

Active building design

STEPPING UP HEALTHY BUILDINGS

Making central staircases more inviting by placing them in prominent locations with lots of daylighting and enough width to accommodate groups can help improve the health of people in larger buildings, City of North Vancouver planners say.

The same goes for secondary or back stairwells, which might encourage more people to use them if they had fewer locks and more windows.

The focus on stairs is part of a set of new building-design guidelines aimed at encouraging more physical activity, time spent outside and social interaction.

The city council holds a public meeting tonight on the guidelines, which are meant to be applied to rezoning applications for medium- to high-density commercial, residential and mixed-use buildings and schools and institutional uses.

As well as more “every-day” use of stairs rather than elevators, they also call for spaces for neighbours to meet, indoor amenity and outdoor recreation areas and gardening.

“Building form influences the way we move and interact in buildings,” says supporting material by planning technician **Mike van der Laan**, to be presented at the meeting.

It refers to a **Vancouver Foundation**

CONTINUED PAGE 7 >

Past head planners share thoughts

THE NEXT CHIEF PLANNER

By Karenn Krangle

As Vancouver’s chief planner, **Brian Jackson**, leaves his post at the end of this week, four of his predecessors made frank comments last week while evaluating city hall’s planning climate over the last three years.

Although they rarely mentioned his name or his position, **Ray Spaxman**, **Ann McAfee**, **Larry Beasley** and **Brent Toderian** made it clear that Jackson’s successor must be able to do things differently.

While they talked at length about the need to improve the process of public engagement, the city’s former directors of planning also said the relationship with city council has to change.

But they also had strong words about now-departed city manager **Penny Ballem** for controlling staff and stifling independence, and some expressed optimism that things could improve not only with the right head planner, but also a new city manager.

Moderator **Gordon Price**, who described the SFU event as “past planners discussing the city’s future,” said there needs to be a discussion on what kind of “culture of planning” the city should aim for.

CONTINUED PAGE 8 >

INSIDE

Highest honour

To David Suzuki

p 2 >

Joyce precinct plan

At urban design panel

p 3 >

Viaducts

Demo a go, province says whoa

p 4 >

UPCOMING DATES

NOVEMBER 2

Vancouver park board, 7 p.m.

NOVEMBER 3

Vancouver city council, 9:30 a.m.

NOVEMBER 4

Vancouver city council planning, transportation and environment committee, 9:30 a.m.

Vancouver city planning commission, 12:15

Urban design panel, 3 p.m.

NOVEMBER 16

Vancouver heritage commission, 11 a.m.

Vancouver park board, 7 p.m.

NOVEMBER 17

Vancouver city council, 9:30 a.m.

Vancouver city council finance and services committee, 12:30 p.m.

NOVEMBER 18

Vancouver city planning commission, 12:15

Urban design panel, 4 p.m.

NOVEMBER 24

Public hearing, 6 p.m.

NOVEMBER 30

Development permit board, 3 p.m.

DECEMBER 1

Vancouver city council, 9:30 a.m.

DECEMBER 2

Vancouver city council planning, transportation and environment committee, 9:30 a.m.

NOVÆ res urbis
VANCOUVER EDITION

Freedom of the city

SUZUKI GIVEN HIGHEST HONOUR

Scientist and leading environmentalist **David Suzuki** was awarded Vancouver's highest honour, the freedom of the city, Friday.

At a special ceremony in council chamber, Mayor **Gregor Robertson** described Suzuki as "an incredible Vancouverite" who has acted selflessly.

"He has been a tireless voice for what is fair and what is right and good," he said.

Suzuki was given a scroll noting council's resolution to give the award and listing his achievements that led to his "sharing West Coast values with the rest of Canada" and making science accessible.

Calling himself a proud Vancouverite by birth and choice, he said he is also proud Vancouver was the place **Greenpeace** and **David Suzuki Foundation** were born.

"I'm really committed to this place on Earth and really proud of what this city has become," he said, but added that "we have to know where we came from," and discussed racism against the Japanese and First Nations over the years.

