



## **FONVCA AGENDA**

**THURSDAY May 26th 2011**

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

**Time:** 7:00-9:00pm

**Chair:** Dan Ellis – Lynn Valley C.A.

**Email:** [ellis7880@shaw.ca](mailto:ellis7880@shaw.ca) Tel: 604-816-8823

Regrets: Val Moller ; John Hunter ; K'nud Hille ;

### **1. Order/content of Agenda(\*short)**

### **2. Adoption of Minutes of Apr 14th**

<http://www.fonvca.org/agendas/apr2011/minutes-apr2011.pdf>

### **3. Old Business**

#### **3.1 Council Agenda Distribution - continued**

-Basic Agenda listing still missing from District Dialogue

### **4. Correspondence Issues**

#### **4.1 Business arising from 12 regular emails:**

#### **4.2 Non-Posted letters – 0 this period**

#### **4.3 Roundtable on “Current Affairs”**

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

- A) <http://www.fonvca.org/agendas/may2011/Handicap%20c urb%20drop%20on%20Curling%20to%20Belle%20Isle %20Place%20pathway.pdf> - by Doug Curran
- B) [http://www.fonvca.org/agendas/may2011/Doug\\_Curran\\_10may2011.pdf](http://www.fonvca.org/agendas/may2011/Doug_Curran_10may2011.pdf) - Use of CGA blog site – by Doug Curran

### **5. New Business**

#### **Council and other District issues.**

#### **5.1 Review of Public Hearing on OCP**

#### **5.2 Age Friendly Cap/Marine Plan**

Letter from Lions View Seniors – Doug Curran

[http://www.fonvca.org/letters/2011/18apr-to/Doug\\_Curran\\_2may2011.pdf](http://www.fonvca.org/letters/2011/18apr-to/Doug_Curran_2may2011.pdf)

#### **5.3 New Low Road Project in NV**

[http://www2.news.gov.bc.ca/news\\_releases\\_2005-2009/2009OTP0058-000553-Attachment1.htm](http://www2.news.gov.bc.ca/news_releases_2005-2009/2009OTP0058-000553-Attachment1.htm)

### **5.4 No Municipal Electoral Reform**

<http://www.vancouver.sun.com/news/news/4680701/story.html>

<http://www.citycaucus.com/2009/11/bramham-continues-series-on-municipal-electoral-reform>

<http://www.citycaucus.com/2009/10/american-donors-to-civic-campaigns-get-double-whammy>

<http://www.citycaucus.com/2009/08/eric-mang-on-municipal-finance-reform>

[http://www.timescolonist.com/story\\_print.html?id=4658410&sponsor=](http://www.timescolonist.com/story_print.html?id=4658410&sponsor=)

### **5.5 Questions for 2011 Municipal Election**

Start to gather input for the “Top 10 Questions” see

[http://www.fonvca.org/letters/2011/18apr-to/John\\_Hunter\\_12may2011.pdf](http://www.fonvca.org/letters/2011/18apr-to/John_Hunter_12may2011.pdf)

Note: 2011 Civic Election is Saturday Nov 19/2011 with Advance Voting on Monday Nov 14<sup>th</sup>

## **6. Any Other Business**

### **6.1 Legal Issues**

#### **a) Code of Conduct for FONVCA Meetings**

Diana Belhouse to table a proposal

#### **b) Regulation of Wood-Burning Fireplaces**

Reference to a 2006 Environment Canada Model Municipal Bylaw:

[http://www.ec.gc.ca/air/975A1778-B583-4E2A-9369-81800C3AC8C2/Model\\_By-Law.pdf](http://www.ec.gc.ca/air/975A1778-B583-4E2A-9369-81800C3AC8C2/Model_By-Law.pdf)

(pages 1-6 only attached)

#### **c) Freedom to criticize local governments**

[http://www.vancouver.sun.com/story\\_print.html?id=4730268&sponsor=](http://www.vancouver.sun.com/story_print.html?id=4730268&sponsor=)

“When a government is criticized, its recourse is in the public domain, not the courts”

### **6.2 Any Other Issues (2 min each)**

\*a) Municipal Recycling Statistics

[http://www.vancouver.sun.com/story\\_print.html?id=4702694&sponsor=](http://www.vancouver.sun.com/story_print.html?id=4702694&sponsor=)

\*b) Urban Agriculture/Gardens

[http://www.fonvca.org/agendas/may2011/DiscussionPaper\\_UA%20in%20City%20of%20North%20Vancouver.pdf](http://www.fonvca.org/agendas/may2011/DiscussionPaper_UA%20in%20City%20of%20North%20Vancouver.pdf)

<http://www.ruaf.org/>

<http://www.cnv.org/c//data/3/659/Discussion%20Paper%20-%20A%20Healthy%20Planet.pdf>

(pages 1-8 only attached)

\*c) Water Governance

[http://www.watergovernance.ca/factsheets/pdf/FS\\_Water\\_Use.pdf](http://www.watergovernance.ca/factsheets/pdf/FS_Water_Use.pdf)

\*d) Low Trust in RCMP

<http://www.vancouver.sun.com/news/news/4674128/story.html>

\*e) CAA Policy Statement on Transportation

[http://www.caa.ca/documents/CAA\\_Statement\\_Policy\\_2008-09\\_E\\_Final.pdf](http://www.caa.ca/documents/CAA_Statement_Policy_2008-09_E_Final.pdf)

(first 22 pages only)

\*f) The hunt for more Casinos

[http://www.bclocalnews.com/tri\\_city\\_maple\\_ridge/tricitynews/news/120320224.html](http://www.bclocalnews.com/tri_city_maple_ridge/tricitynews/news/120320224.html)

\*g) Closing North Shore's Waste Loop

<http://www.bclocalnews.com/news/120393869.html>

\*h) Developers push new zoning's envelope (Marine Dr.)

