

Planning West

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Lessons from Portland, Long-term Thinking on Short-term Rentals and more inside...



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President's Message

by Dan Huang MCIP, RPP



The coming of fall brings with it a number of milestones – a new school year for students, preparations for harvest, and for many a return to the “daily routine” after summer holidays. However, this September marks a daunting milestone which we, as a civi-

lization, hoped we would never achieve. For the first time in human history, global levels of CO₂ passed 400 parts per million on an annual basis, with September being the month which usually records the lowest CO₂ levels. This is well beyond the safe level of carbon dioxide in the atmosphere of 350 parts per million and according to Payal Parekh, Global Managing Director of 350.org. “is a somber reminder that we haven’t taken the action we need”.

In our 2013-2015 Strategic Plan, PIBC Council struck a Task Force on Climate Change, which has remained relatively dormant due to other initiatives. In July 2016, Council restated its resolve to “champion action on climate policy, help members understand how to take climate change into account in their planning activities and collaborate with and advocate for progressive policy solutions by senior levels of government”. With the passing of the 400 ppm levels, as well as the upcoming provincial election in British Columbia in May 2017, PIBC Council feels that immediate and urgent action is required at the BC/Yukon level, in order to provide our members with the information and background required to advocate for policy solutions during the run-up to the spring election (i.e. by March/April 2017).

With that, PIBC Council met on September 30th, and has committed to a renewed Climate Action Task Force, with an immediate and directed course of research and action over the next six to eight months as follows:

(a) Completing an initial review and confirmation of the scope of tasks and timeline outlined to achieve the climate action mandate and advise PIBC Council of any changes;

(b) Securing or hiring an appropriate expert student, PIBC member or consultant to assist the Task Force with its mandate and responsibilities;

(c) Undertaking necessary research, information gathering, consultation and other work as necessary to

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Cover: Outside the Streetcar Lofts building in Portland's Pearl District. Photo by Ian Sane/Flickr

create a brief literature review and summary of best practices;

(d) Consulting and communicating with Institute members and others including conducting a survey to determine the status of policy work on the topic in BC/Yukon context and identify members' desire for CPL education on the topic;

(e) Undertaking, subject to direction from Council & the membership, an appraisal of BC's Climate Leadership Plan, Stretch Code and Carbon Tax for the purpose of identifying key gaps and opportunities;

(f) Developing and drafting a position paper or call to action for Council's endorsement, which may be sent to the Province prior to the spring election.

The Climate Action Task Force has the full support of PIBC Council, with a call for Task Force members coming out in October, and a follow up discussion and budgetary review at our November council meeting. Watch for a notice in the e-News on how to get involved. We feel that the timing is appropriate, if not critical, at the provincial level – with the recent Climate Leadership Plan, Stretch Code, and upcoming spring 2017 election – which we must take this opportunity to take action now – in the best interests of our members, our profession, and the blue dot that we inhabit.

Also this fall, PIBC is reviewing its Constitution and Bylaws in light of recent changes to the provincial Societies Act, which take effect on November 28, 2016. The most important component of this legislative change is the requirement for each society to declare them either “member funded” or “non-member funded”, prior to the effective date. PIBC falls into the “member funded” category (which is a good thing), and we will be holding a Special General Meeting of the members later this fall to hopefully ratify our status with the membership, along with other important revisions to our Constitution and Bylaws. Watch for more information on this coming from our Executive Director, Dave Crossley, in the coming weeks.

Leading up to World Town Planning Day on November 8th, I will once again be offering to present the 2016 PIBC Gold Awards for Planning Excellence to the respective municipal Councils of the City of Van-

couver, City of Burnaby and City of Prince George, as well as to the Minister of Community, Sport and Cultural Development. It is a great way to celebrate the work of our peers in front of their respective elected officials, and raise the profile of our profession in our local communities. Finally, I hope to see many of you at the PIBC World Town Planning Day Gala on Saturday, November 5th, where we welcome new members into our profession, celebrate our long-term (25-year) members, and instill our honorary and life memberships as appropriate. 🏡

Corrections

2016 AWARDS

The article “2016 PIBC Awards for Excellence” that appeared in the Summer 2016 edition of *Planning West*, Volume 58, Number 3, incorrectly identified some of the winners within the category of Excellence in Planning Policy, City & Urban Areas.

The Lougheed Town Centre Core Area Master Plan (City of Burnaby and Shape Properties), the Fraser Valley Express Implementation Plan (Fraser Valley Regional District and BC Transit) and the Active Design Guidelines (City of North Vancouver) were incorrectly identified as the winning projects for Excellence in Planning Policy, City & Urban Areas. They were in fact the winning projects under the category of Excellence in Planning Practice, City & Urban Areas.

We are happy to correct the record with respect to these award-winning projects, and sincerely apologize for the error, and any inconvenience this may have caused our valued award winners.

FRONT COVER PHOTO CREDIT

The drawing of the Lougheed Town Centre on the front cover of the Summer 2016 edition of *Planning West* for the award winning Lougheed Town Centre Core Area Master Plan is by Cal Srigley. Our apologies for the omission.

Write to us at editor@pibc.bc.ca

Long-term Thinking to Get It Right on Short-term Rentals

by Alex J. Thumm

Everybody is talking about it, most municipalities are trying to do something about it, but few who have regulated short-term rentals (STR) seem satisfied with the compliance level achieved. This is the arena that the City of Nelson entered when it entertained the idea of developing original regulations for STRs. Complaints, formal and informal, had been received and it was time to act.

Short-term rentals, by definition are the accommodation of paying guests for 30 days or less in a private residence in a residential neighbourhood. STRs go far beyond Airbnb: there are some 100 listing sites that exist and at least six are being used to advertise Nelson properties.

There were several issues to consider:

- There was no perceived community benefit to non-resident-operated, or professionally-managed, STRs in residential areas; and
- The STR community made it clear that most do not operate 365 days a year.

The challenge was to balance three separate issues: making the STR industry work for all residents, compliance and enforceability, and preserving long-term rental housing. While visitors are an important part of the local tourism economy, the City of Nelson also needs to accommodate long-term residents who in turn welcome and serve those visitors. Thirty-eight percent of residents are renters and the vacancy rate has recently fallen to under 0.06%. Fairness needs to be considered as much for residents of STRs who chose to live in a residential neighbourhood and for homeowners who wanted to make an

income from their property but can't commit to a long-term tenant.

Three objectives were identified to guide the process: ensuring a level playing field for accommodators, safe accommodation facilities for visitors and tourists, and that the housing needs of local long-term renters are being met. The first action was to develop the project website, *str.nelson.ca*, followed by research into best practices.

This was followed by a comprehensive consultation program, which proved to be the most valuable learning component for understanding what was happening on the ground and what specific rules the public and STR operators would tolerate. Formats included a stakeholder meeting, a Town Hall, and two rounds of online surveys. Separate surveys were available for STR operators, visitors, and the Nelson public. Over 350 survey responses were received, which is impressive for a city of 10,000 people.

A key success of the consultations was getting stakeholders into one room. It took some time for the community to realize that talking about STRs did not mean that the City was going to ban it. It was only at the Town Hall meeting that STR operators came to realize that the hotels and the City do not 'hate' them, and tourism realized that many STR operations are not full-time but only casual. Most hoped to minimize negative impacts on rental housing, yet concluded that not having any STRs was not desirable, either. We were told that most STR guests in Nelson are not tourists, per se, but visitors of family and friends: they do not want to be downtown, but rather on the same block as those they are visiting. A hotel room is not suitable for all kinds and sizes of groups, or for all durations of

stays. In moderation, STRs should be provided to cater to those unique needs.

Staff, Council, and most consultation participants rejected the prospect of spot rezonings and non-resident-operated STRs. Instead, it was decided that a cap on licenses was the preferred approach: no more than 110 year-round licences, no more than 40 summer licences, and a density cap of no more than three per block. The density cap is to ensure an even distribution of STRs, alleviate on-street parking demand, and preserve neighbourhood integrity from the “dark block” phenomenon (where few if any permanent residents continue to live). The “dark block” is now common in the US. Within the current zoning paradigm, a residential neighbourhood should primarily house residents.

