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PLANNING WEST

Summer 2025

FORWARD THINKING
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2025 PIBC ANNUAL CONFERENCE AND PIBC AWARDS





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PLANNING WEST

Volume 67 | Number 3

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 \$65.00 (plus 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 INSTITUTE
OF BRITISH COLUMBIA

FORWARD THINKING
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The Planning Institute of British Columbia recognizes, acknowledges, and appreciates that our head office operates on the unceded traditional territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səliłwəta (Tsleil-Waututh) Nations. We acknowledge the principles of truth and reconciliation and through our ongoing journey and work as an organization and profession, we continue to actively assist and advance the decolonization of the planning profession in BC and Yukon.



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PIBC South Coast Chapter volunteers & attendees at #PIBC2025.

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ON THE COVER

Conference attendees mingle streetside in front of the Sheraton Vancouver Wall Centre hotel in downtown Vancouver as they prepare to depart for one of many conference mobile workshops.

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President's Message



It is with great gratitude and excitement that I step into the role of President for PIBC. As I do so, I want to recognize and extend my heartfelt thanks to our immediate past President, Emile K. Adin RPP, FCIP. Emile's commitment to the profession and yearning for institutional change is inspiring and has resonated with me. I would also like to thank the Board members from the previous term for their dedicated leadership and tireless efforts over the past two years. Their commitment has left a strong foundation for us to continue to build upon.

For those that participated in the 2025 annual conference held in Vancouver, it was a wonderful week of learning, dialogue, sessions, extra-curricular activities and a space for professional planners from across British Columbia, the Yukon and beyond to connect. This year's conference had so many diverse and interesting sessions, showcasing the importance and valuable impact of Registered Professional Planners involvement in the shaping of communities and regions. For me, planning is about recognizing the challenges we are facing and looking for opportunities that can benefit the communities we serve, through economic, social and environmental wellbeing. I applaud the organizing committee and PIBC staff for putting on this wonderful event, and look forward to next year's conference in Penticton, BC.

As we look ahead to the next two years, I am eager to work alongside our talented new Board members, volunteers, and staff to continue advancing our institute and profession. Together, we have the opportunity to continue to grow, innovate, and make a meaningful impact.

Through my work experience, I have had the opportunity to work on a variety of projects from land use planning, regional and community projects, air quality, emergency response, stakeholder partnerships, and economic development initiatives. Through this varied work, I have gained an appreciation of the many competing goals and objectives within a region or community that can challenge a planner's perspective.

I have been on the Institute's Board since 2017, and throughout this time I have enjoyed collaborating and discussing matters that are important to planning professionals across British Columbia and the Yukon. During my terms on the Board thus far, I have served as Chair of the Member Engagement Committee, Chair of the Student Internship Committee, Co-Chair of the Professional Standards and Certification Committee, and as Secretary-Treasurer.

My original interest in being on the Board was to represent and advocate for the work being done by Registered Professional

Planners at the regional level and in smaller municipalities and communities – those that work in small teams, small communities, or in a regional context. Whether you work for a Regional District, are the sole planner on staff at a small municipality, or a planner that works for or within these communities, I have been your voice at the table.

I have also been an advocate in supporting the Institute's work on reconciliation, diversifying our profession, supporting student members, and ensuring emerging planning professionals get the mentorship and support they want and need. These have been some of my priorities, and it is my hope that they continue to be Institute priorities over the next two years. I am also looking forward to guiding the work of the institute and representing planners from British Columbia and the Yukon at a national level as well.

Finally, my thanks to everyone who stood for election to the Institute's Board of Directors this past election, to everyone who participated in the process, and to those that attended our recent Annual General Meeting. Congratulations to those elected and re-elected to the Board for the new two-year term – I look forward to working collaboratively with you as we strategically guide the advancement of our Institute and profession.

A handwritten signature in black ink, appearing to read 'K Jonkman'.

Kenna Jonkman RPP, MCIP

OUTLINES



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



A Japanese garden on Salt Spring Island listed on the JCLS BC Heritage Sites Credit: Brian Smallshaw

What's Trending?

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

Voices matter; past, present and future. The organizations below champion voices from communities that are often unseen and not heard. With strength from coalitions and joint partnerships, both organizations offer resources in forms of stories, places and connections so that acknowledgements of the past can be used to build more current awareness and education with future generations, building in opportunities for a larger, louder collective that can continue to advocate for representation and historical acknowledgement.

Urban Voices

<https://urbanvoices.ca/>

Urban Voices is a hub of resources, providing connections, stories, and engagement for Indigenous peoples living in urban areas across British Columbia.

Through the BC Urban Indigenous Coalitions and initiatives like the Provincial Urban Leadership (PUL), centralized opportunities are created for Indigenous peoples living off reserve and in urban areas to be heard. Urban Voices' website provides the connections, stories, statistic and reports to help organize and centralize all Indigenous voices in BC while respecting the diverse culture of the more than 750+ First Nations in the province.

Urban Indigenous Timeline in BC

Visit this evergreen timeline (that is constantly evolving) and learn about the significant details over the past 70 years as the rate of Indigenous people moving off-reserve and into non-reserve spaces continue to increase throughout BC, with a notable increase in the past 15 years. The timeline begins in 1909 and continues to 2022 and onwards.

<https://urbanvoices.ca/timeline/>

Stories

Learn through stories shared by Indigenous Elders who moved into BC cities as the first generation of urban Indigenous people to leave home.

<https://urbanvoices.ca/about/>

Stay Updated with PIBC e-News!

Keep up-to-date regularly with current Institute & local planning news, events and job opportunities with PIBC e-News! The Institute's electronic newsletter is emailed to members every other Wednesday. Haven't seen your PIBC e-News? Check your spam/junk email folder and be sure to add enews@pibc.bc.ca to your contacts.

Reports, Publications and Statistics

Urban Voices provides a collection of reports, publications and statistics on the Indigenous Peoples living in BC including the 2024 Gathering of BC Urban Indigenous Coalitions – Executive Summary and the 2023 PUL Gathering – What We Heard Report.
<https://urbanvoices.ca/reports-and-publications/>

Japanese Canadian Legacies Society – BC Heritage Sites

<https://jclegacies.com/programs/heritage-preservation/bc-heritage-sites/>

The BC Heritage Sites Directory is a key program that assists local BC communities in promoting and sharing the heritage of Japanese ancestral communities and sites of historical significance, including sites of wartime incarceration. This directory is an integral part of the Japanese Canadian Legacies Society’s initiative to honour and build public awareness of pre and post-war Japanese Canadian history.

The BC Heritage Sites Directory shines a spotlight on these mostly invisible locations so they are more visible to new generations of British Columbians who may learn to appreciate the lasting legacy of Japanese Canadians in the province. The listed sites promote memorialization, conservation and education of Japanese Canadian history tailored to a local BC region.

It is at the heart of JCLS’s work to reclaim the history and the rebuilding of connections to Japanese heritage for collective healing. The preserving, acknowledging and sharing of these places, some with painful histories, with new generations are an important and essential part of the collective healing process.

Visit the BC Heritage Sites Directory for the full list of significant pre-war and wartime sites that hold historical and cultural significance for Japanese Canadians in BC. The places commemorated in this list have enduring value and hold pieces of history that are important to share with all British Columbians.

“For Japanese Canadians, it is important to our community, and to our collective healing that we preserve these stories and acknowledge the places that, prior to uprooting, the Japanese Canadian community called home ... it is at the heart of our community’s work to reclaim our history and rebuild connections to our heritage in British Columbia.”

– Susanne Tabata, JCLS CEO

Planning West Call for Submissions

Fall 2025 Issue:

The Digital Transformation of Planning: The Effects on Efficiency, Transparency and Innovation.

Submission deadline: Sep 15, 2025

Winter 2026 Issue:

World Town Planning Day & Celebrating the Planning Profession

Submission deadline: Dec 15, 2025

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

What Membership Means to Me

Planners across British Columbia and Yukon join PIBC and value becoming Registered Professional Planners for a variety of reasons. We reached out to our members across BC, Yukon and beyond to learn why they value becoming an RPP and what membership means to them.



Benafshaw Dashti RPP, MCIP, MCP
 Senior Planning Officer & Acting Lands Manager,
 Leq’á:mel First Nation, Planning and Development Professional

“Born and raised in Mumbai, India, I made the life-changing decision to move to Canada (specifically Nanaimo) in 2015 to join the inaugural cohort of the Master’s in Community Planning Program at VIU. This marked the beginning of my relationship with the PIBC. Over the past decade, my membership in PIBC has allowed me to be part of a dynamic and supportive community.

My journey with PIBC began in 2016 when I volunteered at the Annual Planning Conference in Kelowna. As cliché as it may sound, that experience remains one of the most impactful moments of my career. It gave a 23-year-old introverted international student – someone who had no idea where and what Kelowna was – the confidence to engage with the real world and the complex challenges that come with it.

Since then, I’ve remained actively involved with PIBC, whether through volunteering, attending conferences, or keeping up with new trends in the planning field. I received my RPP designation in 2020 during the pandemic, and more recently, I’ve joined the PIBC Communications Committee. It is incredible how much happens behind the scenes to make the Institute successful. Annual Conferences are a must as I look forward to connecting with colleagues and employers, as well as learning about emerging planning trends, legislative changes, and case law. Being a part of the Institute has enriched my career in countless ways, and for that, I am truly grateful.

In terms of professional experience, I spent over seven years with the Regional District of Kitimat-Stikine in Terrace, which was a significant chapter in my career. I now work with the Leq’á:mel First Nation as their Senior Planning Officer – an opportunity I never imagined but one I deeply value.”

Member in Focus

Eve Hou RPP, MCIP

Senior Manager, Policy Development and Decision Analysis, TransLink
 PIBC Board Member & JEDDI Working Group Co-Chair

Before Eve was elected to the current PIBC Board, she had joined PIBC’s newly formed JEDDI Working Group and was our guest speaker at last year’s World Town Planning Day Gala. In this issue, we get an opportunity to learn more about Eve and how air quality and transportation naturally became her passions in planning. She also shares, through a personal experience, why ‘awareness’ is the first important step to viewing the planning profession through a JEDDI lens.

What inspired you to become a planner? Was there a person or event that led you to explore planning as a profession?

My father was an architect so I’ve always had an interest in design growing up. I wasn’t sure which pathway to take during my undergraduate degree in economics, but urban issues intrigued me and a geography professor taught me about climate change which terrified and motivated me. I think the combination of these interests pointed towards urban planning and policy, although I wasn’t entirely sure at the time what that work actually involved.

How did your initial interest in climate action lead you to become an expert on air quality and transportation policies and initiatives?

I actually started my career in air quality. I took a very interesting class at UBC SCARP taught by a PhD candidate at the time (Dr. Madhav Badami) on transportation in world cities and air quality was a significant component of that course. It was a mix of policy and technology, which I found interesting and suited me well. A few years later, after graduating from SCARP, I found my first full time job as a planner, which happened to be in air quality, with the Texas Commission on Environmental Quality in Austin, Texas. They were looking for an entry level planner, and so I fell into an area of expertise that also match my interests.

This first experience taught me a lot about policy making and planning at a state level and allowed me to become a subject matter



A jog on the Spirit Trail with Nutella

< Doing the ropes course at Grouse with my family

expert in vehicle and fuels emissions. When I returned to Vancouver, I sought out the organization responsible for air quality management in our region - Metro Vancouver. After a year of knocking on their door, I landed an Air Quality Planner position. I worked there for a decade on all kinds of air quality topics but I was most passionate about transportation. During the last few years working at Metro Vancouver, we helped advance uptake of electric vehicles in the region through a diverse portfolio involving policy, outreach, and infrastructure.

When I saw that TransLink had a “new mobility” team looking for a project manager, it was a natural fit. This position allowed me to expand beyond electrification to consider shared mobility, automation and connected transportation. After a few years in this position, I saw an opportunity to return to a policy role as manager on TransLink’s policy team and I’ve been happily here ever since!

The key goal of our team is to support the implementation of some of the actions within Transport 2050 from a policy perspective.

The work is much more expanded and covers all kinds of transportation policy – corporate policy (such as TransLink fares), regional plans (namely the regional transportation strategy, or Transport 2050) and regional policy (everything from ride hailing to urban freight). It’s a broad strategy with many actions so we can tackle many interesting topics and issues.

Is there a transportation system from another part of the world that you find inspiring? What elements would you bring back to BC?

I do try to take transit when visiting other cities, and of course the big cities with well built-out rapid transit (like Paris, New York and London) are always impressive and convenient, but Bangkok is a great example of a city that has built up transit infrastructure on more similar timelines to Vancouver, and with an elevated system similar to our region.

One of the things I really liked was how they created urban park spaces in the areas under the guideways, which are welcome reprieves in the sweltering heat, and the variety of shops



Birthday dinner with my husband Daniel and my kids

and food services at the stations, making the rides on the system a treat quite literally! I haven't taken all the public transportation modes there, but the diversity of public and private transportation combinations I have taken (Skytrain, ferry, tuktuk and taxi) make it a very accessible city where I would never consider driving a vehicle.

We are excited to have you on the PIBC Board and as the Co-Chair of PIBC's Justice, Equity, Diversity, Decolonization and Inclusion (JEDDI) Working Group. What encouraged you to volunteer and what is a top priority for the JEDDI working group?

As a planner, I had always felt a glass/bamboo ceiling through my years which manifested in many ways - I felt passed up for opportunities, that I had to work extra hard to "prove" myself in a male dominated profession to earn respect (particularly in the fuels and transportation industry) rather than have it granted off-the-bat like I witnessed with male colleagues. Ultimately, internalizing that inability to advance led me to question my own abilities and worth as a professional. I was also an enabler of an existing system without realizing it.

I remember an occasion when I was a mid-career planner and an entry level planner of Chinese descent asked me for advice as she was struggling to get her foot in the door for interviews. She was well-spoken, intelligent and capable. I remember looking at her resume and it was top notch. However, her name on the CV was not an anglicized name. I asked if she had an "English" first name and she said yes, but it was not official, so she never used it. I suggested she use it in her applications. She did and started getting interviews. At the time, I didn't realize my advice to her was really

upholding institutionalized racism; I saw it as "working with what you've got".

A couple of years ago, Equity Diversity and Inclusion (EDI) training was mandatory for all planners at TransLink. This training completely opened my eyes to the systemic nature of racism and inequity and made me look at not only my past experiences but my way of thinking about inequity. I became co-chair of an equity working group at TransLink and we have been making steady progress to understand and embed EDI into everything we do within our planning division and beyond.

When I saw the PIBC JEDDI volunteer opportunity, it seemed like a great way to support future generations of planners by closely examining the profession and the institute, determining where there is institutionalized inequity, and finding ways to address these. This seemed like a natural extension of my own personal experience as a woman BIPOC planner and an opportunity to make a difference and hopefully leave a bit of a legacy in the profession. Instead of "working with what you've got", now is really the time to change the system and structure.

In terms of top priority, I think we are very much in the discovery phase. Understanding, unpacking and discovering where systemic discrimination exists is the goal of conducting an EDI audit of the institute's policies and practices. Awareness - this is an important first step.

Is there something you like to do or a place you like to visit to refresh and unwind?

Those who know me well know that I have a love of cruises. Perhaps not the most sustainable form of travel but taking a cruise is definitely a treat and absolutely relaxing in that I don't need to do any planning!

Planning Podcasts

Bike lanes turned into a Netflix talk show punchline? Zoning bylaws written as main characters in a book set to re-shape our cities? Yes and yes! Take a listen to the following podcasts to unlock inspiration from an architect, attorney and author who believes zoning are the keys to re-shaping cities and get ready to cheer on the two-mode transportation journalist defending bike lanes from hard-hitting celebrities in front of a live studio audience (and she lived to talk about it in a podcast)!

Got a podcast about planning you want to share? Contact us with your podcast summary at editor@pibc.bc.ca

**Please note: Podcast content and opinions are solely those of the podcast creators. PIBC does not endorse third party content and/or necessarily share the same views as expressed in these podcasts. Podcast links and content may change without notice and PIBC is not responsible for updates to content from podcast creators.*



Podcast links are available on the PIBC Planning Podcasts web page at www.pibc.bc.ca/planning-podcasts

PODCAST SUMMARIES

Steffi Sunny PIBC Candidate & Communications Committee Member
Kali Holahan RPP, MCIP Communications Committee Chair

PlanningxChange Podcast: Key to the City – How Zoning Shapes Our World

Run time: 52 minutes

Hosts: Jess Noonan and Peter Jewell, town planners

Guests: Sara Bronin, Mexican-American architect, attorney and author

Podcast link

<https://soundcloud.com/planningxchange/planningxchange-126-key-to-the-city-how-zoning-shapes-our-world-sara-bronin>

Podcast summary

Guest Sara Bronin is a Mexican-American architect and attorney whose interdisciplinary research focuses on how law and policy can foster more equitable, sustainable, well-designed, and connected places. She is the author of *Key to the City: How Zoning Shapes Our World*, and she founded and directs the National Zoning Atlas. In this podcast, Sara shares her experiences, including being a Commissioner at the City of Hartford, which helped shape the book and the array of issues covered in *Key to the City*.

Why Planners Should Listen

This is a great podcast for Planning students as well as a refresher for Planners. Sara shares the importance of regularly re-evaluating and questioning existing zoning laws instead of blindly replicating them, encouraging more thoughtful planning based on current research and understanding of how people interact with their environments.

