

PLANNING INSTITUTE OF BRITISH COLUMBIA

PLANNING WEST

Winter 2022

*FORWARD THINKING
SHAPING COMMUNITIES*

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TOWN
PLANNING
DAY GALA**



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PLANNING WEST

Volume 64 | Number 1

Planning West is published by the Planning Institute of British Columbia (PIBC)

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Opinions expressed in this magazine are not necessarily those of PIBC, its Board of Directors, or the Planning West Editorial Team

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Paid subscriptions to Planning West are available for \$59.00 (incl. 5% GST). Send a request with a cheque to: Planning Institute of British Columbia #1750 - 355 Burrard St. Vancouver, BC V6C 2G8

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Find more about the Planning Institute of BC and Planning West at www.pibc.bc.ca

Planning West layout
Luna Design

Planning West is printed
by BondRepro, Vancouver, BC

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PIBC PLANNING
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FORWARD THINKING
SHAPING COMMUNITIES

The Planning Institute of British Columbia (PIBC) recognizes, acknowledges, and appreciates that we are able to live, work, and learn on the traditional territories of the First Nations and Indigenous peoples of BC and Yukon. Acknowledging the principles of truth and reconciliation, we recognize and respect the history, languages, and cultures of the First Nations, Metis, Inuit, and all Indigenous peoples of Canada whose presence continues to enrich our lives and our country.



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ON THE COVER

Members & guests celebrating at the 2021 World Town Planning Day Gala on November 6, 2021. It was the first in-person gala since 2019 and was held in accordance with all appropriate public health and safety protocols in place at the time of this event.



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PRESIDENT'S MESSAGE

recognized our long-standing professional members who've held RPP status for 25 years or more as well. The event brought many of us together again, after almost two years of mainly remote, online meetings and events. Additionally, we were able to livestream the event presentations online for those unable to join in person. Special thanks to everyone who participated and to the sponsors that supported the return of this event. And we look forward to continuing to return to regular in-person events with our joint national planning conference – Elevation 2.0 – in Whistler this coming July. I hope to see many of you there.

The new year is often a time of renewal, and so it is with PIBC membership. Member renewals for 2022 were sent out last November and were due on January 2nd. Thank you to everyone who's taken the time and commitment to renew their membership – your continued participation is what keeps our profession and Institute strong. I was pleased that, as we continue to work to emerge from the pandemic, we were able to keep member fees adjustments for 2022 to a minimum thanks to the Institute's strong financial position. Additional thanks are extended to our professional members (RPPs and Candidates) who have completed and reported their annual Continuous Professional Learning (CPL) activities from 2021, as we all continue to ensure we keep current on new knowledge, skills, and the latest in planning practice.

We continue to be engaged nationally within our profession through various committees and other national bodies – including the national Standards Committee (which coordinates shared membership certification and accreditation standards). I am pleased that new President Elect Emilie Adin RPP, MCIP has taken over from me as PIBC's representative on this important national committee as it works on updating shared competency and ethical standards and updating key policies and documents in support of our shared national standards and processes.

Lastly, on behalf of PIBC, I extend best wishes for the new year to you all, as we look ahead to hopefully longer and brighter days ahead.

David Block RPP, MCIP

Fall has flown by and, as I write, it is snowy and white outside of my window. Winter will be in full force and the new year underway as this issue of Planning West reaches you. A recent phone call to distant family inevitably turned to talk about the weather, as our conversations so often do. Still top of mind were last autumn's extreme weather events – record rains and flooding – that hit many British Columbia communities and regions hard. The devastating flooding in the Fraser Valley and impacts across other regions focussed my thoughts on the effects of human settlement and the real impacts of a changing climate. We watched dramatic footage of fertile farmland returning to an historic lake in a matter of hours thanks to record rainfall.

The week after this significant event I was fortunate to join a meeting of the Institute's Planning Practice & Reconciliation Committee where I was reminded of the history of the Fraser Valley and learned of the role the historic lake on the Sumas prairie once played in local First Nations people's lives and livelihoods. What became known as Sumas Lake varied in size seasonally, but nevertheless provided key water transportation routes and supported a variety of foods that sustained local people and communities over time. Later, less than 100 years ago, settlers ultimately drained the lake with dykes and pump systems creating the fertile agricultural prairie that we are now more familiar with, and which has, in many ways, served as "BC's vegetable garden" ever since.

I was struck by how this one significant natural event intersected with and touched upon two key areas of focus for our profession and Institute – addressing and adapting to a changing climate and supporting Truth and Reconciliation – in particular the role that our profession has played in impacting Canada's Indigenous peoples. Through these efforts (and others) we can work to help ensure that as a profession and as individual practitioners we are in touch with these issues, and part of solutions and progress moving forward.

And speaking of key issues and moving forward, this past November the PIBC Board met in person (for the first time in many months) to advance our strategic planning process updating priorities (and identifying new ones) for the current two-year term. A revised Strategic Plan should be finalized in the next month or two. The Board's work identified several themes, including the need to ensure our profession and Institute are more diverse, inclusive, accessible, and equitable. Continued emphasis on leadership on climate, as well as ongoing efforts regarding listening and understanding the role professional planners must play in supporting Truth and Reconciliation were also strong themes. These areas, along with continued commitment to providing strong and evolving member services, support for professionalism, and offering value to members remain core to our strategic objectives.

We were very pleased with the return of our annual World Town Planning Day gala held in-person once again in Vancouver on November 5th. This event showcased our newest amazing, engaged Registered Professional Planners and

OUTLINES

What's Trending?... Member in Focus...

UBC Vancouver Campus photo by Sophie Nito from Unsplash



UBC's CAP2030 plan builds on past successes in climate change mitigation on both campuses.

What's Trending?

by **Cindy Cheung** PIBC Communications & Marketing Specialist

Actions can take place at different levels to help safeguard our communities, diverse cultural heritages, and future directions. The following organizations are taking a stand and utilizing the power of their resources to build momentum to address the ongoing climate emergency, and to support and revitalize Indigenous languages and cultures.

UBC's Climate Action Plan 2030

#UBCCAP2030

Bold ambition. Collective action. At the end of 2019, UBC joined other organizations and governments around the world to declare a climate emergency. The declaration recognized the severity, complexity, and disproportionate impacts of the climate crisis. At that time, UBC committed its campuses to developing a collective response that embedded climate justice in its activities and priorities.

With its Board of Governors' endorsement and support, UBC mobilized to update, expand and accelerate its ambitious climate action goals including net zero emissions for buildings and energy supply, as well as to significantly reduce greenhouse gas emissions over the next 15 years.

CAP 2030 builds on past successes in climate change mitigation on both the UBC Vancouver and UBC Okanagan campuses, and is being implemented in parallel with UBC's wider Climate Emergency Response.

Visit <https://planning.ubc.ca/cap2030> (Vancouver Campus) and <https://sustain.ok.ubc.ca/cap> (Okanagan Campus) for the full CAP2030 plans.

At A Glance: For a quick download on UBC CAP2030's key facts & action items, visit: <https://storymaps.arcgis.com/stories/aa4e4379f4d04e-f38a5e3ea52cb26b42>

Notice some planning gold in the social media universe? Share it @_PIBC

First Peoples' Cultural Foundation

@FPCFoundation



Established in 2000, First Peoples' Cultural Foundation (FPCF) is a registered charity that honours, supports, and revitalizes Indigenous languages, arts, and cultural heritage in BC. FPCF aims to actively support Indigenous cultures and languages through research and development, resources for communities, and building skills and capacity.

There are 204 Indigenous communities belonging to approximately 40 nations and cultural groups in BC, with approximately 34 Indigenous languages and over 90 language dialects within seven language families. FPCF's work supports a culturally diverse society where people are accepted, valued and able to express their culture fully, directly supporting the Truth and Reconciliation Commission's call for the revitalization of Indigenous languages, arts, and cultural heritage. As noted in the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), these initiatives are in direct alignment with healing and making amends with inherent Indigenous rights.

On November 22, 2021, as part of the new 150 Time Immemorial program (a partnership between the Province of BC, FPCF and Heritage BC), the Foundation announced it will distribute \$7.5 million in new provincial government grants for community-based and Indigenous-led cultural heritage projects focused on documenting, archiving, and sharing Indigenous cultural heritage which will be vital to protect precious stories, knowledge, and the wisdom of Elders and Knowledge Keepers for future generations to come.

Visit FPCF at <https://fpcf.ca> to learn more and participate in their initiatives.

Planning West Call for Submissions

Spring Issue:
Open call for submissions
— Surprise Us!

Deadline for submissions Mar 15, 2022

Summer Issue:
Art, Heritage
and Culture

Deadline for submissions June 15, 2022

Articles should be 1000-1200 words in length and in an unformatted, MS Word document. **Please note:** not all articles may be accommodated based on editorial decisions and the number of submissions received.