"I say this not to rekindle shame or guilt but to reflect on how far we've come," said Suzuki, who recalled that he and his family were relocated to a camp in Slokan during the Second World War.

Musqueam elder **Larry Grant** recalled



WIKIPEDIA

hearing "upstart" Suzuki speaking on the radio at a time when most others weren't interested in the environment, but he raised awareness.

Suzuki said his **CBC** viewers and listeners were among "the tens of thousands who made my work possible."

He also praised city council for being "part of a massive global change.

"This progressive city council understands the importance of how we have to live together in a sustainable way," he said.

But Suzuki also talked about the "insanity of elevating the economy over Mother Earth itself."

"If we don't have air, we're dead in three minutes," he said. "If we breathe polluted air, we're sick."

Prior to the ceremony, Suzuki and council members planted a Western red cedar in the park on the north grounds of city hall. [nru](#)

Ian A.R. Graham, Publisher,
iang@nrupublishing.com

Karenn Krangle, Writer/Editor
karennk@nrupublishing.com

Jeff Payette, Layout/Graphics
jeffp@nrupublishing.com

Follow us on Twitter [@NRUpublishing](#)

CIRCULATION/ADVERTISING
irenak@nrupublishing.com
416.260.1304

Annual subscription rate is
\$389 + GST(BC).

Complimentary trial subscriptions
are available.

Advertising rates available
upon request.

NRU Vancouver Edition is
not to be redistributed without
the written consent of the
publisher.

NRU Vancouver Edition is
published 45 times a year by
NRU Publishing.

NRU Publishing Inc.
Vancouver Editorial Office
1350 Burrard Street, Suite 368
Vancouver, BC V6Z 0C2
T: 604.779.6135
F: 416.979.2707

Billings Department
34B McMurrich Street
Toronto, ON M5R 2A2
Tel: 416.440.0073
Fax: 416.440.0074

 **nrupublishing**
CITY OF TORONTO • GREATER TORONTO • VANCOUVER

Urban design panel

WORKSHOP ON JOYCE PRECINCT PLAN

Vancouver’s urban design panel holds a non-voting workshop with planners this week on the Joyce Collingwood station area plan, looking at land use, building forms and heights and other issues in the area around the SkyTrain station in the southeast part of the city.

The city has been going through community consultation on the area, which has seen slow uptake of rezoning done about 25 years ago and has come up with three options for future development (see *NRU* Oct. 26.)

The panel also reviews four rezoning applications this week.

[5189-5289 Cambie](#)

Ciccozzi Architecture has applied to rezone this six-parcel site at Cambie and 37th from RS-1 (single family) to CD-1 (comprehensive development) for two six-storey buildings with 134 dwelling units, including townhouses on the lane.

[6507 and 6541 Main](#)

Yamamoto Architecture has applied to rezone the site at 49th and Main from C-2 (commercial) to CD-1 for a six-storey mixed-use building with 75 secured market rental apartments and commercial uses at grade.



Model of project at 5189-5289 Cambie.

NRU PHOTO

[305 West 41st](#)

ZGF Cotter Architects Inc. has applied to rezone a three-parcel property at 41st and Elizabeth from RS-1 to C-1 for a six-storey mixed-use building containing 58 dwelling units and a new church to replace the one now on the site.



Model of project at 6507 and 6541 Main.

NRU PHOTO

[1037 West King Edward](#)

Shape Architecture has applied to rezone this site on King Edward just off Oak from First Shaughnessy district to CD-1 for a four-storey building with 36 secured market rental units. An open house on the project was held last week. [nru](#)



www.naiopvcr.com
604.601.5106

NAIOP Vancouver represents commercial real estate developers, owners and investors of office, industrial, retail and mixed use properties. NAIOP Vancouver provides strong advocacy, education and business opportunities and connects its members through a powerful North American network.