During this episode, Sara elaborates on the political nature of zoning, its historical origins, and its impact on cities. She uses examples like Houston's lack of zoning and its reliance on private covenants and Hartford's zoning reforms to illustrate her points. During the conversation, Sara shares a story about her uncle who faced significant legal and financial challenges due to a restrictive covenant that limited the property's use to residential purposes (although the area had evolved into a commercial street). Unlike zoning laws that can adapt to changing conditions, restrictive covenants are rigid and difficult to change. This example highlights the need for more flexible, rationale-based land-use rules that can better respond to evolving community needs.

Sara is also the author of the book *Key to the City* in which she talks about how zoning fundamentally shapes nearly every aspect of life in most populated areas, influencing the economy, society, the environment,

transportation, and housing. She emphasizes that historically, many zoning bylaws were copied from place to place with minimum adaptation and often based on outdated assumptions. This led to the creation of places with car-dependent urban design that now negatively impacts American life.

The War on Cars Podcast: John Mulaney, Natasha Lyonne and the Battle of the Bike Lanes

Run time: 52 minutes, skip to 9 minutes to start

Host: Doug Gordon, television producer, writer and co-author of *Life After Cars*

Guest: Alissa Walker, Editor of *Torched*

Podcast link

<https://thewaroncars.org/2025/06/03/episode-153-john-mulaney-natasha-lyonne-and-the-battle-of-the-bike-lanes/>

Podcast summary

Recently, on an episode of the Netflix show *Everybody's Live with John Mulaney*, the subject matter (slated to be on if Uber was good) unexpectedly turned into a battle about bike lanes with Natasha Lyonne, who said bike lanes should be "shut down" and claimed there is no space for them in Manhattan.

Journalist Alissa Walker, Editor of *Torched*, who was invited to the show as a "public transit expert", soon found herself (as a public-transit-riding Los Angeles resident) not talking about Uber but defending bike lanes and explaining the rational apportionment of

urban space to some famous New Yorkers. Interestingly, when you stripped away the big stars and the studio audience, what conspired was indistinguishable from a community board meeting.

Why Planners Should Listen

In this episode, Alissa Walker recants her appearance on John Mulaney's Netflix show where she ended up defending public transit and trying not to become part of the punchline. Through a sound clip in the podcast, you can distinctly hear the surprise in John Mulaney's floored response when he learnt that Alissa took two modes of public transit to attend the show and not the black car service that was offered.

It got interesting when guest Natasha Lyonne side tracked the discussion about Uber to revolve around bicycles and getting rid of bike lanes in Manhattan. When asked about this by host Doug Gordon, Alissa recalls how she felt the conversation wasn't as educational as she had hoped but it did allow her to note that Uber is part of the bigger problem of money spent that undermines public transit.

Alison and Doug also discussed how people choose to move around is often situational. For example, Mulaney and his celebrity guests, when working on set, don't use vehicles to get around; they use golf carts or walk. Somehow this is lost in terms of getting from point A to point B and "transportation" isn't understood in the same way. This podcast is a good reminder that there are many transportation options, depending on one's situation. Now off to watching the John Mulaney Netflix episode firsthand!



2025 PIBC Annual Conference *Next Chapter*



Jared Kassel RPP, MCIP, PMP

The 2025 Planning Institute of B.C. Annual Conference – Next Chapter – was held from June 10 to June 13, 2025, at the Sheraton Vancouver Wall Centre in downtown Vancouver.

Hosted on the traditional, ancestral, and unceded territories of the xʷməθkʷəy̓əm (Musqueam), Skwxwú7mesh (Squamish), and səɫɪlwətaɫ (Tsleil Waututh) Nations, the conference was attended by over 425 in-person attendees including planners, government representatives, academics, and industry professionals.

The conference featured 50+ sessions, plenaries, networking receptions, and the gala awards dinner. The conference met its mission as a *premier professional learning event*, and served as a hub for sharing knowledge, inspiration, and collaboration on critical issues like housing affordability, equity, regional growth, and planning governance.





Page 10: Pam Shaw RPP, FCIP, as the 2025 Annual Conference MC

< Dr. Dave Amos combined academic research and humour for an energizing opening keynote on Wednesday, June 11.

Keynote generously sponsored by Young Anderson.

Keynote Speakers

The conference was anchored by two terrific (and yet very different) keynote speakers, Dr. Dave Amos and Dr. Lorna Wánosts'a7 Williams.

Keynote #1 Highlights

Dr. Dave Amos, Assistant Professor of City & Regional Planning at Cal Poly San Luis Obispo and creator of the acclaimed “City Beautiful” YouTube channel, delivered the opening keynote on Wednesday morning. He framed his presentation around the idea that planners are essential communicators and educators, both within communities and to broader public audiences

Dr. Amos drew on lessons from his academic research and digital storytelling to explore how planners can leverage media and engaging outreach to shape cityscapes and communities. His presentation highlighted the role of visual narrative in planning discourse, and how visual storytelling in urban planning can influence community perception.

Amos emphasized that the general public often lacks foundational knowledge of planning principles—a gap he bridges through accessible tools. Drawing on his experience briefing community advisory committees, he shared how informative communication empowers more engaged citizens and better decision-making

He spotlighted how planners can harness social media and video platforms to disseminate vital information—ranging from council agendas to policy outcomes—directly into community feeds. He shared examples illustrating how straightforward, consistent content can increase public awareness and civic engagement

Amos recounted launching his YouTube channel in 2017 to fill a void in planning education. Starting with a video on gridded street

grids, he committed to monthly content—now reaching 350,000 subscribers globally with over 30 million views.

Amos described how his time consulting on general plans shaped his dual role. Recognizing the need for research-backed policy, he pursued a PhD and now teaches at Cal Poly. He highlighted his studio-based courses, pairing technical skills with real-world client projects. He also urged planners to meet residents “where they are”—not in council chambers, but through social media—for more accessible, timely civic engagement.

Attendees responded positively, noting how Amos’s insights on communication and engagement align with other sessions championing equity and inclusive planning. Many highlighted his practical examples as highly actionable for both small and large communities.

In summary, Dave Amos’s keynote set an energizing tone for PIBC 2025: a call for planners to be storytellers, educators,





and connectors—reaching beyond traditional forums to engage communities where they live, online and off.

Keynote #2 Highlights

Dr. Lorna Wánosts'a7 Williams delivered the opening keynote on Thursday morning, offering profound insights into reconciliation-informed planning and Indigenous-led frameworks. Drawing from her experience, Dr. Williams emphasized integrating Indigenous

knowledge systems at all planning stages—from engagement to implementation. She urged planners to challenge colonial legacies and engage in respectful, reciprocal partnerships with First Nations.

Dr. Williams centered her talk around the concept of *Ti wa7 szwatenem*, a phrase meaning “*what we know*”. She emphasized the essential role of Indigenous language, stories, and land-based teachings as foundational to all planning work. These knowledge systems, passed through generations, continue to shape community connectivity and stewardship.

As a leading advocate for First Nations language revitalization, Dr. Williams shared both personal reflections and community-led initiatives to breathe new life into ancestral languages. She discussed how language is inseparable from culture and identity—urging planners to support efforts in education, signage, storytelling, and public spaces as tools for lasting systemic change.

Audience members highlighted how Dr. Williams’s blend of language, land, and narrative offered a deeply moving and useful framework—one that’s actionable across all planning scales. It shifted reconciliation

from a policy checkbox into a living, evolving practice embedded in daily planning. Tying into the conference theme, “Next Chapter,” she reframed reconciliation as a continuous story—one that evolves through measurable, respectful action. She asked planners to view themselves as bridge-builders, combining colonial planning frameworks with Indigenous ways of knowing in co-creative initiatives.

Referencing her journey—from personal linguistic reclamation to national leadership—Dr. Williams emphasized the importance of personal narratives in driving collective change. She encouraged listeners to share their own stories and to honour the voices of Indigenous elders, storytellers, and youth. One of her quotes that resonated with the audience, particularly at this conference was, “Reconciliation isn’t a chapter—it’s the theme that guides the whole story.”

In conclusion, Dr. Lorna Williams’s presentation offered a profound inspiration to conference attendees—calling planners to weave Indigenous knowledge, language, and land-based connections into every decision. She set a compelling path toward planning that is respectful, rooted, restorative—and truly reconciled.

Dr. Lorna Wánosts'a7 Williams shared her personal stories and why planners are “bridge-builders” as keynote speaker on Thursday, June 12





PIBC 2025 Annual Conference
Committee Co-Chairs
Jessica Jiang RPP, MCIP and
Amanda Grochowich RPP, MCIP

< The PIBC 2025 Awards
Gala began with a
welcome from Squamish
Nation Chief Sxwpilemaát
Siyám Leanne Joe

Squamish Nation Elder
Xwechtaal Dennis Joseph
honoured the official start of
the annual conference with a
Traditional Welcome
v

Overall Conference Impressions

The conference offered a full program designed to address the dynamic relationships between urban planning, equity, and environmental resilience. It also included a presentation on the BC Professional Governance Act, which featured a panel of experienced professionals (outside of the planning profession). This signaled a pivotal moment for planners, discussing the various impacts on planning regulation and professional accountability of potentially joining the PGA (for those readers who aren't familiar with this topic, I would encourage you to read Deborah Jensen's article on page 22 of this issue of *Planning West*).

The overarching theme, "Navigating the Next Chapter," reflected the profession's response to major societal transformations, ranging from the housing crisis to climate adaptation and the push for greater urban equity. Several sessions placed Indigenous voices at the forefront, promoting collaborative and culturally informed approaches to planning. Another central theme was the importance of bridging digital and in-person engagement, underscored by Dave Amos's keynote underscored the value of innovative communication tools and digital storytelling in today's hybrid world, encouraging planners to embrace new methods of



community interaction. Policy and legislative responses also featured prominently, with several sessions examining British Columbia's evolving regulatory environment. Key discussions highlighted the need for reparative and inclusive policy instruments, such as the BC Professional Governance Act, which was explored in depth as a transformative framework for the planning profession.

I would also like to mention that for me, a conference highlight was the Networking and Awards Gala, where planning excellence was celebrated and award recipients were announced. I noticed that engagement across PIBC's regional chapters and committees was strong, with numerous presentations and local insights shared throughout the event. Collectively, these elements underscored a shift toward a more responsive, accountable, and forward-looking planning land in British Columbia.

A heartfelt thank-you to the PIBC 2025 Annual Conference Committee, (with Co-Chairs Jessica Jiang RPP, MCIP and Amanda Grochowich RPP, MCIP), led by Sophie King and dedicated staff and volunteers. Your tireless efforts—from speaker coordination and logistics to sponsorship engagement—helped deliver a seamless, thoughtful event.

Jared Kassel, RPP, MCIP, PMP is the Editor of *Planning West* magazine. Jared has been a planning practitioner for 22 years, working in both B.C. and Alberta in both the private and public sectors. Currently he is the Manager of Planning at the District of Peachland.

Session CS-01: Delivering Housing & Infrastructure in BC & Yukon: Challenges, Opportunities, and Solutions

Moderator:

Shad Mayne RPP, MCIP
Director of Development at Colliers

Panel:

Brad Jones, Chief Development Officer
at Wesgroup Properties

Josh White, General Manager at City of Vancouver

Henry McQueen, Executive Vice President
at Qualex-Landmark

Maggie Koka RPP, MCIP, Planner at Aplin Martin

Ryan Berlin, Senior Economist
& Vice President at Rennie

Summary by Maya Korbynn
PIBC Student Member &
Communications Committee Member

At a time of shifting regulations, rising construction costs, and declining housing affordability, the panel discussion *"Delivering Housing & Infrastructure in BC & Yukon"* brought together planners, developers, and an economist to explore the forces behind our current housing challenges, what needs to change, and how public and private sectors can collaborate to unlock solutions.

The Housing Market By the Numbers

The panel opened with sobering and familiar context: housing supply has not kept

up with demand. Ryan started the session by quantifying the challenges in our housing market, highlighting that in many Canadian cities, the per-capita gap in purpose-built rental housing is at a 30 year high. Investor-buyers have historically helped fill this gap; in Metro Vancouver investor-buyers were responsible for 80% of the rental supply growth over the past 17 years.

However recent trends are disrupting this status quo. In the past two years, Rennie has investor-buyer shares of pre-sale purchases in Metro Vancouver dropped from 51% to 7%. Additionally, a 10-year low in pre-sale numbers contribute to increased risk for developers, resulting in less large-scale projects (39% less than the 10-year average) coming to market, as developers prioritize smaller projects that are less risky and less costly to build. Developers are being cautious, with many only completing what is already in progress. This is already affecting housing starts (in Metro Vancouver, a 25% decrease since 2024), which will consequently impact housing completions.

Challenge 1: Regulatory Complexity & Overload

One of the session's recurring themes was frustration with regulatory complexity. The layering of different requirements like community amenity contributions, electric vehicle infrastructure, and Step Code requirements contribute to significant cost increases that impact development viability. Brad explained how moving from Step 1 to Step 3 can add \$3 million to a project budget, often at the expense of affordability or community benefits.

Josh noted that in the case of Vancouver, decades of upward trending housing prices had



Welcome Reception at Science World, generously sponsored by B&A.



meant policymakers did not need to weigh the long-term impact of cumulative policy costs. However, that has changed. Maggie said the municipal attitude of “suck it up” regarding these costs no longer works in this new development environment, and Henry urged municipalities to consider stripping out the “nice to haves,” like excessive bicycle parking, to focus on housing provision.

The overall conclusion was that municipalities need to look at the trade-offs for what they want in a housing development, because not every project can deliver every benefit. Brad emphasized that “housing is being asked to do too many things, it can’t do all of the things” and that municipal staff and developers have to agree on project outcomes to have productive collaboration on addressing the housing affordability crisis. The panel agreed that going forward, planners and policymakers need to consciously consider how layered policies affect costs, feasibility, and delivery timelines.

Challenge 2: Lack of Predictability

Regulatory uncertainty poses another financial and logistical challenge for housing development. Brad described his own experience working on 9 projects, none of which were completed under the same set of regulations, and Henry described how bids from contractors were unpredictable because of uncertainty in how to meet changing energy efficiency standards – both are examples that increase overhead costs and risk for projects.

Ryan and Josh both stressed the need for greater certainty and predictability. As Ryan put it, “the fastest rezoning is the one you don’t do at all.” The panel agreed that upfront zoning, calibrated development charges, and

streamlined approval processes are essential to give developers the confidence to proceed.

Challenge 3: Infrastructure Challenges

The panel agreed that one of the biggest barriers to delivering new housing is delivering supporting infrastructure. The cost recovery models for this infrastructure—water mains, sewers, roads—has evolved from developers paying for infrastructure in a pre-determined area, to paying to upgrade infrastructure that spans multiple jurisdictions.

Maggie shared a case study from Grandview Heights, where five neighbourhoods shared a water main. While one community needed only about \$1.8 million in upgrades, because it was being developed first it was asked to pay \$20 million to upgrade the infrastructure serving the whole area. Maggie emphasized that under these sorts of expectations, many developers walk away in favour of other less risky projects, and that there needs to be multi-jurisdictional infrastructure planning to coordinate responsibility for infrastructure upgrades.

Brad elaborated that when developers are expected to front millions in infrastructure costs without a clear path to cost recovery, they choose other investments. He stressed that governments have access to better, cheaper forms of financing—and should use this advantage take on a greater share of infrastructure costs. Josh added that relying on developers alone to fund capital upgrades is not sustainable, but that municipalities cannot shoulder infrastructure costs on their own, partnerships with provincial and federal government are needed.

Solutions

To address these challenges, the panel

proposed several paths forward:

- **Clearer policy priorities:** Instead of trying to gain all community benefits on every project, governments must **identify trade-offs** and focus on the most impactful contributions of each project—whether that’s affordability and climate resilience, public space and infrastructure, or some other combination.
- **Collaborate with the private sector and developers on policy and plans:** Maggie highlighted the North East Albion Neighbourhood Plan, where the City of Maple Ridge brought in a consultant and developers as collaborators and finished a plan in 6 months, with building starting in 2 years.
- **Rethink cost recovery models:** Maggie argued for new financial frameworks that reflect the realities of cross-boundary infrastructure and support more equitable distribution of costs.
- **Federal and provincial partnerships:** Municipalities cannot solve the housing crisis alone. All levels of government need to fund housing-enabling infrastructure and support non-market housing delivery at scales that will make an impact
- **More responsive and indexed policies:** Ryan suggested adjusting incentives like GST rebates and development charges based on market conditions and timelines. Policies should be designed to evolve, not sit unchanged for a decade while conditions shift.
- **Digital permitting and innovation hubs:** Ryan highlighted initiatives to bring technology into development approvals, trial digital permitting systems, and make cities more nimble in policy execution.
- **Pair non-market tools with market delivery:** Josh concluded that we must stop expecting the market to deliver affordability for average workers on its own. Instead, cities must **combine non-market strategies with efficient, predictable, market-based delivery models.**

Final Takeaways

The housing development landscape has changed, and policies that worked before do not work now. To build housing that is affordable, resilient, and sufficient to meet population growth, the panelists agreed that governments must rethink regulatory complexity, expectations of developers, and how infrastructure is funded. This means moving away from rigid, overloaded processes and toward smarter, responsive, and more predictable systems—backed by shared investment across all levels of government and public-private collaboration in policy development.