Member in Focus

PIERRE IACHETTI RPP, MCIP, PAG

President – Resilience
Environmental Solutions Ltd

In our first interview of 2022, we reached out to Pierre Iachetti, a Registered Professional Planner and Professional Agrologist who fell in love with Vancouver Island and made it his home. As one of our past CPL webinar speakers, we continue to learn from Pierre as he shares how his dual professional roles help bring about new ways of thinking and working for long-term sustainability. He also shared why he is excited to be working with Roots to Roofs in supporting Indigenous communities with increasing their building and sustainable housing capacities.

You currently work in greater Victoria. What brought you to BC and to the Island?

I moved to Vancouver in 1995 after completing my undergrad in Hamilton, Ontario. My plan was to go to UBC but, on a visit to Victoria to see some friends, I fell in love with the Island and have called it home ever since.

You're both a Registered Professional Planner (RPP) and an Agrologist. What or who brought you into these two related professions?

They were the best fit for my education (geography, planning, ecological restoration & resource management) and what I was interested in professionally.

I moved from Ontario to BC shortly after completing my geography undergrad at McMaster and soon became aware of the different professional designations available in the province. At the time, I was working at the Nature Conservancy of Canada and involved in conservation science and planning projects. My work was clearly planning with a heavy emphasis on geo-spatial analyses, so I became a Registered Professional Planner (RPP).



My other areas of training and interests are in agriculture, food security, and ecological restoration so becoming a member of the British Columbia Institute of Agrologists (BCIA) and a Professional Agrologist (PAg) was the other draw for me. Having both designations really opens up all kinds of interesting opportunities, especially within reliance work in BC and having regulatory signing authority as a PAg. I also have to say that I really enjoyed the process of getting my professional designations with each association.

During the recent PIBC webinar on Net-Zero cities, you mentioned planners should consider the “embodied carbon” of a building - can you tell us more about what that means and why it’s important?

Concepts like embodied carbon, whole lifecycle carbon, and life cycle assessment are incredibly important components to consider for meeting net-zero emissions targets and sustainability goals. Primarily because it is a more accurate and realistic

accounting of emissions and impacts. It’s also an important part of a shift in thinking about sustainability where we want to look at the *entire* system – from the trees cut, to the fuel used, concrete mixed, to the impacts of the operations and maintenance of a building and its demolition. Thinking about “embodied carbon” leads to making longer-term sustainable choices.

How did you become involved with Roots to Roofs (R2R)? What are you most excited about with current R2R projects?

Roots To Roofs is the culmination of work with a great team at CleanTech Community Gateway and the T’Sou-ke Centre for Sustainability where we’ve been partnering with on-reserve First Nations communities on net-zero buildings and renewable energy projects.

R2R fills a niche in supporting Indigenous communities with capacity building, training, fundraising, design, and construction of buildings and infrastructure. The team incorporated R2R as a not-for-profit in 2020 and I serve on the founding/interim board as we get things up and running. The plan is to transition R2R to an Indigenous-led organization.

I am most excited about our current project in ʔaq’am Community near Cranbrook. We partnered with the community to conceive, design and fundraise for a 20-unit Elders Aging-in-Place complex. The project is based on Indigenous peoples’ reverence for their Elders and multi-generational living. Some of the units will be for families as well. The design of the complex is grounded in the ʔaq’am culture and combines solar photovoltaic (PV) and high-performance building science.

ʔaq’am have not had new housing built in the community since 1992 so we are so honoured to be a part of this community building project. The project has gained importance and exposure since the global COVID pandemic where the shortcomings of senior care have been laid bare. Our project provides an alternative that is more supportive and caring of Elders and families. I am very excited about the net-zero components in our building designs

and addition of solar PV. With forest fires in the area during the summer and then flooding this fall, our project is also being discussed in terms of community resiliency.

You work with local governments and Indigenous communities around building infrastructure. Can you tell us about what challenges you overcame or opportunities were presented on a current project?

I’d have to say the biggest challenge in this work is navigating funding for building on-reserve. It’s difficult to navigate some of the government agencies and their bureaucracies. This is in part why we formed R2R – to be a resource for Indigenous communities to get new housing and infrastructure built. We wanted to help build capacity in the community because, more often than not, housing staff are too busy or oversubscribed to take on the monumental task of submitting an application for housing funding. As an example, I would estimate that it took about 12 people over 6 to 8 months to pull together all the pieces needed to submit a recent 200+ page application to BC Housing.

Change is sometimes difficult and slow but R2R is proposing a different model for how to get housing built on-reserve. We are running up against systems and bureaucracies that are used to doing things a certain way. As we achieve success with communities, it serves as an example of how things can be done differently with the community’s vision leading things.

What’s your favourite thing to do when you have some down time?

I fell in love with Vancouver Island mostly because of the outdoor activities. When I have down time, I try to get in a hike or trail run, get to the ocean and kayak. I’ve played and refereed rugby for most of my life but am winding down for now, but I do get to enjoy that my 15-year-old son plays. I love spending time with my kids and feel blessed that they too love to be out in nature and to travel. ■

WORLD TOWN PLANNING DAY GALA

WHAT IT MEANS TO BE AN RPP

/ Maria Stanborough RPP, MCIP & Katrin Saxty RPP, MCIP

I WAS INVITED TO ATTEND THE 2021 WORLD TOWN PLANNING DAY GALA on November 6 at the Marriott Pinnacle Downtown Hotel in Vancouver. As there was no in-person event in 2020, this year newly registered RPP's from 2020 and 2021 were all invited to attend in-person in order to receive their certificate and recognition of their achievement.

In total, PIBC conferred full professional status on 78 new members who gained certification in the past two years. Eight members were also recognized for 25+ years of Certified Membership.

According to the new RPPs who sat at my table during the gala, they believed that only about 25% of new graduates from BC's planning schools pursue PIBC membership and Registered Professional Planner (RPP) certification. RPP certification requires applicants to find both a registered planning Mentor and a Sponsor (two different people), track their hours to reach the required two years of responsible planning experience, and sit two exams on the planning practice.

Given these requirements, not every new graduate completes the process but this doesn't mean that graduates can't find work. While most jobs in the planning profession are posted with the requirement that applicants 'must be eligible' for RPP status, not all jobs require the actual RPP status. As well, not all employers cover the annual membership fees and sometimes

obtaining continuing professional learning credits annually may be an obstacle to retaining one's professional status.

That said, the benefits of RPP certification outweigh the challenges associated with receiving and keeping this status. Included in PIBC membership is MCIP membership (Canadian Institute of Planners), which enables members with professional certification to work across Canada and anywhere that requires professional status (including some American states). Annual membership also includes professional liability insurance, and also assures both employers and clients that PIBC members have adopted the Institute's professional code of ethics. In addition, there are also many learning opportunities through events and conferences organized by PIBC (and CIP) and local chapters, online learning resources, and, of course, a subscription to the quarterly *Planning West* magazine.

Along with these tangible features, there are also less tangible aspects that the RPP certification provides. While this may differ for everyone, there is the shared mark of excellence for members who have completed their education and professional experience requirements to secure the RPP certification. The RPP status presents an opportunity to have a clear acknowledgement of one's efforts and commitments to, and knowledge in, the planning profession.



Kali Holahan
Planner II with the
City of Prince George

I obtained a Bachelors of Planning in Environmental Planning from an accredited planning program in 2012. I went on to work in both the private and public sectors before obtaining my RPP status in 2018. Obtaining RPP status was always very important to me. I viewed the designation as a professional achievement and milestone.

As I have moved through different planning related fields, I have observed that the RPP designation is not typically a job requirement but rather employers looked for eligibility for membership in the Canadian Institute of Planners. This unfortunately does not drive prospective members to apply for candidacy. RPP status is intended to recognize our knowledge, competency and ethical standards. As such, I proudly display my RPP status on my professional business cards and email.

WE ASKED A FEW MEMBERS HOW THEY VIEW THEIR RPP STATUS.

I think this exchange of experiences among new and experienced planners is empowering. – Steffi Sunny



Katrin Saxty
Community Planner and
Principal, Urban Systems

When I graduated with an undergrad in resource management, I was fortunate to be provided the opportunity to work with Urban Systems, a professional services firm that is passionate about embodying our higher calling of spirit in service for vibrant communities. One of the aspects that stands out vividly in my mind is that on my first day with Urban, I was handed a form to fill out to apply for my provisional membership (as it was called back then). The organization placed a high value on having its people obtain their professional credentials. Today, Urban Systems continues to provide support to all staff with respect to continuing professional learning opportunities (webinars, events, conferences, other training) and membership dues across all professions.