The end result is a highly nuanced zoning and licensing regime. Three durations of business licences will be offered: year-round, May-to-August, and 31-day licences. Bed & Breakfast zoning and licensing was merged with STRs into one category; the Council-approved regulations allow for rooms and entire dwelling units to be rented short-term provided that:

- The applicant is the property owner and a primary resident of the property;
- A tri-annual building inspection take place; and
- One or two 24/7 Local Contact Person(s) are designated whose contact information will be available online to facilitate peer-to-peer complaint resolution.

The STR project resulted in amendments to the zoning, business licence, off-street parking, and official community plan bylaws, as well as an enforcement policy.

But STR is also part of a much larger conversation on housing affordability. Lessons learned included that many STR operators are former landlords who have ‘had enough’ with long-term tenants and the Residential Tenancy Branch. By reducing long-term rental stock and quite possibly contributing to real estate prices creeping up (due to the prospect of significant profit), STRs should not be considered a solution to unaffordability. On a micro level, it provides valuable secondary income to homeowners, but on a macro level it burdens an already limited housing stock. As fellow researcher Karen Sawatzky points out, an un-

regulated STR market means a world where land use can be modified within the few clicks it takes to create an on-line listing.

Regulation establishes certainty in the market and fairness for those who are already voluntarily complying. Some of those coming to inquire about the new rules question certain requirements or limitations, but nearly every time the conversation has finished there is the understanding about why that decision was made. The Nelson

Short-Term Rental Owners Association, who originally came to the City asking for licence fees as high as \$1,000, has expressed general satisfaction with the upcoming regulations.

There is a delicate balance between needs, enforceability, and maximizing voluntary compliance to facilitate enforcement. One example was the decision to reduce parking requirements. Consultations revealed that a principal barrier standing between STR operators and compliance with existing regulations was a lack of ability to provide parking. As the City does not require additional parking if one acquires roommates, Council agreed to test no additional parking for STR guest rooms. Furthermore, it is acknowledged that in

The density cap is to ensure an even distribution of STRs, alleviate on-street parking demand, and preserve neighbourhood integrity from the “dark block” phenomenon

the case of entire-home STRs, the resident household typically vacates the property when guests arrive, meaning-theoretically that there would be no net increase in parking demand.

STR regulation is within any municipality's reach, and to its benefit. Nelson's approach comes off as complex, but by front-loading complexity the intention is to avoid surprises down the road. Many of the obstacles that a small municipality might perceive as impossible, such as an overload of inspections, are remediable. With respect to compliance, there is Host Compliance, which is an address location service, distributed through iCompass, which will likely be part of any successful, cost-effective compliance strategy.

Host Compliance is a new STR compliance monitoring and address identification service distributed by iCompass. Municipalities that have attempted STR enforcement using conventional bylaw enforcement methods on this Internet-based, non-conventional industry have had difficulty achieving even moderate compliance. Local governments should consider third-party technical expertise in enforcement; in most communities' experience, relying on voluntary compliance alone has proven to be not enough and Airbnb for one has been adamant that it will not provide addresses to government.

Conventional enforcement faces a number of unexpected barriers. For instance, in one Californian city's

experience STR operators simply took down their listings during enforcement officers' work hours only to repost them evenings and weekends. Many mistakenly assume that it is easy to go online and find an STR's address. Even if one would be prepared to pay the non-refundable booking fees to make reservations to obtain addresses, your local STR operator community is likely well-connected and will become suspicious of bylaw enforcement's booking requests. The City of Nelson judged that for the time being at least, Host Compliance's offer is the most promising approach not only to proactive enforcement, but any enforcement at all because of its round-the-clock archiving of evidence.

Nelson has demonstrated that locally-tailored regulations can be developed within the scope of a short-term project. The longer the industry has to become confident in its no-rules state, the harder it will be to regulate down the road. 🏠

Alex Thumm is a graduate student in Simon Fraser University's Urban Studies Program and has also studied at the University of British Columbia's School of Community & Regional Planning (SCARP). He was hired by the City of Nelson this past summer as the lead on the short-term rental project.

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Practical Advice, Creative Options, Value for Local Government

The Building Act: Some Details Emerge

by Bill Buholzer, FCIP, RPP, Young Anderson Barristers & Solicitors

Recent debates and musings on the Lower Mainland's housing affordability dilemma have included, on the supply side of the equation, criticisms of municipal permit processing and, in that connection, regulatory standards that differ from municipality to municipality. As an example, one commentator noted that, as far as flood construction levels in relation to sea level rise are concerned, there's no apparent reason that municipalities on different sides of Burrard Inlet should have different standards, since sea level rise affects them equally. Leaving aside such questions as whether that same commentator spoke up when the Province handed over flood hazard land use management to local governments in 2003, and whether different standards may have something to do with the effects of wind fetch on water levels, the fact is that the Province has already addressed the matter in a major way with the enactment of the Building Act in 2015.

Reinforcing the limits on the use of the local building regulation power that were included in the Community Charter in 2004 (the "concurrent jurisdiction" regime), the Building Act in s. 5 rules out the use of other local government powers to impose what are termed "local building requirements", defined broadly as requirements in respect of the construction of new buildings and the alteration, repair or demolition of existing buildings, unless the requirements are deemed to be "unrestricted" by the minister responsible for the Building Code or the local government has secured approval for a local variation of the Building Code that incorporates the requirement. This restriction comes into force on December 15, 2017. The other local government powers that are the target of these provisions reside mainly in Part 14 of the Local Government Act - the planning and land use manage-

ment powers. As a result, planners around the province have been waiting with interest to see what matters Minister Rich Coleman deems to be "unrestricted".

The Building Act General Regulation, in force on June 8, 2015, provides a preliminary answer. The Regulation identifies three matters that are unrestricted, temporarily according to information that has been published by the Province's Office of Housing and Construction Standards (OHCS), and 5 others that are unrestricted more permanently. In theory, these are matters that the Province is willing to allow local governments to continue to regulate, at least for the time being, despite their falling within the scope of prohibited "local building requirements" in the Building Act.

WHERE LOCAL GOVERNMENTS CAN NO LONGER REGULATE

Before describing these matters, it's useful to address the question of local building requirements that the Province clearly does not intend to allow local governments to continue to impose. OHCS publications indicate that requirements for green roofs, low-flow plumbing fixtures, full cut-off lighting and in-building recycling facilities, and adaptable and accessibly housing standards, are quite intentionally left off the list of unrestricted matters. OHCS has indicated that other commonly-imposed local building requirements, including e-vehicle charging equipment, screening of rooftop mechanical equipment and (interestingly, given the comment mentioned above about inconsistent local standards) flood construction levels established under s. 524 of the Local Government Act, are outside the scope of s. 5 of the Building Act and may therefore continue to be the subject of local government regulation.

DEVELOPMENT PERMIT CONDITIONS

For planners, a major concern with s.5 of the Building Act is the use of development permit guidelines and conditions to influence the form and character of certain types of buildings. DP requirements for areas designated for commercial revitalization, and for addressing the form and character of commercial, industrial, and both intensive and multi-family residential development and all types of development in resort regions, are designated as unrestricted to the extent that they deal with building form, exterior design or finish. Similarly, DP conditions for areas designated for the promotion of energy conservation, water conservation and GHG emissions reduction, which can address the siting, form, exterior design and finish of buildings, and as well may require particular machinery, equipment and systems external to the building, are unrestricted. These DP areas were introduced as part of the Province's climate change agenda, and not surprisingly the Province has trimmed the effect of s. 5 of the Building Act so that local governments can continue to address these objectives.