PIBC volunteers & staff at registration





< Elder Ruth Adams led
The Great Blue Heron Way
(sməqʷəʔelə), visionary project

TFN Youth
Centre Rendering
v



Session MW-06: Reconciliation in Action! mi ce:p kʷetxʷiləm (Welcome) to Tsawwassen First Nation Treaty Lands Tour

Speakers & Guides from Tsawwassen First Nation

Ruth Adams, Tsawwassen Elder

Jessica Adams, Tsawwassen Member

Kris Patel, Engagement Lead

Wenyan Yu RPP, MCIP, Manager, Development
Planning Services, Approving Officer

Kevin Tosoff, Manager, Community Planning
Services, Deputy Approving Officer

Komal Shaikh RPP, MCIP, Director of Lands

Summary by Benafshaw Dashti RPP, MCIP
PIBC Communications Committee Member

On one of the gloomier days (weatherwise) of the conference, one of the most progressive First Nation communities made it bright and sunny with their warm welcome and fresh Bannock and Salmon treats for the tour attendees. Tsawwassen Elder Ruth Adams welcomed us and commenced the tour with a prayer.

Reconciliation can be interpreted in many ways and Tsawwassen has not only defined it but has set the stage for the many nations in the same position or aiming to be in the same position. Tsawwassen First Nation (TFN) initiated the treaty process in the early 1990s. TFN ratified the treaty in 2007 and what was known to be the first modern treaty in the Province of British Columbia (BC)¹. This was over 12 years ago and TFN has come a long way.

The Great Blue Heron Way (sməqʷəʔelə)

Tsawwassen Elder Ruth Adams and her grand-daughter Jessica Adams walked the group through their lifelong work and their efforts to put TFN on the map. The Great Blue Heron Way is one such initiative. **The Great Blue Heron Way (sməqʷəʔelə)**, is a visionary project led by Elder Ruth Adams (*xʷasteniya*) to reconnect, protect, and celebrate the people, land, and waters of the Salish Sea. The vision was to highlight that infrastructure can be more than functional and that it can be sacred. The Great Blue Heron Way envisions a network of walking, cycling, and rolling pathways that link communities through green infrastructure and cultural spaces. These routes will integrate Indigenous art, land-based education, and storytelling, while offering low-carbon transportation options that reduce greenhouse gas emissions and promote environmental stewardship².

Elder Ruth found her inspiration in the

vision of reconnecting First Nations communities through this shared pathway. She recalled a moment during a visit to Victoria, when she asked her father whether any First Nations had been involved in the creation of the Galloping Goose Trail. His answer was brief, yet revealing: “None.” That response left a lasting impression.

In contrast, a new multi-use trail in Metro Vancouver is taking a different path—both literally and figuratively. **Spearheaded by the Tsawwassen First Nation and developed in partnership with other Coast Salish communities**, this trail follows the traditional travel routes once used by Indigenous peoples, offering a meaningful step toward cultural reconnection and recognition.

Named after the great blue heron - a warrior bird of deep cultural significance symbolizing peace and balance in Coast Salish teachings - the project reconnects people with the land and acknowledges the unceded territories it crosses. More than just a recreational path, the Great Blue Heron Way invites users to engage with Indigenous history, language, and land stewardship practices. As a co-created vision rooted in Indigenous leadership and shared responsibility, it stands as a living, evolving example of what reconciliation can look like when it moves beyond symbolism into meaningful, community-driven action.

The blue heron has a huge nesting site here, hence the very appropriate name. TFN

ancestors fished and paddled in this area and these waters. This project comes a full circle with its intent and vision for TFN and other First Nation communities along its path.

A more detailed description for whoever interested can be found here: <https://www.youtube.com/watch?v=8HMq0tb89SQ>

Tsawwassen First Nation Elders Centre

The **TFN Elders Centre** is a standout example of blending cultural identity, community needs, and advanced engineering. Located along Great Blue Heron Way on TFN lands, the building's design – by Iredale Architecture and RJC Engineers – was inspired by the image of a bird in flight, symbolizing the great blue heron, a significant figure in Coast Salish culture. The structure is classified



as a post-disaster building, meaning it must remain safe and functional even after a major earthquake. Cultural poles, carvings and other artistic elements will be incorporated throughout the building.

Meeting this standard posed a unique engineering challenge due to the building's distinctive sloped columns. To solve this, the project incorporated Tectonus self-centering friction dampers, which absorb seismic energy and gently return the building to its original position after shaking. This innovation reduced the amount of structural reinforcement needed, lowering both construction costs and environmental impact³.

More than just a resilient structure, the Elders Centre was shaped through deep community consultation, ensuring it reflects Tsawwassen values and traditions. It serves as a cultural gathering place, a symbol of respect for Elders, and a practical step forward in combining Indigenous leadership with modern resilience strategies—a tangible expression of reconciliation and future-focused design.

Tsawwassen First Nation Youth Centre

An award-winning architecture marvel, designed by Dr. Nancy Mackin of Mackin Architects Ltd., the **Tsawwassen First Nation Youth Centre** is a community asset. Inspired by Coast Salish stories of birds descending from the sky and transforming into humans and welcome poles at the entrance designed by TFN artists, this structure is awe-inspiring.

The facility provides a full commercial licensed kitchen, a gymnasium, a soundproof music room, various study areas and a program for after school care. The TFN Youth Centre offers a safe and inclusive environment where young members of the community can take part in a variety of activities that promote personal growth and cultural connection. Through fitness programs, arts and crafts, leadership training, and mentorship, the Centre helps youth develop important skills, foster positive relationships, and deepen their understanding of their heritage. By providing these opportunities, the Centre plays a key role in building the next generation of community leaders.

Tsawwassen First Nation Community Farm

Last but not the least, our tour ended with visiting the **Tsawwassen First Nation Community Farm**. The TFN Community Farm is a local agricultural initiative designed to offer fresh, homegrown produce to the Tsawwassen community. Focused on sustainability, the farm integrates both organic farming methods and traditional practices, helping to ensure a healthy, environmentally conscious food supply. This project is committed to enhancing food security while fostering a deeper connection between the community and the land. The lead farmer Mac Brown provided the positives and negatives of true organic farming.

In addition to providing fresh produce, the



farm acts as a place for community education and engagement, especially for youth. It serves as a platform to learn about farming, food systems, and sustainable practices, creating valuable learning opportunities and fostering a sense of cultural pride for future generations. Produce is shared on a monthly (sometimes bi-weekly) basis depending on the quantity – first with elders and then the rest of the TFN community.

Missed Opportunity – the group unfortunately couldn't make the tour of the Sewage Treatment Plant but maybe it gives Tsawwassen the opportunity to come back at the next conference to provide this (*hint hint!*). The housing development would be another good session. All topics that a planning nerd would love to explore.

Tsawwassen means “the land facing the sea”. They have incorporated Coast Salish designs in their buildings and aim to continue to do so in their future work. As caretakers of the land and water, TFN has set the stage and are expanding the stage by working with other first nation communities and local governments. They are now sharing the stage, the ideas, the culture and traditional knowledge in their projects and daily work. This is truly Reconciliation in Action!

¹<https://tsawwassenfirstnation.com/about-tfn/our-nation/timeline-of-history/>

²Delta Optimist, June 21, 2025

³Tectonus.com

Session CS-19: Making Space for Urban Nature: Designing Natural Systems into Urban Developments

Speakers:

Cassandra Cummings RPP, MCIP, **Biology Manager at Diamond Head Consulting**

Camille Lefrançois RPP, MCIP, **Environmental Planning Manager at Diamond Head Consulting**

Eva Riccius, **Senior Manager of Parks at District of Saanich**

Summary by Heike Schmidt RPP, MCIP **PIBC Communications Committee Member**

Urban natural systems play an integral role in the health, resilience, and quality of life within our communities. As cities continue to grow and expand, the need to thoughtfully integrate nature into urban spaces has never been more important. But how can we achieve this goal within the existing built environment, where space is limited and competing priorities often take precedence?

- This article outlines key lessons shared in a presentation by urban planning and environmental professionals during this year's PIBC Conference with a focus on urban natural systems in the urban environment. Presenters featured :Cassandra Cummings,

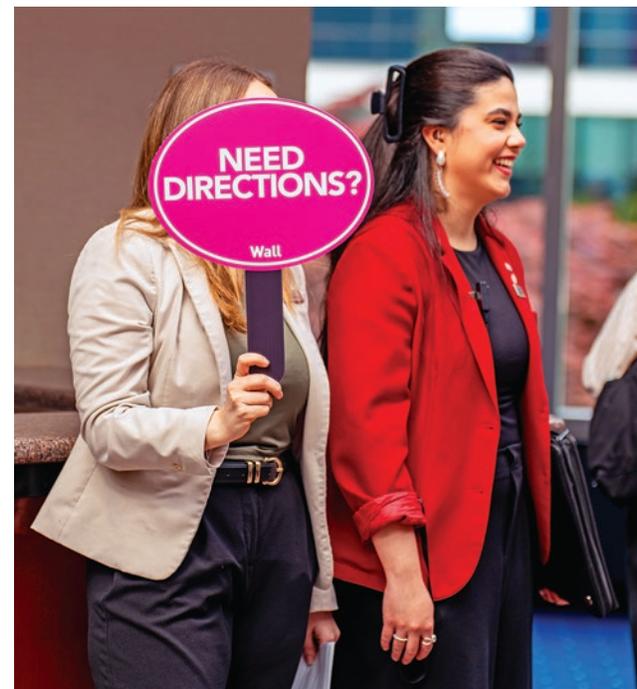
RPP, MCIP, RPBio, Biology Manager, Diamond Head Consulting;

- Camille Lefrançois, RPP, MCIP, Environmental Planning Manager, Diamond Head Consulting; and,
- Eva Riccius, Senior Manager of Parks at the District of Saanich.

In construction projects, nature is often treated as an afterthought—a “nice-to-have” rather than an essential element of planning and design. While this trend has begun to shift recently, it still raises an important question: how can we integrate nature in ways that meaningfully enhance the urban experience? According to the presenters, the key challenge is developing a comprehensive and coordinated approach—one that combines strategic planning with regulatory frameworks to ensure nature is thoughtfully incorporated throughout the entire planning and development process.

Cassandra Cummings highlighted that, to truly integrate natural systems, planners must begin with a “nature first” agenda. This agenda asks planners to think about nature from the very beginning, not as an add-on, but as a core part of the city's infrastructure.

For cities to adopt a nature-positive mindset, specific planning considerations need to find the right windows of opportunity to integrate nature, particularly during major land use plan updates or infrastructure projects. Cities also need to approach environmental goals incrementally, with phased strategies like



biodiversity plans. Long-term success depends on broad support from the public, professionals, and decision-makers, which requires active community engagement, professional collaboration, and insight into decision-makers' environmental priorities.

A Case Study: District of Saanich, Capital Regional District

Eva Riccius shared a valuable example from the District of Saanich, one of the largest municipalities in the Capital Regional District. Saanich, which is home to over 170 parks, has long been committed to preserving its natural heritage. However, the municipality is now at a tipping point—urban development continues to encroach on valuable natural spaces, particularly in the urban-suburban boundary areas.

The region is situated in the Coastal Douglas Fir zone, which is considered a sensitive ecosystem. Saanich has been working towards restoring its iconic Garry Oak ecosystems, which face threats from invasive species and urban development. This work was supported by a recent community survey, which revealed that there was strong support for enhancing biodiversity protection not just on public but also on private lands.

One key takeaway from Riccius' work is the growing recognition that quality of life is intrinsically linked to access to natural spaces. As a result, the District of Saanich has recently

launched its "natural intelligence" program to increase environmental awareness, involving residents in nature walks, volunteer programs, and park restoration projects. These efforts help cultivate a deep sense of connection with the environment.

In 2024, Saanich adopted its Biodiversity Conservation Strategy, which outlines a roadmap for preserving and enhancing local ecosystems. The strategy was developed with input from a range of partners, including environmental experts, residents, and First Nations.

The plan's emphasis on First Nations engagement stands out as an innovative approach to planning. Furthermore, Saanich has formalized a relationship with the WSÁNEĆ Leadership Council through a memorandum of understanding, grounding the strategy in Indigenous knowledge and practices. This has helped ensure that Indigenous perspectives are not just a chapter in the strategy but integrated throughout it.

The Biodiversity Conservation Strategy was included into the District's Official Community Plan, which was updated to align with climate mitigation and adaptation goals. Both strategies were designed with the provincial housing mandates in mind, showing the interconnectedness of environmental, housing, and development policies.

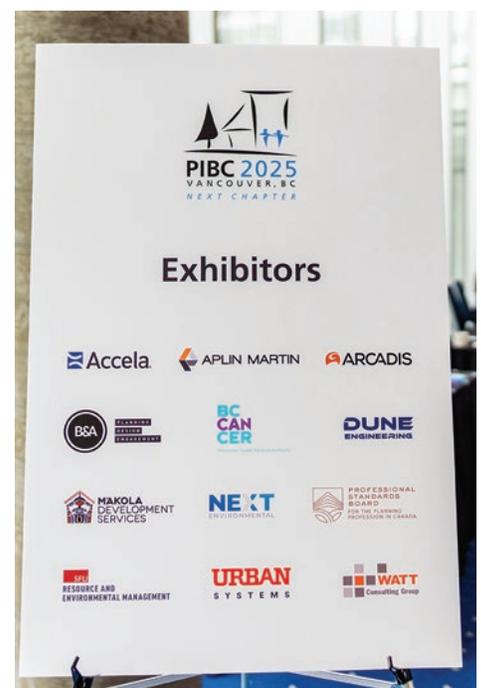
The Urban Forest Strategy has ambitious goals, including tree planting on both public and private lands. One critical concept is tree equity scoring, which seeks to address gaps in

tree coverage, particularly in urban areas that are often underserved. This scoring system helps show areas with the lowest tree cover and target them for future tree planting efforts.

Camille Lefrançois focused on the technical aspects of integrating urban nature into land use and zoning decisions. At the site level, urban nature must be protected through development permit areas and tree bylaws. Zoning, subdivision planning, and utility decisions also shape the space available for urban nature to thrive.

The challenge is to balance the need for new housing and urban development with the preservation of green spaces. Lefrançois emphasized that, to retain healthy tree canopy cover, developers need to incorporate landscape and pervious area requirements that allow for the growth of trees. These requirements may include setbacks from property lines, designated green spaces, and specifications for tree canopy coverage.

However, current development patterns, especially in low-density housing neighbourhoods, often work against urban nature. As cities continue to expand and intensify, planners must ensure that spaces for urban nature are not squeezed out by higher buildings and more compact developments. Lefrançois pointed to the Tree Canopy Management and Preservation Strategy in Port Moody, as an example of a framework that incorporates tree canopy requirements into residential development, ensuring that trees have enough space to grow and thrive.



One of the most compelling points made by the speakers was the importance of community engagement. For urban nature to be successfully integrated into urban planning, residents need to feel connected to and invested in their natural environment. Whether through nature walks, volunteer programs, or tree-planting events, communities must be involved in the restoration and preservation processes.

The message from the session was clear: urban nature cannot remain an afterthought. Particularly as cities grow and densify, integrating nature into urban planning and design must be a proactive and ongoing effort—one that embeds environmental goals into land use, zoning, and development regulations. Planners, policymakers, and communities must treat nature as essential urban infrastructure that enhances quality of life, supports biodiversity, and strengthens climate resilience. Achieving this will require creativity, collaboration, and a commitment to long-term planning, ensuring that nature remains a vital part of the urban fabric and helps shape cities that are both livable and resilient to future challenges.

Heike Schmidt, RPP, MCIP, DIPL.-ING. is a member of the PIBC Communications Committee and a Senior Planner with the Building, Governance and Innovation Division-Construction Standards and Digital Solutions Branch at the Ministry of Housing and Municipal Affairs.



PIBC Conference attendees networking and participating in conference sessions covering a range of land-use topics.



Industrial Lands and Mega Projects – The Next Chapter

Eric Aderneck RPP, MCIP
PIBC Board Member

I had the privilege of contributing to three industrial lands related sessions at the PIBC 2025 Annual Conference, which brought together experts from planning, development, architecture, and industry.

Throughout my work, as well as preparing for the conference and engaging at the sessions, it's evident that industrial lands and employment uses are top of mind.

Opening Statement

During a time of heightened concern about economic resiliency and employment stability, changes to production sources and trade flows, and renewed interest in natural resource sectors, industrial lands are on the agenda at all levels of government. From the federal government wanting to support manufacturing within Canada and grow trade with Asia through the western ports, the provincial government fast-tracking approvals for major resource projects, regional strategies about industrial lands in Metro Vancouver, to bring-to-market initiatives and local area plans in Maple Ridge and Kelowna, it's an industrious time.

As a primer, industrial lands represent a whole gamut of uses and intensities, which do not all fit into conventional definitions of *heavy* or *light*, or *traditional* and *modern*¹. An industrial use can include everything from large transportation, distribution, and manufacturing facilities to small local-serving producers and suppliers, as well as new sectors like advanced technology, media / design, bio-tech, and e-commerce.

Industrial lands accommodate activities that serve the wider community, yet don't often receive much attention. These industrial businesses and their associated direct and secondary impacts contribute to a diverse and strong economy, and accommodate an accessible workforce with well-paying jobs that support household affordability.

Session CS-05: Industrial Lands Innovation and Intensification Trends

With Carl Funk, RPP, MCIP (Director of Industrial Planning and Development, Beedie), Robert Miles, RPP, MCIP (Long Range Planning Manager, City of Kelowna), Craig Taylor (Founder and President, TKA+D

Architecture + Design), and myself.

The panel addressed the diverse types of industrial land uses and innovative building forms from the perspective to the planner, the developer, and the designer. This included an overview of industrial uses, classification definitions and utilization measures, planning policy context in the Metro Vancouver region, the increasing attention to industrial lands and associated economic and employment needs in Kelowna, explanation about development trends and financial pro forma considerations, and a series of architecturally innovative and intensified building examples.