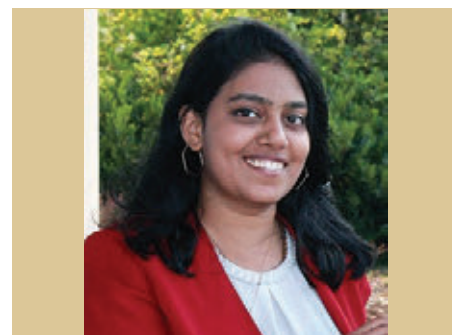
In the private sector, work is sourced through a variety of means, and often our clients are seeking the experiences of a professional. Having the ability to provide those credentials has served me well over the years, both with respect to interactions with staff, Councils and Boards, as well as the community. Having both the academic knowledge as well as (now) years of experience, being a professional planner has opened doors and opportunities for me that may not have been realized without my RPP.



Heike Schmidt
Senior Planner, Planning & Land Use
Management Branch, Province of BC

There are a variety of professionals that work within the BC Public Service including the professional planner. For land use planning positions, job titles include senior land use planner or land use manager, planning officer or analyst, land and resource specialist, land analyst, and more. Land use planners are, for the most part, working in 11 Ministries, including: Municipal Affairs; Forests, Lands, Natural Resource Operations and Rural Development; Indigenous Relations and Reconciliation; Transportation and Infrastructure, and; BC Parks and the Islands' Trust.

Quite a few of the land use planners working in the various provincial ministries and agencies are Registered Professional Planners (RPP), but it is often seen as an asset and not a requirement. An approved professional fee schedule¹ lists over a dozen professional occupations in the BC Public Service; the RPP was one of the latest additions to the schedule in April 2019. Employees with their profession listed on the approved professional fee schedule can expect to receive full reimbursement of their professional annual membership fees, if applicable to their positions



Steffi Sunny
Planning Assistant,
District of Sicamous

From the perspective of a candidate member, the road towards RPP certification is very important to me as it assists with my professional development while also presenting opportunities to learn about current planning issues and discussing those with fellow planners. I think this exchange of experiences among new and experienced planners is empowering, and very much required for the growth of the planning field. At the end of the day, we are all working towards similar goals.

From an immigration process perspective, getting my RPP certification validates my journey so far! According to the National Occupational Classification (which is a system used by Canadian immigration to classify jobs), 'Urban and Land Use Planners' come under Skill Level A, which is a professional job that usually requires a degree from a university. One of the professional requirements under the land use planners category is a membership in the Canadian Institute of Planning and in a provincial planning institute. Given the number of responsibilities that we planners juggle in our day-to-day personal and professional life, it is definitely not easy to work towards the RPP certification, but it's worth it at the end.



Lindsay Allman
Planner, Westbank First Nation

I graduated in 2018 from an accredited planning program and received my RPP certification Fall 2021. I have worked in three different public sector jobs since graduating, and am very fortunate that all of my employers paid my profession PIBC/CIP fees as they recognized the value of the association. Not everyone is this lucky. New graduates living in a high-rent world may pass on RPP-related fees in favour of much-needed living expenses.

My experience during my first two and a half years of employment set me up for success once I received a new permanent full-time position from an employer willing to pay for my exam fees. While I took a bit longer to get an RPP than those who paid for the courses right out of school, I found it worthwhile as my knowledge and confidence made both tests less stressful and easier to navigate.

A planner with RPP certification has proven their dedication to the public interest. RPPs plan responsibly, remain accountable, continues learning. This is a celebration of our dedication and hard work! If you have any questions about the RPP process (and the Zoom test world) feel free to message me on LinkedIn or at lallman@wfn.ca.

Maria Stanborough is the editor of *Planning West* and Principal Consultant at C+S Planning Group.

Katrin Saxty is a Community Planner and Principal with Urban Systems in Fort St. John.

¹https://www2.gov.bc.ca/assets/gov/careers/all-employees/pay-and-benefits/work-related-expenses-allowances/professional_fee_schedule.pdf



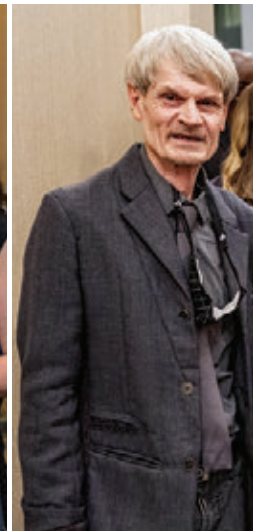


Guests celebrating at the 2021 World Town Planning Day gala on November 6, 2021. Newly certified RPPs were recognized and celebrated, along with longstanding members of 25 years or more.*



Members of PIBC's Board of Directors and Student Representatives at the 2021 World Town Planning Day gala

*The 2021 WTPD gala took place in accordance with all appropriate public health and safety protocols in place at the time of this event.



WORLD TOWN PLANNING





WTPD DAY GALA



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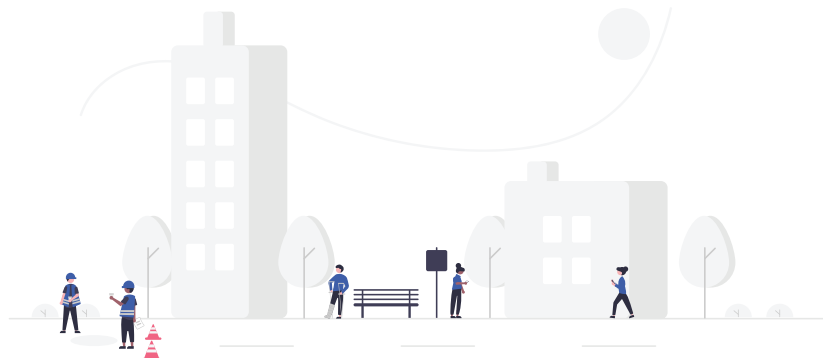


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PLANNING FOR ACCESSIBILITY

/ Mark Gledhill, PIBC Student Member



Photo by Shyam on Unsplash

PLANNERS HAVE THE UNIQUE opportunity to enhance the lives of people with disabilities in how communities are designed. This, in turn, helps to create more diverse and engaged communities. Planning documents such as Official Community Plans (OCPs) can include principles of accessibility which planners can reference in their work.

Policies found in OCPs can be applied by planners to directly change how people with disabilities interact within our communities. The principles of Universal Design and Adapted Design are important hallmarks of designing communities to be more inclusive and accessible.

Universal Design is the concept of creating spaces that are more open and accessible not just for people with disabilities but for everyone. In the context of planning, building new commercial, residential and office space to incorporate Universal Design can include the use of fully automatic doors, lever door handles for room access, and the use of flat panel light switches. Residential settings can ensure hallways are wider for wheelchair users, accessible washrooms are on the first floor, and lowered kitchen countertops allow easier access and use by everyone. With Universal Design, people with disabilities can have greater access to work spaces, homes and community amenities.

Adapted Design is a concept that a building does not need to have a static layout, which can allow more diverse use of a space. In practice this may mean that interior walls can be moved or taken down, changing the room into in different formations to allow better use as people age or deal with the challenge of disabilities. Adaptable Design can allow residential spaces to better serve the needs of those with disabilities, and it can allow them to work or have businesses from home. While we still don't know how COVID-19 will change our communities, those with disabilities may be able to better balance home/work life when their home is adapted to allow them to enjoy the best of both worlds. As people age in place, Adapted Design can also allow those who retire or age out of the full-time workforce to keep working in their community.

For travel options, planners already know of the importance of accessible parking to allow those with disabilities to have a safe and secure access to the community. If new development projects ensure more parking for accessibility, it will allow a greater and more accessible community where those with disabilities would not face the barrier of limited parking spots. Building upon this, it is important that planners not lose sight of the need for accessible spaces and that these be thoughtfully included in transportation redesigns. Recent trends toward

commercial street closures make good sense when creating vehicle-free pedestrian environments, but can increase barriers for individuals who need proximate parking for access to community hubs. If we want our society to reflect true diversity, then accessible parking in street design can help to accomplish that.

Beyond accessible parking, planners should be engaged in thinking about accessible transit. For those with disabilities, transit may be the only option for travel. Truly accessible transit means making sure that buses, bus stops and transit hubs meet the needs of people with various accessibility issues and allow them to get to and from locations without significant problems. If transit is built out to the suburbs, it can open new areas to live and will change how people with disabilities can access a wider possibility of housing options.

Finally, one area where the planning profession has not made many inroads into yet is in planning for Invisible disabilities. While planning is getting better at designing for physical disabilities, invisible disabilities like autism and dyslexia are often ignored. Planning for autism and dyslexia is a new and emerging field that has some interesting opportunities. Planning for dyslexia may require dyslexic-friendly fonts and colors that allow those living with dyslexia to better read and understand. Wayfinding and the other signage may need to be revised in order to be accessible for all members of the community.

