept new street or boulevard trees into their inventory
- Boulevard trees are added through larger development projects where all department have reviewed and approved the species and locations



## Discussion





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