Accompanying urban 'livability' is 'workability'. Industrial lands and employment uses are an integral part of a community's economy. The session dove into this niche industrial topic which has a disproportional importance for policy planning and economic development matters, ranging from land uses, transportation, business, employment, and taxation, all contributing to the long term, sustainable success of our communities, big and small.

Just like housing typologies, historic land-intensive industrial uses are in some cases moving to urban locations in new multi-level forms, to increase capacity for employment and economic growth. Responding to the changing nature of work and industry, these innovative, higher density building designs provide opportunities to complement surrounding land uses. We presented the opportunities and challenges of industrial intensification / densification, potential integration with other uses, and transportation matters including on-site parking rates.

Industrial isn't just old and boring. Rather, is it an underappreciated land use and asset class. Modernized municipal policies and regulations can help facilitate efficient industrial development.

Session AW-02: Why Mega Projects Matter – Connecting Planning, Resource Investments, and Provincial Prosperity

Moderated by David Block, RPP, MCIP (Director of Development Services, City of Terrace), with Jada Basi, RPP, MCIP (Principal, CitySpaces Consulting), and Jake Brewster (Senior Advisor Land Negotiation, Pembina Pipeline Corporation), and myself.

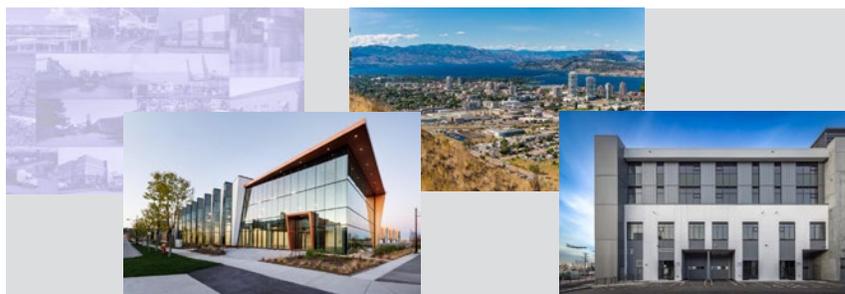
The current economic chapter in British Columbia, fueled by natural resource sector projects, is coming to a close. While many of these 'mega' projects are located in northern BC, their economic importance is province-wide, as they support many more businesses and jobs and contribute to significant government tax revenues, which fund programs in other parts of the province.

Affording livability requires high paying jobs. Local government planners should increasingly attend to this economic prerogative, as they do about housing supply, quality of life, and complete communities.

The standard of living in BC has kept pace with the rest of Canada because mega projects with capital investments in the tens of billions of dollars, such as aluminum production and LNG terminals in Kitimat and other major natural resource projects. Utilities, oil and gas, and mining are amongst the industries that pay the tax bills and also pay the highest salaries.

With many of these projects nearing completion, what will take their place? To understand the past patterns and future potential of the province, we set the stage with an overview of the current macro-economic era, the linkage between mega projects and the standard of living, and the housing and community needs of resource towns.

The unique history of the Kitimat was



Industrial Lands Innovation and Intensification Trends

Eric Aderneck
City of Maple Ridge

Robert Miles
City of Kelowna

Carl Funk
Beedie Developments

Craig Taylor
TKA+D Architects

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showcased, pioneered by Alcan but intended to not be a company town, it was created in the 1950s to accommodate the new aluminum smelter, along with an associated hydro dam, tunnel, underground powerhouse, transmission line, and deep-sea terminal. Intent to attract and retain workers to the brand-new town, using the Garden City concept, the design kept industry separated from residents, with generous community amenities and large areas for expansion. Supporting the major industry projects, the service centre area is focused on business activities that typically fall into light industrial uses.

More recently in Kitimat, the Cedar LNG facility is a Haisla-led project, using the Coastal Gaslink Pipeline which also serves the LNG Canada facility. Powered by renewable energy with low emissions, Cedar LNG is expected to create 500 construction jobs and 100 long-term jobs in operations.

Through further collaboration between public and private sector planners and other land-related professionals, there is the opportunity to sustain community prosperity, support funding of infrastructure and services, grow the workforce and economy, and advance public policy objectives and private sector investments.

Session MW-08: Urban Industrial Densification – Walking Tour of Mt Pleasant Area

With an engaging set of pedestrians, I provided a guide of the industrial lands in the Mt Pleasant area. This walking tour asked participants 'what is industrial' and what uses are supportive and compatible, or conflicting and incompatible, with traditional and/or modern industrial activities in an urban environment.

While the Mt Pleasant area of Vancouver is only blocks away from multiple SkyTrain stations, it's also part of the Metro Vancouver region, which has Canada's largest port, a rapidly growing population, and a limited land base.

Beyond the board room or council chamber, the tour provided an interactive illustration of industrial / commercial buildings and employment uses, ranging from conventional industrial tenants to software and life-science sectors. The eclectic area's profile of jobs has changed over the past few decades, with loss of traditional manufacturing and growth of tech businesses, yet a number of old residential houses along with amenities remain.

These latest industrial development trends are driving new opportunities for densification and intensification, while challenging traditional planning regulations.

Note: Eric Aderneck, RPP, MPL, BCOM, DULE is the Industrial Lands Program Manager with the City of Maple Ridge, and an industrial lands planning consultant in other jurisdictions. He was also recently elected to the PIBC Board of Directors for the 2025-2027 term. He can be reached at eric@aderneck.ca.

Membership Engagement: An Update on PIBC's Professional Governance Research and Engagement Project

Deborah Jensen RPP, MCIP
Chair, RPP Regulation Subcommittee

Author's Note: this is the third article in *Planning West* reporting on the status of PIBC's Professional Governance Research and Engagement Project.

For more than 60 years, the Planning Institute of British Columbia (PIBC) has been shaping the planning profession in a way that strives for excellence and reflects the broader public interest. Enhancements over the years have improved membership standards and professional conduct, and introduced committees to monitor and provide recommendations on PIBC activities; and to add value to our members.

The BC *Professional Governance Act* (PGA) received Royal Assent in 2018, and PIBC is now considering this legislation and how it might apply to the planning profession in British Columbia. The primary purpose of the PGA is to set out a governance framework for self-regulating professions that protects the public interest from, and reduces the risk of, unethical and incompetent practice. To date, six professions have been regulated under the PGA (agrologists, applied biologists, architects, engineers and geoscientists, applied science technologists and technicians, and forestry professionals), and the landscape architects are voluntarily in transition to moving under the Act.

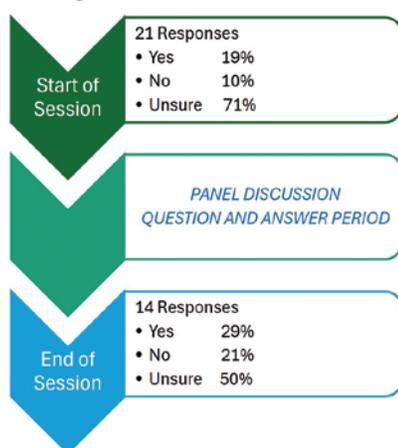
The PIBC membership is not currently regulated under the PGA, and at this time no action has been taken by either PIBC or the provincial government that would lead to planning professionals being regulated by this legislation. The PIBC Board however realizes the value in fully understanding what regulation under the PGA might mean for PIBC and its members; and so, in December 2023 the Board approved direction to undertake outreach and education about the PGA and its possible opportunities and implications for PIBC and its membership. This process is in no way intended to result in a decision on whether the planning profession should be regulated under the PGA, but rather to gather and analyze information regarding the pros and cons of such a move should it occur, and to provide a comprehensive review to the Board in order





Front, from left: Christine Gelowitz, Jennifer Lawrence, Ryan Noakes
Back, from left: Tim Shah RPP, MCIP, David Block RPP, MCIP

Should PIBC Planners be regulated under the
Professional Governance Act?
Live Polling Conducted at the Conference Session



to further inform future decision-making.

In November 2024, the Board endorsed the Phase One Work Plan for the Professional Governance Research and Engagement Project. Under the umbrella of the RPP Regulation Subcommittee (part of the Policy and Public Affairs Committee), it focuses on educating and engaging PIBC members about professional standards and the PGA, presenting research and analysis on issues identified, and addressing potential opportunities and tradeoffs.

The Work Plan presents a comprehensive approach to engage and educate the membership. To date, the following activities have been completed:

- ✓ Initial engagement survey with the PIBC membership;
- ✓ Discussions with other organizations operating under the PGA or similar legislation;
- ✓ Publication of articles in *Planning West* (see Fall 2024 and Spring 2025 issues);
- ✓ Initial webinar to introduce the Project; and
- ✓ Session at the annual PIBC conference.

The most recent activities, the webinar and conference session, were held in May and June. Designed to emulate each other, the two sessions introduced panelists from other professions regulated under the PGA, as well as staff from the PGA itself. These sessions provided background information to the PIBC membership and through a question and answer period, identified additional questions and concerns relevant to the discussion.

The webinar panel included Alayna Van Leeuwen from the Office of the Superintendent of Professional Governance (OSPG), Christine Gelowitz from Forest Professionals BC, Ryan Noakes from the BC Society of Landscape Architects, and Deborah Jensen and Tim Shah from the RPP Regulation Subcommittee. The 90 minute webinar was attended by 209 participants.

Panelists from the conference session also included Christine Gelowitz and Ryan Noakes, and introduced Jennifer Lawrence from the Institute of Agrologists; and David Block and Tim Shah from the RPP Regulation Subcommittee. There were 29 attendees at

Advice and Reflection Offered by Participating Regulators

Christine Gelowitz
Forest Professionals BC

The shift to the PGA is more than regulatory—it's a cultural transformation that reshapes how a profession sees itself and is seen by others. It brings more structure, higher expectations, and added cost—but also greater clarity, pride, and public trust. For forest professionals, the transition was difficult, but it ultimately strengthened our credibility and reinforced the value of professional accountability. If PIBC chooses to move forward, do so with intention and preparation: anticipate the challenges, advocate for support, and recognize the long-term benefit of being part of a trusted, regulated profession serving the public interest.

Ryan Noakes
BC Society of Landscape Architects

Regardless of the outcome, this is a worthwhile process for PIBC and its members. Transitioning to regulation under the Professional Governance Act requires deep reflection by any profession, including a comprehensive review of nearly every policy, procedure, and process. It may be time consuming. It may be costly. But it is undoubtedly worthwhile – both to affirm whether current practices remain relevant and valuable, and to determine whether change is needed.

Jennifer Lawrence
BC Institute of Agrologists

One key reflection for PIBC and its members as you continue to explore professional regulation is the importance of understanding the level of responsibility you would be taking on. While you are already doing this on some level, joining the PGA represents a conscious decision to be held to a higher standard—not just by your peers, but by the public you serve. Joining the PGA isn't just a procedural shift; it formalizes your accountability and demonstrates you are ready to be entrusted with greater responsibility to acting in the public interest with integrity and transparency. This step isn't just about compliance; it's about leadership for the greater good. It is a decision that shouldn't be taken lightly and for that, PIBC is to be commended for taking a thoughtful, measured and collaborative approach to exploring this issue.

this session, where some online polling was undertaken using SLIDO. At the beginning and end of the session, participants were asked whether PIBC planners should be regulated under the PGA? While the results remained relatively balanced between a yes or a no response, the percentage of ‘unsure’ votes significantly reduced after receiving additional information regarding the PGA.

So what were these two sessions about? OSPG staff introduced the PGA at the webinar, identifying their mandate and key principles as protecting not only the public interest, but also the environment, and public health and safety. This is achieved through oversight of the regulatory body, the profession, and not of the individual members. There was also discussion on the process to be designated under the PGA, with clarification that designation does not necessarily include the right to practice.

Panelists representing the regulatory bodies provided background to their experiences under the PGA. Broadly, they noted a cultural shift in their organizations, and which also resulted in a stronger sense of pride in the profession. The panelists agreed

that there is a stronger regulatory presence as well as a financial impact, partially due to an increase in the number of complaints filed against members. Panelists explained how the increase in complaints – and the larger administrative requirements of being under the PGA – has resulted in an increase to registration fees – but the amount can vary depending upon the organization. They also addressed other items of note, including administrative shifts, increased reporting functions, and the continuation of continuing professional development.

Attendees were actively engaged in the discussion, and their questions further expanded the discussion, addressing topic areas such as advocacy and costs. PIBC members were keen to learn more about what the expectation would be for core competencies or professional standards for planners, and what the impact would be to both the organization and individual members respecting any advocacy activity. They also wanted to understand what the role of the Province would be in regulating the profession and its members.

If you were unable to attend these sessions, the recorded webinar can be found on the Professional Governance project webpage.

Over the next months, the RPP Regulation Subcommittee will continue with engagement opportunities for our membership. Focus groups will be conducted to address a variety of topics related to professional governance – a great opportunity for members to participate in the PGA discussion. And a strategic discussion paper will be prepared that evaluates the high level pros, cons, and tradeoffs of professional governance options. The project webpage (www.pibc.bc.ca/professionalgovernance) continues to be updated to make information available to the membership, providing FAQ resources, PGA information, the project Work Plan, *Planning West* articles and more. So please stay up to date with this web page and take every opportunity to provide feedback through the engagement activities. We look forward to hearing from you!

Deborah Jensen RPP, MCIP is the Principal and Senior Planner of PlanningWorks Consulting, and a regular consultant with JRTW Planning Services. With over 25 years of volunteer experience with PIBC, Deborah is currently the Chair of the RPP Regulation Subcommittee.

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2025 PIBC AWARDS FOR EXCELLENCE IN PLANNING

Kelly Chan, PIBC Manager of Member Programs & Services

The PIBC Awards for Excellence in Planning honour the best in professional planning work undertaken by members in communities and regions across British Columbia and the Yukon. Award winners were celebrated in Vancouver, BC on June 12, 2025, at the PIBC 2025 Annual Conference – *Next Chapter*.

Award for Excellence in Planning Practice City & Urban Areas

GOLD WINNER

Title: **Urban Indigenous Community Prince George**

Organizations: **M'akola Development Services, Aboriginal Housing Society of PG, DYS Architecture, and IDL Projects**

Partners: **BC Housing, Canada Mortgage and Housing Corporation, and Ministry of Education and Child Care**

Conceived of, designed with, and built for urban Indigenous people of Prince George and funded by local, Provincial, and Federal partners, Aboriginal Housing Society of PG's Urban Indigenous Community is creating safe, inclusive spaces for urban Indigenous families in Prince George. Master planned by the Aboriginal Housing Society of PG, M'akola Development Services, DYS Architecture, and IDL projects in 2019, the project is comprised of 4 phases:

- Phase 1: 50 townhomes (Rent Geared-to-Income; Indigenous Housing Fund)
- Phase 2A: 57 apartment units (Mixed Income; Community Housing Fund)
- Phase 2B: 40 space childcare (AHSPG Equity and Ministry of Education and Childcare)
- Phase 2C: community centre, digital library, story-telling room, community kitchen, café, gathering hall, meeting room, community living room (Indigenous Services Canada)
- Phase 3: 35 apartment units for Elders and Seniors (Supportive Housing Fund)
- Phase 4: 35 apartment units (Rent Geared-to-Income; Indigenous Housing Fund) and outdoor gathering space

Phases 1 to 3 are now complete, while phase 4 is underway, and the project will be completed in 2026.

The jury appreciated the accessible scale of the project, quick execution, and addressing immediate needs around housing and community, including considerations for strong open space and landscape plan logic, senior housing, and childcare, delivered within budget.



Award for Excellence in Planning Practice City & Urban Areas

SILVER WINNER

Title: **Strategic Support for Non-Market Housing in Saanich**

Organization: **District of Saanich**

Partners: **District stakeholders (Finance Department, Engineering Department, Lands Division, and Parks Department), and Saanich's non-market housing community – developers, consultants, operators, and funders, in particular the Greater Victoria Housing Society, Capital Regional Housing Corporation, Wiser Consultants, and M'akola Development, among other valued partners**

The District of Saanich developed a suite of policy, financial, regulatory, land development, and development process changes that work to attract, incentivize, and rapidly approve non-market housing development in the District, with the goal to increase non-market housing representation from 5% to 10% of the total housing supply.

The policies and regulatory amendments promote the essential role that non-market housing providers play in providing sustained, long-term housing affordability and all the resulting social and wellness benefits that come from people being adequately housed. The key supports developed and implemented in the past 2 years include:

- Official Community Plan Policy,
- Rapid Deployment program,
- Removal of parking requirements,
- Saanich Affordable Housing Reserve Fund,
- Permissive Tax Exemptions, and
- Priority processing of non-market applications, among others.

The jury appreciated the District taking a very focused approach to non-market housing. By listening to non-profits, they solved a long-standing problem which resulted in clear measurable outcomes. Accepting the funder's Housing Agreement, rather than requiring a second one is a game changer, as is the dedicated non-market housing current planner.



