

Wednesday January 21st 2015

Place: DNV Hall 355 W. Queens Rd V7N 2K6

Time: 7:00-9:00pm

Chair: Diana Belhouse – Tel: 604-987-1656

Regrets: Eric Andersen (substitute rep. to be provided)

1. Order/content of Agenda

- a. Chair Pro-Tem Suggests:

2. Adoption of Minutes of Nov 19th

- *a. <http://www.fonvca.org/agendas/jan2015/minutes-nov2014.pdf>

Note: (*) items include distributed support material

- b. Business arising from Minutes.

3. Roundtable on “Current Affairs”

A period of roughly 30 minutes for association members to exchange information of common concerns.

- a. EUCCA
- b. Delbrook CA
- c. Blueridge CA

– a presentation by BCA’s co-chair Graham Gilley
Proposing a “dedicated workshop about the role of FONVCA in the future”. (item 6a below)

4. Old Business

- a) Update on Healthy Neighbourhood Funds

5. Correspondence Issues

- a) **Business arising from 0 regular emails:**
Distributed with full package and posted on web-site
- *b) **Non-Posted letters – 3 this period**
Distributed as non-posted addenda to the full package.

6. New Business

- a) **Proposal by BCA’s co-chair Graham Gilley**
- proposing a dedicated workshop on the future role of FONVCA.
- b) **Revision to FONVCA E-mail List – BCA**

*c) Community Association Meetings

<http://www.transitionnetwork.org/starting>

(*) <http://www.transitionnetwork.org/tools/starting/running-effective-meetings>

d) Leadership and Contingency Planning

- having “no plan B” is flawed (or just rubbish), myopic,
- momentum is essential but requires credibility
- leaders with no plan B must keep fighting and often win – but they must have a credible vision!

e) Report on Jan 20th COW Mtg

Topic: Pace of Development

*f) DNV Population Grows 7.33% in 5yrs

<http://www.bcbusiness.ca/careers/map-which-bc-cities-are-growing-fastest>

<http://www.fonvca.org/agendas/jan2015/MAP-Which%20BC%20Cities%20are%20growing%20fastest.pdf>

7. Any Other Business

*a) The Translink Plebiscite

http://www.newsroom.gov.bc.ca/downloads/Transit_Plebiscite_Dec_18_14.pdf

b) FOI in reference to a Public Hearing

- should public be charged when info request is in the public interest? – Cathy Adams

*c) The longest bicycle path in the world

<http://nicoloneonlytraveler.blogspot.ca/2014/02/the-longest-bicycle-path-in-world.html>

is well worth a read. A lesson for DNV !

*d) Municipal Campaign reform coming.

<http://www.fonvca.org/agendas/jan2015/Campaign%20finance%20reform%20coming.pdf>

8. For Your Information Items

(a) Mostly NON-LEGAL Issues

i) Future:

- Free Daily World Images of the whole planet.
- Price of housing to rise/collapse – but more slowly/rapidly
- Will need to adapt to 4°C global temperature increase
- Automobile urban-friendly collision avoidance technology
- Game changing technology –eg 3D printing, Google-cars

ii) 2015 Climate Change Index (Canada: Poor)

<https://germanwatch.org/en/download/10407.pdf>

iii) Climate Change Adaptation Project

<http://www.localadaptation.ca/> ←well worth a look & enjoy

iv) News Clips since Nov/2014

* <http://www.fonvca.org/agendas/dec2014/news-clips>

* <http://www.fonvca.org/agendas/jan2015/news-clips>

(b) Mostly LEGAL Issues

i) Things that could happen to a councillor

<http://www.weirfoulds.com/3293> - Ontario Regs.

ii) Council Orientation Sessions Transparency

http://www.cornwall.ca/en/caofresources/Governance_Presentation_Mar_27_2014NN.pdf

iii) Update on Safety Code 6 - Health Canada’s Safety Limits for Exposure to Radiofrequency Fields

http://rsc-src.ca/sites/default/files/pdf/SC6_Report_Formatted_1.pdf

* http://www.fonvca.org/agendas/jan2015/SC6_Report_p11-12.pdf

9. Chair & Date of next meeting

7pm Wed Feb 18th 2015

FONVCA

Draft Minutes of Regular Meeting, Wednesday November 19th, 2014

Place: DNV Hall 355 W. Queens Rd V7N 2K6

Time: 7:00-9:00pm

Chair: Val Moller – Association of Woodcroft Councils **Email:**vmoller@telus.net

Attendees:

Barbara McKinley	Norwood Queens Comm. Assoc.
Eric Andersen (notetaker)	Blueridge Comm. Assoc.
Diana Belhouse	Delbrook Community Assoc.& S.O.S.
Corrie Kost	Edgemont & Upper Capilano Comm. Assoc.
Val Moller (Chair Pro-tem)	Assoc. of Woodcroft Councils
Babs Perowne	Assoc. of Woodcroft Councils
Cathy Adams	Resident of Lions Gate
Arlene King	Norgate Comm. Assoc.
Mathew Bond	DNV Councillor
Doug Curran	

1. Order/content of Agenda

a) Call to Order at 7 pm

b) Chair Pro-Tem Suggests: as is

2. Adoption of Minutes of Oct 15th, 2014

<http://www.fonvca.org/agendas/nov2014/minutes-oct2014.pdf>

Minutes were adopted as circulated with the exception that the last sentence under 3 d/ should read:
“Larco Public Hearing took two nights. Mixed responses. Proposed to be a 9 year 11 months Phasing Agreement with the community centre in the 3rd out of 4 phases.”

3. Roundtable on ‘Current Affairs’

a) EUCCA – Corrie Kost

- Capilano Road will now be mostly closed from Edgemont to MontRoyal as of September 1, 2015, due to the installation of water main #9 which will serve to mainly carry water to Vancouver. Meetings will be held in February to deal with the traffic situation. Tendering for the project will take place in April. This replacement of the water pipes will minimally add an extra 4 minutes per trip for the impacted residents during construction. This works out to roughly \$260 per travelling person over the course of the project.
- A successful Municipal All-Candidates meeting was held on November 12 at the Highlands Church.

b) Delbrook – Diana Belhouse

- The all candidates meeting was successful, but unfortunately overbooked because the meeting at the library could only hold a limited amount of people.

c) Blueridge C.A. – Eric Andersen

- A very well attended all candidates meeting was held on November 10 at the Seymour United Church jointly with the Seymour Community Association. Never in the last many years have so many residents attended an all candidates meeting in the Seymour area.
- A most interesting presentation about the Blair Rifle Range was made by a local resident at the regular BCA meeting in November.
- A new initiative was taken by hosting a wine tasting which was attended by the maximum number of residents allowed, 20. This gave the opportunity to meet with new residents in the community.
- The local bus, #214, is causing a lot of grief to the Blueridge commuters and this will be addressed by the BCA. Transportation will be on the agenda for the March 2015 meeting.

d) Norgate C.A. – Arlene King

- The process to join the Lions Gate Secondary Waste Waste Plant Public Advisory Committee has now been closed. Norgate gets four spots, whereas every other interest group only gets two spots each.

e) Woodcroft – Val Moller

- Held a successful, well attended, municipal all-candidates meeting on Nov. 13th. It was an informal meet & greet type of meeting where each candidate was given 3 minutes to introduce themselves. Afterwards the candidates mingled with the attendees.

f) Lions Gate – Cathy Adams

- In the name of transparency Cathy has requested an FOI about the sale of a property on Belle Isle Place. The assessed price was \$829,000 for this property, yet it was sold for \$975,000 to the DNV with the date of completion of the sale of this property on August 1. The item was noted in Council's agenda, but this was prior to the Public Hearing in September. A concern was that the sale was not part of the Public Hearing package.

4. Old business

a) Update on the Healthy Neighbourhood Fund

Cathy reported that FONVCA had applied for printing costs as well as the domain name renewal which added up to \$234.95. The expected payment from the DNV has not been received yet. Corrie gets the printing done at cost at UBC.

The question came up about the present DNV budget for the Healthy Neighbourhood Fund which has been reduced over the years, since it was rarely fully used. Cathy has kindly agreed to look into this as well.

5. Correspondence issues

a) 0 regular emails.

b) Non-Posted Emails: It was agreed not to post the six non-posted letters

6. New Business

A&B) Proposal by BCA's co-chair Graham Gilley

The proposal for a dedicated workshop on the future role of FONVCA and a revision to FONVCA's e-mail list, were both postponed in view of Graham's absence at the November meeting.

C/ Privacy/New Council.

