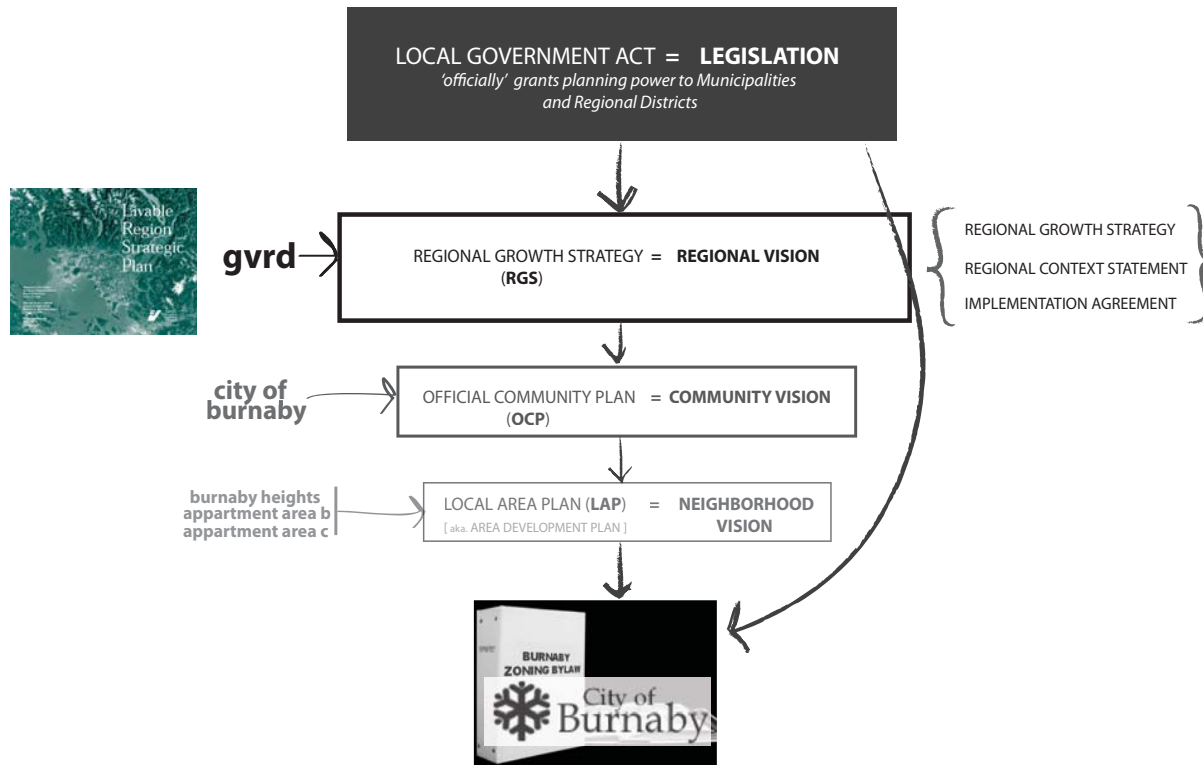


public policy
hastings corridor analysis

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INTENDED DOCUMENT HIERARCHY

public policy



Local Government Act: Section 25 of the Local Government Act allocates governance powers to regional districts to provide a regional context for land use planning. All regional districts are required to prepare Regional Growth Strategies that address a district's common social, environmental, and economic objectives. Recently, Provincial Bill 27 (2008) has mandated that all RGS's be redrafted to also include strategies for GHG reduction.

Regional Growth Strategy: is a regional vision (re: common social, economic and environmental values and objectives) that looks at least 20 years into their collective future.

Regional Context Statements: are completed by each municipality within the region, and describe the local policies, principles, and programs that support the RGS.

Implementation Agreement: is a written understanding between the regional district and bounding local governments, which describes how certain elements of an RGS will be effectuated.

The next page attempts to illustrate the complex web of public policy, including: its administrative agencies and authoritative bodies; its many distinct visions; and the vast number of documents, initiatives, legislations, and regulations attempting to translate it from thought to action. The transition from a neat and orderly hierarchical structure, to a complicated (and convoluted) 'playbook' of strategic influences and interceptions is done intentionally; to illustrate the many levels at which the 'game' operates, and the multivalent array of constraints and opportunities that its 'players' must negotiate.