Award for Excellence in Planning Practice City & Urban Areas

HONOURABLE MENTION

Title: **The Crises Response Pilot Project: Transforming Planning Practice in Addressing the Three Crises of Homelessness, Mental Health and Substance Use**

Organization: **City of New Westminster**

Partners:

Ministries

(Ministry of Health, Ministry of Housing (BC Housing), Ministry of Social Development and Poverty Reduction, and Provincial Affordable Housing Leadership Planning Group)

Health Authorities and Bodies

(Canadian Mental Health Association, Fraser Health Authority, First Nations Health Authority, and Northwest Division of Family Practice)

Coalitions

(New Westminster Homelessness Coalition Society, New Westminster Mental Health and Substance Use Roundtable, and New Westminster Overdose Community Action Team)

Resident and Business Associations

(New Westminster Chamber of Commerce, Downtown New Westminster Business Improvement Association, City of New Westminster Residents' Association Forum, Downtown Residents' Association, and Queensborough Residents' Association)

The two-year Crises Response Pilot Project comprises two plans – the Five-Year Prevention, Support and



Transition Services Plan and the Ten-Year Supportive Housing and Wrap-Around Services Plan – and three staff teams, including a non-clinical outreach component, all of which respond to the immediate and longer-term needs of people experiencing the three crises, providing them with hope for a better tomorrow, while addressing the impacts on residents and businesses associated with the three crises.

Although in its first year of implementation, there have been numerous accomplishments:

- Contracted an Indigenous consultant to inform engagement with First Nations, Indigenous organizations, and Indigenous people with lived and living experience;
- Established two working groups with broad representation to inform the pilot project;
- Held a Mental Health and Substance Use Roundtable, which was attended by 50+ participants representing faith-based, non-profit and provincial organizations and teams;
- Informed the development of 10 extreme weather, 25 winter and 50 24/7 shelter beds;
- Informed the development of 52 supportive housing units, with another 60 units in negotiation, including 10 complex care units;
- Secured provincial funding for a sanitation trailer which is averaging about 1,300 visits per month; and
- Secured provincial funding for extended hours for the Health Contact Centre, which provides harm reduction services.



Award for Excellence in Planning Practice Small Town & Rural Areas

GOLD WINNER

Title: **Cycle 16 Trail Project**

Organizations: **Regional District of Bulkley-Nechako and WSP Canada Ltd.**

Partners: **Town of Smithers, Ministry of Transportation and Transit, and the Village of Telkwa**

The Cycle 16 Trail Project represents a transformative planning and design initiative in Northern British Columbia to establish a 3-metre-wide, paved, multi-use pathway between the Town of Smithers and the Village of Telkwa. The trail is located within the Highway 16 right of way but is jointly owned and

operated by the Regional District of Bulkley-Nechako (RDBN) and the Town of Smithers through a regional service initiative. The project is being developed in phases, with Phase 1 (3.7 km) successfully completed in 2023. Upon full completion, the 12-km trail will provide a safe, accessible, and sustainable transportation and recreation corridor connecting three local governments: the Town of Smithers, the Village of Telkwa, and the RDBN.

The jury found this project to be an excellent example and implementation of planning in action. A great amount of public engagement and diverse public processes were utilized, and it was evident the level of effort required of all the stakeholders to see this project come to fruition.



credit: Tony Harris

**Award for Excellence
in Planning Practice
Small Town & Rural Areas**

SILVER WINNER

Title: **From Policy to Practice:
Visualizing R-SSMUH's
Integration into Our City**

Organization: **City of Courtenay**

Partners: **EKISTICS (Paul Rosenau and
Steve Bayer) and Hazel Christy**

City staff partnered with EKISTICS to develop an interactive 3D plan from the City's GIS maps to showcase potential housing types on various lot sizes that had restrictive residential zoning within existing neighborhoods. This dynamic flythrough integrated current existing housing with the proposed SSMUH housing types to demonstrate how the proposed housing types in the proposed R-SSMUH zone would complement the surrounding neighbourhood. By illustrating key elements from the proposed SSMUH zone like setbacks, building heights, parking, lane access, and corner treatments, the tool provided a clear, accessible view of how the proposed zoning changes would take shape, fostering greater understanding and informed decision-making. The city had 16 restrictive zones that were consolidated into the R-SSMUH zone which represented 61% of the City's properties. This Visual tool was utilized for discussion with Council and development industry to refine the proposed R-SSMUH zone for implementation.

The jury felt that this project shows how implementation of planning ideas can be shared effectively. The City elevated the integration of SSMUH legislation into their community through visually appealing diagrams and drawings to demonstrate what can be built on a site and how a site can accommodate parking and open space.



**Award for Excellence
in Policy Planning
City & Urban Areas**

GOLD WINNER

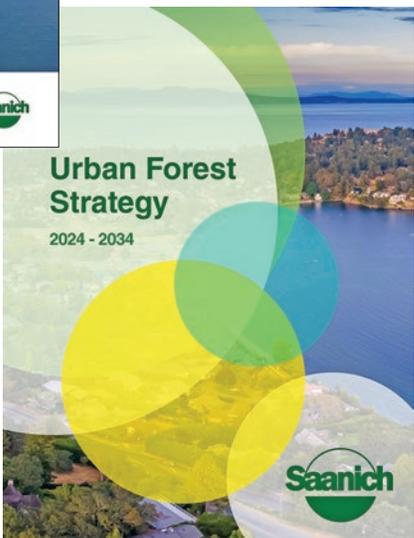
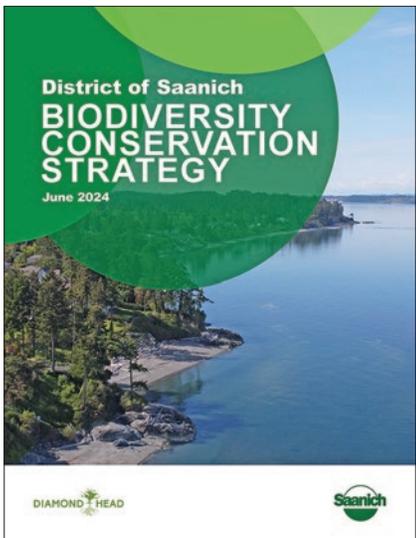
Title: **District of Saanich Biodiversity Conservation Strategy and Urban Forest Strategy**

Organizations: **District of Saanich and Diamond Head Consulting Ltd.**

Partners: **PWL Partnership and Resilient Saanich Technical Committee**

In 2020, the District of Saanich launched the Resilient Saanich process, a multi-phase initiative to enhance environmental protection and promote climate resilience. Under this process, Diamond Head Consulting developed the Biodiversity Conservation Strategy and the Urban Forest Strategy. These policies guide development and city planning, ensuring consideration of tree canopy, sensitive ecosystems, species at risk, and biodiversity for a more sustainable future.

The jury appreciated the introduction of the 'tree equity score', and that it identified the need for private lot support to achieve target tree canopies. They found the strategies to be comprehensive and easy-to-read, with key indicators well established to monitor progress.



**Award for Excellence
in Policy Planning
Small Town & Rural Areas**

SILVER WINNER

Title: **Limits to Growth Policy**

Organization: **District of Tofino (Alex Lader, Nicholas Henderson, Pavel Fetisov, Peter Thicke, and Adam Doolittle)**

Partners: **Tla-o-qui-aht First Nation, McElhanney (Jack McKee), Young Anderson (Guy Patterson), and Collingwood, Ontario, Saltspring, and Lantzville for inspiration.**

Developed in response to a raw water supply deficit identified in early 2024, the Limits to Growth Policy (LTGP) seeks to achieve critical housing and Reconciliation objectives, despite limited water resources. Through a focused, phased policy development process that unfolded over seven months, the LTGP establishes an upper “limit” to new development, a mechanism to track and allocate new water allocation, and identifies priority uses that are eligible for water allocations. The policy provides needed clarity and certainty to residents, Tla-o-qui-aht First Nation, and the broader development community on the District’s approach to development in advance of a long-term water supply solution.

The jury felt this policy demonstrates the hard conversations that occurred to address a pressing issue and included an impressive analysis of the water supply issue into a policy to manage future growth for both Tofino and the Tla-o-qui-aht First Nations.

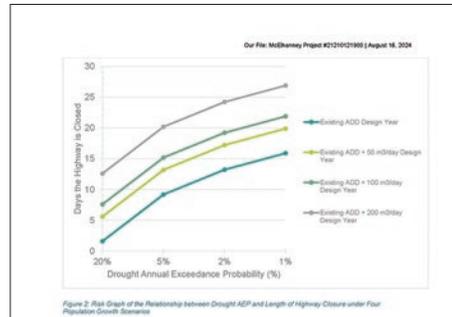


Figure 2: Risk Graph of the Relationship between Drought ADP and Length of Highway Closure under Four Population Growth Scenarios

Estimating Water Demand
Schedule B of the draft policy outlines average daily water usage for different residential typologies, based on observed historical water meter data. The purpose of this Schedule is to establish a transparent and consistent method to estimate the additional water demand required by a particular development proposal to determine whether there is sufficient remaining water supply and to establish the required water volume to be allocated by each Water Allocation Certification (WAC).
A concern was raised at the October 8 Council meeting surrounding the appropriateness of measuring average water demand for different residential typologies on a per dwelling unit basis.



Award for Research & New Directions in Planning

GOLD WINNER

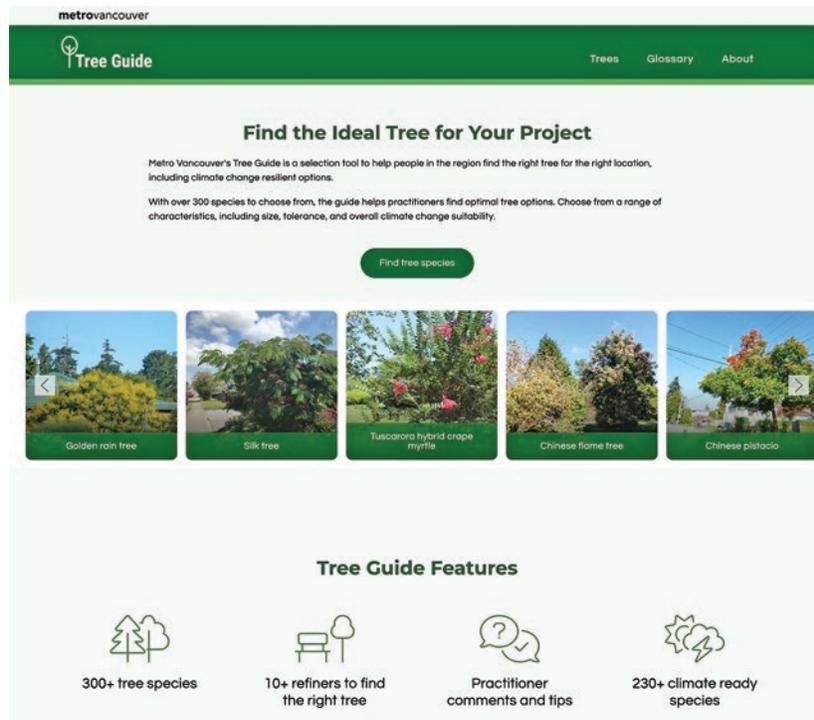
Title: **Metro Vancouver Tree Guide**

Organization: **Metro Vancouver**

Partners: **Diamond Head Consulting Ltd. and staff and urban forestry practitioners and experts from across the region**

The Metro Vancouver Tree Guide is a user-friendly, online tree species selection tool to help urban forestry practitioners (such as arborists, landscape architects, and urban, park, and environmental planners) identify appropriate climate-resilient tree species based on desired characteristics. Over 300 species can be filtered by climate change-specific criteria — such as overall climate suitability, hardiness and heat zone, drought tolerance, saturated soil tolerance, and flammability — as well as by other relevant characteristics such as size, risks, tolerances, habitat value, and suitable planting locations. The Tree Guide supports climate adaptation, liveability, and tree canopy objectives in local and regional land use plans and processes.

The jury found this an excellent example of the type of forward thinking our profession needs to support. It represents an important climate adaptation strategy, with valuable and collaborative technical input, and a process which is highly transferable to other regions in the province.



Annual Student Fellowship Awards

The recipients of the 2025 Student Fellowship Award presented session CS-34: Fellowship Award Presentations on Friday June 13, 2025.



Amanda Van Hulsen
Vancouver Island University,
Master of Community Planning

Presentation: **Shifting Away From a Resource-Based Economy: Tourism Development and Housing Affordability in Revelstoke, British Columbia**

Over the last two decades, the economic landscape of Revelstoke has greatly shifted away from a blue-collar resource extraction town to a tourism mountain town. In 2007, Revelstoke became one of British Columbia's Mountain Resort municipalities, attracting visitors from all over the world. Seasonality plays a large role in the economic landscape of Revelstoke. As the snow melts away, so do many jobs. These seasonal tourism employment positions are key pillars to sustaining Revelstoke's economy. Without this key demographic of employees, many of the businesses within Revelstoke would struggle to keep the lights on.

As cost of living and tourism rise, Revelstoke's tourism workforce are being priced out. Non-market housing, typically subsidized or operated by government agencies, non-profits, or cooperatives to provide affordable housing for low- to moderate-income individuals and families, is key to keeping Revelstoke's tourism employees within the city and sustaining Revelstoke's tourism economy.



Achilles Sophia Madhi Gnanaprakasam
Vancouver Island University,
Master of Community Planning

Presentation: **Retail Activation: Turning Shopping Fronts into Experiences**

This presentation deals with the hypermarkets and any other individual large stores that are merely for shopping and depressing parking lots and have no connection or sense of placemaking with its surrounding areas. The question arises: how can the spaces in front of these expansive big box structures be transformed into socially engaging and vibrant areas?



Congratulations to this year's winners!

Make a submission for next year's awards program to help us recognize and celebrate the places, plans, projects, and people across our membership contributing to communities and regions across BC and the Yukon.

100 Years of Zoning: Part 1

Bill Buholzer FCIP

On December 19, 1925 B.C.'s Lieutenant-Governor, Walter Nichol, on behalf of King George V, gave Royal Assent to Chapter 44 of the Statutes of British Columbia 1925, "An Act respecting Town Planning". On this 100th anniversary of the enactment of the legislation from which Part 14 of B.C.'s current Local Government Act, and much of Part XXVII of the Vancouver Charter, have evolved, it's interesting to look back at the original legislation to see what has changed and what has not.

British and American influences

By the early twentieth century apartment buildings were beginning to compete for space in residential neighbourhoods with the single-family dwelling type that had dominated Canadian cities, and apartments (decades prior to our strata title legislation) meant rental tenancies. Locally, the 32-suite Manhattan Apartments had been erected in Vancouver's west end in 1907 and extended in 1912, the same year the Montrose Apartments were built on Blanshard Street in Victoria. While this form of housing, common in European countries, was seen by many as essential for accommodating families with modest incomes as Canada's population increased, Harold Kalman in *A History of Canadian Architecture* suggests that Canadians observed the appearance of such structures "with mixed feelings: some saw it as a solution to the growing housing problem, others as an assault on the quality of residential life."¹ A downturn in the economy and the 1914-1918 war in Europe headed off what could have turned into an apartment housing boom, the building form having proved popular with households that either preferred it or could afford no other. By 1921 the B.C. *Municipal Act* had been amended to confer on municipal councils an authority to enact bylaws prohibiting all other forms of housing in areas reserved for "private dwelling-houses". This was not a general zoning power, but a limited power to apply to residential neighbourhoods what would come to be known as "exclusionary zoning".² In the same vein, in 1922 the B.C. Legislature itself enacted regulations for Vancouver's exclusive Shaughnessy neighbourhood that limited the form of residential development to "private dwelling-houses" (expressly deeming that term, for good measure, to exclude apartment buildings)

and deputizing the local property owners' association to enforce the regulations via Supreme Court injunction – a power that is ordinarily available only to the local government.³

By 1925 the Legislature was ready to move on from this *ad hoc* method of land use management to a more systematic approach suitable for dealing with all types of land use conflicts that might be anticipated as towns and cities grew. Town planning as a civic function had gained considerable traction through the work of the federal government's Commission of Conservation, which in partnership with the Civic Improvement League of Canada had held conferences and published material on this emerging aspect of civic government, in 1914 appointing British planner Thomas Adams as its advisor on town planning. Adams drafted model town planning legislation based on that in force in Britain, and energetically promoted its adoption throughout Canada, achieving early results in New Brunswick, Nova Scotia and the three prairie provinces. The model Act contemplated close provincial supervision of local planning, made the adoption of an official plan mandatory, and required both compensation of property owners for loss of land value due to planning and payment to the local government (by benefiting owners) of a portion of land value increments attributable to planning.

Locally, Vancouver's Board of Trade had established both a City Planning and Beautifying Association (1914) and a Civic Improvement League (1916), initiatives similar to those being taken in many North American cities around that time, and the Board's Civic Bureau in 1917 undertook the drafting of a provincial planning act with Adams' assistance.⁴ For a brief time, the interests of the city's business community coincided with those of the nascent planning profession in the drafting of the legislation. The B.C. *Town Planning Act* was based on the legislation of the other provinces, some of which closely followed Adams' model Act, and seems also to have been influenced by standard planning and zoning enabling legislation that had been developed in the United States of America under the leadership of Herbert Hoover when he was the Secretary of Commerce.⁵ Harold Spence-Sales, a British planner engaged by the Central Mortgage and Housing Corporation in 1949 to examine planning legislation across

the country, noted that the various provincial planning acts were more similar to the U.K.'s Town and Country Planning Act than to any U.S. legislation.⁶

The B.C. *Town Planning Act* was a mere 9 pages in length, with 22 sections dealing with official town plans, zoning bylaws and town planning commissions. (Currently, Part 14 of the Local Government Act, dealing with planning and land use management, spans more than 130 sections).

