

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

**Meeting of the Advisory Planning Commission  
Held via Webex on Wednesday, January 12<sup>th</sup>, 2022**

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**MINUTES**

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Present: Y. Al-Nakeeb  
K. Balcom  
C. Castro  
S. Huber  
M. Mathieson  
M. McCorkindale  
A. Rahbar  
M. Tasi Baker  
S. Tornes  
A. Wilson

Councillor Hu  
Councillor McIlroy

Staff: R. de St. Croix, Manager  
T. Huckell, Committee Clerk

Guests: B. Underhill, Planner 2, Transportation  
J. Draper, Deputy Director, Planning and Development  
A. Garcha, Planning Analyst, Environmental Sustainability

Absent: M. Tasi Baker

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A quorum being present, the meeting was called to order at 6:04pm.

**1. Acknowledgement of Unceded Territory**

**2. Approval of Agenda**

The agenda of January 12<sup>th</sup>, 2022 was adopted as circulated.

**3. Adoption of Minutes of Meeting of November 10<sup>th</sup>, 2021**

It was regularly moved and seconded

**THAT** the minutes of the meeting of the Advisory Planning Commission held November 10<sup>th</sup>, 2021 be adopted.

**Carried Unanimously**

#### **4. Business Arising**

None.

#### **5. Staff Update**

- Prior to the holiday break, the Housing Needs Report was approved by Council. Excited to have that really important data to build housing policy around.
- December 6 was “housing night” at Council; brought forward a variety of pieces including mid-market rental eligibility criteria, inclusionary zoning work, the housing needs report, the duplex housing study.
- Pushing ahead with the Community Wellbeing Strategy. Have gathered all feedback and will report back to Council early February.
- The Draft Mobility Strategy, Climate and Environment Strategy, Economic Strategy, Balanced Housing Lab are all moving forward at a quick pace.
- Have secured an additional 38 after school spaces; have been working to implement these based on Council’s request to provide more after school care.

#### **6. Council Update**

None above and beyond the Council-related items mentioned by R. de St. Croix.

#### **7. Mobility Strategy**

B. Underhill presented on the Mobility Strategy. The main points included but were not limited to the following:

- The Mobility Strategy will set the City’s new overarching blueprint for how we plan, prioritize, operate, maintain, and invest in our transportation system. Our current strategy is about 13 years old; though still valuable in terms of direction setting we do need updated guidance as a lot has changed over the past decade.
- This is one of a quartet of strategies the City is currently working on (with the Climate and Environment Strategy, the Community Wellbeing Strategy, and the Economic Strategy). These are intended to support the goals and aspirations of the City’s OCP as well as Council’s strategic plan.
- Intend to finalize the plan and prepare it for Council consideration by spring of 2022. To date we have been developing preliminary goals and strategies and receiving public input on those goals and strategies.
- Heard three key theme during Phase 1 engagement:
  - Increased traffic is making us feel frustrated, less safe, and is hurting our economy.
  - We want to use our vehicles less.
  - Mobility needs to be affordable and accessible.
- The vision and goals are intended to be quite simple:
  - Vision: Healthy streets that work for everyone.
  - Goals: 1. Our streets will help our city prosper and be a vibrant place.  
2. Our streets will support real and accessible choices for how we move around.  
3. Our streets will be safe and comfortable.

4. Our streets will reduce our impact on climate change and the environment.
- Ongoing feedback is also occurring through the regular communication that staff receives on any given day regarding what is working well / less well in the City.
  - The draft strategy proposes a wide range of action, recognizing that the automobile is just one choice among a wide range. Shifting to other modes will the finite space of our streets to be reliable for the efficient movement of people and goods.
  - Preliminary actions include:
    - Recommitted Actions: actions from existing CNV transportation policies and plan that continue to be relevant for city-wide goals.
    - Refined Actions: Actions that have been introduced in the past that require adjustment to clearly articulate a path forward.
    - New Actions: Actions that have not been considered by CNV in the past but are required to meet goals of the Mobility Strategy.
  - Phase 2 of the engagement period remains open and we will aim to have pop-up events at the Library and Shipyards Skate Plaza; dates and times to be determined and dependent on Covid-19 health orders.

**Questions and Comments from the Commission included but were not limited to:**

- Very happy with what the City is doing for active transportation; the weak link appears to be the security of bikes in general.
- Connections between the City and the District of North Vancouver are treacherous.
- The City has done a great job lately of repurposing shipping containers, perhaps something similar could be done to provide dry and secure bike storage.
- If the City wants to reduce the number of fatalities and serious incidents, greater attention to sidewalks and lighting might be warranted; also, the initiative introduced with Lime e-bikes may be causing more risk and harm than good as people with less bike experience are using them, at a faster speed than they are accustomed to, and often without helmets.
- Love that you want to reduce minimum parking.
- Note that not that many questions in the survey look at how mobility is different for different demographics. For example, research shows that new immigrants to an area are likely to stick to the mode of transportation they first use (i.e. if they start with driving, they are less likely to switch away from it later on).
- In the draft itself, was really pleased to see the suggested “2-minute read” summary; but believe it should direct readers to p. 20 instead of p. 22, and that there should be more obvious titles that the reader is on a summary page.
- Notice that the images are all very summery; think it would be good to include some realistic pictures with rainy / snowy weather.
- A winter / snow strategy appears absent from the document; suggest developing one as we are still dealing with issues of uncleared snow from our recent snow event. Mobility on pavements / sidewalks is affected and safety issues are a concern as people are directly walking in streets.