Autism may be a harder task for planners to design for given that it includes a spectrum of individuals with different levels and abilities. Given that people with autism can become overstimulated by different levels of sound and light, planners may need to adapt designs to make things less chaotic. Some solutions may be to plan for noise levels by modelling noise impacts in the development stage of design, or to ensure low noise HVAC systems are incorporated in building design. For transit planners it might be pushing and advocating for specialized quiet buses and shuttles so that those with autism can use the service more easily. Lastly, park planners may consider creating green spaces with fountains or other soothing infrastructure

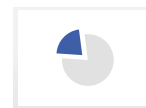
at regular intervals so that people with autism can focus away from the noises of the park while allowing other users to enjoy the space as well.

The planning profession sits at a crossroads where the voices of those with visible and invisible disabilities need to be heard, not as just voices from the community but as active professionals within planning. If planning schools can attract more people with different types of abilities, they can bring more diverse and different voices to the table. Listening to these voices will strength not only our our cities but our profession, and change how planning is done. New perspectives can be shared and, possibly, forever transform how we conduct planning. ■

Mark Gledhill is a Master of Community Planning Student at Vancouver Island University and has dual disabilities of being on the autism spectrum and having a non-verbal learning disability.



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NEWS FROM THE NORTH: THE SCHOOL OF PLANNING AND SUSTAINABILITY AT THE UNIVERSITY OF NORTHERN BRITISH COLUMBIA

/ Rylan Graham RPP, MCIP; Tara Lynne Clapp RPP, MCIP; Santana Patten, UNBC Student Member Representative

GREETINGS from *BC's Northern Capital* – Prince George! We offer a big thank you to our colleagues at UBC and VIU for their earlier submissions – and of course we look forward to the spring edition of *Planning West* to learn more about what's happening at SFU! It's both interesting and inspiring to read about the many exciting faculty and student-led projects underway elsewhere in the province.

We are pleased to be able to offer the readers of *Planning West* an update on what's new at the University of Northern British Columbia (UNBC), as 2021 brought plenty of change and new faces! Broadly, UNBC went through a major reshuffling, as the two colleges which long served the university evolved into five faculties. Our program now finds an obvious home in the Faculty of Environment, alongside the Department of Geography, Earth and Environmental Sciences, and the Department of Ecosystem Science and Management.

Excitedly, the reshuffle allowed the School a moment to pause and think about our own identity. Taking the opportunity to reflect, we move forward now as the School of Planning and Sustainability. The name change (previously, the School of Environmental Planning) reflects a merger with the Environmental and Sustainability Studies program led by Dr. Annie Booth, RPP, MCIP and Dr. Sinead Earley. While the two programs remain as distinct entities, they have come together under one umbrella in forming the newly named school.

Leading our planning program are four full-time faculty and our Administrative Assistant, Janice MacKay. Our program

is strengthened by the addition of several practicing professionals who bring a wealth and diversity of experience to the classroom. Collectively, the range and diversity of expertise allows us to provide an undergraduate planning program that is unique in Canada with the specializations we offer: Rural and Northern Community Planning; First Nations Planning; and Natural Resources Planning.

In addition to the excitement of reshuffling and name changes, 2021 began with some big moves as we welcomed two new faculty members: Dr. Rylan Graham RPP, MCIP and Dr. Tara Lynne Clapp RPP, MCIP.

Dr. Clapp joins the School as an Associate Professor and Chair. She comes to the program from southeastern British Columbia where she practiced sustainability consulting and brings a wealth of experience to her new role. Previously, Dr. Clapp was a faculty member in the community and regional planning program at Iowa State University. Her research interests are defined broadly within the areas of rural community resilience and sustainability, including infrastructure, housing, and the economy. Currently, she is developing a project that looks to improve rural climate resilience and disaster recovery. She also serves as a board member on the Kaslo Housing Society, helping to navigate the approvals process for construction of its first housing project, in partnership with New Commons Small Communities Initiative.

Dr. Graham joins the School as an Assistant Professor. Prior to joining UNBC he was a Postdoctoral Research Fellow in the Westman Centre for Real Estate

Studies, and an Instructor in the School of Architecture, Planning and Landscape at the University of Calgary. His research centres around issues related to growth management, intensification, downtown revitalization, with a particular focus on mid-sized Canadian cities (such as Prince George). Exploring the mid-sized context, Rylan has two projects underway:

- the first seeks to better understand the barriers to intensification (within the context of Regina), and;
- the second hopes to assess preferences and attitudes amongst young adults towards downtown living in Prince George.

In addition to teaching and research, Rylan remains active with PIBC and CIP, serving on several committees and as a sponsor for several candidate members.

Our longer-serving faculty members continue to make impacts through their research and service. Dr. Mark Groulx RPP, MCIP is an Associate Professor whose research focuses broadly on sustainable and resilient communities, and specifically on the importance of community engagement and placemaking in effective collaborative planning. Inspired by the creativity and careful craft of placemakers of all types, Mark explores how communities are tapping into local knowledge and values to ensure that planning and design for inclusive and resilient communities is person-centred.

Mark is currently working on projects examining community-based approaches to low-carbon resilience and is leading the SSHRC funded *Nature for All* project. This project includes a diverse network of



Views of the University of Northern British Columbia (UNBC) and local landscape. All images provided courtesy of UNBC.



academic, tourism sector, not-for-profit, and government partners collaborating in the development and use of new tools to document accessibility in nature-based tourism and recreation spaces. The project supports an evidence-based approach to promote inclusive experiences across BC through barrier-free design.

Dr. Theresa Healy is an Adjunct Professor and Lecturer who also leads a well-regarded consultancy, with clients located throughout the north. Her reputation as a facilitator especially for issues involving conflict or paralysis, has helped to build a rich and rewarding career

with a legacy of positive change. Part of her success is attributed to her capacity to “co-design” with clients on what works from their perspective, and then marry these ideas with her solid knowledge of community engagement techniques. Her current research includes Nature for All (in collaboration with Dr. Groulx), Everyone at the Table – a food security assets and networks research project, and Plural: Health Economics in the North. She remains active on the Advisory Board for the Peace Project, focusing on training for anti-violence measures in circumstances of domestic violence.

As faculty, we consider ourselves fortunate to work alongside a student body who are a source of constant inspiration. As the only accredited undergraduate program in the province, we pride ourselves in offering a learning environment that boasts small class sizes, and where students and professors can work closely and collaboratively. Our emphasis on experiential learning means that students undertake community-based projects, with recent successful partnerships with the City of Prince George and the Downtown Prince George Business Association. Our aim is to create opportunities that engage students in work that prepares them for life after graduation,

ready to step into the communities of their choosing.

Excitedly, we also continue to strengthen our connections across the province. In 2020, a new partnership with Selkirk College was formed, where students enrolled in the Integrated Environmental Planning program can transfer into the Bachelor of Planning program at UNBC. We are looking forward to this unique collaboration and look forward to welcoming more students to Prince George through this partnership!

2021 has been a year of significant change - at the School and more broadly. While we look towards 2022, we eagerly anticipate a year where we continue to build our school as a place for experiential learning, and innovative and impactful research - with the intent that our students and faculty will continue to serve communities of the North, BC and more broadly, Canada. ■

Rylan Graham PhD, is an Assistant Professor, UNBC.

Tara Lynne Clapp PhD, is the Chair and an Associate Professor, UNBC.

Santana Patten is a Planning student at UNBC.

CELEBRATING COMMUNITIES IN THE DECADE OF CLIMATE ACTION

/ Carly Johansson

AS LOCAL GOVERNMENTS across BC respond to the climate emergency, many are ramping up their action to meet the challenges of a changing climate. What innovative approaches are local governments taking to save energy, emissions and money in their community? How are they leveraging local assets and opportunities to build benefits for residents and businesses? One place to look for inspiration for local climate action is the annual winners and honourable mentions of the BC Climate & Energy Action Awards.

For the past 23 years, Community Energy Association has highlighted local government excellence in climate action through the Climate & Energy Action Awards. The awards recognize all

communities, regardless of size or location, that bring innovative climate and energy solutions to the table. Now more than ever, ambitious measures are being taken by local governments in the transition to a low carbon future and as we navigate the 2020s, or what is becoming known as the decade of climate action. The four communities recognized at the 2021 Climate & Energy Action Awards are shining examples of this.

The three categories for which nominees can apply are: Community Planning & Development, Climate Adaptation, and Corporate Operations. Community Planning and Development projects cover a range of climate and energy initiatives. They are the innovative, highly local solutions that support residents and businesses.