DPs for wildfire hazard areas may include particular requirements respecting the siting, form, exterior design and finish of buildings, such as the use of non-combustible materials, and these requirements are also deemed by the Regulation to be unrestricted. According to the Office of Housing and Construction Standards, however, this is a temporary situation pending the development of provincial standards, which is underway but not expected to be complete until after December 15, 2017.

DISTRICT ENERGY SYSTEMS

Several B.C. municipalities operate district energy sys-

tems, the effective operation of which can involve by-laws stipulating that buildings be connected to the system and establishing requirements and specifications for in-building components. The Regulation declares "any matter as it relates to a district energy system" to be unrestricted for the purposes of s. 5 of the Building Act.

PARKING STALLS FOR DISABLED PERSONS

Local governments have authority under s. 525(1) of the Local Government Act to require the provision of off-street parking and loading spaces, including spaces for disabled persons, and to establish design standards for the spaces, including standards respecting the size, surfacing, lighting and numbering of the spaces. These requirements and standards would seem to come within the definition of "local building requirement" when the spaces are located in a parking structure, and are therefore caught by s. 5 of the Building Act. To the extent that the spaces are being provided for disabled persons,

local governments are unrestricted in their exercise of these powers.

FIREFIGHTING VEHICLE ACCESS ROUTE DESIGN

Part 3 of the Building Code requires the provision of access routes on private property for fire department vehicles, for buildings more than 3 storeys in height or 600 square metres in building area, and provides minimum specifications for access route width, centreline radius, overhead clearance, gradient, surfacing and design load, and cul-de-sac length above which a vehicle turnaround is required. Many local governments have more onerous specifications based on local topography, climate and firefighting vehicle characteristics.

For planners, a major concern with s. 5 of the Building Act is the use of development permit guidelines and conditions to influence the form and character of certain types of buildings

The Regulation declares that local bylaws that overlap any of the minimum specifications set out in the Code will be unrestricted.

SOUND TRANSMISSION AND EMERGENCY COMMUNICATIONS

The Building Act General Regulation designates two additional matters - sound transmission requirements and requirements for emergency communications equipment - as “unrestricted”, only temporarily according to information published by OHCS. The Building Code does not address the transmission into a building of sound generated outside the building such as sound from an adjacent highway, railway or airport, and some local governments have apparently imposed noise abatement requirements as a matter of public health. This matter is temporarily unrestricted, because the Province might consider amending the Building Code to cover it though it has no present intention to do so. The Regulation also temporarily allows local governments to continue to impose requirements for in-building radio equipment enhancing the effectiveness and reliability of emergency communications, beyond what is required by the Building Code. Information from OHCS indicates that the government expects local governments that wish to continue this kind of requirement will apply for a local variation of the BCBC under separate provisions of the Building Act. In the meantime, this matter will be unrestricted.

REPEAL LOCAL BUILDING REQUIREMENTS?

Section 5 of the Building Act deprives local building requirements of their legal effect as of December 15, 2017 if they have not been designated as “unrestricted”. It does not require local governments to repeal the requirements. However, in the interests of minimizing confusion and providing an intelligible regulatory environment for affected owners and developers, many local governments will likely be repealing the requirements. Any procedural requirements that applied to the enactment of these requirements in the first place - notice to affected parties, public hearings, approvals by provincial ministers - will apply to repeal bylaws as well. 🏠

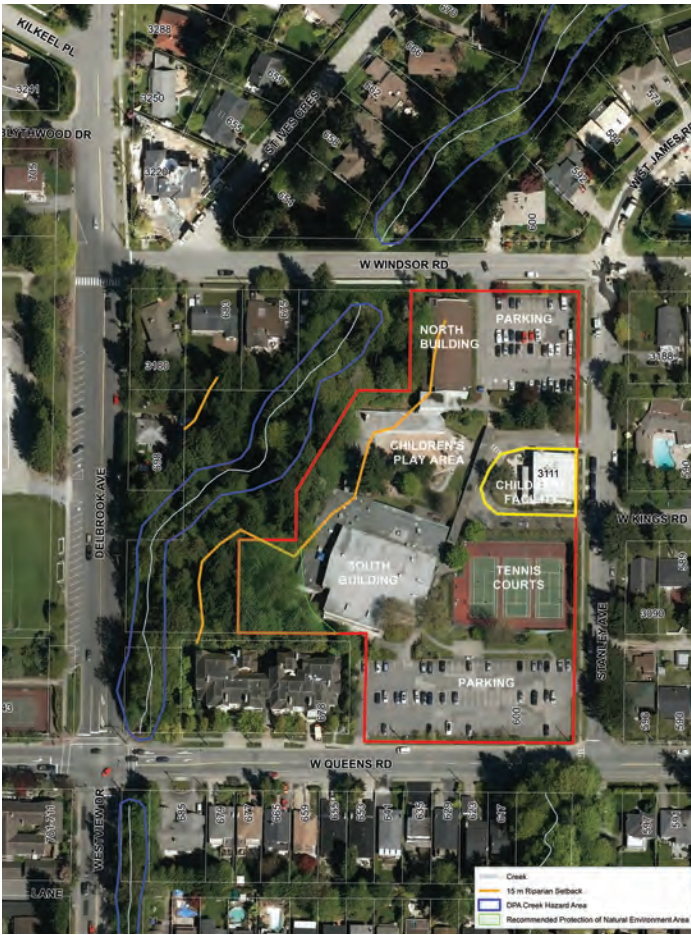
Democracy at the Heart of Planning

by Suzy Lunn, MCIP, RPP District of North Vancouver and Jenna Dunsby, SFU Centre for Dialogue

In the fall of 2015, the District of North Vancouver partnered with Simon Fraser University’s Centre for Dialogue to develop an innovative public engagement process on the future use of the Delbrook Lands, a 4.3-acre site located at 600 West Queens Road. The site is owned by the District, and is currently home to the Delbrook Community Recreation Centre, in addition to a privately-owned child care facility, a public play area and lit tennis courts.

In 2006, after a comprehensive recreation needs study was completed, the District made the decision to consolidate the Delbrook Community Recreation Centre and another nearby recreation centre into a new facility two blocks away. The new, larger and more modern facility is scheduled to open in 2017. All recreation programs from the old centre will be transferred to the new centre and, once this occurs, the old Delbrook centre site will be underutilized. This leaves District Council, staff and residents with an important question: what should be done with the Delbrook Lands?

Given the significant community value of the Delbrook Lands, District leadership recognized the need to take an innovative and participatory approach to engaging with the community on this question. The District had undertaken a deliberative dialogue process earlier in 2015 on parking and access issues in Deep Cove, another District neighbourhood, and felt a similar approach would be well-suited for the Delbrook Lands.



Site Map of Delbrook Lands by Kyle FERENCE, District of North Vancouver

THE DELBROOK LANDS COMMUNITY DIALOGUE

The goal of the Delbrook Lands Community Dialogue process was to determine the most broadly supported land use ideas through a participatory dialogue process, which included providing opportunities for participants to surface new ideas and then work together to make recommendations. The process was divided into three phases and completed within a six-month period.

Phase One: Ideas Generation

In January 2016, local and District-wide residents, and stakeholders were invited to share their ideas on the

potential future uses of the Delbrook Lands and provide input on the next steps of the engagement process. Engagement took place in the form of a three-hour evening workshop attended by over 175 community members, and survey available both online and on paper. Over 1,000 ideas were collected and summarized in an Ideas Report, which helped lay the groundwork for the following phases.

Phase Two: Research & Technical Analysis

District staff and external subject matter experts analyzed Phase One input from the community and members of Council to determine a range of ideas for the future use of the Delbrook Lands, as well as the positive and negative impacts of those ideas. Centre for Dialogue and District staff worked together to prepare a discussion guide that included descriptions of these ideas, along with plain language text describing relevant District policies (e.g. Official Community Plan, Transportation Plan, Parks, Open Space Strategic Plan and Financial Plan).

During this phase, District Council was also given an opportunity to contribute their own ideas and review guidelines for Phase Three, which included information about funding constraints around potential future land uses, and how Council would use participant input.