Public policies are collections of fundamental principles that are established to steer the direction of societal planning and legal systems. They are distinct from laws, zoning schemes, and design plans, which can be seen as separate tools for implementing the ambitions of policies through legal enforcement of behavior, delineation of land use, and measurable alteration of physical space. As an integrative director for these means of implementation, the central purpose of policies remains within the realm of articulating and establishing overall values and objectives for a society.

The unique way in which the mechanics of public policy are brought to bear on our analysis of the Hastings Corridor can be seen in their attempts to establish shared sets of principles that encourage synthesis between its various scales of societal operation. In other words, the corridor's social significance changes considerably as it is viewed from different scales: it could be appropriated as a landscape adjacent to a shop front at a neighborhood scale, as a business strip that is expected to service local/regional populations at a municipal scale, as a key segment within a larger traffic system at a regional scale, or

as a taxable business district at a provincial scale. Of course, each of these perspectives is motivated by different objectives for the Hastings Corridor as an entity that they claim is within "their" jurisdiction, and each is affected by the overlay of others' contributions to its definition as a societal entity. Within this dialogue of ambitions, public policies are established to consolidate shared sets of guiding principles for the development and maintenance of the corridor that integrate these various scales of operation.



ADMINISTRATIVE
 TRANSPORTATION
 PHOTOGRAPHY
 KYLE & MONSIEUR

INTERNATIONAL

(1992) Agenda 21 *
 (1992) Convention on BioDiversity
 (1997) Kyoto Protocol

FEDERAL

Federal Environmental Policies [Fisheries Act
 National Climate Change Process]
 Control of CROWN LANDS
 Control of CROWN CORPORATIONS

PROVINCIAL

* LOCAL GOVERNMENT ACT
 CORE Act
 Agricultural Land Commission Act [Ministry of Transportation
 Ministry of Community Dev.
 Ministry of Environment
 Ministry of ...]
 Provincial Ministries
 BC Policies & Initiatives [Thrown Speeches
 LiveWaterSmart, SmartGrowth, etc.]
 BC LEGISLATION [BILL 10, BILL 27, BILL 44, etc. **
 ECODENSITY CHARTER

REGIONAL

* MORE !!

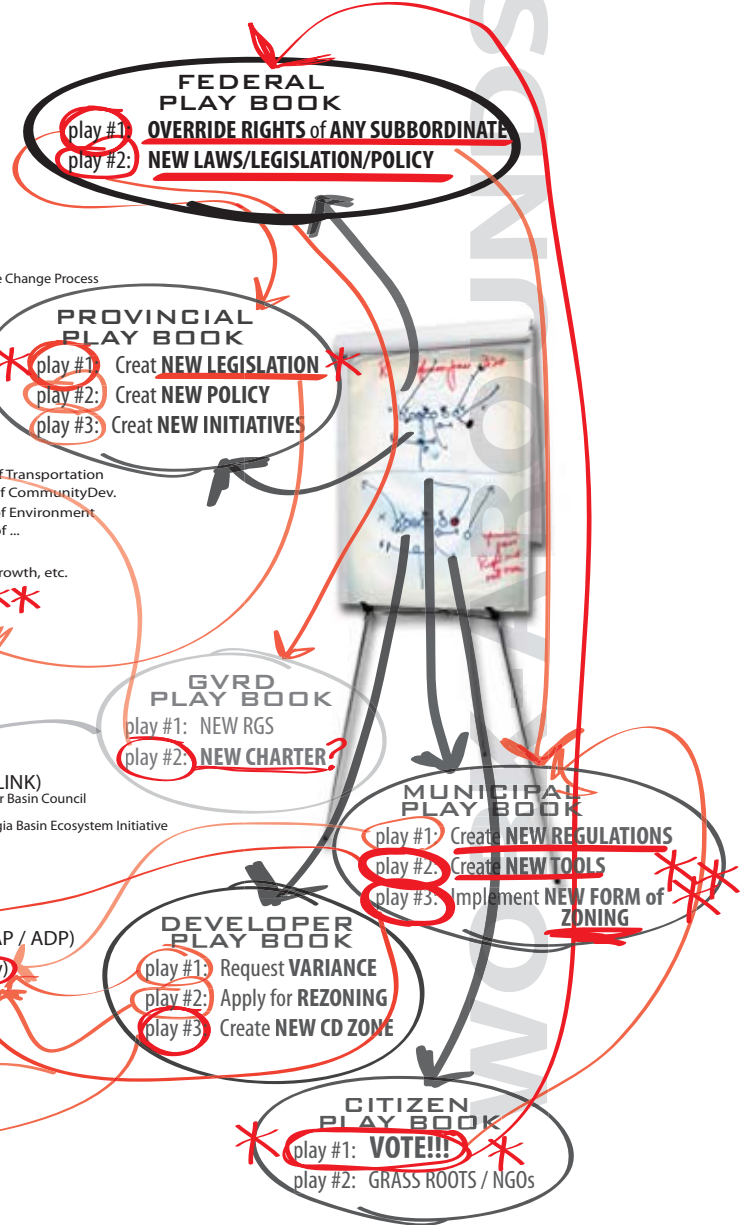
Regional Growth Strategy (LRSP)
 Greater Vancouver Transit Authority (TRANSLINK)
 Watershed-Based Governance Models [Fraser Basin Council
 Georgia Basin Ecosystem Initiative