Official Town Plans: physical focus, no public hearing

An official town plan prepared under the *Town Planning Act*, unlike an official community plan prepared and adopted today under Part 14 of the *Local Government Act* or an official development plan adopted under Part XXVII of the *Vancouver Charter*, could be adopted by a single Council resolution without a public hearing or referral of the plan to its town planning commission. But it had a similar effect as regards public works subsequently undertaken by the Council: such works could not be "in any manner inconsistent or at variance with" the official town plan – unless approved by a 2/3 vote of all members of Council following referral of the matter to the town planning commission for consideration and report if such a commission was in place. (Such *ad hoc* suspension of the consistency rule is no longer allowed.)

The fact that the plan is described in the Act as dealing with "the future physical development and improvement of the municipality in a systematic and orderly manner" was reflected both in the consistency rule as regards public works, and in further provisions empowering the Council to expropriate not only lands essential for the implementation of projects contemplated by the official town plan, but also additional lands that might be injuriously affected by the project, as well as any lands whose development could "prejudicially affect the full enjoyment of any building forming part of the project or the architectural effect thereof". Alternatively, the Council could obtain by expropriation a restrictive covenant or easement having the same effect. The public works orientation of these official town plans continues to be reflected in the language of the *Vancouver Charter* as regards official development plans, while the enabling legislation for official community plans under the *Local Government Act* has evolved from a focus on physical development to encompass general land use management policy, while broadening the consistency rule to apply to all subsequently adopted bylaws as well as public works.

The absence of any public hearing

requirement for an official town plan is particularly notable in the context of the B.C. government's current attempts to shift the focus of this type of public involvement from zoning bylaws to the OCP or ODP. The authority to adopt an official town plan included authority to designate the boundaries of zoning districts and their associated regulations, though the creation of legally enforceable land use restrictions required a zoning bylaw enacted under separate provisions of the Act. Perhaps the hearing requirement associated with that zoning bylaw was considered sufficient procedural protection for property owners in towns and cities whose official plan descended to this level of detail. There was in neither the *Town Planning Act* nor in the Commission of Conservation's model planning legislation any suggestion of broad public involvement in the preparation of an official plan, such as is contemplated by the OCP and ODP consultation obligations in Part 14 of the *Local Government Act* and Part XXVII of the *Vancouver Charter*. With the establishment of the Town Planning Institute of Canada in 1919, a new profession claiming expertise in land use

management was on hand, and the deference to public opinion in planning matters that many municipal councils would be demonstrating by the end of the century would not likely have been imagined as the *Town Planning Act* was being prepared.

Part 2 of this article will be published in the Fall 2025 issue of *Planning West* magazine, and will deal with the *Town Planning Act's* provisions for zoning bylaws and town planning commissions.

Bill Buholzer, FCIP is a retired municipal lawyer. He has taught planning law at the UBC School of Community and Regional Planning, and at Vancouver Island University, and is the author of *British Columbia Planning Law and Practice*.

¹Harold Kalman, *A History of Canadian Architecture*, Oxford University Press, 1994, p. 637.

²See ss. 54(224) to (227) of the 1924 *Municipal Act*. Point Grey Municipality's Town Planning Bylaw No. 122, possibly Canada's first zoning bylaw, was enacted in 1926 in reliance of these powers; the Legal Update in *Planning West* (Fall 2011) describes a property owner's successful challenge to the validity of this bylaw.

³*Shaughnessy Heights Building Restriction Act*, 1922, S.B.C. 1922 c. 87. The law reports from the 1940s, 1950s and 1960s include several cases in which the association enforced restrictions against non-residential uses of detached dwellings.

⁴S.E. Corke, "Land Use Controls in British Columbia", Centre for Urban and Community Studies, University of Toronto, 1983 at pp. 50-51.

⁵Standard City Planning Enabling Act, U.S. Government Printing Office; Standard State Zoning Enabling Act, U.S. Government Printing Office. Each of these publications was revised from time to time through the 1920s.

⁶Spence-Sales, Harold, *Planning Legislation in Canada*, Central Mortgage and Housing Corporation, January 1949, at pp. 29-30. Spence-Sales prepared this report while teaching in the School of Architecture at McGill University. He would go on to establish a successful planning consultancy on the west coast in 1970.

⁷A footnote to the U.S. Department of Commerce Standard State Zoning Enabling Act asserted that both "parties in interest" and citizens generally should have an opportunity to be heard because "it is right that every citizen should be able to make his voice heard and protest any ordinance that might be detrimental to the best interests of the city" – not, it may be noted in relation to the NIMBY phenomenon, detrimental to their own best interests.



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When the Community is the Classroom

An engaged semester for SFU students contributing to visions for False Creek South's future

Mieke Boecker, PIBC Student Member

In the fall of 2024, SFU's Master of Resource Management (Planning) students partnered with False Creek South Neighbourhood Association (FCSNA) for a community-centred course in the theory, practice, and methods of what's driving and what's hindering effective community planning today. Taught by Dr. Meg Holden, the course, *Sustainable Community and Regional Planning*, offered a view into the legacy, relevance, and critical moment currently faced in Vancouver's False Creek South (FCS) neighbourhood for the future of community planning. Students contributed by researching four areas of planning that complement FCSNA's interests and planning principles.

FCS was established as an experimental, socially-mixed neighbourhood on reclaimed industrial lands in the 1970s, and has since become well-known for its affordability and liveability. The liveable character of the neighbourhood resulted from the intentional establishment of equal portions of co-op housing, strata condominiums, and non-profit rental housing (one third each) and providing a range of unit sizes to meet the needs of a diverse demographic, including families, seniors, and singles.

The dilemma which the FCS community faces is that most of the leases for the buildings in FCS are due to expire over the next 10 to 20 years, with some already having expired without guarantee for lease renewal. This has generated a lot of anxiety around housing security in the community.

*RePlan was established as a committee of FCSNA in 2010 to negotiate lease renewals as well as enter into dialogue about land use and community planning decisions to preserve and enhance the FCS community during redevelopment. To date, the issue of lease renewals has not been resolved, putting collaboration between *RePlan and the City on hold. Despite this, *RePlan continues to explore options for independent, community-based planning projects.

We were lucky to have Robyn Chan, Project Manager of *RePlan, as our community contact throughout the semester to guide the direction of the four projects. Robyn both works and lives in FCS with her family, and her insights on the community's values and aspirations were invaluable.

The Student Projects

To complement the community planning work being carried out by *RePlan, students contributed to four areas of research:

- Inclusive, engaged, and self-determined governance in FCS
- Development of more-than-human nature
- Redesign that reflects culture, diversity, and community
- Blue-green, climate smart resilience

The projects were developed and refined from October to December and a final ideas mixer was held in January to present and discuss each group's findings.

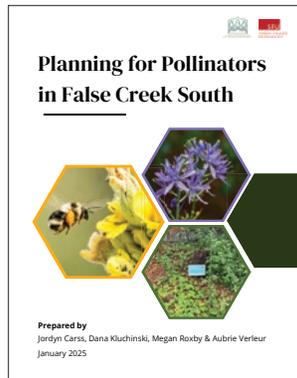
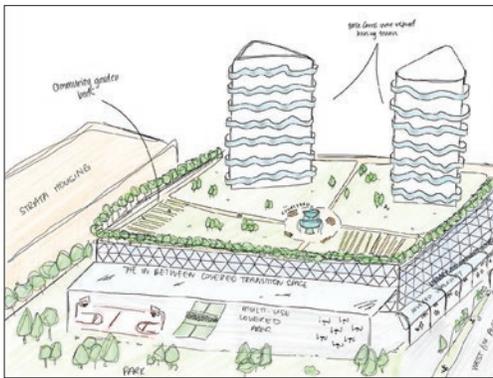
RISE2050, by Nadia Drissi El-Bouzaidi, Saaib Choudhry, and Jiaqi Zhang, investigated how sea-level rise could be factored into planning in FCS. The group conducted a systematic case study review of coastal adaptation plans from Canada, the U.S., Singapore, and the Netherlands. Care was taken to also consider Indigenous worldviews, values, and approaches by reviewing the three Host Nations' climate action plans.

Adaptive trigger-based planning stood out as a worthy approach to look into. This approach has been in use in Santa Cruz, California, and involves identifying thresholds or tipping points that trigger a dramatic increase in vulnerability. Continuous monitoring of identified triggers allows for a more coordinated response. For example, monitoring the distance between a cliff's edge and a walking path, beach width, and sea cave thickness provides a mechanism by which planners and community members can make more informed decisions about the state of the surrounding environment and potential community impacts.

Another way in which we need to plan for our communities is by thinking carefully about how to balance planning for density with maintaining community character. *Re-Imagining Community Living*, by Christina Gemino, Alli Di Giovanni, Sophie Heller-Marx, and Sara Yip, provided a design vision for 600 Moberly Road, an existing parcel of City-owned land in FCS. The vision proposes developing a public

"I was so impressed by the thoughtfulness and work that each group put into their reports and presentations. Each was grounded in what they had heard from community members, incorporated wisdom from the Host Nations on whose land we live, and were both practical and imaginative. We were presented with an incredible suite of opportunities, and so many new ideas to say "yes" to, and incorporate into our collective visioning. As a community organizer, it was so meaningful to see how each group engaged with the community and created space for residents to see themselves in the future of their neighbourhood. That is no easy task, and I'm grateful to everyone for seeing the value in taking the time and effort to engage with residents, and for gifting our community with new possibilities."

– Robyn Chan, *RePlan Project Manager



1 Reimagining Community Living: The library and the public and private greenspace and plazas and the podium resident towers

2 Planning for Pollinators in False Creek South Cover

3 FCS Field Trip October 2024



library building with affordable housing units up top in addition to a plaza and community greenspace, which will benefit not just FCS residents but also surrounding neighbourhoods.

Vivid “imagine it” narratives and visual depictions of the proposed design helped bring the vision to life. Graham McGarva, a long-term resident of FCS and architect by profession, praised them as “the best architectural renderings that I’ve seen in years”, owing to their playful and intentionally imprecise design which creates room for a community to see itself reflected in the design and is malleable enough for it to continue to be shaped by the community it is proposed to.

Following the technically and visually adept work of the Moberly Drive vision, Rooted in Place ventured into the more abstract realm of the planning process. Jordan Wilson, Piper French, Roz Shepherd, and I sought to identify how *RePlan can continue to mobilize support in the community planning process for FCS. This was done by first identifying the main interest groups that would need to be taken into consideration (FCS community,

Host Nations, Vancouver public, and the City of Vancouver) and researched engagement approaches relevant to each group.

To build social capital within the FCS community, also known as bonding, a photovoice initiative was recommended, as this could simultaneously serve as a way to collect data on community planning values. The engagement approach that was recommended for bridging social ties with the Host Nations on whose land FCS resides, was to plan a community feast, fostering grounded human connection through the sharing of food. The most feasible option for engaging with the Vancouver public was identified as setting up a booth on the sea wall to engage with passersby and inform them about how they can get involved in the community planning process. As engagement with the City of Vancouver is currently on pause, the recommendation for engagement centered around *RePlan continuing to advocate for values-based planning that demonstrates benefits for both the FCS community and the City of Vancouver as a whole, considering that FCS is on public land.

Planning for Pollinators, by Jordyn Carss, Dana Kluchinski, Aubrie Verleur, and Megan Roxby, took a deep dive into the world of more-than-human planning, which advocates for the creation, restoration, and enhancement of natural areas not just for human benefit, but also that of non-human species. The relational approach it fosters between humans and the natural environment means that it also offers opportunities for collaboration and relationship building with local First Nations, whose world-views are grounded in this kinship relationality.

Pollinator habitat planning is already underway in FCS, with several volunteer groups working to create a pollinator corridor across the neighbourhood. The report provided *RePlan with a comprehensive overview of the City of Vancouver’s greenspace and biodiversity commitments, a compendium of pollinator habitat best management practices, and a list of funding opportunities, in the hope that this will equip them with a strong argument for the inclusion of pollinator habitat in the redevelopment of the FCS community, one that the City of Vancouver won’t be able to ignore.

At the end of the day, the four projects not only shed light on the technical question they sought to answer (“how does this approach help *RePlan make a stronger case for its planning principles in the redevelopment of FCS?”) but they generally addressed the question of what constitutes community resilience. The answer seems to lie in the acknowledgement and celebration of diversity, whether that be the diversity of unit sizes or amenity spaces, interest groups invited to the planning table, environmental indicators to guide adaptation planning, or non-human species being factored into planning decisions. Robyn Chan (*RePlan Project Manager) summed this sentiment up nicely at the end of the ideas mixer in saying that the projects reminded her that “the door is open to almost anything”.

Mieke is a second year Master of Resource Management (Planning) student at Simon Fraser University. Her research interests include nature-based solutions, urban forest management, and equity planning.

Towards a Shared Vision for the Island Rail Corridor

Coralie Breen PhD, RPP, MCIP, Saleh Sharif Tehrani, Johann Van Schaik, and Lindsey Fryett Jerke

Introduction

This article summarizes the efforts of one Regional District through 2024 to take a step towards the *development of a shared vision* for the Island Rail Corridor (IRC)—one step in a story that began long ago and will continue in the years to come. Here is the story of the Cowichan Valley Regional District's journey towards a shared vision for the Island Rail Corridor with First Nations and the public.

How Did We Get Here?

The story begins in 1871 when the colony of British Columbia was admitted into the Dominion of Canada with the construction of a railway a condition of admission. The Provincial Legislatures' Esquimalt and Nanaimo Railway Act granted a strip of land, between Nanaimo and Esquimalt Harbour to establish the railway. The lands were comprised of the traditional territory of many First Nations, as well as Indian Reserve lands. The exact conveyance was then entrenched in the Esquimalt and Nanaimo (E&N) Railway Act of 1875.

E&N Railway was built in 1886 and was sold to Canadian Pacific in 1905. In 1978, VIA Rail assumed operational responsibility for the E&N Railway passenger service. By the late 1990s, passenger operations transitioned to VIA Rail, while freight operations were sold to Rail America in 1998. In 2003, Rail America began plans to discontinue the rail operations. Acknowledging the significant socio-economic impact of the rail, the five Regional Districts and 14 First Nations that it served collaborated to establish the Island Corridor Foundation (ICF). The ICF's mission was to acquire, safeguard, and enhance the rail corridor on Vancouver Island.

Despite these efforts, in 2011, VIA Rail and Southern Railway suspended the Dayliner passenger service due to the disrepair of the railway. Then, in 2012, freight rail service stopped.

In 2015, Snaw-Naw-As First Nation began a process seeking the return of their Reserve lands. In 2021, a decision had not yet been made by Canada about the future of the corridor. The Court of Appeal of British Columbia set a deadline of March 14, 2023, to decide whether

it would fund restoration of rail service. On this date, a Joint Statement by Transport Canada and the Province of British Columbia announced that "reversion of the land bisecting the Snaw-Naw-As First Nation reserve is the first step in the process of developing a shared vision for the future of the corridor with First Nations" ^[1].

The Cowichan Valley Regional District's Process

On March 14, 2023, the Federal Minister of Transport and the Provincial Ministry of Transportation and Infrastructure committed grants to five Regional Districts, and 14 First Nations to support cooperative work across the various First Nations and Regional governments on Vancouver Island. With this announcement, the CVRD set out to explore the feasibility through a technical and planning lens, informed by public and interest holder feedback. The CVRD's process culminated in a report with an options assessment and recommended next steps which was accepted by the CVRD Board in February 2025 and reported back to the Province in March of 2025.

First Nations Engagement

"Consideration for how the Island rail corridor might be used in the future, and commitment to reconciliation, are inseparable." ^[2]

Within the CVRD, Cowichan Tribes, Halalt and Stz'uminus First Nation have bisected Reserve lands (lands which were removed from Reserve during the E&N Land Grants). These lands comprise 4.8km of the corridor and bisect four Reserves. Malahat First Nation and Penelakut Tribe are members of the Island Corridor Foundation and Ts'uubaa-asatx First Nation is a former member.

The CVRD set out to engage these Nations to collaborate and build relationships; to learn about each Nations' involvement in visioning; to learn about each Nations' interest in different uses; and, to coordinate efforts and work collaboratively *towards the development of a shared vision*.

Of the Nations with bisected Reserve lands, Cowichan Tribes and Halalt First Nation expressed a desire for the lands to be returned



Arbutus Tressel from the Vancouver Island's Longest Opportunity — CVRD Island Rail Corridor Video

Credit: CVRD

to their Reserve. Cowichan Tribes does not want a transportation use on these lands, and Halalt and Stz'uminus First Nation have not yet determined a preferred use. Malahat noted that the corridor may help alleviate challenges of the Malahat Highway and emergency risk, such as wildfire.

While a preferred future use for the corridor was not identified through discussions with First Nations, valuable feedback was received and a strong foundation for future collaboration was laid.

Option Assessment

Several options for a future use in the CVRD were assessed based on the technical analysis that included land use and transportation characteristics, and the outcome of engagement:

Rail: Reintroducing rail service in the corridor requires First Nations' interest in rail use on bisected Reserve lands to ensure a contiguous corridor. An estimate of the capital cost based on IRCCA's combined commuter and intercity service is \$1.3B^[3], while the ICF business case for a similar scope is \$460M^[4]. If a continuous route is not forthcoming, this option would require diversion around bisected Reserve lands.

Trail: A multi-use trail for active modes (walking, cycling, hiking) is estimated to cost \$55M. This would preclude rail in the future as



**Tzinquaw Dance
Group, from the Island
Corridor Video**
Credit: CVRD, Bone Creative

portions of the trail would be constructed on the rail bed as well as require the use of narrow tunnel and bridge crossing.

Rail & Trail: This option introduces a trail adjacent to the existing rail bed for active modes while enabling future rail operations (contingent upon First Nations' interest). The construction cost is estimated at \$129M. This option provides an interim use of the corridor while preserving rail opportunities when a business case and funding for such a service is secured.