Phase Three: Deliberative Dialogue

The culmination of the engagement process was a day-long deliberative dialogue in June 2016. Participants were selected to represent the diverse opinions and interests in the community, with special attention paid to ensuring groups who are often not represented in public engagement sessions such as youth and families with young children. In advance of the event, all participants and the public were provided with the discussion guide to ensure everyone had access to a common fact base.

At the dialogue, participants worked in small, facilitated groups to review and further develop site ideas from the discussion guide or identify new ideas within the financial and planning constraints set out by the



Participants at the June dialogue developing site ideas, photo by John Moreau, District of North Vancouver

District. They were encouraged to take on the role of District planners and given time to work collaboratively on creating recommendations for District Council that were in the best interest of the entire community. The event ended with groups ‘pitching’ their ideas to the rest of the room, which included the Mayor and some District Councillors, who had stopped in to hear what participants had come up with.

DIALOGUE FINDINGS

Key findings that emerged from the deliberative dialogue include strong support for a multi-use site that includes green space and indoor community amenities such as child care and adult daycare. The majority of participants also supported non-market housing if

paid for by other levels of government. To help fund on-site amenities, participants proposed that the District of North Vancouver work to develop partnerships with higher levels of governments and non-profit organizations, and allocate funding from the current District budget. A majority of participants opposed the ideas of building market housing and/or selling the Delbrook Lands.

While the main objective for the dialogue was for the community to determine the most broadly supported land use ideas, equally important, although less tangible, were the outcomes related to building social capital and trust in the municipality and the engagement process. Eighty-five percent of respondents indicated they would be interested in participating in similar events (with only three percent who wouldn’t) and 80 percent felt that, as a whole, dialogue participants reflected the diversity of opinions in the community. One participant noted ‘it was a very good event and lets people be part of the decision making process and have an impact on our community’s future.’¹

This level of satisfaction, combined with participants’ ability to identify areas of compromise and mutual agreement, provides a quality reference point for Council to consider when deciding upon the future of the Delbrook Lands. The results will be presented to Council in fall 2016, with the timeline for a final decision and implementation to be determined.

PRACTITIONER REFLECTIONS

Suzy Lunn

As a community planner I have been involved in a variety of community engagement processes throughout my career. The Delbrook Lands Dialogue was the first time I was involved with a participatory approach to community decision making. This unique and creative process provides an alternate approach to conventional methods of community engagements such as open houses or town hall events. While this process was

challenging at times as it forged new ground and required significant staff time, it broadened my competencies as a professional planner.

By committing to dialogue-based engagement the District showed faith in the community's ability to understand the context of municipal decision-making, and bring forward creative recommendations informed by their own values and lived experience. This is not the panacea for all engagement processes but works well in certain situations, especially when there are multiple possibilities for the outcome rather than a 'yes' or 'no' answer.

This model of community engagement contributes to the public interest as it builds social capital and promotes social solidarity between citizens via participatory democracy. In his book *Towards Sustainable Communities: Solutions for Citizens and their Governments*, Mark Roseland (2012)² describes social capital as the 'glue that holds our community together' (p. 15). Roseland argues that enhancement of social capital 'requires attention to effective and representative local government, strong organizations, capacity building, participatory planning, access to information, and collaboration and partnerships' (p. 16).

Municipal engagement exercises typically focus less on building social capital and more on imparting and gathering information (planner to resident rather than resident to resident). In the Delbrook process, trust in the District was enhanced, shared understanding between participants was created and community members got to know each other and understand diverging viewpoints. Sixty-seven percent of participants agreed that their views on the future of the Delbrook Lands were impacted by hearing the views of other participants.

The Delbrook Lands Community Dialogue showcases how democracy is at the heart of planning and provides a sound basis for land use decision making.


I look forward to the next steps in the process where we seek direction from Council and further refine the community's ideas to bring the vision to life.

Jenna Dunsby

Dialogue encourages mutual understanding between diverse perspectives. Central to dialogue-based public engagement is encouraging community members who hold different opinions to share, listen and learn about each others' experiences to better understand points of agreement and disagreement, rather than convincing and advocating for what they already know.

We are grateful to the District residents and stakeholders who invested their time in the Delbrook Lands Community Dialogue process. While for some it may have involved stepping outside their comfort zone, there was a strong level of interest in this process. For me, this, plus the fact that a number of the participants indicated

they don't often participate in District consultation events, points to a desire for deeper engagement with our governments.

Dialogue-based engagement processes can require significant time and resources, but when used in the right context, play an important role in helping strengthen the democratic process by providing opportunities for citizens to be meaningfully involved in the decisions that shape our communities. 

For further information on the process and reports please visit www.dnv.org/delbrooklands

Central to dialogue-based public engagement is encouraging community members who hold different opinions to share

¹ SFU's Centre for Dialogue (2016) *Final Report, Delbrook Lands Community Dialogue*, 2016

² Roseland, Mark (2013). *Toward Sustainable Communities: Solutions for Citizens and their Governments*, 4th Ed. New Society Publishers. Gabriola Island

PlanGirl Travels: Portland Lessons to Bring Home

by Emilie K. Adin, MCIP, RPP



Outside the Streetcar Lofts building in Portland's Pearl District. Photo by Ian Sane/Flickr

This month we head south to visit that great bastion of counterculture: Portland, Oregon. There are lessons we can pull from America's "Most Bike-Friendly City" and "Top 'Green' City," not to mention its "Best Beer Town."¹ Join me as I touch upon Portland's greatest planning achievements and compare Portland's initiatives to ones from across British Columbia.

LESSONS FROM PORTLAND

Richard Florida's "Creative Class"² is nowhere more prevalent than in Portland. In the cradle of the Willamette River, the city lays squat and green, beckoning young people, artists, craft brewers, and entrepreneurs. "Keep Portland Weird" is a mantra that everyone em-

braces. Residents are proud of the uniqueness and quirkiness that has made Portland a mecca for planners and weirdos (and weird planners) alike.

Perhaps best known as the Bike Capital of America, Portland has also gained a reputation for its craft beer culture, its hipster culture, its light rail transit, its innovation, and its unbridled utopianism. Like Copenhagen taking the lead in Europe in the 1960s, Portland in the 70s started reimagining its city centre far ahead of other U.S. cities. Early on, Portland's citizens and politicians saw and understood the detrimental effects of freeways, suburbs, surface parking lots, and "urban renewal" projects that ripped out existing urban fabric in favour of staid and monotonous housing projects. In 1973, the

Oregonian legislature adopted a pioneering statewide planning program to limit sprawl and protect forests and farms. Governor Tom McCall, when addressing the legislature in 1973, intoned: “Sagebrush subdivisions, coastal ‘condo-mania’ and the ravenous rampage of suburbia in the Willamette Valley all threaten to mock Oregon’s status as the environmental model for the nation.” They put the brakes on spreading out as thinly as the housing market would absorb. Instead, Oregon - and Portland in particular - began utilizing various policy and regulation tools to build higher and denser, to shape the form of housing development, and to fill gaps in the urban fabric. Unbridled market forces beware: planners would manage change.

Most importantly, Portland stopped building highways. The Harbor Freeway was removed in 1976 to make way for Tom McCall Waterfront Park. The Mount Hood Freeway that had been proposed was withdrawn in favour of investments in light rail transit. There was an early and seismic shift of freeway funding towards multi-modal projects. Cars began losing their status in the urban arena.

While Portland is perhaps best known for its bike culture, its expansive network of public transportation has received too little attention. Transit-oriented development has become an integral feature of compact urban form. Growth has been focused on town and regional centres, resulting in 5-10 times the transit ridership, three times the walking, half the driving, and half the car ownership seen elsewhere. Connectivity of land use and transportation has become a mainstay of Portland planning decisions. Planners have found lasting ways to shift the public discourse and to connect with politicians on the trade-offs implicit in shifting modal splits away from cars. Planners have achieved understanding (amongst themselves, as well as with other stakeholders) on how “connected transportation options” are necessary in order to shape Portland’s choices on how and where to grow. The result? It’s estimated that Portland-area residents are saving more than \$1 billion each year in transportation costs, with far more transit riders per resident of any comparable city in America. Rather than sending money out of Portland to energy companies, more

money is spent locally with economic multiplier effects.