It appeared from a Sep 1/2014 article on page A6 of the Vancouver Sun that police volunteers are being subjected to a lot more background scrutiny than any of the candidates who are running for municipal council. Among other intrusions, these volunteers - unlike politicians – also have to undergo polygraph tests and a background investigation.

D/ New Coach Houses Bylaw

This item was only commented on by a handful of people at the Public Hearing. The bylaw was changed, allegedly without properly notifying the public (eg. changes to home occupations and boarders), but, nevertheless, has since been adopted at the last regular Council meeting of the old Council.

E/ The important council issues...

Reference was made to an editorial in the North Shore News urging the voters not to focus only on campaign contributions, but to look at the important issues facing our community, such as zoning, transportation, parks, taxes, public safety etc.

<http://www.fonvca.org/agendas/nov2014/I%27II%20show%20you%20mine.pdf>

The issue of extra protection of the status of public parks – particularly the view of staff in Burnaby (fortunately aligned with that of the DNV), was also discussed.

http://www.fonvca.org/agendas/nov2014/RE_%20Extra%20Park%20Protection%20on%20the%20Ballot.pdf

7. Any Other Business

A/ Slow responses to FOI Requests

It would appear that it is a lot more cumbersome to obtain responses to FOI requests that it used to be. <https://www.oipc.bc.ca/special-reports/1696>

B/ Municipal Best Practices

The International Centre for Criminal Law Reform published an excellent Municipal 'Best Practices' guide dealing with the prevention of fraud, bribery and corruption.

<http://icclr.law.ubc.ca/sites/icclr.law.ubc.ca/files/publications/pdfs/Municipal%20Best%20Practices%20-%20Preventing%20Fraud,%20Bribery%20and%20Corruption%20FINAL.pdf>

C/ A Citizen's Guide to Municipal Participation

Published in 2005, and it was suggested and recommended to share this document with community association members. www.okotoks.ca/data/1/rec_docs/168_CitizensGuide.pdf

D/ Election results:

It was a positive, all things considered, that the percentage of voters increased in the DNV in spite of no Mayoralty race. In terms of elected candidates, these can allegedly not be forced to recuse themselves and can thus vote on a matter in spite of and in case of campaign donations.

A 'Guide to Organizing an All-Candidates Meeting' prepared by an association in Scarborough was mentioned as a good way of hosting all candidates meetings.

<http://www.scarboroughcan.ca/sites/default/files/users/Guide%20to%20Organizing%20an%20All%20Candidates%20Meeting%20or%20Debate.pdf>

8. For Your Information Items:

Details of these items are listed in the agenda – with some items (marked with an *) having the linked material included in the full agenda package. The following two items were lightly touched upon during the meeting and are summarized below.

b/ ii/ Phased development agreements and 'Entrenchments'. These are robbing future Councils of their power by allowing 10 year agreements. This means that these agreements cannot be undone by future Councils, even if felt necessary. For a review of principles refer to

http://scholarship.law.duke.edu/cgi/viewcontent.cgi?article=1587&context=faculty_scholarship

b/ iii/ Penticton SLAPP suit continues

It was shown in Penticton that if a resident speaks according to his/her convictions, then Council will have to accept input on those views – and the individual cannot subsequently be subjected to a SLAPP suit by the local government.

<http://www.fonvca.org/agendas/nov2014/news-clips/Penticton%20SLAPP%20suite%20continues.pdf>

The items listed in this section were not discussed. See agenda for details.

9. Chair and Date of next FONVCA meeting:

Next Regular Meeting: It was agreed not to meet in December, so the next meeting:

7pm Wed. January 21st 2014 – Chair Pro-tem – Diana Belhouse, location, DNV Hall

Meeting declared Closed: ~ 9:00pm

FONVCA AGENDA ITEM 6(c)



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Running effective meetings

Number: 4

Stage: [Starting out](#)

You will soon find that you are having meetings and need to get a lot done in little time.

For most of us, even the mention of the word meeting leads to a sinking feeling. One notable sustainability project that I followed for a while in the UK in the early 1990s folded after four years of innovative and productive work. I asked one of the founder members why. "I think we just met each other to death," she told me.

It doesn't have to be like that.

Meetings need to balance having fun and feeling good about working together with getting things done. This is not always easy. Too often we assume it's a choice between one and the other. In fact, if we feel good about our meetings we work together better and get more done. It is easy to see where many meetings go wrong . . . monotony is one of our biggest enemies!

All sitting round in a circle the entire time, week in week out . . . there are more creative ways to work as a group. Our meetings need to enable everyone present to participate (after all, why would you come if you can't participate?), learn from each other and create a shared culture (otherwise we might as well be working on our own!), welcome and involve new people and get stuff done. They also need to be something that people look forward to.

There are a number of ways to make meetings far more productive and enjoyable.

'Go-rounds'

Transition groups often use these in two ways. Firstly, at the beginning of a meeting we do a go-round of what has been happening in each person's group since the last meeting. We give each person 5-10 minutes, and avoid interrupting them or getting into a discussion about what they have said. They are also asked to begin with 'how I am feeling right now', and then highlight what they would like on the agenda. In the group's early meetings, when the people are still getting to know each other, we also put in a 'throwaway question' for the end of each person's time. These can be things like 'the best meal I ever had', 'the most beautiful place I have ever been', or 'the greatest piece of music I ever heard'. There are of course many variations on this, but they enable the group to get to know each other a bit better, and to relax more with each other.

Open agendas

Although it can be useful to circulate an agenda in advance, it can help to start a meeting with a blank sheet of flip-chart paper and, during the go-round, write up what people want on the agenda. Once this list is complete, everyone goes through the list and labels each item between one and three, one being 'this must be discussed today', two being 'we'd like to talk about it today, but it can wait', and three being 'this could easily wait until next time'.

We assess how much time we have left in the meeting and allocate each item a strict time limit.

It is a good idea to structure the meeting to ensure the last item is not contentious, to avoid arguments at closing time. It is important to keep the agenda visible to all, and to check with everyone that the item has been satisfactorily dealt with before it can be checked off the list.

Clear beginnings and endings

Make sure the meeting starts with something to mark its opening – perhaps a minute of silent reflection, or even just announcing that the meeting has begun. At the end, it is good to have something that formally closes the meeting, so there is a clear sense of closure, rather than just drifting off into the next thing.

Celebration!

Again, this is a key component of your meetings. One of the easiest and most satisfying ways of doing this is to eat together, perhaps at the end of your meeting.

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Welcoming new people

Sometimes we encounter reports of people arriving at their first Transition event and not feeling welcomed. It is important to be mindful of welcoming and supporting newcomers, asking them about their interests and skills. Some constructive help can be given to newcomers in finding their role in the group.

Resources

- Seeds for Change has some great guides to running effective meetings and other useful tools: [see the Seeds for Change site \(http://www.seedsforchange.org.uk/free/resources#grp\)](http://www.seedsforchange.org.uk/free/resources#grp)
- Kaner, S, Lind, L, Toldi, C, Fisk, S, Berger, D. (2007) Facilitator's Guide to Participatory Decision-Making. Jossey-Bass Business & Management

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Citizen Action Monitor

Posted on January 8, 2015 January 8, 2015 | grassroots planning, toolkits for activists, Transition Network

How to run effective meetings — Excellent start-up tips for small groups, from Transition Network

Effective meetings balance having fun and feeling good, with getting things done

No 1224 Posted by fw, January 8, 2015

Running effective meetings (<http://www.transitionnetwork.org/tools/starting/running-effective-meetings>) by Rob Hopkins of Transition Network

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what has been happening in each person's group since the last meeting. We give each person 5-10 minutes, and avoid interrupting them or getting into a discussion about what they have said. They are also asked to begin with 'how I am feeling right now', and then highlight what they would like on the agenda. In the group's early meetings, when the people are still getting to know each other, we also put in a 'throwaway question' for the end of each person's time. These can be things like 'the best meal I ever had', 'the most beautiful place I have ever been', or 'the greatest piece of music I ever heard'. There are of course many variations on this, but they enable the group to get to know each other a bit better, and to relax more with each other.

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Sometimes we encounter reports of people arriving at their first Transition event and not feeling welcomed. It is important to be mindful of welcoming and supporting newcomers, asking them about their interests and skills. Some constructive help can be given to newcomers in finding their role in the group.