Demolition a go, province says stop

VIADUCTS ‘NOT DONE DEAL,’ PROVINCE SAYS

By Karenn Krangle

Vancouver city council voted narrowly last week to demolish the Georgia and Dunsmuir viaducts, but a provincial minister said the project is “not a done deal” because the city needs to negotiate with the **B.C. Pavilion Corp.** on access to BC Place.

Transportation and Infrastructure minister **Todd Stone** claimed that the city had not consulted with the B.C. government and PavCo, which operates the stadium, and wanted discussions with the city on access, soil remediation at northeast False Creek and other issues.

Stone also said the city didn’t “reach out” to PavCo, but Mayor **Gregor Robertson** said there had been “extensive meetings and discussions” with the crown corporation.

PavCo said in an Oct. 19 letter to council that there had only been “limited technical discussions” since 2013 and that it had only received the city’s technical studies in September.

City Councillor **Geoff Meggs**, who initiated the viaduct study, is not concerned about any delays in the project.

“We design and plan the city,” he told *NRU*, but said the construction of the new Georgia ramp would require an agreement with Pavco.

He said that is why so much work has been done to determine that the ramp is technically feasible. “Given the up sides for everyone, including the province, I’m confident agreement will be found,” he said.

PavCo CEO **Ken Cretney**’s letter said its main issues are maintaining operating and event access to the stadium and the new hotel-casino complex now under construction next to it, soil remediation, design of the ramp and parking under it, consultation with First Nations and street design.

Meggs said the next year will involve a lot of negotiations, including some bilateral ones between the province and **Concord Pacific**, the majority owner of lands to be developed, and others between the city and Concord, “and no doubt some with all three in the room.

“But there are wins for everyone, so I’m optimistic we’ll remain on schedule.”



Ownership diagram of viaducts area.

CITY OF VANCOUVER

He also said in council that the decision will simplify soil remediation on the former industrial lands.

Council voted 5-4 in favour of bringing down the viaducts after hearing from more than 60 speakers over two days.

Non-Partisan Association councillors **George Affleck**, **Elizabeth Ball** and **Melissa DeGenova**, along with Green Councillor **Adriane Carr** voted against.

Affleck, who said “the conversations with the province haven’t happened,” also questioned whether the cost of up to \$200 million is the best use of city funds. He said the city should make use of the land under the viaducts instead.

However Councillor **Raymond Louie** argued that staff have estimated \$73 million to \$90 million for seismic and other upgrading and so the net costs to remove the viaducts would be \$90 million to \$127 million.

Carr said community amenity contributions should not be used to pay to take down the viaducts.

Robertson said the long-awaited decision was the biggest one council has faced in the seven years he has been mayor and it makes sense to trade acres of land now used for traffic for sites that will help provide affordable and low- and middle-income housing and park.

“We’re basically trading a piece of infrastructure that’s under-used from a past century, a relic of failed

CONTINUED PAGE 5

Vehicles for hire bylaw

NO NEW TAXI LICENCES

By Chris Rose

Vancouver city council voted unanimously Thursday to maintain a moratorium on new taxi licences for the next 12 months.

Council also turned down a staff recommendation to approve permanent licences to 99 Vancouver cabs currently only operating late on weekends in the downtown entertainment district.

In addition, council rejected a staff suggestion that permanent licences be issued to 38 suburban taxis to pick up in the city's downtown entertainment area during weekend peak times.

Councillor **Geoff Meggs** said in an interview Friday that council has asked B.C. Transportation Minister **Todd Stone** to deal with **Uber** and other controversial ride-sharing programs since applicable regulations are a provincial responsibility.

Meggs said council also wants Stone, through the Passenger Transportation Board, to approve 58 wheelchair-accessible cabs for the city.

Vancouver currently has 588 full-time cabs and its taxi total is roughly in the middle range of other Canadian cities.

Chief licence inspector **Andrea Toma** told council Oct. 21 the city needs to conduct further research on ride-sharing programs before staff can make a recommendation.

She said discussions need to be held with Metro Vancouver and other regional local governments, the provincial regulator, ICBC, disabled and seniors' groups, **Port Metro Vancouver**, **Tourism Vancouver** and the taxi and ride-sharing industries themselves.