Portland has successfully reduced car ownership (bucking the trend across the U.S.) and increased the ratio of people using other modes of transportation (walking, biking, and transit). But what about parking? Beginning in the 1980s and spreading to multiple areas of the city, multiple-unit residential buildings (MURBs) and commercial buildings have not been required to provide any on-site parking stalls if located within 500 feet of a transit line with service every 20 minutes during the morning and evening commute, or within 1,500 feet of a light rail station³. This is based on the premise that good transit, pedestrian facilities, and street connectivity allow residents, visitors, and customers a range of transportation options beyond the automobile. This has had an incredible effect on shaping Portland residents’ behaviour and has provided feedback pressure on politicians to ensure ongoing transit infrastructure investments over time.

Bike and transit infrastructure are nurtured in Portland. What about other forms of green infrastructure? Portland leads the way there too, with pioneering initiatives in parks planning, stormwater management, and local food systems.

As any urban planner worth their salt can tell you, higher density build-out doesn’t necessarily mean less parkland and greenways for residents to enjoy. With higher density forms, open space can be converted from private hands (lawns) and devoted to the public in the form of parks and open space. Indeed, 15% of Portland’s land area is devoted to parkland and public open space, including the United States’ largest urban wilderness area, Forest Park. All told, Portland boasts 10,000 acres (4,000 ha) of public parks.

With 94 cm (37 inches) of rain in an average year, Portland knows water. Incredible efforts have been made to support and encourage state-of-the-art stormwater (and wastewater) treatment on-site in several eco-districts across the city. Developers get development cost charges (DCCs) waived in exchange for addressing all wastewater on-site. Across the Portland region, green streets, green roofs, urban forestry, and other green infrastructure are being used to manage stormwater, pro-



(Left) Example of stormwater management in one of the City of Portland's Ecodistricts; (top) City of Portland MAX Light Rail. Photos by Emilie K. Adin

tect water quality and improve watershed health.

Portland also has a strong sustainable food program, and is well known for its farm-to-table dining opportunities⁴. In addition to making city-owned vacant lands available for food production, Portland actively supports:

- its many farmers' markets;
- local foodie culture;
- community supported agriculture;
- community orchards; food carts;
- urban food zoning; and
- urban agriculture

You don't need a city permit if you keep a total of three or fewer chickens, ducks, doves, pigeons, pygmy goats or rabbits. With a permit, you can keep turkeys, geese, peacocks, cows, horses, burros, sheep, llamas or bees in the city. From weirdos to turkeys, Portland's got it going on.

LESSONS FROM BRITISH COLUMBIA

BC and Oregon were neck and neck in 1973 in instituting protections against the loss of prime agricultural land to urban uses. BC introduced the Land Commission Act in 1973 in order to stem the loss of farmland to rampant single-family development. The 4.7 million hectares (about 5% of the Province of British Columbia) of the Agricultural Land Reserve (ALR) were identified

between 1974 to 1976. The primary objective of the Land Commission Act was to preserve agricultural land and to encourage the establishment and maintenance of farms. The happy corollary has been a reduction in the low-density sprawl that might otherwise have occurred in and around some of BC's cities and regions. While some may argue that by limiting the supply of land for residential development, the ALR has reduced housing affordability over time. However, the urban containment and smart growth benefits of the ALR have been noted and appreciated in jurisdictions across Canada and the world. Whatever tools that we as planners need to find to relieve the current affordable housing crisis, increasing the destruction of farmland should not be the solution. In any case, there wouldn't be substantial support politically for that solution: an opinion survey in 1997 found that more than 80% of British Columbians considered it unacceptable to remove land from the ALR for urban uses; other surveys since that time have found high support for agricultural land protections as well.

We've done well in BC with regard to protection of farmland for future generations, but what about our ability to plan sustainably on other fronts? It's harder to see the same levels of stellar success on issues such as transit investment, good integration of land use and transportation decisions, construction of "bikeway miles", or permissive urban agriculture regulations. However, BC

has also had some laudable achievements in these fields, and they're worth noting.

There was a time when transit investments were keeping up with population growth. Excellent streetcar systems were launched in 1890 and 1891 in New Westminster, Vancouver and Victoria. Good interurban rail service went from Vancouver to Richmond in 1905, from New Westminster to Chilliwack in 1910, and from Victoria to Deep Cove in 1913. However, car use gained ground and streetcars were discontinued in the 1930s and 40s, with the last streetcar in BC shutting down in 1955. While buses have been in operation since the 1920s, public transit largely lay dormant for quite some time.

By the 1980s, public transit had seen a resurgence. The equity and livability merits of transit had become better understood, and the BC government saw the need for long-term investment. Fast forward to today, with at least 50 regional transit systems, and at least 16 Handy-DART programs in the Province. Despite the breadth of public transit, investments have not kept up with population growth where the population has been growing fastest - Metro Vancouver. Let's not dwell there, as plenty has been written already on the need for greater transit investment on the Wet Coast.

Just as the Vancouver region had early successes in protecting farmland from incursions as well as some early successes in public transit, so too has Metro Vancouver deserved accolades for being an early integrator of environmental considerations into land use planning. The Vancouver Region is widely recognized as a North American jurisdiction where strong growth management plans and policies (such as the Livable Region Strategic Plan of 1989) have been put in place in order to control urban sprawl.⁵ However, these constraints are mainly in the form of "moral suasion" between the municipalities, and time will tell if the urban containment boundary, facing increasing pressure, will hold firm against critics who place partial blame for high housing prices on regional growth constraints.

The Nanaimo region, too, has been quite successful with aligning its urban containment boundaries with its strategic land use goals. However, the Capital Regional District has had somewhat less success in getting full

participation in setting up a reasonable urban containment boundary. The cities of Colwood and Langford, shunning any regional oversight and control, have set their entire municipal boundaries within the urban containment boundary, despite not having any real intention to ever develop some of its lands, including Provincial parks, steep slopes, and ALR lands. This underlines the fact that Provincial legislation has granted no real authority to regional districts; all authority is at the grace of the member municipalities.

Bike infrastructure investments in BC are explored in two previous PlanGirl Travels columns (Installments #1 and #13) and won't be explored further in this column. Things are rolling along.

As for urban agriculture? Thanks to the efforts of a lot of dedicated urban gardeners (and planners), urban chickens are slowly gaining roost in many urban areas of the province. Will any of our cities ever allow goats or llamas, Portland-style, into our neighbourhoods? Don't count on it. But then again, don't count the chickens before they've hatched. 🐔

Emilie K. Adin, MCIP, RPP, LEED AP, is the Deputy Director of Community Development for the City of North Vancouver. We have chickens and bees - and the occasional bear. Special thanks to Portland One and the BC Urban Development Institute for organizing an amazing tour of Portland in spring 2016.

¹ <https://www.sparefoot.com/self-storage/blog/5625-portland-vs-austin-weird-infographic/>

² "The Rise of the Creative Class: And How It's Transforming Work, Leisure, Community And Everyday Life" by Richard Florida. 2002. Basic Books. ISBN 0-465-02477-7.

³ In 2013, modest parking requirements have been added back for MURBS with 30 or more dwelling units.

⁴ These are nowhere as cleverly mocked as the pilot for the Portlandia television series, in which diners leave the café in order to visit the farm and see their meal/chicken enjoying farm life before returning to the restaurant to eat it.

⁵ "Growth Management in the Vancouver Region" by Roy Tomalty. Waterloo: Department of Environment and Research Studies, March 2002.

Book Review: *Remaking the City Street Grid*

Fanis Grammenos and G.R. Lovegrove (2015). *Remaking the City Street Grid - A Model for Urban and Suburban Development*

by Charling Li, P.Eng., M.Urb.