More Guides for Running Effective Meetings

- Seeds for Change has some great guides to running effective meetings and other useful tools: see the [Seeds for Change site \(http://seedsforchange.org.uk/\)](http://seedsforchange.org.uk/)
- Kaner, S, Lind, L, Toldi, C, Fisk, S, Berger, D. (2007) *Facilitator's Guide to Participatory Decision-Making* (<http://www.amazon.ca/Facilitators-Guide-Participatory-Decision-Making-Kaner/dp/0787982660>). Jossey-Bass Business & Management

Rob Hopkins is a co-founder of the Transition Network

More Links to other Transition Network Resources

For a 4-page list of links to other practical tools and tips on how to keep your Transition team perking along,

click on this Transition Network link – [Starting Out \(http://www.transitionnetwork.org/starting\)](http://www.transitionnetwork.org/starting)

Here's a small sample of the titles available there –

Ingredients

- [Coming together as groups \(http://www.transitionnetwork.org/ingredients/starting/coming-together-groups\)](http://www.transitionnetwork.org/ingredients/starting/coming-together-groups)
- [Inclusion and diversity \(http://www.transitionnetwork.org/ingredients/starting/inclusion-and-diversity\)](http://www.transitionnetwork.org/ingredients/starting/inclusion-and-diversity)
- [Respectful communication \(http://www.transitionnetwork.org/ingredients/starting/respectful-communication\)](http://www.transitionnetwork.org/ingredients/starting/respectful-communication)
- [Forming an initiating group \(http://www.transitionnetwork.org/ingredients/starting/forming-initiating-group\)](http://www.transitionnetwork.org/ingredients/starting/forming-initiating-group)
- [Visioning \(http://www.transitionnetwork.org/ingredients/starting/visioning\)](http://www.transitionnetwork.org/ingredients/starting/visioning)
- [Awareness raising \(http://www.transitionnetwork.org/ingredients/starting/awareness-raising\)](http://www.transitionnetwork.org/ingredients/starting/awareness-raising)
- [Forming working groups \(http://www.transitionnetwork.org/ingredients/starting/forming-working-groups\)](http://www.transitionnetwork.org/ingredients/starting/forming-working-groups)

Resources

- [Effective groups reading list \(http://www.transitionnetwork.org/resources/effective-groups-reading-list\)](http://www.transitionnetwork.org/resources/effective-groups-reading-list)- Document
- [Effective groups toolkit \(http://www.transitionnetwork.org/resources/effective-groups-toolkit\)](http://www.transitionnetwork.org/resources/effective-groups-toolkit)- Document
- [How to run an open space meeting \(http://www.transitionnetwork.org/resources/how-run-open-space-meeting\)](http://www.transitionnetwork.org/resources/how-run-open-space-meeting)- Link
- [Transition Network Strategy \(http://www.transitionnetwork.org/resources/transition-network-strategy\)](http://www.transitionnetwork.org/resources/transition-network-strategy)- Document
- [Swapping skills – online and locally – Swapaskill.com \(http://www.transitionnetwork.org/resources/swapping-skills-online-and-locally-swapaskillcom\)](http://www.transitionnetwork.org/resources/swapping-skills-online-and-locally-swapaskillcom)- Link
- [How to communicate sustainable initiatives \(http://www.transitionnetwork.org/resources/how-communicate-sustainable-initiatives\)](http://www.transitionnetwork.org/resources/how-communicate-sustainable-initiatives)- Link

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MAP: Which B.C. cities are growing fastest

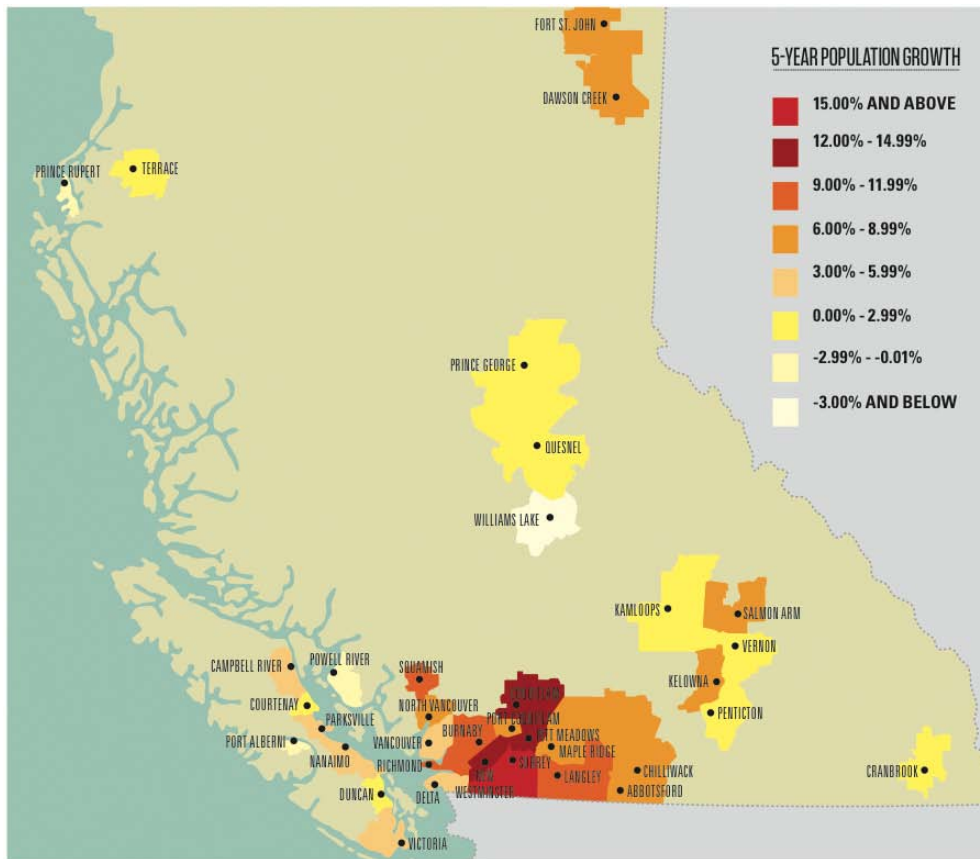
<http://www.bcbusiness.ca/careers/map-which-bc-cities-are-growing-fastest>

Trevor Melanson & Stesha Ho | Dec 18, 2014

B.C.'s population hotspots (and coldspots)

Accounting for 10 per cent of overall scores, population growth can be a good indicator of an attractive local job market—one that draws people in and keeps them around. That’s why Fort St. John and Dawson Creek are expanding faster than other northern cities. Still, it’s the urban gorilla Metro Vancouver that ultimately dominates our five-year population growth map, thanks in large part to immigration. Interestingly, the City of Vancouver itself lags far behind its suburbs, perhaps no surprise given its high real estate prices and geographical constraints. Sprawling Surrey, the biggest of those suburbs, takes B.C.’s top spot.

[Click to expand >>](#)



15.00% AND ABOVE	Burnaby 11.06%	Salmon Arm 6.37%	0.00% - 2.99%	-2.99% - -0.01%
Surrey 15.36%	Richmond 10.57%	Fort St. John 6.34%	Courtenay 2.47%	Port Alberni -0.78%
12.00% - 14.99%	6.00% - 8.99%	3.00% - 5.99%	Duncan 2.08%	Prince Rupert -1.06%
Coquitlam 12.83%	Maple Ridge 8.88%	Delta 5.74%	Prince George 1.45%	Powell River -2.34%
New Westminster 12.38%	Chilliwack 8.32%	Parksville 5.58%	Quesnel 1.06%	-3.00% AND BELOW
Pitt Meadows 12.30%	Port Coquitlam 7.94%	Vancouver 4.54%	Kamloops 0.47%	Williams Lake -4.87%
9.00% - 11.99%	Abbotsford-Mission 7.57%	Victoria 4.53%	Penticton 0.28%	
Langley 11.83%	Dawson Creek 7.50%	Nanaimo 4.42%	Vernon 0.13%	
Squamish 11.28%	North Vancouver 7.33%	Campbell River 4.19%	Terrace 0.09%	
	Kelowna 7.05%		Cranbrook 0.03%	

For a closer look at our Best Cities package, including analysis, heat maps and our methodology, [click here >>](#)

Note: The list was developed in concert with Environics Analytics. Purchases of statistical data, supplementing those of Statistic Canada, can be obtained from <https://en.environicsanalytics.ca/CensusPlus> - cjk

Methodology

Source: <http://www.bcbusiness.ca/careers/best-cities-for-work-in-bc>

To evaluate the Best Cities for Work in B.C., we looked at seven economic indicators, each weighted differently, that we believe reflect the health of a city's job market. Each statistic was divided or multiplied to come up with a score suitable to its weighting. For example, labour participation (the percentage of working-age people active in the job market), which accounts for 10 per cent of a city's score, was divided by 10; so Fort St. John, with a labour participation rate of 81.18%, received 8.118 points toward its total score. Cities were then ranked in order of these totals, from highest to lowest.