MUNICIPAL

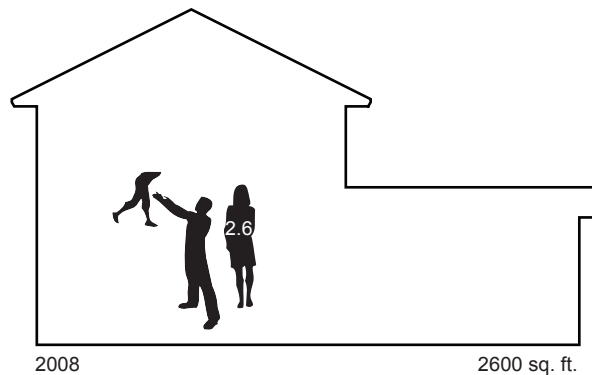
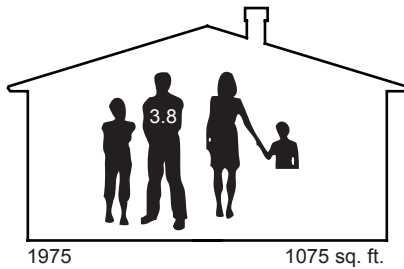
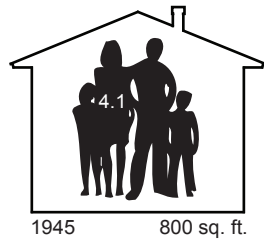
Official Community Plans (OCP)
 Local Area Plan / Area Development Plan (LAP / ADP)
 *** ZONING BYLAW (Land-Use Bylaw)
 BYLAWS [Regulatory Bylaws
 Expenditure Bylaws