Adaptation plans and projects increase community resilience while protecting people, places and businesses. Corporate Operations projects showcase how local governments are demonstrating leadership by addressing their own carbon footprint.

The **Community Planning and Development** category is the biggest because the actions involved have an immense impact. Projects and programs in this category includes widespread community planning and implementation of GHG-reducing solutions.

The 2021 winner of the Community Planning and Development Category was the **City of Richmond** for their district energy program, which has the potential to become the largest city-owned district energy system in North America.



1 A view of the multi-award-winning Alexandra District Energy Utility in Richmond, BC

2 A view of the River Parkway Interim Energy Centre in Richmond, BC.

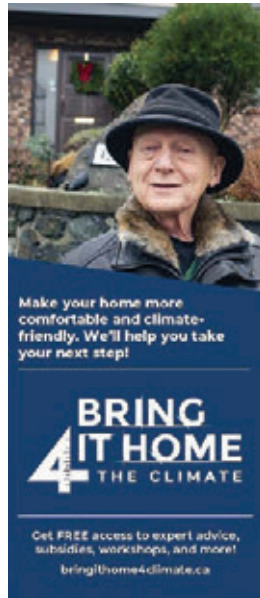
3 Capital Regional District is helping homeowners make their homes more comfortable and climate-friendly through the *Bring it Home for the Climate* program.

4 The District of Summerland's integrated solar project added over 22 kW of solar PV to municipal buildings..



Currently, the city has three district energy utilities that provide locally sourced, low carbon energy to 22 buildings and over 5.0 million square feet of floor space. This results in a reduction of greenhouse gas (GHG) emissions by over 7,800 tonnes of CO₂ equivalent – the same as removing over 2,000 cars from roads for one year.

This project is an excellent example of local government climate action leadership, and demonstrates how public and private sectors can collaborate to achieve outcomes. The City took a unique approach to incorporate the Lulu Island Energy Company to provide district energy on the City's behalf – creating a non-tax base revenue for the City for other investments. Innovative private-public partnerships like this are essential to creating and sustaining meaningful change.



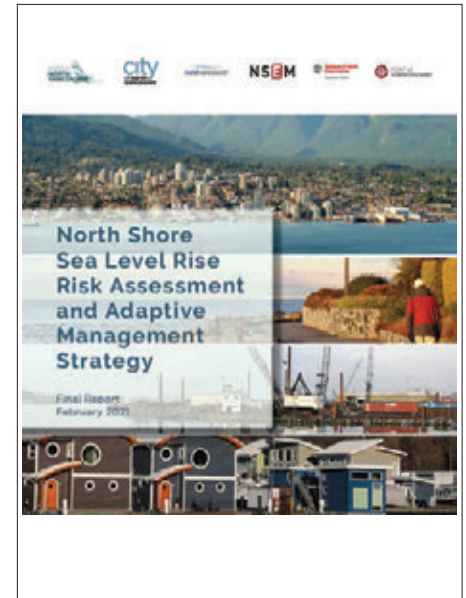
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The **Capital Regional District (CRD)** also received an honourable mention in the Community Planning and Development category for the *Bring it Home 4 the Climate* program. This pilot program supports homeowners interested in improving energy efficiency and reducing the carbon footprint of their homes through energy audits and in-depth expert coaching.

Some of the training and support included in this free program are:

- Virtual Home Assessments
- Subsidized EnerGuide Rating System energy evaluations
- Bundled shallow retrofits and homeowner capacity building
- Other virtual support for do-it-yourself energy efficiency projects

With homes and buildings making up to 50% of GHG emissions in the CRD, the program is integral to tackling the energy retrofit space. Many communities have already taken steps to decarbonize new buildings and construction, but existing buildings remain a challenge. This innovative project has received widespread recognition for its concept and success—other communities in British Columbia are already referencing the project and looking to copy the strategy. Learn more at www.bringithome4climate.ca.



4

The **Climate Adaptation** category, received nominations from all coastal communities, possibly because coastal communities feel particularly vulnerable to rising sea levels due to climate change and global warming.

This 2021 winner of The Climate Adaptation award was the **District of North Vancouver**. This region has over 65 km of coastline along the Salish Sea. If emissions and global temperatures continue to increase, North Shore communities could see two metres of sea level rise. Because of this, many partners came together to create the North Shore Sea Level Rise Risk Assessment and Adaptive Management Strategy. It is the first multi-jurisdictional sea level assessment and strategy in the Metro Vancouver region. Because of its comprehensive and collaborative nature, the District of North Vancouver won the Climate Adaptation award for their leadership on this strategy.

The partners that came together include the District of North Vancouver, the City of North Vancouver, the District of West Vancouver, North Shore Emergency Management, the Port of Vancouver, and the Squamish Nation. They also gathered input from diverse groups and stakeholders, and demonstrated strong internal collaboration – both the Engineering and Community Planning teams managed the project.

The resulting strategy includes a prioritization of community assets and elements for adaptation based on flood risk under different sea level rise and coastal storm scenarios. The project assessed the consequences for 24 variables across six sectors — economy, environment, buildings, infrastructure, culture and heritage, and social services. From this, they came up with six priority actions. The strategy also provides a comprehensive toolkit for nine coastal areas to be utilized in future adaptation plans. Learn more at www.DNV.org/SeaLevelRise.

The **Corporate Operations** category reviews leadership and best practices for plans, actions and projects that “lead by example” in a local government’s own energy and GHG emission reduction projects and operations.

For 2021, it was awarded to the **District of Summerland**, in the Okanagan Valley of BC, who has become a leader in implementing low carbon and renewable energy projects. Their ability to move from planning to action landed them the award this year. In particular, their use of solar photovoltaics and storage has made them a leader in the renewable energy space.



The District of Summerland’s integrated solar project added over 22 kW of solar PV to municipal buildings.

Here are some quick facts on their implementation to date:

- The District’s Integrate Solar Project added over 22 kW of solar PV to municipal buildings

- Over two years, customers with rooftop solar jumped from six to almost fifty
- 185,000 kWh of electricity was produced by rooftop solar in 2020
- Completion of ASHRAE Level 2 audits for 12 municipal buildings
- A Green Fleet Study
- The installation of air source heat pumps and other retrofits at City properties
- Electrification of parks equipment
- Replacement of all cobra-head streetlights with LEDs

A standout aspect of Summerland’s work is the creation of the Green Revolving Fund. This pool is used to advance the implementation of other GHG emissions reduction projects. Summerland has shown depth and breadth in its planning and execution. Many other communities are already looking to replicate what the District has accomplished in rooftop solar and storage.

CEA is impressed by all of the winners of the 2021 Climate & Energy Action Awards. All deserve recognition for making their communities healthier and more resilient. You can find more info on the projects and nominees by viewing the virtual celebration on CEA’s website at www.communityenergy.ca/awards. ■

Carly Johansson is an Operations Coordinator at Community Energy Association

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CLEANBC ROADMAP 2030: WHAT DOES THIS MEAN FOR PLANNERS?

/ Eric Doherty RPP, MCIP



THE BC GOVERNMENT'S October 2021 climate plan update included an ambitious new transportation target with big implication for planners. The *CleanBC Roadmap 2030* calls for reducing “distances travelled in light-duty vehicles by 25% by 2030, compared to 2020.” Less automobile travel is now the goal and not just fewer fossil fuel powered cars. Reducing distances

traveled and shifting travel to transit and active transportation is now at the top of the priority list.

This is a drastic change. Governments have been planning to accommodate more and more cars for over a century. But planners have also been preparing for big changes. The Canadian Institute of Planners' (CIP) 2018 *Policy on Climate*

Change Planning asserts that responding to the climate crisis “requires immediate and committed action [and] requires a drastic shift in the way our communities are built and function.” Crucially, this Policy also establishes that planners have a professional obligation to “advance policies and regulations” to meet governmental climate targets. The CIP *Model Standard of*

When you subtract space for cars, traffic evaporates.



Amsterdam, photo courtesy of the author

Practice for Climate Change Planning goes a step further and asserts that “planners must play a leadership role in enabling a climate-neutral society.”

The *CleanBC Roadmap 2030* does not have much of a description for how the Province plans to reduce traffic by an average of over 2.5% every year between now and 2030; BC’s new *Clean Transportation*

Action Plan is not due until 2023. Many people, not just planners, will have to decide to take immediate and committed action to meet the target, or adopt a wait-and-see approach which has been the norm in the past.

The Municipal Role – Traffic Evaporation

The evidence for how traffic is increased through infrastructure – known as *induced* traffic – is well accepted. If you expand roads, highways, and parking lots you get more people in cars. Less well understood is that congestion is self-limiting – if congested highways and roads are left as-is, traffic volumes will stay close to where they are. However, the *CleanBC* target is for steeply reduced traffic and not just the unsustainable and unpleasant status quo.