A note about exclusions: We only considered cities with more than 10,000 permanent residents. We excluded bedroom communities, such as West Vancouver, Port Moody and White Rock, which have high incomes but relatively small job markets. And for North Vancouver and Langley, we measured the districts, not the cities.

Finally, it should be mentioned that while we believe Environics' data is the best available, it is not without its limitations. Our income numbers, for example, are produced using Statistics Canada and Canada Revenue Agency data projected forward to 2014. Calculations were made in October 2013 and may miss recent economic shocks, particularly in smaller cities most sensitive to them (for example, a mine closure or, conversely, a sudden uptick in LNG-related activity).

How we calculated points: For **5-year income growth**, worth 30%, we multiplied the percentage increase by 150%. For **average household income**, worth 20%, we divided incomes by 10,000. For **5-year population growth**, worth 10%, we divided the percentage increase by two. Cities with a population decline received 0 points. For **unemployment**, worth 15%, we subtracted the rate from 15. So, a 10% unemployment rate equal 5 points, a 5% one, 10 points. For **labour participation**, worth 10%, we divided the rate by 10. For **people with degrees**, worth 10%, we multiplied the percentage by two then divided that number by 10. Finally, for **people using transit**, worth 5%, we divided the percentage by 10.

METRO VANCOUVER TRANSPORTATION & TRANSIT PLEBISCITE

The region's mayors have developed a Transportation and Transit Plan called ***Regional Transportation Investments – a Vision for Metro Vancouver***. The Mayors' Transportation and Transit Plan will:

-  Add bus service and new B-Line rapid bus routes
-  Increase service on SkyTrain, Canada Line, SeaBus, and West Coast Express
-  Maintain and upgrade the region's major roads
-  Build a new Pattullo Bridge
-  Build rapid transit connecting Surrey Centre with Guildford, Newton, and Langley
-  Build rapid transit along Broadway in Vancouver
-  Extend the region's cycling and pedestrian walkway networks

A new *Metro Vancouver Congestion Improvement Tax* would be applied as a 0.5% sales tax on the majority of goods and services that are subject to the Provincial Sales Tax and are sold or delivered in the region. More detail can be found at: www.websiteaddress.ca.

Revenues would be dedicated to the Mayors' Transportation and Transit Plan. Revenues and expenditures would be subject to annual independent audits and public reporting.

Do you support a new 0.5% Metro Vancouver Congestion Improvement Tax, to be dedicated to the Mayors' Transportation and Transit Plan?

YES

NO

FONVCA AGENDA ITEM 7(a)extra-1

Daphne Bramham: Fun's over for politicians; time to focus on regional transit and the plebiscite

Civic campaigns focused on extraneous stuff like Kinder Morgan and a proposed ban on public kissing, while transit is real issue

BY DAPHNE BRAMHAM, VANCOUVER SUN DECEMBER 10, 2014



Port Coquitlam Mayor Greg Moore is a key player in the region's transportation plan. He managed in the spring to get the regional mayors' consensus on a plan that contained a commitment for local government contributions.

Photograph by: Ward Perrin, PNG

For all the money, the drama and (yes, finally) increased voter engagement, the biggest civic issues facing Metro Vancouver were never part of the campaign.

There was no broad, regional discussion about where the one million more people expected to move here in the next 25 years will live. And, more critically, no discussion of how their arrival will paralyze the already stressed and stretched transit and transportation networks.

Sure, Vancouver mayoral candidates sparred over details of a Broadway rapid-transit line (which is far down on the list of TransLink's priorities) and most Surrey candidates committed to building light-rail transit there with or without the help of TransLink.

But why would they talk about a regional plan? It's one of the biggest flaws in regional governance: Metro Vancouver has no single, accountable, elected body to deal with either transportation or planning.

Everyone who ran was or should have been painfully aware that whether you're mayor of Vancouver or a councillor in Anmore, the real decisions about transit and the resulting bursts of development around transit hubs are driven by the B.C. government and by appointees to TransLink's board (mayors and councillors who are chosen by their pals, not the electors).

Yet, within days of being sworn in, all the new mayors and councillors must approve details of a referendum on a 10-year, \$7.5-billion transit plan that Premier Christy Clark insists must be held before midsummer.

By Dec. 11, the regional mayors must agree not only to a plan that includes two light-rail lines for Surrey, another subway for Vancouver, a new bridge and hundreds of buses, but to a realistic funding model.

And, as importantly, they must come up with the wording of the referendum question that gives it the best chance of being approved.

So, while it was entertaining and engaging to have civic campaigns that focused on all sorts of extraneous stuff like Kinder Morgan's proposed pipeline, allegations of corruption, a proposed ban on public kissing and hand-holding, calls for livable wages, more daycare spaces, cheaper transit passes and whether to keep to cetaceans at the aquarium, it's transit that's the real issue.

And for the coming weeks and months, it must be the primary preoccupation of all of the region's council members.

Why? Without a commitment to transit, the default is more roads and bridges. It's more car-fuelled suburbs, fewer regional, urban centres given over to transit riders, cyclists and pedestrians that are attractive to younger people and families as well as retiring baby boomers.

Given Vancouver's high housing costs, who will be able to move here if they have no reasonable prospect of being able to live in one part of the region and work in another? And, what companies will want to move or stay here if they can't attract the best employees and have to worry about whether they can easily and efficiently get their goods to market?

While not everyone will be thrilled by the re-election of so many of the region's mayors, it will make this extraordinary process somewhat easier.

Among the key players re-elected was Greg Moore, the calm, competent mayor of Port Coquitlam. Business in Vancouver described him recently as "the most effective regional leader since Gordon Campbell and George Puil. Only balder and nicer."

Moore, who is heading into his third term, managed last spring to get regional mayors' consensus on a plan that accommodated not only the regional growth strategy and the City of Vancouver's 2040 transportation plan, but contained a commitment for local government contributions.

Whether he continues to serve as the mayors' primary spokesman remains to be seen.

Also key to the success of the plebiscite was Gregor Robertson's re-election in Vancouver and the landslide win of Linda Hepner, Dianne Watts' hand-picked successor in Surrey. As mayors of the two most populous cities in the region, both Watts and Robertson have been fully supportive of increased investments in transit. Hepner is expected to follow suit.

Less encouraging from a transit plebiscite point-of-view is the re-election of Burnaby Mayor Derek Corrigan to a fifth term. His city is one of the best-served by transit and Corrigan was the only one to vote against the regional mayors' transit plan last spring. During the campaign, however, Corrigan did say that traffic congestion is the city's biggest problem.

My prediction is that by midsummer, Saturday's winners will have had to use up a great deal of their political capital to cajole voters into paying more, a lot more, whether it's at the gas pumps, a vehicle levy, tolls, a carbon tax, a regional tax or even higher property taxes.

Because if they don't, it won't matter a jot what they promised, whether it was the greenest city, more parks or low taxes.

If the plebiscite is lost, they're all staring down the prospect of not just gridlock, but regional paralysis and even decline.

dbramham@vancouversun.com

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north shore news

PST hike proposed in transit question

Jane Seyd / North Shore News

December 12, 2014 12:00 AM



A SeaBus crosses Burrard Inlet. Lower Mainland residents will have to vote Yes in the upcoming referendum if they want any chance of seeing better SeaBus service. Photo file, North Shore News

Lower Mainland residents, including those on the North Shore, will be asked whether they support a 0.5 per cent increase in the Provincial Sales Tax within the region to support \$7.5 billion in transit improvements over the next 10 years.

The mayors' council on transportation voted Thursday to put that question in a mail-in referendum ballot seeking voters' approval for a new source of transportation funding.

The mayors opted to ask for a regional increase to the existing seven per cent sales tax over other revenue sources including vehicle levies and carbon taxes, saying it would provide the fairest, most affordable and steady source of cash for TransLink expansion.

If passed in a vote this spring, the sales tax hike would become the first regional sales tax in the country, although such taxes are relatively common in the U.S. The tax hike is expected to cost the average household about \$128 per year, while the poorest households would pay about \$50 a year more, according to the mayors' council. Not all political leaders were in favour of taking a new sales tax to the public. West Vancouver Mayor Michael Smith joined Burnaby Mayor Derek Corrigan in voting against it, pointing to wasteful spending by TransLink and a flawed governance model as reasons to reject the proposal.