Figure 1: the Fused Grid, with permission from co-author Fanis Grammenos

Written in collaboration between an engineer and a planner, this book offers a thoughtful and comprehensive overview of street design to present a new model for street layout: the Fused Grid. This new archetype promises to help achieve sustainable, livable planning objectives for which many communities strive. At first glance,

the reader may not realize the core objective of this book is to introduce the Fused Grid since neither the title nor the first 100 pages of the book makes explicit reference to the model. Nevertheless, the Fused Grid is an important new development in our evolving understanding of how we can better plan our street networks in both urban and suburban settings. It holds

significant promise to deliver the quality-of-life factors that residents desire from their neighbourhoods while balancing speed and efficiency that motorized traffic needs for maintaining urban economic vibrancy.

In this book, the authors meticulously detail the evolution of street networks to demonstrate why we now have two predominant models of street layouts; the traditional orthogonal grid and the conventional curvilinear suburban pattern. The Fused Grid is proposed as a neighbourhood-scale solution combining the best of both archetypes; it is also modular and can be replicated at a district-scale while respecting the transportation network planning principles of arteriability and street hierarchy. The lower right-hand quadrant of Figure 1 shows an example of the Fused Grid, which does not make an appearance in the book itself but can be seen on the *fusedgrid.ca* website. We see the large square block, a feature of the traditional orthogonal grid, combined with looped roads and cul-de-sacs typically associated with suburban layouts but following right-angles. Figure 1 also shows how the Fused Grid may be placed in modules around higher speed thoroughfares on which commercial and institutional destinations are located in a district scale application.

Figure 1: The Fused Grid shown in a suburban context in the lower right-hand quadrant, with other variations of the Fused Grid located around higher speed thoroughfares (Source: Fusedgrid.ca)

The overarching design principles behind the Fused Grid are intuitive and sensible:

1) Filtered permeability - design the street network to filter out through traffic (higher speeds), and to enable human powered transportation such as walking and biking

2) Paths match mode - differentiate travel paths to match the speed and needs of different user groups:

through traffic, local traffic, pedestrians and cyclists

3) Focal point, common space and cross roads - create focal points within each neighbourhood grid to enhance access to green space and promote opportunities for social interaction

4) Taming speed - reduce speed through street design such as shorter street lengths and turns, with street widths tailored to speed limits (Grammenos & Lovegrove, 2015)

To arrive at these principles for Fused Grid design, however, the authors take us on a long road (pun intended) based on the idea that “it is counterproductive to copy the observable outcome without instituting the processes that created it” (Grammenos & Lovegrove, 2015, p 19). This is the reason the book has four chapters outlining the importance and meaning of patterns in urban planning and the history of street layouts dating back from medieval settlements before any tangible description or visual of the Fused Grid itself is presented. The sentiment behind this is noble and well taken.

The theory-laden historical analysis of street design may deter the generalist planning reader

As planners, we should not blindly apply models that appear successful without deeper understanding of the social, economic, and environmental factors behind the success, along with a detailed examination of the problems these models promise to solve. History has shown some spectacular failures from doing so, such as the modernist ‘towers in the park’ concept applied writ large to solve massive public housing crises in the mid-20th century in North America. The deliberate and thoughtful process promulgated by the authors to understand the historical stressors and adaptations that have led us to arrive at our current transportation network systems will stimulate planners dig deeper in our practice to provide clear-eyed and truly context-sensitive solutions. I highly recommend that readers first visit the first author’s website (*fusedgrid.ca*) for a condensed and visually intuitive



Figure 2: Stuyvesant Town, Manhattan

introduction to the Fused Grid prior to diving into the insightful historical analysis of transportation network systems offered in this book. Although the background chapters are fundamental to understanding the network systems perspective through which the authors build the rationale for the Fused Grid, the theory-laden historical analysis of street design may deter the generalist planning reader.

The Fused Grid is largely a theoretical model for now, but the authors have diligently pieced together empirical research on various street layouts and design features that support the claimed benefits of this model:

- Social benefits: better air quality; less ambient noise; greater access to green space and opportunities for recreation; physical activity and social interactions; improved traffic safety and lower crime
- Economic benefits: equivalent or higher land-use efficiencies; higher property values due to proximity to green space; reduced traffic delays for all user types (vehicles, bicycles and pedestrians)

- Environmental benefits: potential to improve site hydrology and lower greenhouse gas emissions

The authors are careful to note that the environmental benefits associated with the Fused Grid are not as well supported by empirical research as the social or economic elements. The case studies presented in the book contained preliminary analysis that indicated the Fused Grid had only nominally lower percentages of road surface as compared to a conventional suburban layout. This implies only minimal improvements to site water infiltration; however, the Fused Grid's emphasis on community green spaces and improving the walkability of neighbourhoods provide other environmental benefits.

This book concludes with discussion of four case studies of the Fused Grid model; two built and two in early planning stages. Most outstanding is the case of Stuyvesant Town in Manhattan (Figure 2), which has since the 1940s been touted as an urban oasis of social cohesion and access to nature in the concrete jungle that is Manhattan. Although its layout does not strict-

ly appear as a Fused Grid, it follows the aforementioned design principles of the Fused Grid, with an emphasis on neighbourhood green space and walking paths. A second example is from the suburban context: the Saddlestone neighbourhood in Calgary (see Figure 3). This neighbourhood is partially built and stands in visible contrast with the adjacent conventional suburban layout of crescents and cul-de-sacs. Comparative research conducted by the City of Calgary on connectivity based on neighbourhood layout typology demonstrated that Saddlestone is achieving a balance between high scores in street connectivity and active travel mode indices with low percentages of area devoted to residential streets and alleyways.

Figure 2: Stuyvesant Town, Manhattan. This neighbourhood is bound by E 20th St., 1st Avenue, E 14th St, FDR Drive and Avenue C. Note the amount of green space compared to adjacent areas. (Source: Google Maps)

Figure 3: The Saddlestone neighbourhood in Calgary shows the Fused Grid design on the right (blue roofs). Compare this layout to the conventional suburban cul-de-sacs and crescents on the left. (Source: Google Maps)

With shorter road lengths and less road surfaces proposed by the Fused Grid model there are longer-term implications on municipal infrastructure costs that have not been broached by the authors. The 2016 Canadian Infrastructure Report Card found that one-third of Canada's municipal infrastructure is at risk of rapid deterioration, and the mounting infrastructure deficit is an urgent concern for local governments across Canada. From an asset management perspective, the Fused Grid, whether applied in an urban infill context or greenfield suburban development, can help many communities re-engineer road networks that might otherwise be over-engineered and become too costly to maintain or replace over time.

At its core, the Fused Grid model attempts to shift away from vehicle-oriented travel by increasing green space to offer safer active travel alternatives which also promotes public health, and to diversify land-use by linking civic, commercial and social destinations. It has been comprehensively and methodically

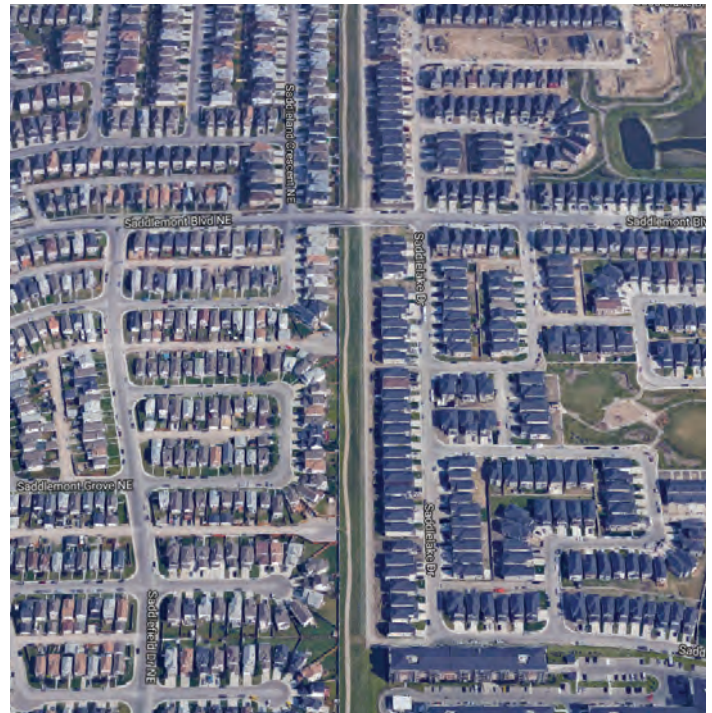


Figure 3: the Saddlestone neighbourhood in Calgary

conceived through a systems understanding of street network planning. It remains to be seen whether the Fused Grid model, as a whole, can realize the sum benefits of its design features that the authors presented. Nevertheless, it is an important contribution to breaking down the dichotomy of the traditional orthogonal grid versus the conventional suburban curvilinear layout and should be seriously considered by forward-looking urban thinkers everywhere. 🏡