Land Reversion: Conversion of Reserve lands bisected by the corridor within the CVRD to non-rail uses would require soil remediation, depending on the proposed future use.

Emergency Access: To accommodate alternative routing for road-based emergency vehicles within specific corridor sections would potentially require asphalt surfacing and a wider right of way to accommodate such vehicles.

Summary and Recommended Next Steps

It is important to highlight the requirement

for a contiguous rail corridor to operate a rail service. The rail corridor includes 4.8km within Reserve lands in the CVRD, and it would be extremely challenging and costly to secure alternative alignment around Reserve locations. If First Nations do not desire rail use on these lands, it will essentially make rail use unfeasible.

Furthermore, the rail corridor crosses various Regional Districts and other Reserve lands where similar issues (and potential corridor realignment challenges) would apply.

The re-introduction of rail would require integrated planning and the appointment of a regional and/or provincial body to oversee the planning, design, engineering, implementation, construction and operation of the rail service. This should be addressed with the other Regional Districts, affected First Nations, and the Provincial government prior to development of any business case.

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Learn More

Watch the CVRD Explainer Video [Vancouver Island's Longest Opportunity – CVRD Island Rail Corridor](#)

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Reinventing Company Towns: A 60-Year Journey from the *Instant Towns Act* of 1965

Jada Basi RPP, MCIP, LAI, CMC

It's been 60 years since the *Instant Towns Act* of 1965 was introduced by the Province of BC to transition resource-based company towns to newly incorporated municipalities. For six decades, fourteen instant towns with a combined population of fewer than 50,000 people at their peak have substantially contributed to provincial prosperity. Despite population fluctuations and generally trending downward, these towns hold untapped potential for renewal.

Company Towns

Across BC, workers support us behind the scenes, operating high voltage switches, hauling logs, blasting rocks, and pouring metal. Many of us take for granted the infrastructure needed to help deliver critical minerals and raw goods to market. In BC, companies and the creation of instant towns led these efforts.

Before the *Instant Towns Act*, we need to rewind to a previous legislation, the *BC*

Company Town Acts of 1919 and 1948. During this period, settlements connected to resource extraction sites were typically owned, operated, and managed by mining or milling companies that registered a community plan with the provincial government. "Companies built the towns" under this framework which included housing, hotels, hospitals and movie theatres. This was common in BC until 1964.

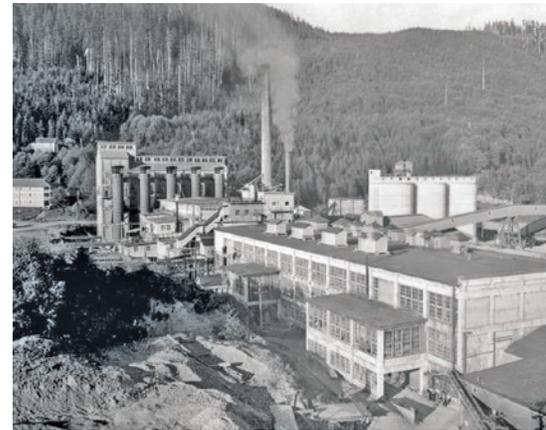
Life and work in company towns were challenging. Isolation, high labour turnover and social instability led to a rethink of settlement policies. It also raised questions of whether to maintain or decommission community infrastructure built by companies after they ceased operations. Many became ghost towns, while others transitioned into incorporated municipalities.

The *Instant Towns Act*

Between 1952 and 1972, the W.A.C. Bennett's Social Credit Government pursued a massive promotion of resource development across BC such as pulp and paper, mining, and hydroelectricity. An urban renewal program also emerged as part of this effort to transform old company towns into permanent communities with improved living standards. Dan Campbell, B.C.'s Minister of Municipal Affairs at the time, introduced the "instant towns" policy to UBCM in 1965. The *Victoria Times* reported:

"Industry can expect better relations with labour when labour is decently and attractively housed in settlements which guarantee adequate services and where life can take on the colour of modern living with amenities ... and the province as a whole will benefit ..."

The first instant town under the *Act* was Port Alice which incorporated on June 16th, 1965. The second was Gold River in August 1965. Other instant towns under the *Act* were: Hudson's Hope, Fraser Lake, Port McNeil, Mackenzie, Houston, Tahsis, Logan Lake, Granisle, Elkford, Sparwood and Tumbler Ridge. Several other communities received investment in highways, bridges, and rail during the same era to facilitate efficient resource extraction and transport.



Port Alice Pulpmill
Credit: BC Archives



Gold River 1981
Credit: BC Archives

Instant Towns of Mid-Century British Columbia

	Incorporation Date	Primary Industry
Kitimat	1953 (b)	Aluminum
Houston	1957 (b)	Lumber
Port Alice	1965 (a)	Pulp
Gold River	1965 (a)	Pulp and Paper
Hudson's Hope	1965 (a)	Hydroelectricity
Fraser Lake	1966 (b)	Molybdenum
Sparwood	1966 (a)	Coal
Mackenzie	1966 (a)	Pulp and Paper
Port Hardy	1966 (b)	Copper
Tahsis	1970 (b)	Lumber
Logan Lake	1970 (a)	Copper, Molybdenum
Granisle	1971 (a)	Copper
Elkford	1971 (a)	Coal
Tumbler Ridge	1981 (c)	Coal

(a) Instant Towns constructed by resource companies under the *Act*;

(b) Older settlements granted Instant Town status;

(c) Newer settlements built by companies utilizing the powers of the *Instant Town Act*.

The *Act* promoted long-term viability of resource towns by addressing social issues, town access, and economic diversification. It also intended to establish urban-rural relationships between instant towns across BC and corporate head offices in Vancouver.

Since no base population existed, the first Council was elected through special permissions in the Letters Patent, with an interim Council of primarily resource company managers serving for five years. During the early years, companies were the major employer, the primary landlord, and the local politicians.

For decades, instant towns and their peers fueled provincial growth. They also offered low-barrier, high-paying jobs. However, market conditions created patterns of ramp ups and curtailments. Between 1986 to 1990, BC's pulp and paper industry earned \$2.2 billion, but rising global competition and fine margins led to a \$2 billion loss over the following

15 years. Subsequent challenges, like the West Coast Energy crisis in the 2000s and timber supply issues tied to the mountain pine beetle infestation, further impacted these communities. Through many seasons, resource-based communities persevered with grit resulting in prosperity reinvested into provincial-wide programs such as education, health care, and social services.

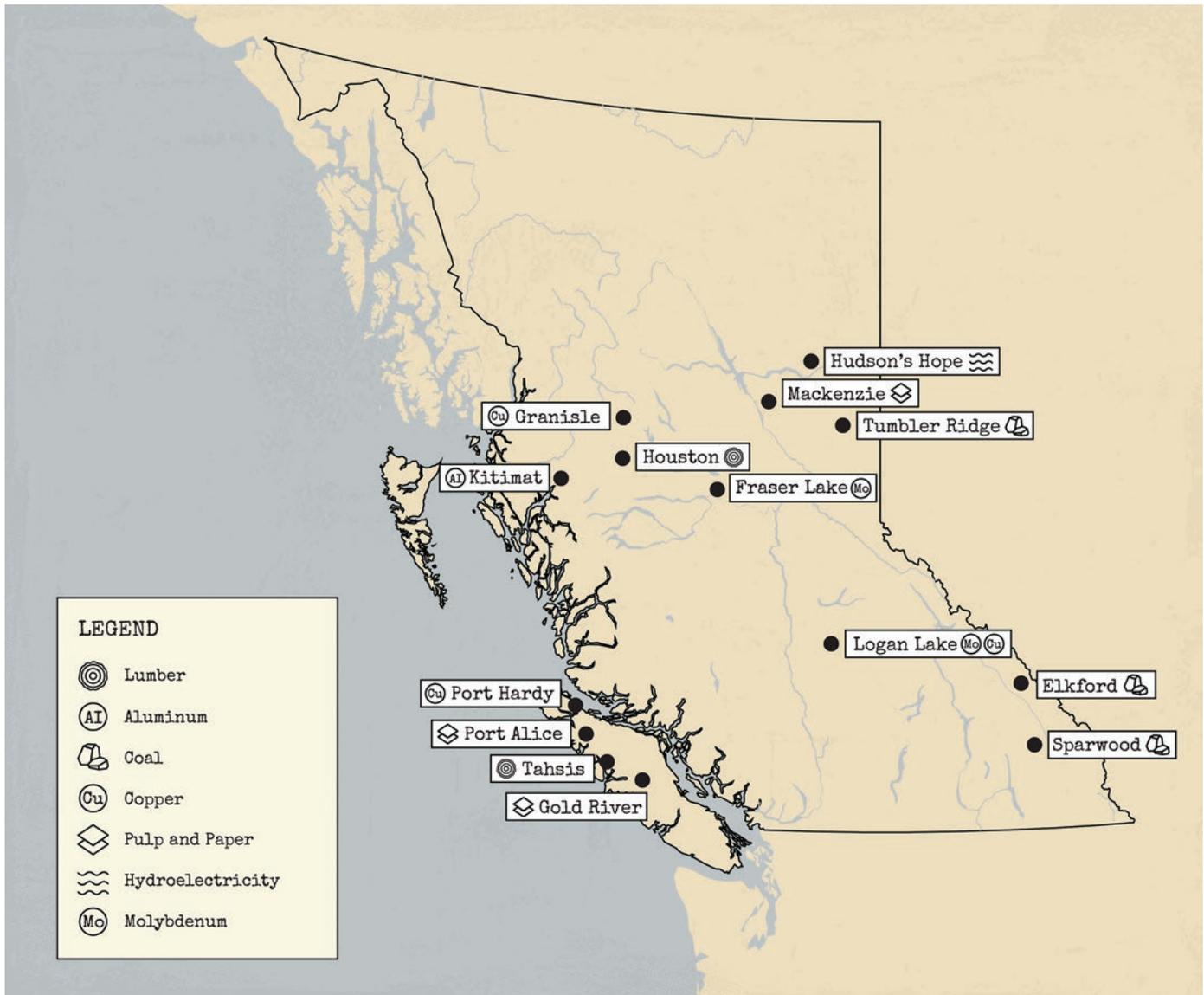
Issues and Prospects for Infrastructure Renewal

Resource towns provide significant provincial revenue through land-based resource development. However, not enough revenue has stayed in local communities to sustain them over these 60 years or ensure quality of life on par with the rest of BC. Instant towns experienced challenges to grow due to lack of sufficient revenue

which has impeded goals for sustainability and livability. Missing and outdated infrastructure, from fire protection to transportation, hinder the attraction of a skilled and stable workforce essential for supporting industries and community cohesion.

The *Instant Towns Act* was meant to ensure long-term community viability by improving livability and diversifying the economy but it hasn't transpired consistently. Kitimat has seen success with the introduction of LNG and modernization of their aluminum smelter (despite tariff and trade woes). The Granisle copper mine closed long ago, leaving no major employer, though mineral exploration may lead to future projects. Endako Mine near Fraser Lake is now on maintenance-only status, and West Fraser Mills shut down in 2024 after attempts to diversify the economy. Houston and Mackenzie mills also recently closed.

Downturns usually means tightening purse





< **Map of Instant Towns of British Columbia**

Credit: Talia Kerr

^

Hudsons Hope

Credit: Jada Basi

strings. In other words, there is less revenue for the provincial government to spend on major projects across BC (new hospitals, seismic upgrades, cultural programs, etc). It typically means deferring upgrades, too. The long list of communities across rural BC that scaled up their infrastructure alongside instant towns are now mid-century wonders. Many old bridges and rough roads have reached the end of their economic life and are limited in their capacity to transport goods and commodities to market, including international exports at a time when we need to expand trade.

Communities are working together to shift the pattern. For example, the Northwest Resource Benefits Alliance created a business case demonstrating their infrastructure needs to support regional development including port expansion, LNG, windfarms and mining. The First Nations Major Projects Coalition is supporting Indigenous-led and partnered projects across the country ranging from critical minerals to utilities. Indigenous-owned

projects, like Cedar LNG, are promising for economic growth and reconciliation. Innovative models are being developed, in former instant towns and other resource-based communities alike, in response to difficult times.

The Next 60 Years

The story of BC's instant towns is one of resilience, reinvention, and unrealized potential. These communities are vital links in BC's economic chain and nourishing their growth unlocks opportunities that ripple outward, creating prosperity and resiliency of BC as a whole. By revitalizing aging infrastructure, expanding amenities, and capturing resource-generated revenue to reinvest in these towns, the entire province stands to gain.

Jada Basi is a Principal with CitySpaces Consulting and Co-Chair of CIP's National Policy Working Group on Economic Growth and Resiliency.

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Tegan Smith RPP, MCIP
Vincent Chiu

Cities have long been celebrated as engines of innovation and prosperity. As Harvard economist Edward Glaeser writes in his 2011 book, *Triumph of the City*, cities make us "richer, smarter, greener, healthier and happier." Yet as British Columbia experiences a surge in population and a worsening housing crisis, it is essential to reexamine funding mechanisms for infrastructure that keeps cities functional—and who ultimately bears the cost.

Early 19th century cities were composed of haphazard road networks, incomplete sewer systems and contaminated drinking water. The challenges faced by early cities—disease, pollution, and inadequate infrastructure—taught us hard lessons about the importance of public investment. Today, communities around the world (including in BC) have largely overcome these issues, and now have clean drinking water, a functional sewer system and well-maintained roads. However, maintaining adequate funding to sustain and reinvest in this infrastructure remains an ongoing challenge, particularly as urban populations swell.

The History of Infrastructure Funding in BC

As we face today's challenges, examining the history of infrastructure funding in BC provides valuable context. When BC experienced rapid demand for housing after the Second World War, much of the infrastructure was paid through government borrowing. For example, one of the reasons for the Vancouver Charter in 1953 was to enable a municipality to borrow money without approval from higher levels of government. It allowed infrastructure costs to be paid over a long period of time.

By the late 20th century, however, debt financing was no longer the default. Cities increasingly turned to development fees—ushering in the now-prevalent belief that new growth should pay for itself through charges like Development Cost Charges and Amenity Cost Charges (DCCs and ACCs).

Today, building new infrastructure is more expensive than ever—and the situation is that pushing those costs onto developers often makes new housing financially unviable. According to a letter from Urban Development Institute to Metro Vancouver in October 2024,

This evolving skyline of Vancouver's Marpole neighbourhood reflects intensifying demands on city infrastructure. As urban populations grow rapidly, it is important that the longstanding notion that "Growth pays for Growth" is challenged—because it is at odds with today's infrastructure demands. Without significant investment from senior government, there is a risk of stalled progress and deepening the housing and infrastructure crises.

regional DCCs for apartment projects in the Vancouver Sewer District are set to jump 952%—from \$1,988 to \$20,906 per unit by 2027. That’s a \$3.8M impact to a 200-unit project. Add rising construction costs, new code requirements, and escalating taxes from all levels of government, and many projects are no longer financially feasible.

The Downward Spiral

Higher development fees reduce housing starts, leaving fewer housing starts to generate tax revenue from. To compensate, municipalities raise per-unit fees, further discouraging development—fueling a downward spiral that worsens the very problems the fees were meant to solve.

In the last 4 years, the average annual rate of population growth has nearly doubled compared to the prior 8 years. If housing starts were to keep up with population growth, the number of housing starts would have increased by 84,700 units (a nearly 50% increase), in the same period. But housing starts have not kept pace with demand and the housing crisis in BC has worsened.

Compounding the problem is the fact that today’s housing starts do not deliver the same capacity as those from a decade ago. According to CMHC, in 2013, there were 1.26 apartment housing starts for every non-apartment housing start in B.C. By 2024, that ratio had risen to 4.02, indicating a significant shift toward apartments, which typically have fewer bedrooms and less capacity to support population growth.

Although population growth in BC is expected to slow in the coming years, the province remains subject to a housing deficit. With record-high homelessness and rental rates that

are not affordable for many, pushing the cost of infrastructure onto new housing developments risks further exacerbating the housing crisis.

The infrastructure funding problem has created a dilemma for municipal and regional governments, and, in many cases, infrastructure has not been appropriately maintained. Overburdened systems are increasingly unable to support the growing population. According to a 2016 Union of BC Municipalities survey, only 24% of local governments had a formal asset management process in place. By 2022, that number had improved to 50%. Without sufficient reserves and capital planning to replace aging infrastructure, many municipalities have significantly increased development fees to keep up with escalating costs. Compounding the issue is a more stringent federal standard for sanitary waste disposal, which has significantly increased costs of new treatment capacity.

The Role of Senior Government

One of the fundamental challenges to reducing development fees is the lack of infrastructure investment from senior levels of government. Local governments have little to no control over population growth, yet they shoulder the costs. According to the Federation of Canadian Municipalities, “Municipalities own more than 60% of Canada’s core public infrastructure yet only collect between eight and ten cents of every tax dollar. This is unsustainable.”

The amount of senior government funding available to help with housing and infrastructure is relatively minimal. Federally, the Canadian Housing Infrastructure Fund is expected to provide \$590.7 M to BC over 10 years. Provincially, the BC Ministry of Housing

and Municipal Affairs’ forecasts \$1.54 B in spending for Budget 2025. Most of this funding is focused on housing construction, with far less directed toward infrastructure. Meanwhile, the BC government is projected to collect \$2.25 B in Property Transfer Taxes (PTT) this year alone (more than four times the natural gas royalties from the previous fiscal year). The province is extracting significant tax revenue from the housing market and only investing a portion back into infrastructure needed to support that housing.