Planning for induced traffic can also work in reverse – when you subtract road space for cars, traffic evaporates. The extensive evidence for traffic evaporation was summarized in the *Municipal Engineer* paper “Disappearing Traffic: The story so far” (2002). The article states that when “reallocating road space from general traffic, to improve conditions for pedestrians or cyclists or buses... significant reductions in overall traffic levels can occur.” In fact, large reductions in traffic levels are normal with road space reallocation projects.

In the past two decades, road space reallocation for transit lanes, protected bike and roll lanes, pedestrian priority streets, and wider sidewalks has become a widely accepted part of climate action in larger cities like Paris, Seoul, and Bogotá. Despite this, Dario Hidalgo, a Bogotá based civil engineer, notes that, “While traffic evaporation has been well-documented for

more than 20 years, most decision- and opinion-makers are still under the impression that reducing car lanes will make traffic worse.”

Ignorance of traffic evaporation is still commonplace. However, things are changing fast. In Paris, which was once choked with cars, traffic is down about 45% since 2001 with their adoption of reallocating road space. Vancouver’s *2020 Climate Emergency Action Plan* calls for reallocating at least 11 percent of road space to “walking, cycling and transit [to] greatly reduce dependence on fossil fuels through a reduction in vehicle ownership and kilometres travelled by vehicle.” To meet the 2030 provincial traffic reduction target, most BC municipalities will need to adopt similar goals and act on them immediately.

The provincial government had dozens of highway expansion projects planned when the *CleanBC Roadmap* was released, ranging from modest projects like the Keating Flyover in Greater Victoria to the four-billion-dollar plan to replace the four lane Massey Tunnel with a new eight lane tunnel. Immediately reallocating these funds to public transit, walking, rolling, and cycling would go a long way to meeting many sustainable transportation objectives.

In the summer of 2021, the Capital Regional District unanimously approved a policy calling on the provincial and federal governments to reallocate funding from highway expansion to alternative transportation routes in Greater Victoria. If other regions follow suit, it will be much easier for the provincial government to overcome the inevitable opposition to fully implementing their new climate *Roadmap*.

The CIP *Policy on Climate Change Planning* asserts that planners have an obligation to “champion climate change solutions that counteract, rather than exacerbate, impacts on vulnerable groups and under-resourced areas.” BC’s climate *Roadmap* notes that Indigenous peoples are calling for improving public transportation in BC’s rural areas.

To meet BC’s ambitious traffic reduction target, and meet the needs of rural and Indigenous communities, a public bus network will have to be better and more affordable than Greyhound ever was. One option would be to expand and improve BC Transit’s modest BC Bus North network. Frequent and affordable bus and passenger rail service between communities would also make life more affordable and safer for people across BC. People in rural areas and small town spend a lot of money on long drives, and crashes on snowy highways are a serious threat.

Reallocating road space can make life better for vulnerable groups. Owning cars is a financial burden for lower income families, and improved public transit, walking, cycling, and rolling options in urban and suburban areas would relieve this pressure. The City of Victoria recently took steps to legalize the use of wheelchairs and mobility scooters on ‘all ages and abilities’ bike and roll routes, welcoming seniors and people with disabilities to access pleasant and affordable low-carbon transportation.

The devastating wildfires and floods of 2021 show why planners must take their professional obligation to “advance policies and regulations” to meet provincial climate targets seriously. Reducing traffic 25% by 2030 is the kind of drastic action needed, and planners have a duty to lead. ■

Eric Doherty is Principal of Ecopath Planning on Lekwungen Territory in Victoria, BC. He can be reached at eric@ecoplanning.ca

¹ Traffic Evaporation: What Really Happens When Road Space is Reallocated from Cars? (2021) thecityfix.com/blog/traffic-evaporation-what-really-happens-when-road-space-is-reallocated-from-cars/

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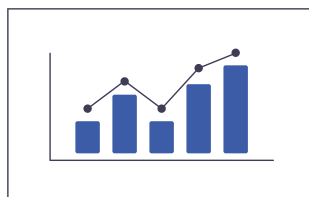


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COMPETITION FOR THE CURBSIDE: UNLOCKING THE POTENTIAL OF COVID-19 STREET REALLOCATIONS

/ Jimin Park, PIBC Student Member

THE POSSIBILITIES and potential of the curbside – that space between the sidewalk and traffic – were put on full display as the COVID-19 pandemic dramatically affected daily life. Cities have increasingly turned to the curbside space to provide room to physically distance, support small businesses, and facilitate safe opportunities for social connection and gathering outdoors.

The regulation of the curbside is an indispensable but often overlooked component of a successful urban street network. Prior to COVID-19, the competition for the curbside was already intensifying. The proliferation of shared mobility options (e.g. carshare, rideshare, bikeshare), increased demand for e-commerce delivery services, desire for flexible public spaces, and the growing popularity of active transportation modes are challenging traditional ways of managing and allocating the curbside space.

The existing piecemeal approach of managing curb access – on a case-by-case or block-by-block basis – is reactive and incremental, resulting in inefficient, uncoordinated, and unregulated uses. Studies show that the effects of curbside pressures, such as double-parking or illegal stopping, are significant contributors to traffic congestion in dense urban cores.¹

In addition, the curbside plays an important role in goods movement within our cities. The global pandemic has accelerated existing e-commerce trends shifting retail from “bricks to clicks”. The proportion of greenhouse gas emissions attributed to urban freight is growing and is projected to eclipse passenger emissions by 2030.



Now more than ever, the need to manage loading efficiently and proactively is paramount, and a crucial step to meeting our cities' sustainable transportation goals. Providing access for goods through dedicated loading space at the curbside, in combination with providing off-street loading facilities, encouraging off-peak loading, and consolidation centres, will limit curbside conflicts and contribute to safer, clearer, more efficient roads.

The Institute of Transportation Engineers (ITE) describes the curb as the space where "movement meets access." But who currently has access to this shared space? For many cities, much of the curbside is dominated by on-street parking. On-street parking spaces make up about 25% of the City of Vancouver's streets. The disproportionate allocation of the curbside for on-street parking is outdated and increasingly at odds with our cities' current travel patterns and future sustainable mode share targets. Although currently over half of trips in Vancouver are made by foot, bike, or transit, the City has a target of two-thirds by 2030.²

The disconnect between policy and existing practice creates an urgent need to develop a framework for managing and allocating the curbside. This is needed to minimize conflicts and better support the behaviour shift required to meet climate change targets. For example, providing more room for busses means that the curbside can make transit a competitive and desirable alternative to driving. Transit lanes, bus bulbs and other transit priority measures means increasing transit reliability and speed. For active transportation, the

curb can also be transformed into protected bikeways that are inviting to those of All Ages and Abilities, and provide space for public bikeshare stations to facilitate convenient active trips.

Beyond modal priority, COVID-19 has illustrated that our streets are among the city's greatest public space assets. The tactical approaches taken during the pandemic have demonstrated just how valuable this finite space can be. When public health orders restricted indoor dining, the curbside became more than just a public amenity, but an economic lifeline for many small businesses.

Curbside patios support small businesses and provide additional seating capacity while adding to the urban vitality of our communities. Through the Temporary Expedited Patio Program (TEPP), over 500 temporary patios were approved across Vancouver in 2020. In the fall of 2021, Vancouver Council approved a permanent patio program and have directed staff to achieve a long-term target of 11% road space reallocation through the ongoing Vancouver Plan and Climate Emergency Action Plan.

Planners need to create spaces that are adaptable, responsive to different land use contexts, and contribute to the livability, sustainability, inclusivity, and vitality of our shared spaces. The allocation of the finite curbspace will require a balancing act of the different users, priorities, and demands. Removing on-street parking can be political. Therefore, communicating the value of this public asset and transparent decision-making will be imperative. Leaders in curbside management include

San Francisco, Seattle, Washington DC, and the City of Toronto. These cities have developed visions, goals, policies, strategies, and prioritization frameworks to navigate the trade-offs involved in determining a balanced and equitable allocation that aligns with the community's goals.

The success of street transformations and initiatives implemented during COVID-19 call for a renewed approach to this valuable, shared public space that will continue to shape our cities well after the health crisis is over. How changing curbside needs and uses will shape curbside activity in the many months and years to come remains to be seen.