"How can I vote yes when I look at what's gone on in the past three years?" he said. "It's something I can't support. The blunt

basic reality is the public is not being well served, and has not been well served on the transit file" Both North Vancouver mayors voted in favour of taking the referendum question to the public.

City of North Vancouver Mayor Darrell Mussatto said while he's not a fan of referendums, improving the transit system is critical for the city. Increasing growth means, "We have to have the accompanying public transportation system."

Mussatto said sales tax has been used to fund transportation in other areas of North America. "I think it's the most publicly accepted," he said.

District of North Vancouver Mayor and Mayors Council Chairman Richard Walton also voted in favour of taking the sales tax increase to the public.

"The challenge is what is really fair," he said. Walton said while he acknowledges TransLink's governance problems, if a new source of funding can't be found: "There is no Plan B at all," which would leave the region - and the estimated one million new residents who will come here in the next 10 years - struggling.

Walton said regional mayors have already rejected a further property tax hit.


He said business groups like the B.C. Chamber of Commerce are supporting the question because they understand the impact of gridlock on the economy.

Smith voted against the tax question, saying he's troubled by the waste and inefficiencies at TransLink that municipal leaders have no control over. "The harsh wind of economic reality that has blown through the private sector should blow through TransLink," he said.

Smith added he's concerned the federal and provincial governments - which are being asked to put up about \$1.5 billion each toward the plan - haven't committed to the funding.

If accepted by the provincial government, the referendum on the regional sales tax hike would be held through a mail-in vote in March and April. he referendum question will include a general description of some of the transit improvements TransLink wants to fund with the cash - [including improved SeaBus service and more frequent bus service on the North Shore.](http://www.nsnews.com/news/new-seabus-launched-in-north-vancouver-1.1634995) (<http://www.nsnews.com/news/new-seabus-launched-in-north-vancouver-1.1634995>)

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The real question is one of equity. Will the North Shore transit improvements match the many millions of dollars it contributes yearly in taxes/fees to Translink coffers? - CJK

north shore news

JAMES: Transit governance is mired in conflict

[Elizabeth James](#) / North Shore News

January 7, 2015 12:00 AM

"I will never buy the pig in the poke; there's many a foul pig hidden behind fair cloak." – playwright John Heywood, Proverbs and Epigrammes, 1497-1580

Unlike John Heywood's pig, the problems in TransLink's pre-referendum poke are not well hidden — they've been accumulating for 16 years.

But before I launch into the issues surrounding the vote, I need to state my position: Although I wish that, collectively, municipal politicians would stand up to the provincial government, my comments here are not directed at specific individuals but at what West Vancouver Mayor Michael Smith and Burnaby Mayor Derek Corrigan rightly called the "dysfunctional, flawed governance model" of TransLink.

I agree we need an efficient, regionwide transit system and that, provided low-income families are protected, a small addition to the sales tax may be the fairest way to provide TransLink with more funding for its \$7.5-billion plan.

So what are my beefs?

Firstly, the mayors' council made eight commitments in return for additional revenue; Transportation Minister Todd Stone's watered-down version had only seven. In blending the mayors' references to crowded and/or deficient bus services, Stone removed their specific commitment to 11 new B-Line routes that would be faster and make connections to town centres. Why?

Secondly, the mayors referred to a "new earthquake-ready" Pattullo Bridge, the minister omitted that descriptor. Why?

Thirdly, Stone also removed the mayors' reference to light-rail transit for Surrey's planned connections to Guildford, Newton and Langley. That leaves the transit mode and routes open to Victoria's meddling fingers.

Fourthly, for Vancouver, the mayors talked of extending the Millennium Line in a tunnel along Broadway whereas, Canada Line-style, Stone just said "rapid transit along Broadway." Neither question mentioned UBC. That's because the line will end at Arbutus and students would still need to transfer to B-Line buses if they actually wanted to attend classes.

Lastly, where the mayors said they would improve safety for pedestrians and cyclists, Stone specifically mentioned extending "the region's cycling and pedestrian walkway networks." Neither side appears ready to upset the cycling vote-block by suggesting cyclists over age 19 share the cost via annual licences and insurance.

So having read the preamble and because nothin's done for nothin' I'm left with the most important questions of all for the minister: Why did you amend the mayors' references to a 0.5 per cent increase to the sales tax to read, "A new 0.5% Metro Vancouver Congestion Improvement Tax," why change "referendum" to "plebiscite" and why omit the mayors' commitment to

independent audits and public reporting?

Were the changes just a thinly disguised marketing ploy or is it that you couldn't risk any comparison with local government referendums which require dollars approved to be spent only on the projects specifically described in pre-referendum advertising?

The final point concerns the chamber of commerce: We all know efficient transportation is essential to business but it needs to be affordable. Did you survey your regional members before rushing over to the "Yes" side? If not, why not?

Now for the dysfunctional and flawed governance model: There is no more glaring example to cite than the outright conflict of interest in which the system has placed District of North Vancouver Mayor Richard Walton.

Newly elected members of council swear an oath under the Local Government Act to foster the economic, social and environmental well-being of their (own) communities. Trouble is, any of those members who are named to un-elected Metro Vancouver committees are required to remove their municipal hats when serving on a regional committee, such as the Mayors' Council on Regional Transportation (TransLink) that Walton chairs.

Implied by oath to abide by Community Charter where this is outlined. - cjk

I hope you're keeping track of the conflicts because there's a significant one yet to come:

Last September two members of the council were appointed to the TransLink board, one of whom is also Walton. So what happens to the best interests of the constituents the mayor was elected to serve when they collide with (a) the wishes of a Metro Vancouver board or committee; (b) a TransLink decision; (c) a mayors' council decision, or (d) the highly politicized and provincially manipulated TransLink board?

Apart from the five or more fiduciary conflicts created for incumbents in that system, regional taxpayers did not need more politics on the TransLink board. What they do need and have a right to hear are the voices and advice of internationally experienced transportation professionals — individuals capable of evaluating the transit needs of the region at arms-length from 16 years of political and corporate interference and influence.

Unless and until that happens and we can read the results of a pre-referendum, independent, value-for-money audit, I will never buy the pig in the poke — not as originally drafted by the mayors' council, nor the non-binding mail-in ballot written by Transportation Minister Todd Stone.

[rimco@shaw.ca \(mailto:rimco@shaw.ca\)](mailto:rimco@shaw.ca)

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TransLink referendum approved by B.C. government

Proposed 0.5 per cent tax renamed the Metro Vancouver Congestion Improvement Tax

[CBC News](#) Posted: Dec 18, 2014 1:21 PM PT Last Updated: Dec 23, 2014 8:40 AM PT



Canada Line has (CBC)

Related Stories

- [PST hike of 0.5% proposed for Metro Vancouver transit referendum](#)
- [Metro Vancouver sales tax increase would send shoppers to Abbotsford, say Langley businesses](#)

The B.C. government has given a green light to the Metro Vancouver transit tax referendum, but only after renaming the proposed sales tax.

- [Read more about the transit tax](#)

Transportation Minister Todd Stone said the revised question will describe the new tax as a Metro Vancouver Congestion Improvement Tax, rather than as a regional Provincial Sales Tax.

"Do you support a new 0.5% Metro Vancouver Congestion Improvement Tax, to be dedicated to the Mayors' Transportation and Transit Plan? Yes or No," the [question now reads](#).

[The original question proposed by the mayors of Metro Vancouver](#) was, "Do you support a one half percentage point increase to the Provincial Sales Tax in Metro Vancouver dedicated to the Mayors' Transportation and Transit plan, with independent audits and public reporting? Yes or No."

The plebiscite will be conducted by Elections B.C. by mail-in ballot using provincial funds, but no provincial funding will be provided to campaigns on either side of the vote.

Ballots will be sent out March 16, and votes must be in by May 29, 2015.

A simple majority of 50 per cent plus one will be considered support for the question.

The new tax would apply to the majority of goods and services sold or delivered in the Metro Vancouver region, said Stone. He did not specify which goods would be exempt.

Mayors' 10-year plan

The mayors have said the estimated annual revenue of \$250 million would be used to fund part of a [\\$8 billion 10-year transit plan](#) including the following projects.

- Add bus service and new B-Line rapid bus routes.
- Increase service on SkyTrain, Canada Line, SeaBus, and West Coast Express.
- Maintain and upgrade the region's major roads.
- Build a new Pattullo Bridge.
- Build rapid transit connecting Surrey Centre with Guildford, Newton, and Langley.
- Build rapid transit along Broadway in Vancouver.
- Extend the region's cycling and pedestrian walkway networks.

The revenue will be subject to annual reviews, auditing and public reporting.