SITE / PARCEL

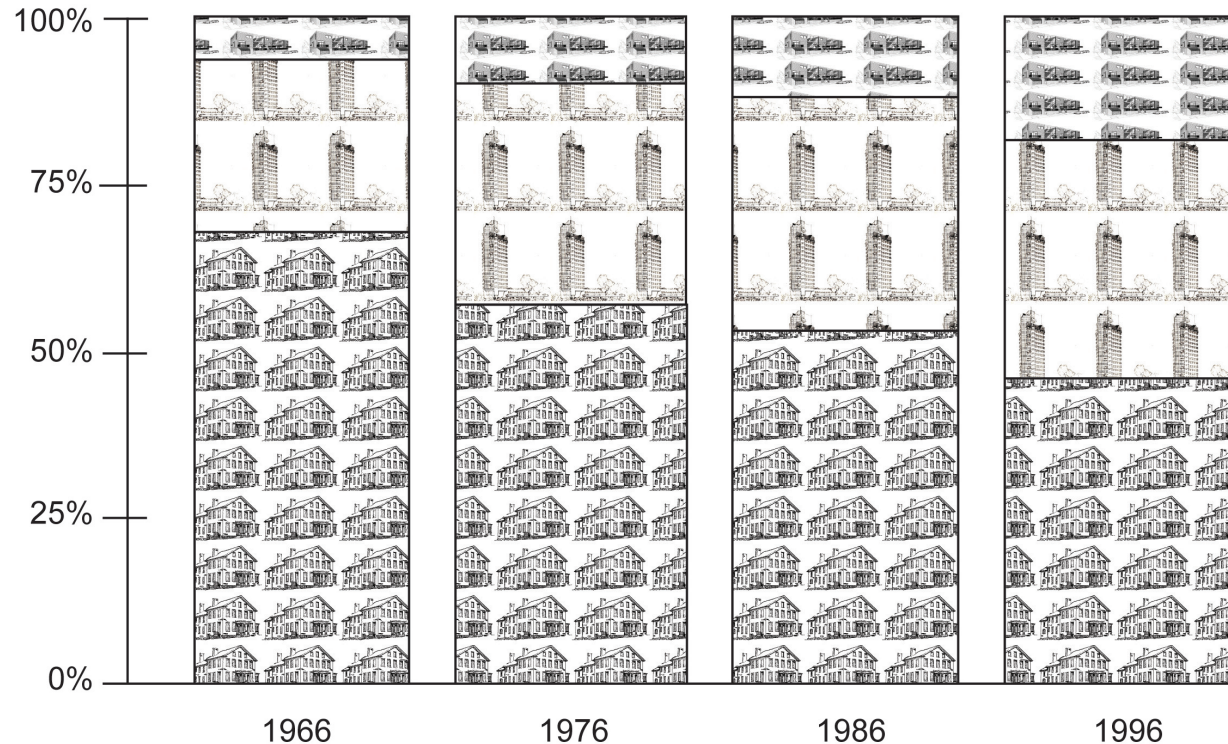
Development Permit Areas (DPAs)
 Land Title Act
 Strata Property Act