One thing is certain – the curbside should serve as a highly flexible and adaptable space that can respond quickly to the changing needs of our cities. Increasing densification in Metro Vancouver, as a result of targeted growth in Urban Centers and Frequent Transit Development Areas, will continue to exacerbate the challenges of managing the high-value curbside. ■

Jimin Park is a recent graduate of UBC's School of Community and Regional Planning where she focused on parking policy, urban freight management, long-term greenways planning, and completed her capstone titled "Competition for the Curbside". She is currently working as a Transportation Planner at WATT Consulting Group in Vancouver

¹Institute of Transportation Engineers. (2018). Curbside Management Practitioner's Guide.

²Pembina Foundation. (June 2019). The State of Freight: Understanding greenhouse gas emissions from goods movement in Canada.



1 Room to Queue in the City of Vancouver — Curbside used for physical distancing
 2 Curbside patio along Main
 3 Transit priority along Broadway
 4 Plaza for social gathering well used in the colder months



THE ARCHITECTS ACT ... REVISITED

/ Bill Buholzer RPP, FCIP

IN THE WINTER 2012 ISSUE OF *PLANNING WEST* I commented on the efforts of the Architectural Institute of British Columbia (AIBC) to enlist local governments in enforcing the provisions of the *Architects Act* that prohibit persons who are not AIBC members from designing certain kinds of buildings. To summarize, I concluded that provincial legislation doesn't compel local governments to enforce the Act for permit applications; that local governments may probably do so if they wish, at least as far as building permit processes are concerned; and that the situation was less clear in relation to development permit and rezoning applications.

Since many BC planners have oversight duties in relation to building regulation, and many more are involved in development permit processes, a recent Court of Appeal decision requires that the topic be addressed again. The recent decision requires adherence to the *Architects Act* for building permit applications, but doesn't address development permit or rezoning applications.

The *Architects Act* prohibits non-members of AIBC from practicing architecture

which, under s. 59 of the Act, is deemed to include planning or supervising the erection or alteration of buildings other than for one's own use or occupancy. In s. 60 the Act goes on to exempt from the scope of the "practice of architecture" buildings other than those in 8 specific classes, one of which is buildings with a gross floor area exceeding 470 square metres (5070 ft²). Thus, only an AIBC member may plan or supervise the erection of a building greater than 470 square metres in floor area.

The *Architects Act* doesn't make any reference to local government administration of building bylaws or development permit requirements arising under the *Local Government Act* or the *Vancouver Charter*. However, AIBC is entitled under the Act to take action to prevent non-members from practicing architecture. A few BC building bylaws expressly reference compliance with the *Architects Act* in relation to the local building official's duty or authority to issue a building permit. In the 2012 "Legal Update" on this topic I expressed the view that this was likely a valid aspect of local building regulation even though not expressly required by provincial law.

LANGFORD'S PERMIT

The City of Langford on Vancouver Island enacted in its building bylaw a provision that empowered a building inspector to refuse to issue a building permit where the proposed building doesn't comply with "the Building Code, a City bylaw, ... or any enactment respecting health or safety" without specifically mentioning the *Architects Act*. The bylaw also authorized the building inspector to require the involvement of a "registered professional" (an architect or professional engineer) as per provincial legislation and the "size or complexity" of the proposed building.

The City of Langford's building official issued a building permit for a building with 748 square metres of gross floor area that had not been designed by an AIBC member, without requiring certifications by a registered professional. AIBC sought a declaration from the BC Supreme Court that the building inspector's decision to issue the permit was invalid because it was unreasonable. The Supreme Court accepted AIBC's argument and the BC Court of Appeal rejected the City's appeal. However, AIBC did not seek to quash the permit, and the building has been erected and occupied.

THE COURT DECISIONS

The BC Supreme Court held that it was unreasonable for the Langford building official to issue the building permit because the building was not designed in accordance with an “enactment respecting health or safety”, namely the *Architects Act*. Similarly, it was unreasonable for the building official to fail to exercise discretion under the bylaw to require “registered professional” involvement in the building permit application in view of the size (over 470 square meters) and complexity of the building.

The BC Court of Appeal rejected the City’s appeal on an entirely different basis, holding that regardless of the specific provisions of Langford’s bylaw or the size or complexity of the development, it was simply unreasonable for a municipal building official to issue a building permit for a building that has been designed in contravention of a provincial health and safety statute. The Court of Appeal noted that while language in the legislation that connected the *Community Charter* with the *Architects Act* “would have been helpful,” the Court linked them so that they could be properly interpreted.

WHERE DO WE GO FROM HERE?

The Court of Appeal’s decision in *AIBC v. Langford* suggests that local building officials should be acquainting themselves with the intricate language of the *Architects Act*, regardless of whether the building

bylaw they are administering requires them to do so. (AIBC’s website posts information on which buildings require an architect – see AIBC Bulletin 31, aibc.ca.)

The Court of Appeal decision also suggests that in administering “registered professional” provisions of the Building Code or the local building bylaw, building officials should ensure that the *Architects Act* is being complied with, regardless of which type of professional the applicant is providing the certifications in question.

The situation with respect to development permits and rezoning applications, about which AIBC has also been in touch with local governments, remains unclear. Certain types of development permit applications require design drawings - must these be prepared by an architect when the *Architects Act* applies? The purpose of the drawings is usually to establish compliance with design guidelines rather than to establish compliance with health and safety requirements of the Building Code. Typically, applicants don’t invest in detailed architectural drawings until the development permit decision has been made.

Like the *Community Charter*, Part 14 of the *Local Government Act* doesn’t reference the *Architects Act* in requiring local governments to establish development permit application requirements in a bylaw. Prior to the Court of Appeal decision in *AIBC v. Langford*, case law suggested that a local government is legally obliged to evaluate a development permit application

for compliance with applicable design guidelines regardless of who prepared the drawings. Because the AIBC decision deals only with the building permit process, it seems reasonable for local governments to continue to process development permit applications without monitoring compliance with the *Architects Act*. Indeed, it might be an unlawful exercise of the power relating to development permit applications to refuse to consider an application by reason only of the qualifications of the building designer.

Because councils and regional boards have very broad discretion over zoning amendments, it might be within their authority, should they choose to do so, to make sure that building designs submitted in support of rezoning applications have been prepared in accordance with the *Architects Act*.

In any event, neither a development permit nor a zoning bylaw amendment actually authorizes the construction of a building. The better view may be that the health and safety objectives of the *Architects Act* are sufficiently met by considering the requirements of the Act at the building permit stage of development approval, and leaving it to applicants to decide whether to engage an architect at an earlier stage. ■

Bill Buholzer is associate counsel at Young Anderson Barristers and Solicitors and a member of PIBC’s Professional Conduct Review Committee.

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PIBC BOARD NOTES

On **September 24th, 2021**, the PIBC Board of Directors met by online videoconference.

While the meeting was held remotely, it was acknowledged that we are able to live, work, and learn on the traditional territories of the First Nations and Indigenous peoples of BC and Yukon.

PRESIDENT

David Block RPP, MCIP welcomed members, and provided an update on various activities, including the most recent national meeting of the Planning Alliance Forum, and the upcoming PLACE21 student planning conference, for which PIBC was a sponsor. It was noted that PLACE21 would be taking place online and D. Block would be participating on behalf of PIBC.

ADMINISTRATION & FINANCE

Executive Director, Dave Crossley, reported on ongoing and key projects, initiatives, and the activities at the PIBC office, including ongoing work to complete work on updating the Institute's strategic plan.

The Board approved the schedule of membership fees for 2022. It was noted that to take into account the ongoing COVID-19 coronavirus pandemic, there was only a small adjustment to PIBC fees for 2022 and a small cost of living adjustment by the Canadian Institute of Planners (CIP) to national fees. The Board reviewed and approved the continued collection and remittance of applicable membership fees and insurance premiums for members, in accordance with existing agreements with CIP.

The Board also approved and adopted the Institute's 2022 operating budget as developed and discussed at an in-depth budget workshop held earlier in the day, prior to the regular Board meeting. The budget as approved reflected anticipated revenues of about \$736,000 and expected costs and expenditures of just over \$735,000 (reflecting an expected approximately balanced budget for 2022).

MEMBERS PROGRAMS & SERVICES:

Executive Director, Dave Crossley, reported on ongoing and key projects, initiatives, and the activities at the PIBC office. This included reviewing potential plans for the Institute's annual World Town Planning Day gala event. There was agreement to proceed with the event in-person in November, subject to applicable public health regulations, along with an online livestream of the presentation at the event.

NATIONAL AFFAIRS:

The Board received an update on the work of the Professional Education & Examination Committee of the national Professional Standards Board (PSB) – including updates on the fall sitting of the national professional examination, work on support for Candidates preparing for the exam, and ongoing work to further support for mentors and sponsors. There was also a brief update on the ongoing work of the national Professional Standards Committee (PSC).