Vancouver Mayor Gregor Robertson said he was pleased.

"With one million more people moving to Metro Vancouver in the coming decades, we absolutely need to invest in transit," he said in a statement.

"The alternative is crippling traffic congestion, more air pollution, cuts to transit and lost economic opportunity. The future of our region's economy and environment is at stake in this transit referendum."

[VOTE | Do you support a 0.5% increase to the provincial sales tax to fund transit in Metro Vancouver?](#)

Do you support a 0.5% increase to the provincial sales tax to fund transit in Metro Vancouver?

Yes I don't know I don't care No

Vote

TransLink ridership takes fall after fare hike

By [Kenneth Chan](#) | 11:22 am PST, Thu December 18, 2014 | [Speak Up](#)

332



Ridership on Metro Vancouver's public transit network fell during the first nine months of the year, despite initial projections that ridership would grow from last year.

TransLink's third quarter financial report indicates there were 10.1-million fewer bus boardings in the year ending on September 30, representing a 5.7 per cent decrease in bus ridership. In

addition, there were 1.79-million fewer rail transit boardings, a reduction of two per cent, on the three SkyTrain lines and West Coast Express.

Altogether, transit fares were \$3.2-million below the same period in 2013. Fare box and prepaid fares were also \$6.5-million lower.

The report suggests “the 2013 fare increase had a longer lasting effect on ridership than expected,” but TransLink adds that its latest ridership forecasts show ridership is beginning to recover. In that [2013 fare hike](#), the price for one and two-zone tickets went up by 25 cents while a three-zone ticket increased by 50 cents to \$5.50.

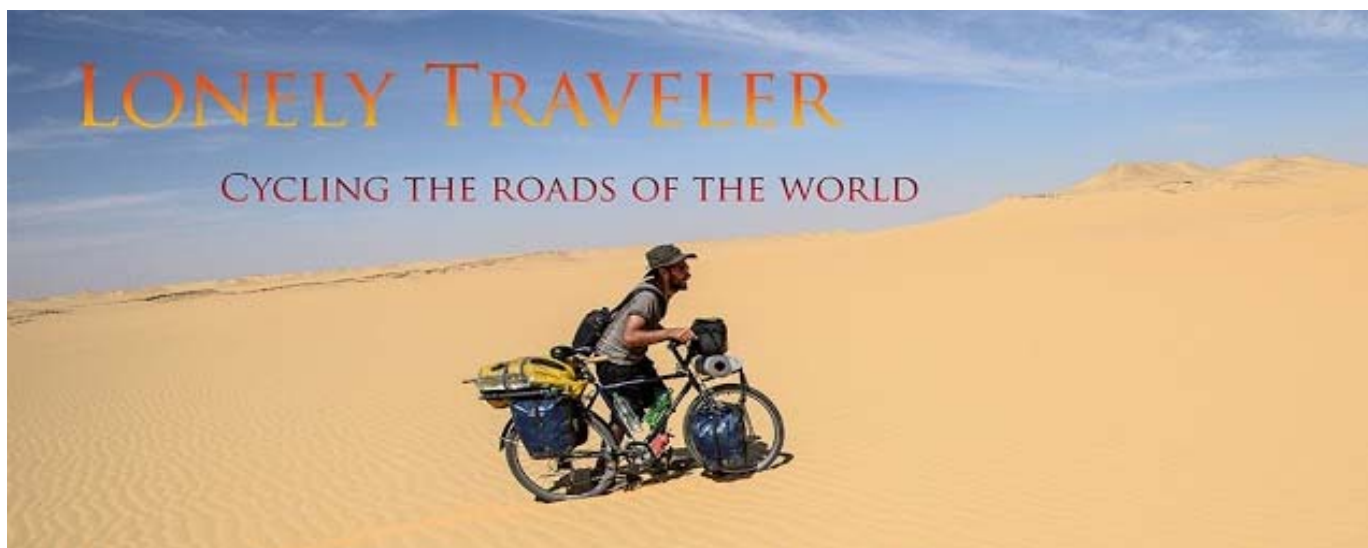
The transportation authority also noted that the free transit day in August and the delay of the new school year due to the prolonged teachers’ strike had an impact on its fare revenues.

Falling gas prices might also be a factor for TransLink’s ridership and revenues in the coming months. With gas prices closing in on \$1.00 per litre in the region, this could cause more people to get behind the wheel instead of taking transit.

However, with gas prices reaching a record low, this lost fare revenue could be partially offset by greater fuel tax revenues. TransLink currently takes 17 cents per litre on gas, accounting for about 25 per cent of its annual revenues.

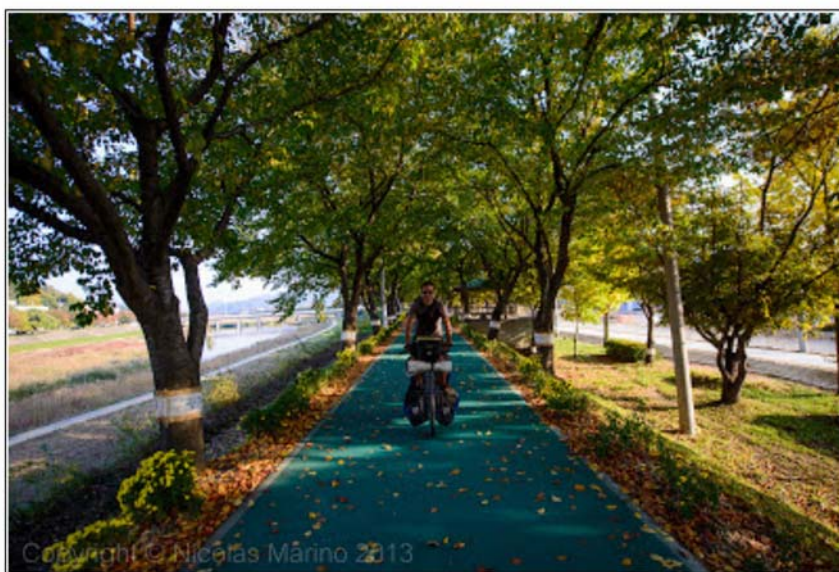
TransLink has stated that it will not pursue another fare increase for January 2015, but that does not rule out a hike later in the year. The authority expects to end the current fiscal year with a \$2.3-million surplus from its \$1.5-billion budget for the year.

Missing from the accounting is that fuel costs for TRANSLINK will take a tumble. So much so that the required referendum funds may need to be modified. Without numbers we are in the dark! - cjktrands in Translink Ridership / Comments on U-Pass

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Sunday, February 2, 2014

The longest bicycle path in the world



Korea seems fully aware of the problems that come with such an excess of technology and a population of workaholics. To try to compensate for these new "bad habits", the result of a mega-project of engineering that involved reconfiguring the course of the four major rivers of the country, included with it the design of several bike paths that connect the whole country from north to south from east to west. In this way, they are not only making exhaustive use of hydroelectric power but also giving people an incentive to go cycling and stay outdoors, providing them with the necessary space to do it in a safe, comfortable and professional way. Aside from the main "four rivers bike path" that links Incheon with Busan along 700 km, the number of new bike-path is increasing year by year, connecting different regions and cities. Many are currently under construction and the final goal is to connect the whole country through a network of bike paths, allowing cyclists to move freely, staying away from the dangers of motorized traffic. This not only solves the stress of the cyclists but also that one of the drivers, increasing overall safety significantly. As if it weren't enough, the government made sure to

design the path in a way that would connect the major tourist attractions of the country. Quite an advanced way of thinking.



Cycling along the bike-path, even if there is no adventure of any kind, is a real pleasure. It is a place that has been evidently designed for us. It isn't just an asphalted strip, it is a fully marked road, with all the standard signs and signals. It includes all of the facilities and amenities that a cyclist might need any time along the way and all of them are originally designed.



Toilets and showers are found very often. There are also information centers that provide fully detailed maps for free (as if getting lost was ever possible!). The whole landscape and urban space of it have been beautifully designed. Some stretches even include speakers playing classical music. There are service stations including automatic pumps and tools for fixing punctures. They seem to have thought of every single detail, there are even short curbs to place your feet so you don't have to get off the saddle when you stop for a rest.



South Korea is a 100% mountainous country and even though the bike-path goes along the rivers most of the time, there are some places where a mountain stands in the way, but that isn't a problem either because the path has its own tunnels and bridges.



This mega-engineering project also gave way to dozens of dams that control the flow of the rivers. You can find them all along the way and it is because of this very reason that Koreans haven't overlooked their visual impact and made of these colossal works of engineering, magnificent works of architecture. They are all different and they are all equally well-designed.