HOUSING / OCCUPANT RATIOS



BURNABY'S HOUSING STOCK

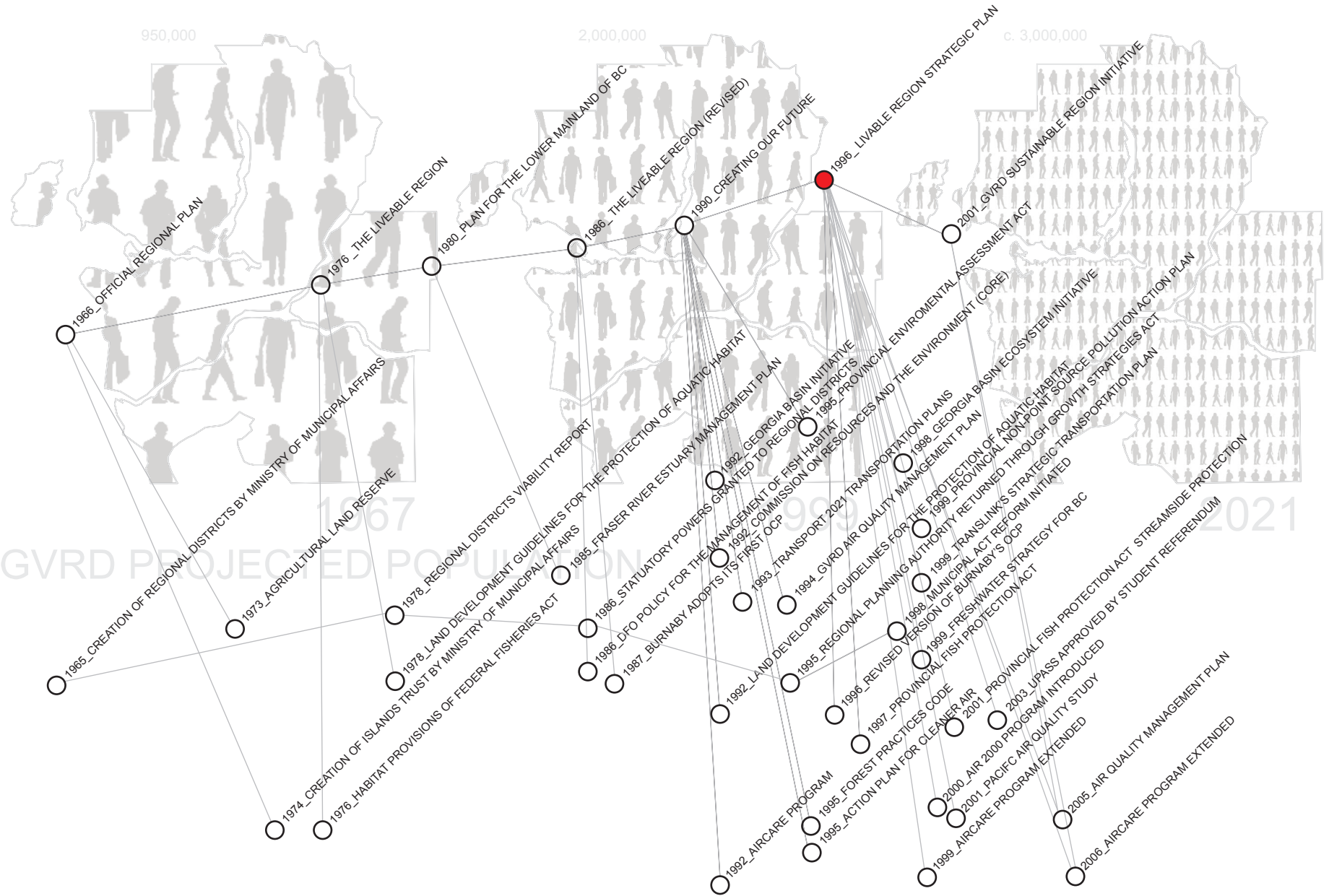


The policy document that currently has the widest scope of ambitions for shaping a vision that will affect the Hastings Corridor—and the entire GVRD—is the Livable Region Strategic Plan (LRSP), a set of objectives that were adopted in 1996 as a more articulated version of predecessors like the Livable Region Strategy (1976) and Creating our Future (1990). As a policy document, the LRSP looks fifty years into the future, anticipates a massive population increase in the GVRD, and sets in motion four guiding principles that should steer the way it absorbs this population in a sustainable way. More specifically,

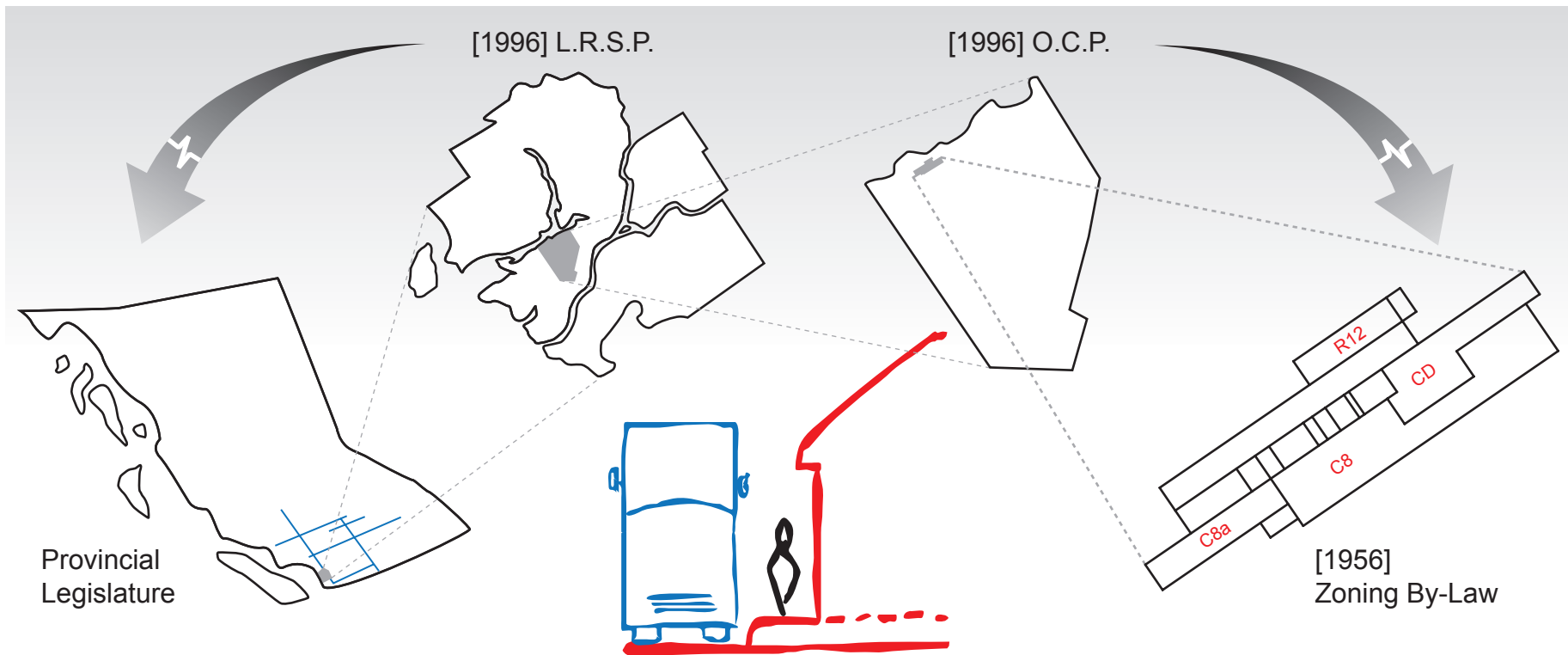
it postulates that however the two million people are accommodated into the GVRD's urban fabric in the next half century, it should be done in a way that (1) Protects the Green Zone, (2) Builds Complete Communities, (3) Achieves a Compact Metropolitan Region, and (4) Increases Transportation Choice. The LRSP has established these four overall principles to underpin smaller-scaled devices like Burnaby's Official Community Plan and zoning bylaws, or more programmatically defined ones like Translink's Strategic Transportation Plan (2000) or the ALR's Agricultural Land Commission Act (1973).