- Consider future proofing bus stops (e.g. to account for protection from micro-particles as a result of forest fires). Increased weather protection for the shelters.
- Have you thought through the biggest risks of the success of the plan; i.e. any process to identify the biggest risks and how you might mitigate them?
- Would be interested in knowing if there were other international jurisdictions / reports that were you used to inform the development of this particular approach.
- When we're talking about resilience, we need to be quite clear with our language; everyone has their own understanding of the terminology. For example, what does the resilience of a street signify – asphalt that doesn't wear out quickly? Suggest the glossary be expanded a little.
- Great work; ambitious and comprehensive. Something to highlight, is that the car isn't going away. Understanding that is a big step in the right direction. **A:** Agreed. Our approach is to recognize that we all travel by a wide range of modes; so rather than target specific users, we recognize there will always be different circumstances. What we want to do is enable more choice, rather than aiming to shift / influence a targeted user base.

*C. Castro joined the meeting at 6:50pm.*

*J. Draper joined the meeting at 7:02pm.*

*A. Garchu joined the meeting at 7:15pm.*

*The Commission recessed at 7:20pm and reconvened at 7:25pm.*

## **8. Initial Tree Protection Bylaw – Draft Directions**

J. Draper and A. Garchu presented on the Initial Tree Protection Bylaw. The main points included but were not limited to the following:

- We have a good idea of what our tree canopy coverage is, at approximately 25% (2014 data). As a region, Metro Vancouver has set a climate goal that we increase that coverage to 40%.
- More expansive tree loss tends to happen in less urbanized areas.
- We are advancing multiple initiatives to protect and grow tree canopy coverage across the City.
- City regulations for tree protection on private property currently vary, including:
  - Development Permit Area Guidelines
  - Streamside Protection Area Guidelines
  - Protected Tree Covenants
  - Sustainable Development Guidelines
- We are taking steps to strengthen our regulatory tools, including:
  - Updated sustainable development guidelines
  - Tree protection bylaw (will initially focus on multi-family and commercial areas)
  - Development arborist (hiring of dedicated staff to oversee all tree regulations on private property)
- Some goals we are applying to the scope of the first draft of the bylaw include:
  - Striking an appropriate balance of new requirements with the ability to administer and enforce
  - Clear guidance for developers on replacement requirements

- Straightforward integration into existing workflow without negatively impacting the supply of diverse housing
- Transparent decision-making process
- Gathering quality data on trees and supportive infrastructure to improve monitoring of the urban canopy on private property
- The new bylaw will look to:
  - Introduce a new tree removal permit process for all existing and new multi-unit residential, commercial and institutional properties in the City
  - Define protected trees (e.g. size) and outline when a permit is required to remove protected trees
  - Outline the conditions where tree removal may be permitted
  - Establish fines and penalties for infractions
  - Lay out a clear process for tree removals that are an imminent hazard without permits
  - Outline best practices for the tree species replaced to ensure establishment
- The proposed bylaw cannot restrict tree removal in a way that would limit the ability to develop a site to the density permitted under zoning.
- Highlights of the draft bylaw include:
  - Protection for trees greater than 20cm DBH (diameter at breast height) on multi-family, commercial, industrial and civic/institutional lands where the City has land use jurisdiction (excludes CNV road right-of-way); will define “trees” and related items for clarity
  - Tree permit requirements including replacement specifications and an extended tree maintenance period
  - Clearer expectations for developers
  - Compensation considerations for carbon sequestration potential and other ecological services of trees
- Tree permits will be integrated into the Development Review Process.

*B. Underhill left the meeting at 7:47pm.*

- Mechanisms for penalties are currently limited for tree bylaw infractions. We are exploring alternative mechanisms that better account for the value of trees on private property.
- Future considerations include:
  - Improved site designs through developer incentives and policy relaxations to help retain mature trees
  - Measureable protection for existing tree canopy
  - Protection for heritage trees and trees of significance to our community
  - Prioritizing areas with greater ecological significance as a result of improved data from the biodiversity and natural areas policy
- Next steps for the tree bylaw include presentation to Council in February and possible adoption in March. Complementary work includes:
  - Exploring new incentive opportunities for improved ecological services including pervious surface areas
  - Replanting programs supported through tree giveaways and corporate tree planting grants
  - Returning to the Task Force with a scoping exercise for Urban Forest Management Strategy
  - Develop monitoring strategy for the Initial Tree Bylaw

The Commission participated in a Miro Board activity to facilitate gathering input. Feedback from the Commission included:

- Consider permeable planting strips, pulled away from the property line. Could develop an incentive structure for tree protection, possibly in combination with parking relaxations.
- Recognize building height can be a contentious issue in North Vancouver but sometimes a taller building allows you to pull the footprint of the building in and protect trees that way.
- Really like the idea of a public inventory, especially of heritage/significant trees.
- The topic of trees is very emotional/cultural; analysis and research of costs/benefits could go a long way to making policies defensible. If we can integrate the monetization of the environmental impact, it would help to make a clear decision on worth and how to move forward.

*A. Wilson left the meeting at 8:17pm.*

- Would be nice to have ways to encourage developers to make things more energy efficient, for example, by incorporating trees into the design; using trees to reduce our needs for electricity, air conditioning.

Staff thanked the Commission for their participation and valuable feedback.

## **9. Community Wellbeing Strategy**

R. de St. Croix provided an update on the Community Wellbeing Strategy. There will be a presentation to Council in early February to share all the feedback we've received for this strategy to date. Hope to receive direction for proposed changes as we start to firm up the strategy. Feedback to date has acknowledged the size and ambitiousness of the document, but also an appreciation of the ties to all the other strategies/policies the City is working on.

## **10. Adjourn**

There being no further business, the meeting adjourned at 8:43pm.

The next regular meeting of the Advisory Planning Commission is scheduled for Wednesday, February 9<sup>th</sup>, 2022.

*"Mack McCorkindale"*

Chair

*"February 9, 2022"*

Date