Charling Li is a sustainability planner at Stantec Consulting Ltd. Charling is also a member of the Ecurbanism Worldwide research project based out of Simon Fraser University which critically examines the social implications of sustainable neighbourhood-scale developments around the world. She may be reached at Charling.Li@stantec.com.

Sources: Grammenos, F., Lovegrove, G.R., 2015. Remaking the city street grid: a model for urban and suburban development. McFarland & Co., Jefferson, NC.

Book Review: *Governing Greater Victoria*

Robert L. Bish and Josef Filipowicz (2016). *Governing Greater Victoria: The Role of Elected Officials and Shared Services*. Fraser Institute (fraserinstitute.org)

by Ken Cameron, FCIP, RPP

Consolidation of local governments without coercion by a provincial government is relatively rare in Canada. In fact, the most prominent examples are from here in British Columbia, notably the amalgamation of the City of Chilliwack with the Township of Chilliwack (sic) in 1980, the creation of the larger City of Abbotsford through its absorption of Matsqui in 1995, and the merger that same year of the then-three regional districts outside of the Greater Vancouver Regional District (now Metro Vancouver) into one, the Fraser Valley Regional District, following the decisions of Langley City and Township, Pitt Meadows and Maple Ridge to join the GVRD.

Even rarer is the emergence of “spontaneous” popular support for consolidation, particularly at the regional scale. Yet this is exactly what happened in 2014, when the 13 municipalities in the Capital Regional District responded to public pressure by including questions about consolidation on the municipal ballots in November of that year. In all but one of the municipalities (Oak Bay), there was relatively strong support for partial or complete consolidation of municipalities (the questions differed somewhat from municipality to municipality).

These results must have had all the appeal of a dead fish to the provincial government, which has traditionally been extremely reluctant to become engaged in situations where a broad consensus for change - at the political more than the public level - is

not evident. Not much has happened since the 2014 votes, and with the next provincial election less than a year away, the possibility of the province taking definitive action on the ballot results seems ever more remote.

Intellectual fodder to feed the debate has now come from an unlikely source - the Fraser Institute. The study conducted by Bish and Philipowicz provides a wealth of information on how the municipalities in the capital region have collaborated to provide necessary services through the Capital Regional District. Useful comparative information on per capita expenditures is included in the study, along with an analysis (predictable, considering the source) of the per capita cost of elected representatives in each municipality. Anyone seeking basic information on the issues that might or might not be addressed by municipal consolidation in the capital region or elsewhere will find a great many insights in this work, including a thoughtful analysis by Gerry Berry on whether the expansion of the City of Nanaimo in the mid-1970s brought equalization of public services there (it didn't).

The most disappointing but not surprising shortfall of the study is the short shrift it gives to the idea that local government is more than the “production” of public services at the lowest possible cost. While economical service provision is undoubtedly important, it can be argued that the purpose of local government is broader, involving the democratic process of

identifying choices and selecting courses of action for the pursuit of local objectives and aspirations for community betterment. It is not surprising, then, that the study seems to see planning as a process of arbitrating public and private interests and is somewhat peripheral to the real work of “production” of services.

The authors are particularly skeptical of the value of regional planning because they cannot find that such planning enhances economic development or leads to significant savings in the basic “production” functions. The study states that “The question as to whether a regional government is able to undertake strong planning and over-ride municipal preferences actually does reduce local service costs and contribute to economic growth is still unresolved.” For many of us who have worked for more than 20 years with the growth strategies legislation enacted in 1995, the concepts that regional planning must involve overriding municipal preferences and that its purpose is to reduce service costs seem strangely limiting.

As planners, I suspect that most of us would see this proposition differently, believing that the function of local government is to meet the aspirations of communities through the orderly management of growth and the planned provision of a wide range of public services that are inextricably intertwined with each other. It seems only logical that advanced planning can improve the delivery and minimize the cost of a whole panoply of public and private services a growing community needs, but these benefits are almost incidental to the more important outcomes such as more livable communities. We as professionals should do more to ensure a broader understanding of this true nature of planning and the public benefits it can provide.

All that said, the Fraser Institute has done a major service to the consideration of local government structural choices, not only in the capital region but in the province generally. The emergence of the Fraser Institute as a credible and thoughtful research organization able to contribute to timely dialogue and analysis of public policy issues can only be seen as a positive and constructive development. 🏠

PIBC 2016 UBC SCARP Student Scholarship Winner

By Cindy Cheung, PIBC Communications and Marketing Specialist

The Planning Institute of British Columbia (PIBC) is proud to support the future of the planning profession by supporting student members with various funding and award opportunities throughout the year, including the annual PIBC Student Scholarship. This is given out to a planning student at each of the accredited university planning programs in BC and the Yukon, including the University of British Columbia’s School of Community and Regional Planning (SCARP). We caught up with the 2016 UBC SCARP scholarship winner to talk about why planning matters to her and the impact of the scholarship on her current and future goals.

Jen Roberton

*University of British Columbia
School of Community and Regional Planning
Master’s Degree, City/Urban, Community
and Regional Planning*

Born and raised in Toronto, Jen travelled across the country to obtain her Master’s degree from UBC SCARP. While studying at the University of Toronto for her Bachelor’s Degree in Sexual Diversity Studies and Comparative Literature, she was involved with non-profit initiatives focused on sustainable transportation and LGBTQ homelessness.

Jen graduated a semester early from the UBC



Jen Robertson, PIBC 2016 UBC SCARP Student Scholarship Winner

SCARP Master's program and spent the summer of 2016 wrapping up the creation of a visual toolkit at the Centre for Community Engaged Learning. She also completed a project on LGBTQ inclusivity with planners at the City of Vancouver, working on the yearly 'Homeless Count' which is a municipal tool using volunteers to survey homeless individuals.

How did you become interested in planning as a potential career?

While studying my undergraduate degree in Toronto, I was part of various non-profit projects that involved city building, transportation planning, and LGBTQ homelessness. The latter became the topic thesis of my Bachelor's degree. I saw that planning was a field where change can be made, for the better, through policy and working with the city. I started to apply for

planning schools. UBC SCARP had a stellar program, so I moved to Vancouver.

What have you learned about yourself since becoming a student at UBC SCARP?

I learned collaboration is key. We'd work in groups of three or four people and we all had different academic and professional backgrounds. These were great opportunities for peer-to-peer learning.

How has this scholarship helped you and your career goals?

It was an honour to receive the PIBC scholarship, which funded a trip to the Research Committee 21 Conference in Mexico City in July. Research Committee 21 is a group of international scholars working in the Sociology of Urban and Regional Development. I presented a lectured entitled on 'Transgressive Cities & LGBTQ Inclusivity', which builds upon my master's research. (Visit www.jenroberton.com to see more on her project.)

What do you envision yourself doing five years from now?

I just moved back home to Toronto, and I'm currently looking for opportunities in housing, transportation or diversity consulting. In the future, I see myself working for and supporting diverse voices through planning. I hope to use my planning experience to be a part of reconciliation between Indigenous people and settler Canadians.