If indeed it is in the public interest that future generations have access to appropriate housing, rethinking who pays for growth is no longer optional—it’s essential. There is an important opportunity for senior government to step up, with real investments in infrastructure.

Tegan Smith is a Registered Professional Planner and CEO of Channel Consulting.

Vincent Chiu is a student in Langara’s Post-Graduate Diploma for Applied Planning.

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CMHC: British Columbia — Historical Starts by Dwelling Type (In Census Metropolitan Areas, Census Agglomerations, and other, selected municipalities with at least 10,000 people) <https://www03.cmhc-schl.gc.ca/hmip-pimh/en#TableMapChart/59/2/British%20Columbia>

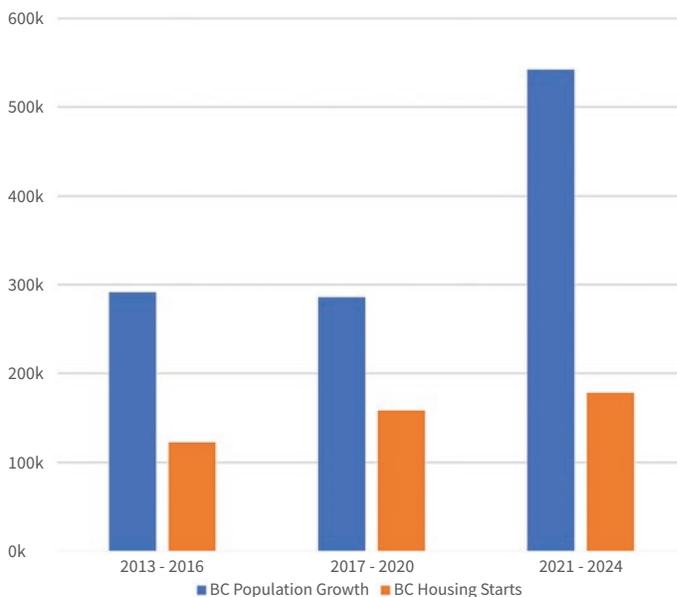
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Government of Canada: Canada Housing Infrastructure Fund <https://housing-infrastructure.canada.ca/housing-logement/chif-fcil/index-eng.html>

Government of British Columbia: Budget 2025 <https://www.bcbudget.gov.bc.ca/2025/default.htm>

BC’s Population Boom Outruns Housing Starts



Sources: Statistics Canada. Table 17-10-0009-01 Population estimates, quarterly, CMHC - British Columbia - Historical Starts

PIBC BOARD NOTES

On **March 7th, 2025**, the PIBC Board of Directors met in Prince George, BC.

It was acknowledged that the meeting was taking place on the unceded traditional territories of the Lheidli T'enneh First Nation.

DELEGATION

Dr. Tara Clapp RPP, MCIP of the School of Planning and Sustainability welcomed the Board to UNBC and provided an overview of the program's activities and recent developments.

MEETING MINUTES

The Board approved the minutes of the previous meeting held on January 31st, 2025.

PRESIDENT

Emilie K. Adin RPP, MCIP provided an update on various activities as President.

BOARD & GOVERNANCE

The Board discussed its meetings and records practices and noted that current practice is in line with the Institute's bylaws and statutory requirements. There was further discussion related internal tracking and monitoring Board resolutions and actions.

The Board discussed and approved the location and date for the 2025 Annual General Meeting (AGM), to take place on Friday June 13, 2025, in Vancouver, BC.

ADMINISTRATION & FINANCE

Executive Director Dave Crossley reported on the ongoing and key projects, initiatives, and activities at the PIBC office.

The Board reviewed the 2024 unaudited financial statements to December 31st, 2024, for information.

MEMBER PROGRAMS AND SERVICES

The Board discussed and allocated resources to support the participation of the Province of BC and BC Climate Action Secretariat at the upcoming PIBC annual conference.

INSTITUTE REPRESENTATIVE REPORTS & BUSINESS

Brief updates on the activities of the university planning programs at UBC, UNBC, VIU and SFU were provided by the Student member representatives from these programs.

COMMITTEE REPORTS & BUSINESS

Governance and Nominating Committee: The Board reviewed and approved the revised terms of reference for the Student Internship Program Committee, as recommended by the Governance & Nominating Committee.

Policy & Public Affairs: The Board also received an update on the work of the PLN including potential services beyond the PLN and potential funding considerations. There was further discussion related to ongoing and long-term government relations.

The Board also received an update on the implementation of the Professional Governance Research and Engagement Project, including the responses and outputs from the recently completed member engagement survey.

Communications: The Board also received an update on a media outreach proposal, including the potential development of a list of subject matter experts (SMEs) from the membership. It was noted that further that work by the Committee should be undertaken in this area.

Professional Standards & Certification: The Board approved the admission of a number of new members including 4 Certified, 7 Candidate, 4 Pre-Candidate, 2 Retired and 8 Students. The Board also noted a number of membership transfers, resignations and other changes.

LOCAL CHAPTERS:

The Board received an annual report and approved the release of annual seed funding for the Yukon Chapter. There was brief discussion regarding potential future conference locations.

OTHER BUSINESS:

The Board received and discussed a report on supporting a potential initiative related to emerging and diverse professionals, and it was agreed that further consideration of this possible initiative be referred to the Member Engagement Committee.

The Board also discussed potential approaches for raising the profile of the Institute and planning profession and agreed that this will be considered as part for future Board strategic planning discussions.

NEXT MEETING(S)

It was noted that there would be an additional Board meeting scheduled in the coming weeks to consider the 2024 audit, and that the next regular meeting would take place on June 10th, 2025, during the annual conference in Vancouver, BC.

On **May 12, 2025**, the PIBC Board of Directors met online by videoconference.

ADMINISTRATION & FINANCE

The Board received and approved the 2024 audited financial statements, auditor's report and findings as prepared by the Institute's external auditors. There were no substantive issues arising from the audit and it was noted that the Institute ended the year in with a small deficit.

It was further agreed that the Institute's current external auditors – Tompkins Wozny LLP, Chartered Professional Accounts – be recommended for re-appointment for the 2025 fiscal year at the upcoming AGM in Vancouver. It was also agreed that additional quotes for auditing services will be sought as part of 2026 fiscal year auditor selection and appointment process.

COMMITTEE REPORTS & BUSINESS

Member Engagement Committee: The Board endorsed the proposed member engagement actions and work to be undertaken at the upcoming annual conference in Vancouver.

There was discussion relating to externally produced online video content which aims to describe the planning profession and whether follow up by the Institute might be worthwhile.

NEXT MEETING(S)

It was noted that the next regular Board meeting would take place on June 10th, 2025, during the annual conference in Vancouver, BC.

PIBC AGM NOTES

The Institute's 2025 Annual General Meeting (AGM) was held on Friday **June 13th, 2025**, at the Sheraton Wall Centre in Vancouver, BC.

CALL TO ORDER, WELCOME & INTRODUCTIONS

President Emilie K. Adin RPP, MCIP presided over the AGM and welcomed members and guests attending. It was noted that a quorum was present. It was acknowledged that the meeting was taking place on the on the unceded traditional territories of the x^mməθk^wəyəm (Musqueam), S^kwxwú7mesh (Squamish), and səliłwətał (Tsleil-Waututh) Nations. It was also noted that voting for the Board elections had now closed.

APPOINTMENT OF SCRUTINEERS

Volunteer scrutineers were appointed to assist and observe the compilation and reporting of the Board election results.

MINUTES OF PREVIOUS GENERAL MEETINGS

Copies of the Institute's 2024 Annual Report, including the minutes from the May 8th, 2024, AGM, held in Nanaimo, BC, were distributed and are available on the Institute's website. The minutes of the 2024 AGM were approved as presented.

2024 ANNUAL REPORT OF THE BOARD & COMMITTEES

President Emilie K. Adin RPP, MCIP presented highlights from the 2024 Annual Report on behalf of the PIBC Board of Directors and the Institute's various committees. The Annual Report, including the 2024 Audited Financial Statements, is available on the Institute's website. Key sections of the report included:

- The President's Report
- The Executive Director's Report
- The Secretary-Treasurer's Report
- The Professional Standards & Certification Report
- The Professional Conduct Review Report
- The Governance & Nominating Report
- The Policy & Public Affairs Report
- The Planning Practice & Reconciliation Report
- The Justice, Equity, Diversity, Decolonization, and Inclusion (JEDDI) Report
- The Member Engagement Report
- The Student Internship Program Report
- The Continuous Professional Learning Report
- The Communications Report
- The Awards & Recognition Report
- The Local Chapters Report

- The National Affairs Report
- Board of Directors, Staff & Other Appointed Positions
- Committees & Volunteers – Thank You
- 2024 Audited Financial Statements

2024 AUDITED FINANCIAL STATEMENTS & APPOINTMENT OF AUDITORS

Secretary-Treasurer Sara Muir RPP, MCIP presented the audited Financial Statements for the 2024 fiscal year. A copy is also available as part of the Annual Report. It was noted that the Institute maintained an overall healthy financial position and ended the year with a small net deficit in 2024.

The Institute's auditors – Tompkins Wozny LLP, Chartered Professional Accounts – were reappointed as auditors for the current (2025) fiscal year.

REPORT OF BOARD ELECTION RESULTS & INTRODUCTION OF THE 2025 – 2027 BOARD

President Emilie K. Adin RPP, MCIP reported the results of the Board elections. It was reported that the following members had been elected to the PIBC Board of Directors for the 2025 – 2027 term:

President-Elect: Narissa Chadwick RPP, MCIP (by acclamation)

Certified Members: Eric Aderneke RPP, MCIP; Cleo Corbett RPP, MCIP; Eve Hou RPP, MCIP; Stacey Lightbourne RPP, MCIP; Zoë Morrison RPP, MCIP; Sara Muir RPP, MCIP; Alex Taylor RPP, MCIP; Andy Yan RPP, FCIP; and

Candidate Member Representative: Kristina Bell (by acclamation).

It was also noted that incoming President Kenna Jonkman RPP, MCIP assumed office automatically for the 2025 – 2027 term. Additionally, the immediate past President, and Student member representatives from each of the four accredited university planning programs in BC and Yukon participate at the Board as non-voting guests.

Incoming President Kenna Jonkman RPP, MCIP spoke briefly, including thanking outgoing President Emilie K. Adin RPP, MCIP and outgoing Board members, as well as welcoming newly elected Board members.

ADJOURNMENT

President Emilie K. Adin RPP, MCIP thanked the 2025 conference committee for their work on a very successful conference. It was noted that the next annual conference would be the PIBC 2026 Annual Conference in Penticton, BC. The many members who volunteered on behalf of the Institute over the past year were also acknowledged and thanked. The meeting adjourned.

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of National Day for Truth
and Reconciliation –
Collaboration in Planning.

October 29
Topic to be announced

November 26
Topic to be announced

December 3
Free Annual Webinar on Ethics
& Professionalism for Planners

Visit the PIBC Webinars webpage
www.pibc.bc.ca/pibc-webinars
for information on current webinars,
registrations and the latest
available recordings.

PIBC Peer Learning Network (PLN) Webinars

Join us starting in September
for a continuation of our
Peer Learning Network webinars
(eligible for CPL units).

September 16
Panel Dialogue about the
Cold Hard Truths About
Housing Development
and the Art of the Possible

Visit the PIBC PLN website www.pibc.bc.ca/pln
for the latest peer
learning-related webinars, updates
and resources.

MEMBERSHIP REPORT

MARCH 7, 2025

Welcome New Members!

Congratulations and welcome to all the new PIBC Members!

At its meeting of March 7, 2025, it was recommended to and approved by the Board to admit the following 4 Certified, 7 Candidate, 4 Pre-Candidate, 8 Student, and 2 Retired individuals to membership in the Institute as noted:

CERTIFIED:

Annie Booth (Reinstate)
Kathleen Gallagher (Transfer from APPI)
Eleanor Mohammed (Joint with API)
Mary Wong (Reinstate)

CANDIDATE:

Bruce Belcher
Pengcheng (Peter) Fang
Spencer Lamirand
Taryn Plater
Aylin Tavakoli
Megan Uglen
Andrea Witoszkin (Transfer from OPPI)

PRE-CANDIDATE:

Annie-Kate Arden
Sean Egan
Kavita Srinivasan
Meghan Woods

STUDENT:

Tatum Askew (SFU)
Christina Clark (UBC)
Ximena Diaz Lopez (UBC)
Arden English (SFU)
Mara Jelaena Ignacio (SFU)
Isabela Sipos (UBC)
Quinn Zaniol (SFU)
Trevor Scott (UNBC)

RETIRED:

Jay Bradley
Susan Stratis

Member Changes

It was further recommended to and approved by the Board to grant or acknowledge the following status changes for 3 Certified and 2 Candidate members as noted:

FROM CERTIFIED TO MEMBER ON LEAVE:

Patrick Foong Chan
Gregory Gebka
Andrew Seidel

FROM CANDIDATE TO MEMBER ON LEAVE:

Divyanga Ganesh
Da Wu

It was also noted by the Board that the following 4 Certified and 2 Candidate members had returned to active practice, thus returning to active membership:

FROM MEMBER ON LEAVE TO CERTIFIED:

Jessica Ball
Kerri Clark
Sian Mill
Alexandrea Wallace

FROM MEMBER ON LEAVE TO CANDIDATE:

Jenna Dallmeyer
Isabelle Kim

It was further noted by the Board that the following 17 individuals ceased to be members of the Institute.

Samantha Anderson
Chelsea Andrews
Nathan Andrews
Sawngjai (Dear) Bhokanandh
Bronson Bullivant
Holger Burke
Paige Campbell
Hazel Christy
Rachel Harrison
Gary Holisko
Alison Meyer
David Podmore
Jean Porteous
Wolfgang Schoenefuhs
Gwendolyn Sewell
Ray Tomalty
Mike Gau

FROM CERTIFIED TO MEMBER ON LEAVE:

Marvin Kamenz
Kailey Quirk

top, left to right

Kenna Jonkman RPP, MCIP
Narissa Chadwick RPP, MCIP
Eric Aderneck RPP, MCIP
Cleo Corbett RPP, MCIP
Eve Hou RPP, MCIP
Stacey Lightbourne RPP, MCIP

second row, left to right

Zoë Morrison RPP, MCIP
Sara Muir RPP, MCIP
Alex Taylor RPP, MCIP
Andy Yan RPP, FCIP
Kristina Bell

There is also non-voting guest participation at the Board by the immediate past President and representatives of the Institute's Student Members from the four accredited university planning programs in BC and Yukon.

For more information about the PIBC Board of Directors visit the Institute's website at: <https://www.pibc.bc.ca/pibc-board>



INTRODUCING THE NEW PIBC BOARD OF DIRECTORS FOR 2025-2027

PIBC held its bi-annual elections in conjunction with the 2025 Annual General Meeting on June 13, 2025, and is pleased to introduce the new 2025-2027 Board:

President



President-Elect



Members



Candidate Member Representative



PIBC's 2025-2027 Board members pictured at the 2025 Annual Conference.

from left

- Eve Hou
- Alex Taylor
- Stacey Lightbourne
- Narissa Chadwick (President-Elect)
- Andy Yan
- Emilie K. Adin (Past President)
- Cleo Corbett
- Eric Aderneck
- Kenna Jonkman (President)
- and Sara Muir (Secretary Treasurer)

Not pictured:

Zoë Morrison and Kristina Bell.



BRIDGE OF PEACE – TBILISI, GEORGIA

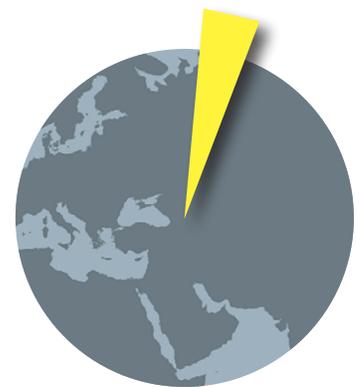
The Bridge of Peace in Tbilisi, Georgia, is a pedestrian bridge that spans the Kura River in the heart of Georgia's capital. It is recognized as one of the most prominent attractions and a symbol of progress and development, representing unity and harmony between Tbilisi old towns and its modern communities.

Inaugurated in May 2010, the bridge's contemporary design merges with the town's ancient history and reflects the spirit of cooperation, peaceful coexistence and reconciliation among different cultures in the aftermath of the 2008 Georgian–Ossetian conflict.

Designed in collaboration with the Italian architect Michele De Lucchi and French designer Philippe Martinaud, the bridge's construction features four solid steel supports and a stunning arch canopy made of glass, with its full length extending to 156 meters. Aside from its graceful and gentle curve design, covering the bridge and its crossing over the river (making it seem to float), this functional structure also features a meaningful LED-light installation designed by Philippe Martinaud.

The after-dark transformation of the Bridge of Peace is what truly sets it apart. Nightly, nearly 50,000 LED bulbs embedded in the roof and railings spark to life, bathing the walkway in animated patterns that uses Morse code to transmit an encoded message based on the chemical elements from the periodic table found in the human body. The installation's message is this: regardless of nationality, faith, or appearance, we are all composed of the same matter. Through this creative light show interpretation, the Bridge of Peace earns its name not just through symbolism, but through science.

It is through the physical graceful and modern design and the intrinsic meaning of its eye-catching nightly light show that the Bridge of Peace's true meaning continues to shine through.



Sources:

<https://eurasia.travel/georgia/tbilisi/peace-bridge/>

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