[http://www.nsnews.com/story\\_print.html?id=4631837&sponsor=](http://www.nsnews.com/story_print.html?id=4631837&sponsor=)

\*i) BC Boosts NV Hydrogen

<http://www.nsnews.com/technology/boosts+hydrogen/4815656/story.html?id=4815656>

\*j) Ban Skateboards from roads

<http://www.nsnews.com/sports/skateboards+from+roads/4763986/story.html>

\*k) Battle lines drawn in fight to preserve industrial lands

<http://www.vancouver.sun.com/business/smart-shift/fp/4795095/story.html>

\*l) Misc. articles of interest – see [www.fonvca.org/agendas/may2011/](http://www.fonvca.org/agendas/may2011/)

## **7. Chair & Date of next meeting.**

**Thursday June 16th 2011**

**Note: Council Break: Last meets on Monday**

**July 11 and resumes Monday August 29**

**ATTACHMENTS** -List of Recent Emails to FONVCA

**OUTSTANDING COUNCIL ITEMS** -Cat Regulation Bylaw;

Review of Zoning Bylaw; Securing of vehicle load bylaw;

Snow removal for single family homes bylaw.

**FONVCA Received Correspondence/Subject**  
**11 April 2011 → 24 May 2011**

<b>LINK</b>	<b>SUBJECT</b>
<a href="http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_18apr2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_18apr2011.pdf</a>	Mountain biking
<a href="http://www.fonvca.org/letters/2011/18apr-to/John_Hunter_18apr2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/John_Hunter_18apr2011.pdf</a>	Poor reporting of council agenda
<a href="http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_19apr2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_19apr2011.pdf</a>	Original purpose of parks...
<a href="http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_19apr2011b.pdf">http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_19apr2011b.pdf</a>	Upper Griffen MTB Trail Day
<a href="http://www.fonvca.org/letters/2011/18apr-to/Wendy_Qureshi_19apr011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Wendy_Qureshi_19apr011.pdf</a>	Lack of transparency in DNV OCP
<a href="http://www.fonvca.org/letters/2011/18apr-to/Wendy_Qureshi_21apr011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Wendy_Qureshi_21apr011.pdf</a>	DNV Wins Solar Award
<a href="http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_25apr2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_25apr2011.pdf</a>	NSMBA "Trail Adoption Plan" a Sham
<a href="http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_27apr2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Monica_Craver_27apr2011.pdf</a>	Where has all the wild life gone?
<a href="http://www.fonvca.org/letters/2011/18apr-to/Doug_Curran_2may2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Doug_Curran_2may2011.pdf</a>	Village Centre Plan for Capilano - Marine Drive
<a href="http://www.fonvca.org/letters/2011/18apr-to/Doug_Curran_12may2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Doug_Curran_12may2011.pdf</a>	Handicap curb drop on Curling to Belle Isle Place pathway
<a href="http://www.fonvca.org/letters/2011/18apr-to/John_Hunter_12may2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/John_Hunter_12may2011.pdf</a>	Questions for Nov 2011 Municipal Elections
<a href="http://www.fonvca.org/letters/2011/18apr-to/Doug_Curran_22may2011.pdf">http://www.fonvca.org/letters/2011/18apr-to/Doug_Curran_22may2011.pdf</a>	Emails (not) posted on FONVCA web site

**Past Chair of FONVCA (Jan 2008-present)**

**Notetaker**

May 2011	Dan Ellis	Lynn Valley C.A.	John Hunter
Apr 2011	Brian Platts	Edgemont & Upper Capilano C.A.	Dina Belhouse
Mar 2011	Val Moller	Lions Gate C.A.	Eric Andersen
Feb 2011	Paul Tubb	Pemberton Heights ← Special focus on 2011-2015 Financial Plan	
Jan 2011	Diana Belhouse	S.O.S.	Brenda Barrick
Dec 2010	John Hunter	Seymour C.A. ← Meeting with DNV Staff on Draft#1 OCP	None
Nov 2010	Cathy Adams	Lions Gate C.A.	John Hunter
Oct 2010	Eric Andersen	Blueridge C.A.	Paul Tubb
Sep 2010	K'nud Hille	Norgate Park C.A.	Eric Andersen
Jun 2010	Dan Ellis	Lynn Valley C.A.	Cathy Adams
May 2010	Val Moller	Lions Gate C.A.	Cathy Adams
Apr 2010	Paul Tubb	Pemberton Heights	Dan Ellis
Mar 2010	Brian Platts	Edgemont C.A.	Diana Belhouse
Feb 2010	Special		
Jan 2010	Dianna Belhouse	S.O.S	K'nud Hille
Nov 2009	K'nud Hill	Norgate Park C.A.	Eric Andersen
Oct 2009	Dan Ellis	Lynn Valley C.A.	Cathy Adams
Sep 2009	Brian Platts	Edgemont C.A.	Dan Ellis
Jul 2009	Val Moller	Lions Gate N.A.	Diana Belhouse
Jun 2009	Eric Andersen	Blueridge C.A.	Diana Belhouse
May 2009	Diana Belhouse	S.O.S	Eric Andersen
Apr 2009	Lyle Craver	Mt. Fromme R.A.	Cathy Adams
Mar 2009	Del Kristalovich	Seymour C.A.	Dan Ellis
Feb 2009	Paul Tubb	Pemberton Heights C.A.	Cathy Adams
Jan 2009	K'nud Hille	Norgate Park C.A.	Eric Andersen
Dec 2008	Dan Ellis	Lynn Valley C.A.	Paul Tubb
Nov 2008	Cathy Adams	Lions Gate N.A.	Dan Ellis
Sep 2008	Brian Platts	Edgemont C.A.	John Miller
Jul 2008	Diana Belhouse	Delbrook C.A.	Lyle Craver
Jun 2008	Eric Andersen	Blueridge C.A.	Diana Belhouse
May 2008	Herman Mah	Pemberton Heights C.A.	Cathy Adams
Apr 2008	Del Kristalovich	Seymour C.A.	Del Kristalovich
Mar 2008	K'nud Hille	Norgate Park C.A.	Dan Ellis
Feb 2008	Lyle Craver	Mount Fromme R.A.	Lyle Craver
Jan 2008	Dan Ellis	Lynn Valley C.A.	John Miller