During the 4.5-hour meeting, **Michael van Hemmen**, policy manager for **Uber Canada**, said ride-sharing programs are becoming a global phenomenon. He said Uber currently operates in 347 cities and 64 countries.

Van Hemmen said Uber now has more than a million rides per month in Canadian cities where it is already operating. [nru](#)

VIADUCTS 'NOT DONE DEAL'

CONTINUED FROM PAGE 6

transportation policy for an improved road network that can serve a dense new northeast False Creek neighbourhood and connect the downtown and Chinatown and the neighbourhoods to False Creek," he said. "It's yes to being a city that learns from its past."

Meggs and other council members credited city staff for their work and research and to architect **Bing Thom**, who paid for an analysis of possible viaduct removal.

He said the decision would "turn the page on a really long chapter in Vancouver's history."

"It points to a very different and better future for this critical area. It opens up a world of possibilities right at the heart of our modern city and reconnects historic neighbourhoods including Chinatown and the Downtown Eastside to emerging communities, Yaletown, Downtown South, the Olympic Village and downtown.

Meggs also said former mayors **Mike Harcourt**, **Larry Campbell** and **Philip Owen** endorsed viaduct demolition two

years ago, as have previous directors of planning.

Redevelopment of remaining undeveloped properties in the northeast False Creek area, parkland and public-realm improvements such as a seawall extension are also part of the plan. Council also agreed that amendments to the False Creek North official development plan, a revised public benefits strategy, a funding strategy and establishment of a community stewardship group should come first.

Viaduct-related work will then start with the development of replacement road network, including a two-way, four-lane ramped extension of Georgia between Beatty and Pacific. That street will be reconfigured to run along Pacific, Prior to Gore, then southeast through the False Creek flats to Clark Drive. The connecting arterial is likely to be either Malkin or National.

That issue was of concern of a number of speakers who said using Malkin as that arterial would hurt the popular Cottonwood Gardens. [nru](#)

Vancouver International Airport

FOURTH RUNWAY 'NOT NEEDED'

By Chris Rose

Vancouver International Airport (YVR) experienced its busiest 100 days ever during this past summer, with more than 75,000 passengers a day, a downtown business luncheon was told Thursday.

Craig Richmond, President and CEO of the **Vancouver Airport Authority**, also said YVR, Canada's second biggest airport, expects to welcome a record 20 million passengers this year and 25 million by 2020.

Speaking to the **Vancouver Board of Trade**, Richmond added that airport forecasting shows YVR could expect almost 40 million passengers in 2035, with 325,000 aircraft movements and 350,000 tons of cargo.

Despite that growth trend, he said the airport will not likely need a fourth runway "for the conceivable future" but the existing terminal complex — which is B.C.'s largest building — will need further expansion if YVR is to efficiently handle 25 million passengers a year.

The non-profit airport authority began working on a new master plan in 2014 which is designed to reflect projected changes

to YVR between 2017 and 2037, with a longer look at issues and trends that might impact the airport's operations up until 2057.

YVR, which has received the Skytrax World Airport Award for best airport in North America six years in a row, says reaching 25 million passengers would add 5,000 to 7,000 more direct jobs at the airport, generating more than \$2.7 billion in gross domestic product and more than \$800 million in tax revenues to local, provincial, and federal governments.

In addition to servicing B.C. and Canada, the airport, located on Sea Island in Richmond, focuses on flights to and from Asia, Europe and Latin America.

Richmond added the airport, which opened in 1931, is committed to protecting the environment.

YVR aims to reduce its greenhouse gas emissions by 33 per cent of 2012 levels by 2020 while reducing potable water consumption by 30 per cent.

The airport also aims to reduce waste by 50 per cent of 2015 levels by 2020. [nru](#)

METRO VANCOUVER NEWS

Goods movement study

The Metro Vancouver board voted Friday to direct staff to study ways of improving the movement of goods — and moving them more safely — through the region.

Staff told the board that the study also has to do with plan for marine-terminal expansion at Port Metro Vancouver.