LOCATING THE LRSP

public policy



IMPLEMENTATION GAPS



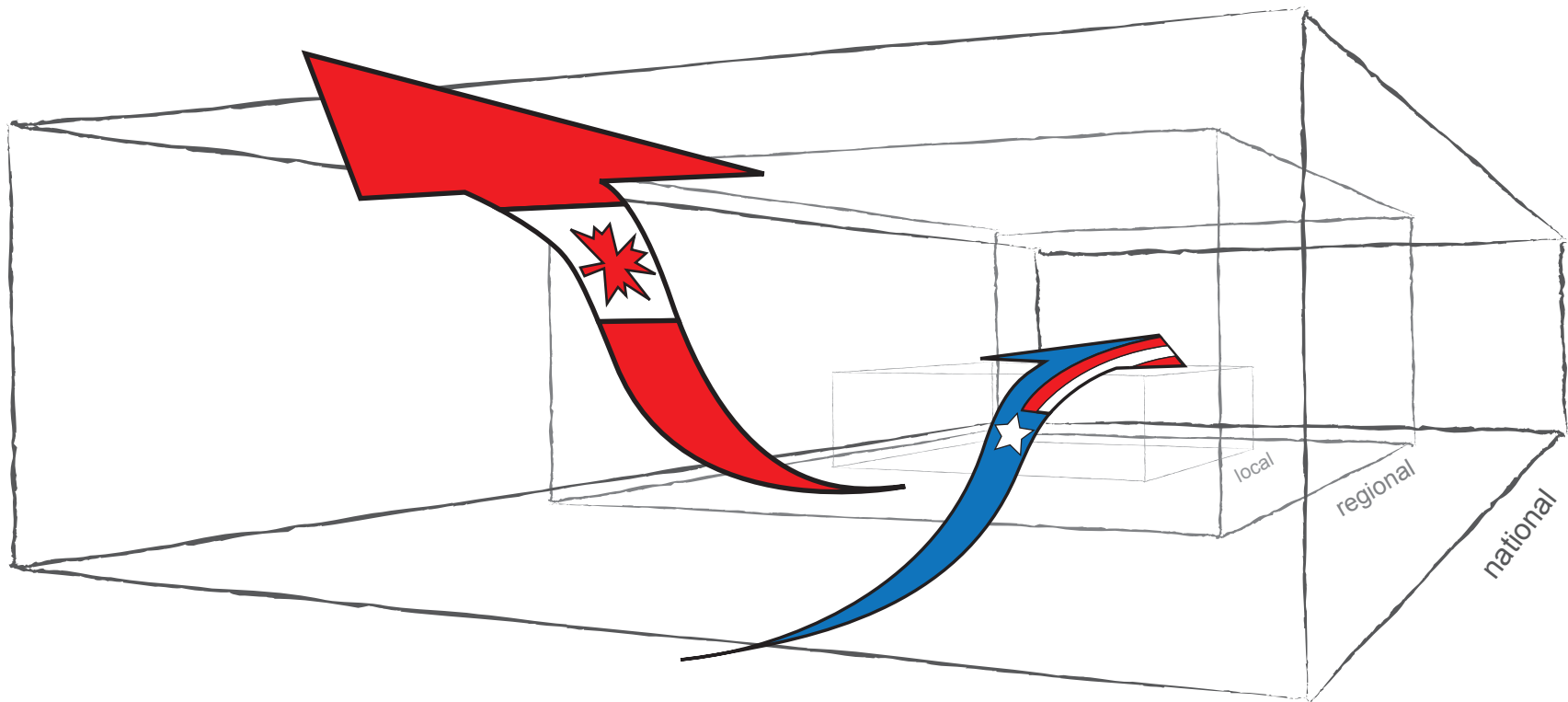
Most people would agree that the ambitions of the LRSP and its associated group of policies are goals that are worth striving for—that citizens of the GVRD should live in a region with clean water, fresh air, affordable housing, and urban spaces that were defined more by human-scaled interaction and less by the requirements of automobile transportation. Yet, despite the collective nod in this direction, even a quick look at the GVRD, and the Hastings corridor specifically, confirms that there are a number of gaps that exist between the development of policy ambitions and their actual implementation.