# FONVCA

## Minutes Apr 21<sup>st</sup> 2011

Place: DNV Hall 355 W. Queens Rd V7N 2K6  
Time: 7:00-9:00pm

### Attendees

Brian Platts (Chair)	Edgemont & Upper Capilano C.A
Cathy Adams	Lions Gate C.A.
Corrie Kost	Edgemont & Upper Capilano C.A.
Diana Belhouse (Notes)	Delbrook C.A. & N.V. Save Our Shores
Eric Andersen	Blueridge C.A.
Doug Curran	Capilano Gateway Assn.
Paul Tubb	Pemberton Heights C.A.
Dan Ellis	Lynn Valley C.A.

**Regrets:** Katherine Fagerlund; John Hunter; Val Moller

The meeting was called to order at 7:10 PM

### 1. ORDER / CONTENT OF AGENDA

John Hunter sent regrets tonight so Items 5.1 & 6.2c deferred to a future meeting.

Discussion on item relating to referendum for OCP was/had been removed at the request of Capilano Gateway C.A. as, both its anonymity and timing were inappropriate. There being no clear policy on content of agenda this was tabled for discussion at a subsequent meeting.

Cathy requested an item be added under Correspondence Issue.

Note: Items marked with \* are mainly for information and usually involved little or no discussion by the members present.

### 2. ADOPTION OF MINUTES

<http://www.fonvca.org/agendas/mar2011/minutes-mar2011.pdf>

Minutes of Mar 17<sup>th</sup> FONVCA meeting were approved as circulated.

### 3. OLD BUSINESS

#### 3.1 Council Agenda Distribution - continued

Basic Agenda listing still missing from NS News. We will continue to monitor this unfortunate situation and build evidence about this deficiency until sufficient evidence warrants a letter to Council.

### 4. CORRESPONDENCE ISSUES

#### 4.1 Business arising from 19 regular e-mails

Cathy expressed concern about alleged untrue personal statements about her being posted on the Capilano Gateway blog site <http://www.capilanogatewayassociation.blogspot.com/> as well as the existence of a link to the blog site on the FONVCA home page. Cathy was concerned about statements there that allegedly impugned her motives. When FONVCA did not entertain further discussion of this at this time, Cathy left the meeting (7:50pm).

The Terms of Reference of FONVCA were displayed on screen... "Our mandate is to improve the quality of life in our neighbourhoods. Furthermore, the Federation is a forum for the common concerns of member associations and its purpose is to strengthen these organizations through the sharing of information and experience. Full autonomy of each Community Association is to be maintained."

It was suggested to remove the link to the new member blog site of the Capilano Gateway Association until they are well established. It was noted that the DNV sets standards about web sites they link to and we tend to follow those standards. Just as letters posted to the FONVCA web site are screened for appropriate content it was felt that Web sites should not impugn the reputation of others.

#### 4.2 Non-posted letters – 2 this period.

Removed at request of author.

### 5. NEW BUSINESS

#### Council and other District Issues

#### 5.0 Roundtable on "Current Affairs"

Dan Ellis suggested we get "back to our roots" by having a discussion (of up to approx 30min) near the start of each FONVCA meeting to provide an opportunity for each association to discuss current affairs as they impact their association. Agreed by members present and future agendas to accommodate this.

#### 5.1 Status/Update on OCP

Three letters were sent last month by FONVCA to Council. The first letter asked that a public hearing always be associated with Council's discretion to consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP. This change was inserted on page 26 of the newly revised OCP.

The second letter requested that when key reference policies of merged local area plans are changed by council they should at the very least be subject to a public meeting on the matter.

The third letter requested, in accordance with section 882 of the LGA, that more information be included/referenced by the OCP about the Financial Plan which is in support of the OCP.

Dan Ellis expressed concern about the 3 letters that were sent out since, although he was absent from this meeting, he would not have agreed with the contents of the letter(s). He proposed to reconsider these motions (which were unanimously agreed to at the time) but this was disallowed on the basis that he was not present at the meeting. Note that this is in accordance with Roberts Rules of Order which stipulates that the motion can only be reconsidered by a member who had voted in favour of the original motion.

Dan Ellis suggested that all motions to send letters to council be emailed to the members who were not present to see if they had any major objections to the expressed requests.