"Specifically, local governments have longstanding concerns about the adverse effects that rising container traffic has on communities (i.e., road congestion, safety, noise) and on the region as a whole (i.e., air emissions, pressures on industrial and agricultural lands)," a report said. "The interest in goods movement demonstrates the need to have a systems and regional perspective on problems, solutions, and impacts."

Delta Mayor **Lois Jackson** said there are too many empty containers travelling through the region and that they do not add anything to the local economy as full ones do.

She and Port Moody Mayor **Mike Clay** said no one seems to know where the goods are coming from.

Jackson said the region needs to improve efforts to help boost the inland terminal at Ashcroft.

"If they don't have support from Metro Vancouver, where are they going to get it from?" she said.

White Rock Mayor **Wayne Baldwin** expressed concern about the movement of dangerous goods through communities.

But Metro board chair **Greg Moore** said a further study of dangerous goods, with input from first responders, is a separate project.

The study would also look at regional interests in transportation, environment, industrial lands, agricultural lands, health, economic issues and cost-sharing with other agencies, and would involve discussions with senior governments and various stakeholders, such as the port and TransLink, and staff would report back in 2017. [nru](#)

VANCOUVER BRIEFS

[SFU talk on resilient cities](#)

How to shift to renewable energy while ensuring a city's resiliency is the topic of a Simon Fraser University event today.

The event, part of SFU's Carbon Talks series, looks at changing planning and building of cities and the way they consume energy while considering the impacts of climate change and extreme weather.

University of B.C. professors **Larry Beasley** and **Stephen Sheppard** are the speakers.

Beasley, also one of Vancouver's former chief planners, is "Distinguished Practice Professor" of planning at UBC's School of Community and Regional Planning, and Sheppard is director of the UBC Collaborative for Advanced Landscape Planning.

The event, at 12:30 p.m., is free but there is a waiting list for tickets.

Visit: <http://www.eventbrite.ca/e/resilient-renewable-cities-tickets-18801567996>

[Open house for Kuma tower](#)

An open house is scheduled for Tuesday on Westbank/Peterson's rezoning application for a curving mixed-use tower by celebrated Japanese architect **Kengo Kuma** at 1550 Alberni.

The building, for **Westbank Projects** and **Peterson Investment Group** at Alberni and Cardero, is a 43-storey tower with 188 dwelling units with retail at grade, elevated gardens and other extensive landscaping.

It will have a metal

facade with wooden balcony enclosures and a shifting form.

The developer held an open house in July (see *NRU*, July 6) with display boards and a model, but did not allow any photos to be taken.

This is the first North American high-rise project for Kuma, who is working locally with **Merrick Architecture** and **James Cheng Architects**.

The open house is from 5 to 8 p.m. at the site, 1550 Alberni, second floor. [nru](#)

STEPPING UP HEALTHY BUILDINGS

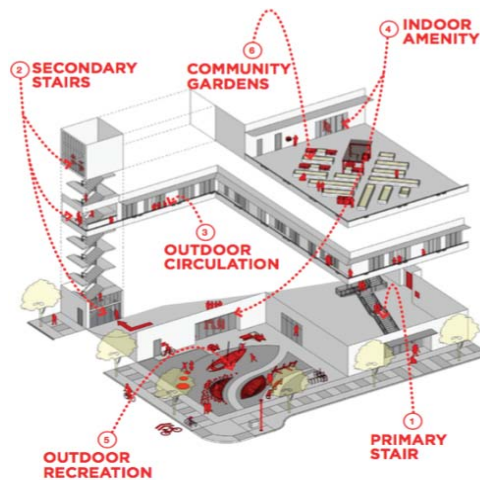
CONTINUED FROM PAGE 1

study that found more apartment dwellers, especially renters, never chat with neighbours, compared to people living in townhouses or single detached houses.

That situation could be improved through individual outside entrances and common areas, including children's play, community gardens and other places for recreation, it says.