Perhaps the most significant of these gaps is seen in the fact that insufficient legal infrastructure has been set up to make policies into laws. It is important to remember that the medium of the LRSP is over-arching principles, not site-specific plans or enforceable legal systems. Our over-exerted traffic system, for example, is not a problem that can be easily solved through a sudden, cathartic gesture of sustainable master planning. Most people would agree that the GVRD is operating with infrastructure and methods that cannot sustain livable circumstances over time, they also feel that to change these circumstances

would be costly and economically risky. In ambiguous situations such as these, the general trend of Canada’s political system is to default the onus of power and responsibility up to provincial and federal jurisdictions, rather than down to municipal and local ones, removing the power for implementation even further from site-specific situations.

Another major reason that the objectives of the LRSP has been difficult to realize is because they are seeking implementation within a region that relies heavily on the mechanics of zoning—a system that does much more to render plots

POLICY SAVVY DESIGN



of land autonomous from the region than to integrate them in an environmentally feasible way. While zoning maps have proven effective in rationalizing Burnaby’s landscape so that the use-function of its particular plots can be prescribed according to a taxable economic plan, they have proven ineffective in allowing building sites and neighborhoods the flexibility that they need to establish policy criteria specific to their unique situations. So if policy is the attempt to establish shared objectives at a variety of scales, a major problem with zoning is that it tends to prioritize the municipal and provincial scale (taxation sustainable urbanism : the hastings corridor

and land-use organization) over the scale of the neighborhood and the “front yard”. While technology and energy-use models have morphed over time to provide more sustainable alternatives to today’s urban life, the current zoning system remains static and singularly concerned with manageable categories of land uses.

So it can be seen that within our considerations of the Hastings Corridor, design proposals that will be particularly effective with regard to public policy will be those that demonstrate feasibility at a number of scales. The larger concerns of the GVRD, focusing

on green zone protection, population growth, and effective transportation management, must be convinced that the Hastings Corridor does not become so insular in its planning that it disrupts the larger system to which it is a part of. The more intimately-scaled concerns of the neighborhoods along the corridor must also be convinced that they have the latitude to establish infrastructure and public spaces that will improve the quality of life for their inhabitants, and their viability within the GVRD.