Corrie expressed concerns that the OCP could fail because of technical flaws. He wants the OCP to succeed, and thus the request of letter 3 that the financial information relating to the OCP be readily publically available.

\*5.2 Proper Use of Council In-Camera Meetings, Council Workshops, and Green Projects  
- John Hunter - due to absence deferred till next meeting

#### \*5.3 Using Web to conduct simple surveys

<https://www.surveymonkey.com/pricing/>

Useful for those who want to do simple, but professional looking, surveys at little or no cost.

#### \*5.4 Ethics of Gambling

<http://debates.juggle.com/does-gambling-make-up-for-its-bad-rap-with-its-charitable-contributions>

[http://www.responsiblegambling.org/articles/legalization\\_of\\_gambling\\_in\\_canada\\_july\\_2005.pdf](http://www.responsiblegambling.org/articles/legalization_of_gambling_in_canada_july_2005.pdf) The Executive summary of the above was attached and is worth a read. Questions one should address are:

-Do the ends justify the means?  
-Applicability of the concept of "do no wrong"  
-What about the "greater good"?

-Can "dirty money" do "good"?  
-Do "net good" economics make sense?

#### 5.5 Tall or Sprawl?

<http://www.vancouversun.com/opinion/4462759/story.html>

Little objective science has been applied to these problems/solutions.

#### 5.6 Fire Service Study – Safety vs. Costs

<http://www.bclocalnews.com/news/11811554.html>

<http://www.nsnews.com/news/4431377/story.html>

The real question is whether amalgamation of NS municipalities would cut per capita Fire Service expenses. It was noted that "fire events" keep dropping, while taxes for this service keep rising. It was opined that the province should compensate munis for their "ambulance" services.

#### \*5.7 Should Mayors retain extra meetings pay?

<http://www.bclocalnews.com/news/118049679.html>

<http://www.edenprairienews.com/node/10099/print>

<http://www.albertalocalnews.com/rimbeyreview/news/117155523.html>

#### \*5.8 Joint Water Use Plan (JWUP) – Gain or Loss?

<http://www.metrovancouver.org/services/water/planning/Pages/JointWaterUsePlanSeymour-CapilanoWatersheds.aspx>

<http://www.metrovancouver.org/services/water/planning/Docs/JWUPPanels.pdf>

Recreational uses sets off alarm bells?

#### 5.9 Translink Supplemental Plan Rejected by Default

<https://www.translinklistens.ca/MediaServer/documents/2011%20TransLink%20Supplemental%20Survey%202010.pdf>

<http://www.fonvca.org/agendas/apr2011/Translinklistens-March%202011%20Newsletter.pdf>

Two (2) municipalities rejected the Metro Vancouver Regional Growth Strategy

-Port Moody, would no longer accept any growth until Greenline is constructed

-Coquitlam's objection were similar but broader.

Dispute resolution is usually 2 step – non-binding arbitration, followed by binding arbitration if the former fails. Metro is seeking to jump to the latter step to save time. This requires OK by province.

## 6. ANY OTHER BUSINESS

### 6.1 Legal Issues

#### a) DNV changed Public Notification Bylaw

- See Council Mtg Feb 28/2011 – see Feb 27<sup>th</sup> email by Corrie to Council on subject discussed by Council on Monday Feb 28<sup>th</sup>/2011. Corrie opined that reverting to the default legislation removed flexibility from the hands of Council.

#### b) Phased Development Agreements: Councils

reneging vs developer reneging on developments

<http://www.vancouversun.com/business/business/4454326/story.html>

This is the other side of the coin – where a developer (Concord Pacific) allegedly did not fulfill promises relating to a school & parks as part of a development in Vancouver. In the past, as a result of a municipality getting the amenities first and then stopping the development – although the developer was awarded costs by the courts – this led to the province allowing binding long term (10+ years) phased development agreements (as did DNV for Seylynn). So will the courts award compensation to Vancouver?

The notetaker Diana Belhouse left the meeting at 9pm (in accordance with her previously stated commitment) and before departing expressed deep concern over the comments and actions of a newly attending member at their first attendance at a FONVCA meeting and cautioned members that such behavior can result in other members ceasing to attend in the future. She reminded members that Cathy has been a long time member who had contributed much to the success of FONVCA.

c) DNV Council advertizes holding Public Hearing before approval to do so.

<http://www.nsnews.com/business/business/4502294/story.html>

This has the appearance of a "done deal". Council, for expediency, appears to have decided to advertise

before making this formal decision. Council noted it as exceptional.

**\*d) Study of incremental Single-Family densification**  
<http://dspace.mit.edu/bitstream/handle/1721.1/42418/237800669.pdf?sequence=1>

### **e) FSR and 12ft ceilings on Marine Dr.**

This item relates to 3<sup>rd</sup> Marine Drive development project to get a height variance (out of 4 proposals to come forth since Marine Dr. Plan was adopted in 2009). This was for a significant - 8.5 ft variance. On the 12ft height ceiling portions of the upper floor it was noted that:

- All SF residential zones double count those floor areas
  - Some CD zones (CD57) double count those floor areas
  - C9 (Marine Dr.) zones do not double count those floor areas
- Perhaps a review of this aspect should be examined?

## **6.2 Other Issues**

### **\*(a)Terms:**

BANANA: Build Absolutely Nothing Anywhere Near Anybody  
ABSNS: Always Building Something Near Someone  
NIMBY: Not In My Back Yard  
NIMTO: Not In My Term of Office

### **(b) Healthy Neighbourhoods Funding Status?**

Only \$5000/yr now available – and this too may soon disappear!