The active design guidelines were presented to the council last month by van der Laan, who said in a report they "would assist developers in improving the usability and livability of new development projects and enhance residents' ability to incorporate healthy activity into their regular routines, thereby improving community health."

The guidelines are related to year-old "green building" amendments to the city's zoning bylaw, which also focus on energy efficiency including solar heating, recycling and water



CITY OF NORTH VANCOUVER

diversion and urban agriculture.

The amendments relating to active design encourage project teams to make primary staircases visible from the entry with "no turns or obstacles" to prevent their view or accessibility. These staircases should also be open to the surrounding floor area or have transparent glass on each level. As well, signs are to be posted at elevators encouraging people to use the stairs.

Other amendments encourage rooftop gardens and green walls and also allow for extra building height for solar collectors and green roofs.

The council meeting starts at 6 p.m. but the active-building item is well into the agenda. The meeting will also be live-streamed.

The guidelines are included in the agenda package, at: <http://www.cnv.org/~media/E3CE5D66CB8E44FE8FDD1997CBE2F489.pdf> [nru](#)

THE NEXT CHIEF PLANNER

CONTINUED FROM PAGE 1

The former head planners all agreed that their new successor needs to work once again with his or her staff as a team and also be involved with the region on planning.

They also talked about the political climate and the now-corporate structure at city hall.

A GOOD LISTENER AND LEADER

But above all, they said, the new chief planner must be able to listen to the public and not be afraid to speak out and be truthful.

“I don’t know if we’re all ready to write some kind of manifesto to send to city council about the chief planner,” said Beasley, who was co-director of planning from 1994 to 2006. “But I do believe that the ability of the planner to be able to speak her or his mind honestly, directly is important. I actually think it’s more important out in the community as well as at council.”

Toderian (director of planning from 2006 to 2012) said he had worked in a climate where disagreeing with the leadership had been discouraged.

“That doesn’t stop you from saying the right thing, you still say it, you still do it, you still act on principle and you do your job,” he said. “And you’re never so afraid to keep your job that you don’t do your job.”

McAfee (co-director with Beasley) said the person who is hired must first listen and then lead.

“I certainly think the new planner needs to learn about Vancouver and some of the directions ... and listen particularly to the community, who is very knowledgeable, and then lead in some of the new directions that will try and make sure that Vancouver remains one of the most livable and sustainable cities in the world,” she said.

Beasley called for “a person who inspires, a person who goes out and fights for that planning. A person who establishes that it’s necessary, not wait for some politician to tell you they want it.

“I want a planner in this town who has a vision for this place, who has a vision for great cities, who knows what good cities are about, who knows when it doesn’t work and will push that forward and inspire all those planners in that organization that he or she leads to do the best possible work they can do.”

Spaxman (director of planning from 1973 to ’89) indicated that council will have to sort through a number of attributes to find a new planning leader.

“They have an opportunity now to do something very profound,

and that is, bring a planner in who is a planner,” he said. “How do you pick a leader? A leader has to have a combination of human skills, leadership skills, communications skills and the ability to handle a council, which is tricky business, but it is changing.

“I think federal, provincial, regional, city political systems are changing. People have had enough. They’re feeling it. I think the last election proves there’s a wind of change and we can catch that wind.”

PUBLIC ENGAGEMENT

Beasley, who said Vancouver has not had proactive planning in the last few years, called for a renewed commitment to public engagement in planning in Vancouver.

“We have to let the city be the result of that public engagement, not just a little bit of window dressing on the side, which I think it has become,” he said, add that what works is collaboration and partnership with residents.

“But what I think doesn’t work is when you go out and talk to people and they all develop a plan and then it goes back to city hall and city hall says no, it’s not good enough and we’ll just do what we want to.

“Then people feel upset, angry. They feel abused.”

He also said the chief planner needs to be a good communicator.

“It frightens me when I’m invited as an old has-been codger from the past over to a neighbourhood because no one in the planning department or the director of planning will come and talk to them,” he said. “No one will tell them how the process might work. No one will listen to them, and then you have processes where everything happens and no one is around and then the planners decide to do something else.”