COMMITTEE REPORTS & BUSINESS

Professional Standards & Certification: The Board approved the admission of a number of new members, and also approved or acknowledged a number of membership transfers and other membership changes. The Board additionally approved extensions to eligibility for membership for some current Candidate members.

Planning Practice & Reconciliation: The Board approved the redesignation of the previous Indigenous planning working group as a new standing committee of the Institute – the Planning Practice & Reconciliation Committee, and reconfirmed the current volunteer membership of the committee. It was noted that a revised set of terms of reference would be developed for approval.

INSTITUTE REPRESENTATIVE REPORTS & BUSINESS

The Student member representatives from SFU, and UNBC provided brief updates to the Board on activities at their respective university planning programs.

NEXT MEETING(S)

It was noted that the next Board meeting would be held on Saturday, November 6th, 2021, in Vancouver, in conjunction with the World Town Planning Day event and a working session on the Institute's strategic plan.

MEMBERSHIP COMMITTEE REPORT

September 24, 2021

Welcome New Members!

Congratulations and welcome to all the new PIBC Members!

At its meeting of September 24, 2021, it was recommended to and approved by the Board to admit the following individuals to membership in the Institute in the appropriate categories as noted:

CERTIFIED:

Megan Mucignat
(Transfer from APPI)

PRE-CANDIDATE:

Mike Bandy

STUDENT:

Jayden Koop
(Transfer from MPPI)
Laura MacTaggart (UBC)

Member Changes

It was further recommended to and approved by the Board to grant or acknowledge the following membership transfers and changes in membership status for the following individuals as noted:

FROM CERTIFIED TO MEMBER ON LEAVE:

Jessica Jin

FROM MEMBER ON LEAVE TO CERTIFIED:

Katelyn Morphet



SAVE THE DATES!

UPCOMING WEBINARS

PIBC 2022 Webinar #3 March 30

PIBC continues its strong partnership with Canada Mortgage & Housing Corporation (CMHC) and other organizations to present models of affordable housing that are accessible, age-friendly, culturally sensitive, and for families and children. We will look at new federal programs to promote all the above and more!

PIBC 2022 CPL Webinar #4 April 27

Join us for our annual *Legal Update*, this time focusing on riparian area regulations, environmental "do's & don'ts" and how to read and interpret a survey plan.

PIBC 2022 CPL Webinar #5 May 25

PIBC is pleased to partner with Urban Development Institute (UDI) as part of its Under 40 Series to offer this exciting webinar aimed at students and emerging professionals! Structured to broaden knowledge level and encourage communication, exchange of ideas, and networking with peers in both private and public sectors, this webinar will examine several recent development projects with commentary from both planners and developers on what worked and what needs to be improved in the development process.

For current webinar information, registration, and the latest details on other CPL webinar offerings, please visit www.pibc.bc.ca/pibc-webinars.

THANK YOU TO OUR 2021 VOLUNTEERS

Throughout the year, the Planning Institute of British Columbia relies on the volunteer contributions and efforts of our members in moving forward with the impactful projects, events, and activities that advance and improve the planning profession. It is with heartfelt thanks and appreciation that we recognize our 2021 volunteer members for their contributions. Thank you!

Linda Adams RRP, MCIP
Eric Aderneck RRP, MCIP
Emilie Adin RRP, MCIP
Karin Albert RRP, MCIP
Andrew Allen RRP, MCIP
Lindsay Allman RRP, MCIP
Ericka Amador
Gail Andestad RRP, MCIP
Sarah Atkinson RRP, MCIP
Tina Atva RRP, MCIP
Michelle Babiuk RRP, MCIP
Andrew Baigent RRP, MCIP
Robert Barrs RRP, MCIP
Terry Barton RRP, MCIP
Jada Basi RRP, MCIP
Rupinder Basi RRP, MCIP
Larry Beasley CM RRP, FCIP
Dana Beatson RRP, MCIP
Courtney Beaubien RRP, MCIP
Ryan Beaudry RRP, MCIP
Roy Beddow RRP, MCIP
Kirsten Behler RRP, MCIP
Laura Bentley RRP, MCIP
Robin Beukens RRP, MCIP
Sawngjai (Dear) Bhokanandh
Ross Blackwell RRP, MCIP
David Block RRP, MCIP
Annie Booth RRP, MCIP
Mairi Bosomworth
Matthew Boyd RRP, MCIP
Coralie Breen RRP, MCIP
Lisa Brinkman RRP, MCIP
Keith Broersma RRP, MCIP
Kevin Brooks RRP, MCIP
Andrew Browne RRP, MCIP
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Keltie Chamberlain RRP, MCIP
Helen Chan RRP, MCIP
Patrick Foong Chan RRP, MCIP
Lindsay Chase RRP, MCIP
Lilian Chau RRP, MCIP
Sadie Chizenko
Jeff Chow RRP, MCIP
Jason Chu RRP, MCIP
Kerri Clark RRP, MCIP
Michele Cloghesy RRP, MCIP
Dallas Clowes RRP, MCIP
Odessa Cohen
Lisa Colby RRP, MCIP
Steven Collyer RRP, MCIP
Mitchell Comb RRP, MCIP
Norm Connolly RRP, MCIP
Robert Conway RRP, MCIP
Laurie Cordell RRP, MCIP
Ken Cossey RRP, MCIP
Barbara Crawford
Ron Cruikshank RRP, MCIP
Deanna Cummings
Gavin Davidson RRP, MCIP
James de Hoop RRP, MCIP
Jeff Deby RRP, MCIP
Birte Decloux RRP, MCIP
Patricia (Trish) Dehnel RRP, MCIP
Bryce Deveau
Michael Dickinson RRP, MCIP
Graeme Dimmick RRP, MCIP
Andréanne Doyon RRP, MCIP
John Dumbrell RRP, MCIP
Paul Dupuis RRP, MCIP
Meeri Durand RRP, MCIP
Gordon Easton RRP, MCIP
Margaret Eberle RRP, MCIP
Brent Elliott RRP, MCIP
Elicia Elliott RRP, MCIP
Mike Ellis RRP, MCIP
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Heather Evans RRP, MCIP
Katherine Fabris RRP, MCIP
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Mike Gau RRP, MCIP
Hardev Gill RRP, MCIP
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Andrea Gillman RRP, MCIP
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Michael Gordon RRP, MCIP
Nancy Gothard RRP, MCIP
Rylan Graham RRP, MCIP
Amanda Grochowich RRP, MCIP
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Susan Haid RRP, MCIP
Devon Harlos RRP, MCIP
Michael Hartford RRP, MCIP
Robin Hawker RRP, MCIP
Dana Hawkins RRP, MCIP

Taryn Hayes RRP, MCIP
Shaun Heffernan RRP, MCIP
Yazmin Hernandez-Banuelas RRP, MCIP
Kali Holahan RRP, MCIP
Ian Holl RPP, MCIP
Mark Holland RRP, MCIP
Robyn Holme RRP, MCIP
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Emily Huang
Andrea Hudson RRP, MCIP
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Katherine (Kasha) Janota-Bzowska
Arlene Janousek RRP, MCIP
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MUSHOLM SPORTS COMPLEX, KORSØR, DENMARK

An extension to the Musholm Sports Complex in Korsør, Denmark has made the Complex one of the most accessible venues in the world, winning numerous awards including recognition for its accessibility designs from the International Olympic Committee and the International Paralympic Committee.

This 2015 redesign of the sports complex fulfilled the Danish Muscular Dystrophy Foundation's long-standing dream to create an internationally leading sports and holiday centre for people with disabilities. The redesign, led by AART, an independent Scandinavian architectural firm, includes a circular sports hall with an aerial ropeway, climbing wall and an integrated pulley system for wheelchair users.

Outside, a 100m ramp (which can also be used as a wheelchair racing track) spirals up from the base of the hall to a sky lounge. Twenty-four hotel rooms have been designed with various accessibility features including ceiling hoists, electronic curtains, automatically adjustable beds, and sinks with adjustable heights. The outside water facilities also include a private bathing jetty that is wide enough for wheelchair access.

Intelligently designed wayfinding is integrated throughout the building, with lighting used to provide direction for visually-impaired persons and a large map at the main entrance with tactile explanations. The lighting in some rooms can be made brighter to assist with lip-reading by those with hearing impairment.

Foundation Director Henrik Ib Jørgensen noted that "accessibility must be felt but not seen. We wanted to create a place where there is space for differences."

This award-winning space demonstrates how buildings can be beautiful and accessible for diverse abilities at the same time. Read more about other accessible buildings and what accessibility-conscious cities can look like at: <https://www.theguardian.com/cities/2018/feb/14/what-disability-accessible-city-look-like>

Sources:

<https://aart.dk/en/projects/musholm>

<https://en.musholm.dk/>



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