### **(c) Update on Maplewood CAP**

– John Hunter to address this at a future FONVCA meeting.

### **\*(d) Community Policing Checklist**

<http://www.policing.com/articles/pdf/COMMUNITY%20POLICING%20CHECKLIST.pdf>  
<http://www.nsnews.com/news/Community+police+RCMP+priority/4568423/story.html>  
Basically for information – not necessarily about “community” policing.

## **7. CHAIR AND DATE OF NEXT MEETING**

Due to potential conflict with a Public Hearing on the OCP for May 19<sup>th</sup>, the next **meeting will take place at Thursday May 26<sup>th</sup>, 2011**

**Chair: Eric Andersen**

**Notes: John Hunter**

Meeting adjourned ~ 9:10PM.

**Subject:** Fwd: Handicap curb drop on Curling to Belle Isle Place pathway  
**From:** Douglas Curran <dougcurran@shaw.ca>  
**Date:** Wed, 4 May 2011 09:33:17 -0700  
**To:** Corrie Kost <corrie@kost.ca>

Corrie,

Please include the email below as an agenda item for the next FONVCA meeting. It may be of interest to other community associations that are struggling with obtaining small local improvements.

Doug

Begin forwarded message:

From: Douglas Curran <[Dougcurran@shaw.ca](mailto:Dougcurran@shaw.ca)>  
Date: May 4, 2011 9:28:12 AM PDT (CA)  
To: Len Jensen <[JensenLm@dnv.org](mailto:JensenLm@dnv.org)>  
Cc: "[bmcp@shaw.ca](mailto:bmcp@shaw.ca)" <[bmcp@shaw.ca](mailto:bmcp@shaw.ca)>, Ron McCall <[McCallR@dnv.org](mailto:McCallR@dnv.org)>, Brian Meslo <[MesloB@dnv.org](mailto:MesloB@dnv.org)>  
Subject: Re: Handicap curb drop on Curling to Belle Isle Place pathway

Good Morning Len,

This is fantastic news! Thank you. This pathway has been, despite its deficiencies, the most preferred route for pedestrians and cyclists traveling through the community.

With its recent improvements of lighting, drainage and grading - and now the drop pan - it will allow greater numbers of people to use this route, under the trees and along the quiet of Belle Isle. This will make a significant improvement to the quality of life for many people, both for those in the immediate neighbourhood, as well as others transiting through our community.

We are very appreciative of this work by your department.

Best regards, Doug

Douglas Curran  
2046 Curling Road  
North Vancouver, B.C.  
Canada V7P 1X4

Ph: 604-985-5621  
[www.dougcurranphotos.com](http://www.dougcurranphotos.com)

On 4-May-11, at 8:39 AM, Len Jensen wrote:

Thank you for your requests. Our Senior Foreman, Ron McCall, has had a look at the sight and we will be installing a drop in the curb once we after the temporary hydrant feed has been removed.

Thank you again for your e-mails

Len Jensen

Engineering Operations

From: Nick Brouwer  
Sent: Friday April 29, 2011 8:41 AM  
To: 'Douglas Curran'  
Cc: Len Jensen  
Subject: RE: Handicap curb drop on Curling to Belle Isle Place pathway

Mr. Curran: I'm pleased that the drainage issue has been resolved to your satisfaction. In regard to your request for wheel chair access to the path as described below, I will forward this request to Mr. Len Jensen, Engineering Operations Manager for further comments. Sincerely,

Nick Brouwer  
Utilities Section Manager

From: Douglas Curran [<mailto:Dougcurran@shaw.ca>]  
Sent: Thursday April 28, 2011 10:06 PM  
To: Nick Brouwer  
Cc: Brian Meslo  
Subject: Handicap curb drop on Curling to Belle Isle Place pathway

Dear Mr. Brouwer,

The drainage improvements to the Belle isle to Curling Road pathway, conducted last year by your department, have made a dramatic improvement to the ease and use of the pathway. There are no longer 5" deep standing pools of water across the path during rain storms, nor broad pools at the north end, hampering pedestrians.

The improvements have allowed far greater numbers of people to use the path, and the subsidence issue caused by flooding of my property has abated.

This is another part of the situation that I would like to draw your attention to. The curb at the south end of the path is a full curb, with no drop pan for use by disabled or wheelchair bound residents.

We have a couple of local residents who are reliant on either wheelchairs or mobility scooters in order to navigate around the area. for one Belle isle resident, the curb means that she has to travel a long circuitous route to reach either Park Royal or other southern parts of the neighbourhood. Too, many of the elderly have a difficulty in dragging loaded shopping buggies up over the curb as it necessitates a nearly straight lift.

i am writing to ask if a handicap drop curb could be installed at the souther end of the pathway to ease this situation for those with mobility issues. Additionally, as the new bicycle route directs cyclists down this path it would help riders to transit from the path onto Curling Road.

Presently a portion of the sidewalk opposite the path has been cut through for a temporary hydrant feed. When the time comes that the sidewalk is returned to its original state it might be an opportunity to do the necessary work for the drop curb on the pathway at the same time.