THE REGION

Both Toderian and Spaxman talked about the new head planner also having a regional role and needs to deal with bigger political realities.

“But a lot of the city-making and the region-making that seems to be done right now is being done by provincial ministers, it seems, or by the premier,” Toderian said. “When you look at impacts of issues like the transit referendum or decisions being made right now about the future of the ALR that are fundamentally affecting the nature and future of our region, not just our city.

CONTINUED PAGE 9 

THE NEXT CHIEF PLANNER

CONTINUED FROM PAGE 8

“I think it’s a legit question to ask about whether we still care about strong, smart planning in this region, whether it’s still part of our identity. I’m quite nervous about that.”

Spaxman agreed. “And that’s because the primary impact on this city is going to come at a much higher level than the city’s concerns,” he said. “And if we don’t get in harmony with the Metro planning organization, and if they don’t get themselves organized, too, we shall be facing disasters from globalization, economic, environmental and social changes that are far bigger than homelessness or converting the residential areas.”

THE CORPORATE CLIMATE

The panel discussed the fact that the city is also now looking for a new city manager, and commented on how former manager Ballem may have affected planning.

Spaxman said that while she may have been hired as a strong manager to help the city out of financial difficulties at the Olympic Village, “she waved her fingers at everybody because she was the only one who knew anything.”

He said he had been at meetings where “Brent would be told to shut up because it wasn’t council’s policy. So what that did was denigrate the whole of the staff.”

Toderian, the only one of the four to have been fired, agreed “that city manager was the real author of an entirely different culture at city hall.

“And it was the city manager that created a culture of don’t disagree, or else you will pay the price, keep your head down, there’s only one smart person in the room and it’s not you.

“And there is an opportunity now for this Vision council, that’s been in place for quite a while, to realize that staff really are on their side and nobody’s trying to keep them from being the political leaders they want to be, but we’re a team. Staff and council are a team.”

McAfee said the “really interesting council priorities” had been led by planning department or co-managed with other departments.

“Today those exciting projects — I call them fun projects — are being managed out of the city manager’s office — housing, housing projects, the greenest city initiative, a lot of the inter-government relations,” she said. “So there is a question about what the planning department has left on its plate that council’s interested in.”

She also observed that the director of planning had been renamed the general manager of planning and development.

“Now this is quite different from what Larry and I were,” she said. “We weren’t a general manager. General manager means you sit at the corporate management table.

“I’m concerned about the general manager having time taken away from planning.”

She also said development had been handled by other departments at city hall. (Planning and development were brought together in the last few years partly to provide a one-stop service to builders, developers and others seeking permits.)

ROLE OF CHIEF PLANNER

Toderian and Beasley talked about how dynamic the role of chief planner should be.

“Many city halls out there want their planners to be quiet, want their planners to go along with the political will, to play the game of credit and blame, instead of being politically independent,” Toderian said. “And I think our Vancouver city hall has to ask themselves that question now, what kind of planner do we want?”

He also aimed directly at Jackson for his complaints over comments by former planners.

“We have to crush this narrative that’s been started recently that ex-planners should shut up,” he said, adding that he had “tremendous respect for the work that the people before me had done.

“The past planners are critical of some of the things the new planners are doing. And our current chief planner, at least for another week, has said this is a real problem.

“So this narrative that the past planners should shut up, I’ve got a real concern about. I appreciate that past generations still cared so much about this city that they are still highly engaged and got upset about things that moved too far away from principles or what have you.”

Beasley argued that the planning that a city does “is determined in large measure by the audacity and aggressiveness and the intelligence of the planners who do the planning.

“When you are a planning leader who says things that are compelling, when you are a planning leader who says things that people believe in, when you are a planning leader who listens carefully so your voice is the voice of a bunch of people you’ve heard from, you become a very compelling force in a democratic political process,” he said. “And that’s what I feel we need to get back to and that’s what I feel we’ve lost and we haven’t seen that in recent times.

“I’m not blaming anyone, I just haven’t seen it.” [nru](#)