Any advice for students considering this field of study?

The planning field is so diverse, so it really can be what you make of it. Ask yourself "What is your passion?" Let that drive you to contribute to the profession and make a positive impact on world. 🏠

Please note: For space and clarity, some answers from the interviews conducted for this article have been summarized or paraphrased.

PIBC Council Notes

by Ryan Noakes, Manager of Member Programs & Services

JULY 2016

On July 29th, 2016 the PIBC Council met by telephone teleconference.

PRESIDENT

Dan Huang MCIP, RPP provided an update on various activities including: attending the Local Government Management Associate Educator's Roundtable in Nanaimo in June, attending the CIP Annual Conference in Quebec City in July, meeting with President's of other provincial/territorial institutes, and outreach meetings with the Architectural Institute of BC.

COUNCIL & GOVERNANCE

Council reviewed the work to-date on the various goals and tasks from the 2015-2017 Strategic Plan and discussed opportunities and tasks related to advancing the Strategic Plan. It was noted that over one-third of the tasks have now been completed or largely completed.

Executive Director, Dave Crossley provided an update and action plan with respect to compliance with the new Societies Act in BC, which will come into effect on November 28, 2016. Council approved the action plan as discussed. It was noted a General Meeting of the membership would need to be held prior to that date to vote on changes to the Institute's Constitution and Bylaws.

Council struck a Nominating Committee for the upcoming 2017 PIBC Council elections, appointing Dan Huang MCIP, RPP, Andrew Ramlö MCIP, RPP and Linda Gillan to the committee.

ADMINISTRATION & FINANCE

Secretary-Treasurer, Andrew Ramlö MCIP, RPP, pre-

sented the Institute's unaudited 2016 year-to-date finances for information.

MEMBER PROGRAMS & SERVICES

Executive Director, Dave Crossley, provided an update on progress and planning for the Institute's upcoming 2017 Annual Conference, including the appointment of volunteer members to the 2017 conference committee. Council reviewed and approved the proposed budget for the 2017 conference.

Council reviewed the report of the BC Land Summit Society, of which the Institute is a member. It was noted the next BC Land Summit would be held May 7-11, 2019 in Vancouver.

NATIONAL AFFAIRS

Council reviewed the report of recent activities of the Professional Standards Committee, including: the final drafts for the Scope of Professional Planning Practice and the proposed revised definition of "planning", and the proposed national membership reinstatement/requalification standards policy.

Council approved the proposed draft Scope of Planning Practice, the proposed revised definition of "planning", with comments and feedback to the PSC. Council also approved the proposed national membership reinstatement/requalification standards policy.

Council also approved the nomination of Finlay Sinclair MCIP, RPP to continue to serve as the Institute's appointee to the Board of Directors of the Professional Standards Board for the Planning Profession in Canada (PSB) for an additional term.

Council reviewed the report of recent activities of the CIP Board of Directors, including: the advertisement for the hiring of a new Chief Administrative Officer (renamed from Executive Director), hiring to fill additional staff vacancies, and by-elections for National Director (Quebec Region) and National Director (student member).

COMMITTEE REPORTS & BUSINESS

Membership: Council approved the admission of a number of new members, and a number of membership transfers and changes. Council unanimously approved the admission of architect Norman Hotson to Honourary membership in the Institute as recommended. Council also unanimously approved the designation of Jagdev Dhillon FCIP (Ret.) as a Life Member of the Institute as recommended.

Communications: Suzanne Smith MCIP, RPP reported on recent activities of the Communications Committee, including: promotion of the Institute's 2016 Award winners, the planned redesign of Planning West magazine, the planned redesign of the Institute's website, and the launch of a survey of members regarding communications activities.

LOCAL CHAPTERS

South Coast: The Chapter's 2015 annual report was reviewed and Council approved receipt of the report and the release of the Chapter's 2016 annual seed funding.

Central-North: The Chapter's 2015 annual report was reviewed and Council approved receipt of the report and the release of the Chapter's 2016 annual seed funding.

Sunshine Coast: The Chapter's 2015 annual report was reviewed and Council approved receipt of the report and the release of the Chapter's 2016 annual seed funding.

Fraser Valley: The Chapter's 2015 annual report was reviewed and Council approved receipt of the report

and the release of the Chapter's 2016 annual seed funding.

Okanagan-Interior: The Chapter's 2015 annual report was reviewed and Council approved receipt of the report and the release of the Chapter's 2016 annual seed funding.

INSTITUTE REPRESENTATIVE REPORTS & BUSINESS

Council approved the designation of Emilie Adin MCIP, RPP to serve as the Institute's representative to the Province of BC's Stretch Code Implementation Working Group.

Council also approved the appointment of Dan Huang MCIP, RPP to serve as the Institute's representative to the Province of BC's Development Finance Review Committee.

Simon Fraser University (SFU) Student Representative, Michelle Vandermoor, provided an update on recent activities of the SFU Resource and Environmental Planning Student Association, including: the election of a new executive committee in April.

OTHER BUSINESS & CORRESPONDENCE

Council reviewed the expression of interest to develop a Climate Action Task Force, to replace the previously struck Climate Change Task Force. Council approved the creations of a Climate Action Task Force and directed that terms of reference be developed. There was also direction to continue outreach and liaison with the CIP Climate Change Sub-Committee about possible collaboration. 🏠

NEXT MEETING(S)

It was noted that the next meeting would be held Friday, September 30, 2016 in Vancouver.

Membership Committee Report

Congratulations and welcome to all the new PIBC Members!

by Ryan Noakes, Manager of Member Programs & Services

At its meeting of July 29, 2016, it was recommended and approved that Council admit the following individuals to membership in the Institute in the appropriate categories as noted:

Certified:

Carolyn Armanini
Cameron Salisbury
(Transfer from APPI)
Patrick Chan
Lynda Fyfe
Kurt Inglis
Alex Kondor
Gillian McKee
Jennifer Miles
Courtney Miller
Colin Moore
Hillary Morgan
Ross Soward
Jacqueline Teed
Tyler Thomson

Joshua Van Loon
Darren Veres
Leifka Vissers

Candidate:

Anthony Batten
Amy Calder
Megan Herod
Suzanna Kaptur
Timothy Shah
Carie St. Pierre (Reinstate)
Blessy Zachariah (Transfer from APPI)

Jacob Fox
Charis Loong
Molly Steeves
Caroline Wrobel

Student:

Michael Dyer
(Transfer from SPPI – Uni. Of Sask.)

Public Subscriber:

Katherine Janota-Bzowska
Lisa Webster-Gibson

Pre-Candidate:

Trisa Brandt
Emily Dixon

It was further recommended and approved that Council approve and/or acknowledge the following membership transfers and changes in membership status for the following individuals as noted:

Richard Brundrige	From Certified	To Member on Leave
Marylyn Chiang	From Certified	To Member on Leave
Rhonda Eager	From Certified	To Member on Leave
Alison Garnett	From Certified	To Member on Leave
G. Robert Heaslip	From Certified	To Member on Leave
Rebekah Mahaffey	From Certified	To Member on Leave
Minhee Park	From Certified	To Member on Leave
Catherine Simpson	From Certified	To Member on Leave
Sarah Wilmot	From Candidate	To Member on Leave
Bitva Vorell	From Candidate	To Member on Leave
Stephen Bentley	From Member on Leave	To Certified
Ada Chan Russell	From Member on Leave	To Certified
Jonathan Denis-Jacob	From Member on Leave	To Certified
Connie Halbert	From Member on Leave	To Certified
Tara Johnson	From Member on Leave	To Certified
Dianne McLauchlan	From Member on Leave	To Certified
Lauren Morhart	From Member on Leave	To Certified
Lainya Rowett	From Member on Leave	To Certified
Erin Ferguson	From Member on Leave	To Candidate
Matthew McDonagh	From Member on Leave	To Candidate
Katherine Ireland	Resigned	



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