I would appreciate hearing back from you on this situation. Given the profile of aging in our community i can only project that the need for these small conveniences are going to increase in the future.

thank you,

Doug

Douglas Curran  
2046 Curling Road  
North Vancouver, B.C.  
Canada V7P 1X4

Ph: 604-985-5621  
[www.dougcurranphotos.com](http://www.dougcurranphotos.com)

**Subject:** Fwd: Informed engagement with a community voice

**From:** Douglas Curran <dougcurran@shaw.ca>

**Date:** Tue, 10 May 2011 10:38:44 -0700

**To:** Corrie Kost <corrie@kost.ca>

**CC:** Jai Jadhav <jaidjadhav@gmail.com>, kim Belcher <kbelcher@shaw.ca>, Wayne Adare <Wayne.Adare@vertexgroup.com>

Corrie,

Please add the item below to the Agenda for the next FONVCA meeting as it relates to other issues regarding the use of the CGA blog site.

thank you, Doug

Begin forwarded message:

From: Douglas Curran <[dougcurran@shaw.ca](mailto:dougcurran@shaw.ca)>

Date: May 10, 2011 10:32:48 AM PDT (CA)

To: Brian Bydwell <[Brian\\_Bydwell@dnv.org](mailto:Brian_Bydwell@dnv.org)>

Cc: Tom Lancaster <[LancasterT@dnv.org](mailto:LancasterT@dnv.org)>, [susan\\_haid@dnv.org](mailto:susan_haid@dnv.org)

Subject: Informed engagement with a community voice

Hi Brian,

The CGA blog site ( [www.capilanogatewayassociation.blogspot.com](http://www.capilanogatewayassociation.blogspot.com) ) has recently passed the 1,600 page view mark on its blog site. For such a small community this indicator has to be considered an extraordinary event by any standard.

It was troubling then, to notice that recently one of our blog followers, and the key contact resource staffer for the community Tom Lancaster, removed himself as an open follower of the site.

Our thinking is that it should in fact be mandatory for anyone dealing with this community through the current process be regularly reviewing the range of ideas and topics circulating in the community.

Additionally, the open appearance of DNV staff monitoring the site acts as a guarantee that information appearing on the site, while not endorsing any particular views of the CGA, are at least subject to scrutiny and oversight by a professional authority.

As you are aware, this lack of oversight from other quarters has actually allowed anonymous and unsubstantiated information to flourish within the community, with predictably negative effects on community dialogue and for rational community outcomes for the OCP process.

Whatever reasons may have been advanced for removing Mr. Lancaster's following of the blog site, they are misinformed and work against thoughtful open dialogue and realistic outcomes for our community's future.

sincerely,

Doug



Douglas Curran  
2046 Curling Road  
North Vancouver, B.C.  
Canada V7P 1X4

Ph: 604-985-5621

[www.dougcurranphotos.com](http://www.dougcurranphotos.com)

**Subject:** Fwd: Village Centre Plan for Capilano - Marine Drive  
**From:** Douglas Curran <dougcurran@shaw.ca>  
**Date:** Mon, 2 May 2011 18:25:54 -0700  
**To:** Corrie Kost <corrie@kost.ca>

Hello Corrie,

Please add the email below and attached letter from Viv Christison of the Lionsview Senior's Planning Society to the agenda for the next FONVCA meeting

thank you,

Doug

Begin forwarded message:

> **\*From:** \*Viv Christison <lionsviewhousing@gmail.com>  
> <mailto:lionsviewhousing@gmail.com>  
> **\*Date:** \*May 2, 2011 2:33:14 PM PDT (CA)  
> **\*To:** \*Doug Curran <dougcurran@shaw.ca <mailto:dougcurran@shaw.ca>>  
> **\*Cc:** \*DNV Mayor and Council <dnvcouncil@dnv.org <mailto:dnvcouncil@dnv.org>>  
> **\*Subject:** \*\*Village Centre Plan for Capilano - Marine Drive\*

>  
> Dear Doug Curran, Mayor Walton and Members of Council,  
> I have attached a letter which was originally intended as a simple thank you  
> to Capilano Gateway Association. However, at our recent Housing Committee  
> meeting, it was decided that a copy to Mayor and Council would help to  
> emphasize our message of support for Age Friendly neighbourhoods.  
> With many thanks to you all for the work you do in building community.  
> Viv Christison  
> --  
> Viv Christison  
> Chair, Housing Committee  
> Lionsview Seniors' Planning Society,  
> [www.lionsviewseniorsplanning.com](http://www.lionsviewseniorsplanning.com) <<http://www.lionsviewseniorsplanning.com>>

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<b>Age Friendly Capilano Marine April 2011.doc</b>	<b>Content-Type:</b> application/msword <b>Content-Encoding:</b> base64
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—Part 1.1.3

<b>Part 1.1.3</b>	<b>Content-Type:</b> text/html <b>Content-Encoding:</b> 7bit
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## *A Strong Voice For Seniors on the North Shore*

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The Lionsview Seniors' Planning Society is funded in part by the City of North Vancouver, the Districts of North and West Vancouver, the United Way of the Lower Mainland and the Province of British Columbia.

Capilano Gateway Association  
C/o 2046 Curling Road  
North Vancouver BC V7P 1X4

May 2, 2011

Dear Doug Curran,

I am writing on behalf of Lionsview Seniors Planning Society, Housing Committee to thank you and your Association members for working so hard toward the creation of an inclusive, accessible and age friendly neighbourhood in Lower Capilano/Marine Village. Lionsview Seniors Planning Society works to ensure that seniors can continue to live and age well in their own communities and so we wanted to express our appreciation that so many age friendly features have been included in the proposal for the new Village Centre.