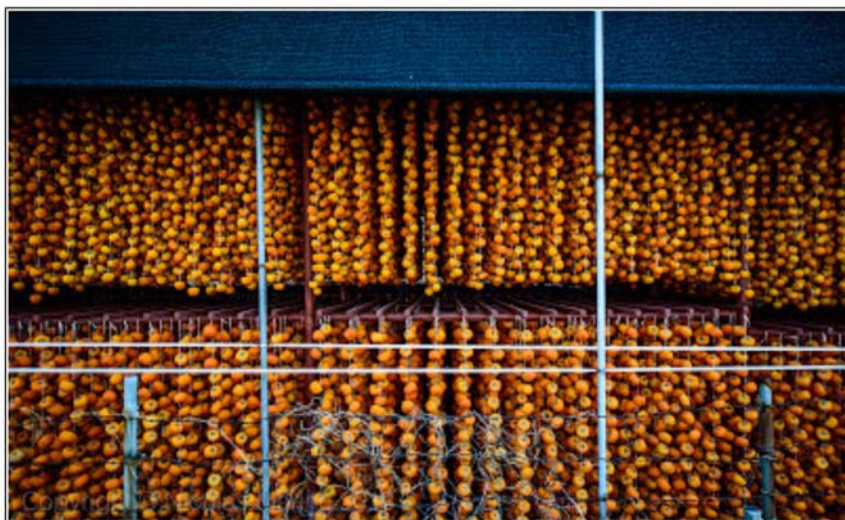
The dams most of the time serve as bridges for the bike-path that allow you to go from one side to other of the river. The whole experience of riding across them is visually attractive. At night, the lights are turned on and the dams are exquisitely illuminated as if they were emblematic buildings.



Very little of the rural world is left that has not been industrialized yet. The vast majority of the little flat space available for planting is used to build big greenhouses. Cows also find their home in huge sheds opened on the sides. In them, they have big fans and speakers playing classical music. Yes, it is not a joke. There's the idea here (and in Japan as well) that the meat is healthier if the animal doesn't suffer from stress. Peasants perform all tasks using cutting edge technology. My eyes could hardly believe it when watching a tractor wrapping in plastic bales of straw completely automatically from beginning to end.



Fruit picking is also automatic and so is the process that follows. It was the peak of persimon season in October and big sheds had them hanging in long strips where they were left to ripen and dry.



There is some manual labor left, but not even in this case, peasants seem to have to endure, not even a portion of what their colleagues in the third world have to go through. Even when manual labor is necessary it is undertaken in a tidy and sophisticated way.



But farming isn't South Korea's main strength. Arable land is extremely limited and even those spaces have been compressed in between the mountains and the long networks of high-speed highways that connect the whole country.



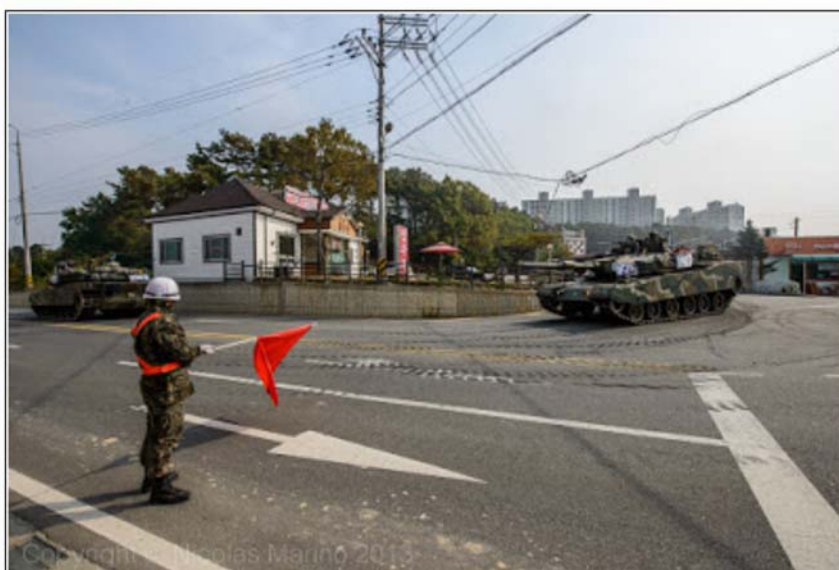
The path in itself isn't the most spectacular but the mountains are nice and we were lucky enough to have cycled there in autumn when we were able to enjoy the splendid array of colors of the foliage all along the way.



With the exception of the places where the bike-path meets the big cities, everything is generally pretty calm and quiet. There are always cyclists to be found all along the way. Some of them use the path for exercising, some to go from place to place, some just to be outdoors and some only to show their latest acquisition. The culture of cycling took off with these projects and being a wealthy society with extremely high-purchasing power, Koreans used to fly by us riding bicycles that can be lifted with the pink finger and easily are in the five figures range. All of them, of course, come with all of the accessories available in the market, including the most vital one, the Smartphone handlebar adapter, lest they spend too much time away from the *Samsung Galaxy*, most people seem to live in. They can cycle



All being said, the bike-path isn't as quiet as it could be. South Korea lives in a state of permanent alert, not to say absolute paranoia, preparing to respond at any time to any eventual war against their renegade brothers from the north, led by a sadistic unpredictable megalomaniac. Not even a single day would pass by without hearing the deafening sound of war jets flying by doing some sort of training all over the country. Military presence is omnipresent, it's everywhere, not only the local one but also the U.S one, which has its own base with up to 30.000 permanent soldiers in service and up to 70.000 other people for related services. Riding past a small town, the whole ground suddenly began to shake as though an earthquake was coming. We stopped, turned back and saw the tanks coming.



Military madness aside, perhaps one of the most interesting parts was riding across Gumi, the epicenter of cutting-edge technology of the country, to which people refer to as the Korean Silicon Valley. Gumi is the home of most South Korean electronic giants, for both commercial brands and infrastructure related stuff like fiber optics and semiconductors. LG has a lot of different factories in the area but its display factory is so big that seems to have the size of several football fields. As days went by, we slowly got unused to the encounter with motor vehicles. In a way, the bike-path is a parallel universe for cyclists. There are little to no reasons to cycle away from it. At night, it is possible to camp on any of the several outdoor spaces or sometimes, even better, finding a gazebo under which to put our floor mats and sleeping bags and sleep right there.



As we approached Busan, rivers become wider before reaching the ocean and the mountain slopes get closer and steeper. It isn't a problem because the bike-path becomes a floating bridge that runs separate to the slope and even on top of the river.



After 7 quiet and days, we finished the 650 km of bike-path that link Seoul with Busan. It's a nice and easy ride but far from extraordinary and completely devoid of adventure of any kind. Air pollution was more than I expected, the sky was generally a greyish blue, not as bad as it is in China, but far from a clear light-blue. On the other hand, from a social and technological point of view it is really interesting. It's like being in the kitchen of the cyber-future, in a country that still has some way to go to match its ultra-hyper-developed neighbor, Japan, but not much more left until that day comes. We cannot keep going further because there is no more country. All South Korea, with its population of 60 million, has the size of a little piece of land in any big country, but considering their limited space and what they have accomplished so far and what they will probably accomplish in the coming decades, it is reason enough to take our hats off. After having spent no less than 2 months in all of the countries that we visited this year, 10 days in South Korea felt like a breeze and went almost unnoticed. Once at the port in Busan, on board of a Japanese ferry we started the 10 hours of navigation to the port of Fukuoka.

Posted by Nico at Sunday, February 02, 2014

FONVCA AGENDA ITEM 7(d)

north shore news

Campaign finance reform coming

Jane Seyd / North Shore News

November 26, 2014 12:00 AM



Campaign signs during the 2014 municipal election. Photo file, North Shore News

Though the information won't be public for about another 80 days, it's a sure bet that local political candidates both raised and spent a lot of money in their recent election campaigns.

But the election just past will likely be the last one without spending limits or restrictions on who can contribute to local political campaigns or how much they can give, says **Patrick Smith, a Simon Fraser University political professor.**

Smith adds it's about time, because candidates can spend huge amounts of money in their bids for public office.

"Money plays quite a large role in B.C. local government elections," he said. "We're the worst example in all of Canada. There's no regulation of how much money is raised and how much is spent."

In the 2011 civic elections, candidates on the North Shore collectively spent over \$333,000 on their campaigns, with City of North Vancouver Mayor Darrell Mussatto spending the most at over \$51,000.

On the North Shore, donations from development corporations and civic employees' unions have frequently been pointed to as a source of possible concern, because local elected officials have direct power over their interests.