In particular, we are very pleased to see the inclusion of the following:

- Services are situated together and are accessible
- There will be ground oriented shops [and we hope ground oriented medical offices]
- Pleasant public spaces, green walkways and seating areas are planned
- Safety through passive surveillance is considered
- There will be reliable and frequent public transit with transit stops that are conveniently located



## *A Strong Voice For Seniors on the North Shore*

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- There is an intention to enable a variety of affordable housing options in areas close to services and the rest of the community
- The plan includes provision of housing for frail and disabled older people
- There will be a centre for affordable community events and recreation activities that can be attended alone or with a companion
- Employment opportunities are considered
- Provision of an adult day centre will be explored

In looking over the list of community benefits, only two of the preceding ten are exclusive to seniors. So, although we speak for seniors, Lionsview believes that a senior friendly neighbourhood is friendly to all ages.

Lionsview is looking forward to the completion of its seniors' survey in July 2011. The survey will provide information on perceptions of the age friendliness of the North Shore. Perhaps Lionsview and the Capilano Gateway Association could arrange for neighbourhood seniors to review and respond to survey results. This may be useful feedback to have when you and the District move forward with anticipated community building.

Yours sincerely,

*Viv Christison*

Viv Christison  
Chair, Housing Committee  
Lionsview Seniors Planning Society

Copy to Mayor Walton and Council Members

[Printer-friendly version](#) [Original News Release](#)

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## BACKGROUND

2009OTP0058-000553

March 27, 2009

Office of the Premier  
Government of Canada

### INFRASTRUCTURE INVESTMENTS IN THE NORTH SHORE

The North Shore Trade Area provides a critical connection to overseas markets for export products and handles over 35 per cent of all cargo volume through the Port of Vancouver with a value of over \$7.7 billion in 2007. Currently, the North Shore terminals are estimated to generate about 12,300 direct and indirect jobs in British Columbia, earning over \$600 million in wages annually. In 2008, terminal operators and railways in the City and District of North Vancouver paid approximately \$10 million in municipal taxes.

In this context, the governments of Canada and B.C. worked with various public and private stakeholders on the North Shore Trade Area Study, which was completed in Fall 2008. The study's findings were used as the basis for developing an implementation plan that includes a package of transportation infrastructure projects along Burrard Inlet on the North Shore.

### INDIVIDUAL INFRASTRUCTURE PROJECTS BEING ADVANCED

**Project:** Brooksbank Avenue Underpass**Location:** City of North Vancouver/District of North Vancouver**Approximate Project Cost:** \$25.5 million**Delivery Agency:** Port Metro Vancouver**Description:** The Brooksbank Avenue Underpass project consists of modifying the underpass to accommodate several additional rail tracks necessary for port terminal expansion plans. The project would enable increased rail capacity. Access to Harbourview Park south of the rail tracks will be protected.**Project:** Neptune/Cargill Grade Separation**Location:** City of North Vancouver**Approximate Project Cost:** \$48.3 million**Delivery Agency:** Port Metro Vancouver**Description:** The Neptune/Cargill Grade Separation will eliminate the existing at-grade crossing in the vicinity of Low Level Road and 3<sup>rd</sup> Street East that provides access to the Neptune and Cargill terminals. This project will facilitate rail movements, reduce rail whistle noise, and improve road access for workers and emergency services.

**Project:** Low Level Road Realignment

**Location:** City of North Vancouver

**Approximate Project Cost:** \$59.2 million

**Delivery Agency:** TransLink

**Description:** Realigning and elevating the existing Low Level Road will accommodate two new rail tracks essential to port terminal expansion. This 1.5-km project will address drainage and slope stability issues, reduce train-switching noise, and provide separation between road and rail corridors that will improve road safety and port security. This realignment will also facilitate construction of the North Shore Spirit Trail multi-use pathway.

**Project:** Pemberton Avenue Grade Separation

**Location:** District of North Vancouver

**Approximate Project Cost:** \$42.7 million

**Delivery Agency:** District of North Vancouver

**Description:** The Pemberton Avenue Grade Separation will provide an overpass across the Canadian National Railway rail line, replacing the existing Pemberton Avenue and Philip Avenue at-grade crossings. This will provide traffic relief to a projected 6,500 vehicles per day (by 2021) and reduce noise pollution in the local community while allowing Canadian National Railway to operate longer trains. The road connection to industries south of the rail tracks will also be improved.

**Project:** Western Lower Level Route Extension to Marine Drive

**Location:** District of North Vancouver, District of West Vancouver, Squamish First Nations Land

**Approximate Project Cost:** \$86.8 million (\$50 million in funding committed)

**Delivery Agency:** to be determined once all funding is confirmed

**Description:** Extension of the Low Level Route from Garden Avenue to Marine Drive near Park Royal Shopping Centre. This two-lane road, which includes a new bridge over the Capilano River, will provide significant traffic relief to Marine Drive at the Lions Gate bridgehead. The Province of British Columbia has committed \$25 million in funding for this project. The Government of Canada is in discussions with the Squamish First Nation and other stakeholders regarding this project.

These projects will enhance rail and port operations and accommodate anticipated growth in rail and road traffic, while providing local quality of life and environmental benefits, including:

- Reduced congestion on the local road network.
- Increased employment on the North Shore and throughout the Lower Mainland.
- Enhanced support for Canadian forestry, mining and agriculture sectors who export through North Shore terminals.
- Reduced noise pollution, such as train whistles at road/rail crossings and rail shunting.
- Expanded terminal facilities that will increase provincial and municipal tax revenues.
- Improved access to terminal facilities for commercial traffic.
- More efficient rail operations and capacity to accommodate anticipated trade growth.
- Enhanced access to emergency service providers (police, fire, ambulance).
- Increased capacity for public projects such as the Spirit Trail multi-use pathway.