"Yes it is a problem," says Smith. "It is a problem of appearances and potential."

Smith said accepting those kinds of donations doesn't mean anything untoward is happening but, "The potential is there. The appearances are there. There's opportunities for quid pro quos and understandings."

"Is Montreal the only place this happens? It would be naive to think that."

Prior to the Nov. 15 civic election, B.C. introduced rules recommended by a provincial task force requiring greater disclosure from candidates and third-party advertisers. The province stopped short of limiting how much candidates can spend or receive in donations until after the election.

A legislative committee is currently examining the issue and is accepting public comment on general principles until Dec. 5.

Neither District of North Vancouver Mayor Richard Walton or West Vancouver Mayor Michael Smith had to run an election campaign this time (both were acclaimed), but neither are strangers to the issues.

"I've been in politics for 17 years and I've never accepted campaign contributions from anybody," said Smith last month. "I just don't believe in it. I always fund it myself."

That way, "I don't have any conflicts," he said. "Nobody has an expectation."

But Walton said without campaign donations, only the wealthy could afford to run for public office. "If you have a strong challenger, it can cost well over \$20,000," to run an election campaign in an urban area, he said. Without financial help, candidates end up paying for that out of their own retirement savings, he said.

Smith said it's necessary to have spending limits in campaigns, likely based on population. Approximately \$2 per capita is reasonable for most jurisdictions, he said, and might end the multimillion-dollar efforts that now dominate the City of Vancouver elections.

Smith also supports rules requiring more immediate disclosure of campaign donations and spending and rules that capture donations made prior to formal "election periods" that he said are poorly defined in any case.

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Editorial: New councils face multitude of challenges

Citizens want meaningful input into how city grows

VANCOUVER SUN NOVEMBER 14, 2014

true

By the end of the day Saturday, we'll know who will govern us for the next four years.

The extension of the term by one year makes our choice that much more important. The newly-elected mayors, councils, school and parks boards may need to guide our communities through tumultuous times: economic uncertainty, unprecedented population growth, transportation demands, constrained finances, and the intractable problems of homelessness, poverty and mental illness.

Addressing many of these challenges will require the co-operation of municipalities throughout the Lower Mainland, as well funding and other forms of assistance from the federal and provincial governments.

Cutting through the noise of campaign slogans and empty promises, the issue of consultation was heard loud and clear. Whether it's rezoning in Marpole or a bike lane through Kitsilano, citizens have let it be known they want to have meaningful input into the decisions our elected bodies make. It's not enough to hold an open house so people can let off steam. There must be a robust and inclusive process in order for citizens to take part in the development of their city.

Too often in the city of Vancouver, and elsewhere in Metro, spot zoning has left citizens outside the decision-making process while bureaucrats (or worse, politicians) negotiate the variable development tax (a.k.a. community amenity contributions) with a project proponent. This is why a number of candidates have recommended resuscitating Vancouver's CityPlan, which has fallen into disuse, to better manage growth. The idea would be to pre-zone the entire city, rather than zone one neighbourhood in isolation. It's rather surprising that the city isn't already following an official plan.

On matters of governance, there has been much discussion about limiting the number of terms a mayor may serve — some say two terms of four years, others three terms of three years — to prevent one person or party dominating for decades. The provincial government would need to rubber stamp any proposal from the municipalities. Still more discussion centres around setting limits, or even prohibiting, donations from corporations, unions or special interest organizations, as is the case in other jurisdictions. We might even toss around the notion of a ward system, or the single transferable vote, to make our democracy more relevant to those it is meant to serve. These are discussions the new municipal governments should encourage.

Metro Vancouver is blessed with an educated, articulate population with experts in many fields who have much to contribute in managing everything from public finances to housing the homeless, from preventing traffic gridlock to creating new forms of housing to address affordability, and from rebuilding the economy to ensuring the safety (and abundance) of our food and water supply.

What the new governments need to do is to open up and welcome their advice.

We wish all successful candidates the best of luck and thank all candidates for disrupting their lives to give us choice. It's what makes democracy work.

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A Review of Safety Code 6 (2013): Health Canada's Safety Limits for Exposure to Radiofrequency Fields

<http://rsc-src.ca/en/expert-panels/rsc-reports/review-safety-code-6-2013-health-canadas-safety-limits-for-exposure-to>

1. PUBLIC SUMMARY

FONVCA AGENDA ITEM 8(b)(iii)

A large number of industrial and consumer technologies operate using radiofrequency (RF) energy, which consists of electric and magnetic fields. To protect the public from adverse health effects from exposure to radiofrequency fields, Health Canada established Safety Code 6 (SC6) in 1991. It sets recommended limits for safe human exposure to RF energy emitted from devices such as cellular telephones, Wi-Fi equipment, cellular phone towers, radar and radio/TV broadcast antennas. For the general public, by far the most frequent source of exposure is through personal use of cell phones.

Health Canada regularly reviews SC6 to ensure that it is based on the most up-to-date scientific knowledge. In 2013, it proposed several revisions to bring SC6 in line with current knowledge and other international standards and asked the Royal Society of Canada to form an Expert Panel to review the proposed changes to SC6. The Panel was asked to determine whether SC6 limits provide adequate protection from established adverse health effects, whether there are other potential health impacts that should be considered, and whether additional precautionary measures should be recommended. This report outlines the evidence considered by the Panel and presents their response to the questions posed by the Royal Society. In addition, the Panel identified where there are gaps in the current state of knowledge and where further research is warranted.

The Panel considered an “established adverse health effect” as an adverse effect that is observed consistently in several studies with strong methodology. With this definition in mind, the Panel reviewed the evidence for a wide variety of negative health impacts from exposure to RF energy, including cancer, cognitive and neurologic effects, male and female reproductive effects, developmental effects, cardiac function and heart rate variability, electromagnetic hypersensitivity, and adverse health effects in susceptible regions of the eye.

Many of the studies considered reached conflicting conclusions. For example, the Panel reviewed conflicting evidence about effects of exposure to RF energy on cancer, concluding that effects are possible but are not “established” in accordance with its definition of “established health effects”. The Panel’s conclusion on cancer is in agreement with a recent report from the International Agency for Research on Cancer (IARC, 2013). Similarly, while effects of exposure to RF energy on aspects of male reproductive function have been found, the evidence has not been established to indicate that these translate into fertility or health effects. Problems in study design and inadequate dosimetry make it difficult to interpret the results of many of these reproductive health studies.

Therefore, the Panel has concluded that the balance of evidence at this time does not indicate negative health effects from exposure to RF energy below the limits recommended in the Safety Code. However, research on many of these health effects is ongoing and it is possible that the findings of future studies may alter this balance of evidence. The Panel recommends that Health

Canada should continue to monitor the literature for emerging evidence and that it aggressively pursue scientific research aimed at clarifying the RF energy-cancer issue and at further investigating the question of electromagnetic hypersensitivity, in particular.

Within the constraints of available resources and time, the Panel reviewed the scientific literature on biological effects of radiofrequency fields. This literature includes a number of reports of effects in various biological systems at exposure levels below recommended SC6 limits. In general, these reported low-level effects are often not consistent across similar studies and have no clear implications with respect to human health. Consequently they cannot presently be used to design safety standards. The Panel recommends that Health Canada continue to evaluate this literature as it develops.

Available studies suggest that the basic restrictions recommended in Safety Code 6 do provide adequate protection against known adverse health effects across the radiofrequency range. However, the science of exposure measurement is still developing and further research is required to not only examine the effects of exposure to new and emerging technologies, but also to compare the effectiveness of the recommended reference levels against the findings of new studies. In particular, the Panel recommends that Health Canada should consider studies in which additional data has been collected on child exposure, postured adult and postured child exposure, pregnant female and newborn exposure under grounded and isolated conditions.

During the public consultation, the Panel heard a number of significant concerns about the health effects of RF energy, the increasing levels of public exposure to RF energy, the process used to review the Safety Code, and the need for improved risk communication activities. While the Panel concluded that the human exposure limits in the Safety Code are science-based and do reflect the current state of knowledge regarding health effects, the Panel recommends that Health Canada continue to improve its efforts to inform the public regarding this issue and provide practical advice to concerned consumers on how to reduce their personal or their children's exposure. The Panel also urges Health Canada to investigate the problems of sensitive individuals with the aim of understanding their condition and finding ways to provide effective treatment, develop a procedure for the public to report suspected disease clusters and a protocol for investigating them, and encourage inclusion of basic education on non-ionizing radiation in the curriculum of Canadian medical schools.