## FUNDING CONTRIBUTIONS AND ASSOCIATED CONDITIONS

The implementation plan is supported by technical and financial contributions in excess of \$225 million from the following parties:

- Government of Canada – \$75.0 million.
- Province of British Columbia – \$62.0 million.
- Port Metro Vancouver – \$49.2 million (on its behalf and on behalf of some terminal operators).
- TransLink – \$5 million.
- City of North Vancouver – \$2.7 million (including \$1.9 million in property).
- District of North Vancouver – \$5.6 million (including \$5.2 million in property).
- Supporting terminal operator – \$2.5 million.
- Canadian National Railway and Canadian Pacific Railway – collectively \$23.7 million.

The contributions for the projects are subject to a number of conditions and requirements, including but not limited to the following:

- Funding and budgetary appropriations.
- Federal and Provincial Treasury Board, board of directors and/or municipal council approvals.
- Acceptance of engineering standards and designs and confirmation of requisite railway approvals.
- Environmental assessment approvals.
- Any other policy, statutory and regulatory requirements and approvals.

The Asia-Pacific Gateway and Corridor is a network of transportation infrastructure including British Columbia's Lower Mainland and Prince Rupert ports, their principal road and rail connections stretching across Western Canada and south to the United States, key border crossings, and major Canadian airports. The network serves all of North America, and is focused on strengthening trade ties with the Asia-Pacific region.

On October 11, 2006, the Prime Minister launched the Asia-Pacific Gateway and Corridor Initiative (APGCI). The APGCI brings infrastructure, policy, governance and operational issues together into one integrated, multi-modal, public-private strategy.

Canada is one of the most trade-dependent economies among the G-8 nations. The benefits of the federal government's contributions to the APGCI projects will extend nationally as they directly support increased international trade between all of Canada and Asia-Pacific countries, including China and Japan, and serve to make the import and export supply chains more reliable and efficient.

The Government of Canada and Province of British Columbia have been working with private partners to advance various initiatives to improve infrastructure, labour and service reliability of the Pacific Gateway.

## PRIVATE SECTOR PLANS

Canexus is currently completing a \$228-million modernization project to reduce environmental emissions and increase production, while Kinder Morgan has just invested \$119 million for new tracks and other capacity enhancement projects.

In addition to these infrastructure projects being advanced, the private sector will invest extensively in its own infrastructure to increase capacity and handle anticipated growth.

- The railways will invest approximately \$15 million in expanded and reconfigured rail tracks on the North Shore. Further rail investments from Canadian National Railway and Canadian Pacific Railway in the Lower Mainland and throughout Western Canada will provide additional capacity for anticipated growth on the North Shore.
- The North Shore terminal operators are collectively planning significant investments in the North Shore that could result in over \$1 billion in additional investments within the next 15 years. For example, in June 2008, Canpotex, the world's largest exporter of potash, announced plans to almost double its West Coast shipping capacity with new facilities proposed in Prince Rupert and on the North Shore. On the North Shore alone, Canpotex's investments could range from \$350 million to \$450 million.

Many of these additional private sector investments are contingent on the implementation of these infrastructure projects. The private sector investments could result in over \$5 million of additional property taxes paid to the municipalities annually.

## NORTH SHORE TERMINAL OPERATORS

**Name:** Canexus

**Location:** District of North Vancouver

**Major Commodities Handled:** Salt, caustic soda, chlorine

**Description of Expansion Plans Under Consideration:** N/A

**Name:** Univar Canada

**Location:** District of North Vancouver

**Major Commodities Handled:** Ethylene glycol, caustic soda, ethylene dichloride

**Description of Expansion Plans Under Consideration:** N/A

**Name:** Western Stevedoring (Lynnterm)

**Location:** District of North Vancouver and City of North Vancouver

**Major Commodities Handled:** Wood pulp, lumber, machinery, steel, general cargoes

**Description of Expansion Plans Under Consideration:** New buildings and other capacity enhancing projects.

**Name:** Neptune Bulk Terminals

**Location:** City of North Vancouver

**Major Commodities Handled:** Coal, potash, specialty agri-products

**Description of Expansion Plans Under Consideration:** Capacity sustaining and improvement projects, including new structures and new rail tracks.



**Name:** Cargill

**Location:** City of North Vancouver

**Major Commodities Handled:** Wheat, durum, canola, barley, grain by-products

**Description of Expansion Plans Under Consideration:** Conveyor upgrades to reduce dust levels and rail system upgrades to reduce noise and graveyard unloading operations.

**Name:** James Richardson International

**Location:** City of North Vancouver

**Major Commodities Handled:** Grain products

**Description of Expansion Plans Under Consideration:** N/A

**Name:** Fibreco

**Location:** District of North Vancouver

**Major Commodities Handled:** Wood chips

**Description of Expansion Plans Under Consideration:** Not yet determined

**Name:** Kinder Morgan Canada Terminals L.P.

**Location:** District of North Vancouver

**Major Commodities Handled:** Sulphur, mineral concentrates, wood pulp, wood pellets, specialty agri-bulk products, liquid bulks.

**Description of Expansion Plans Under Consideration:** New storage tanks; environmental improvements; dock, ship unloading, storage and material handling and rail car handling improvements.

Other waterfront industries, such as Washington Marine Group and McKeen & Wilson also contribute to the economic vitality of the North Shore.

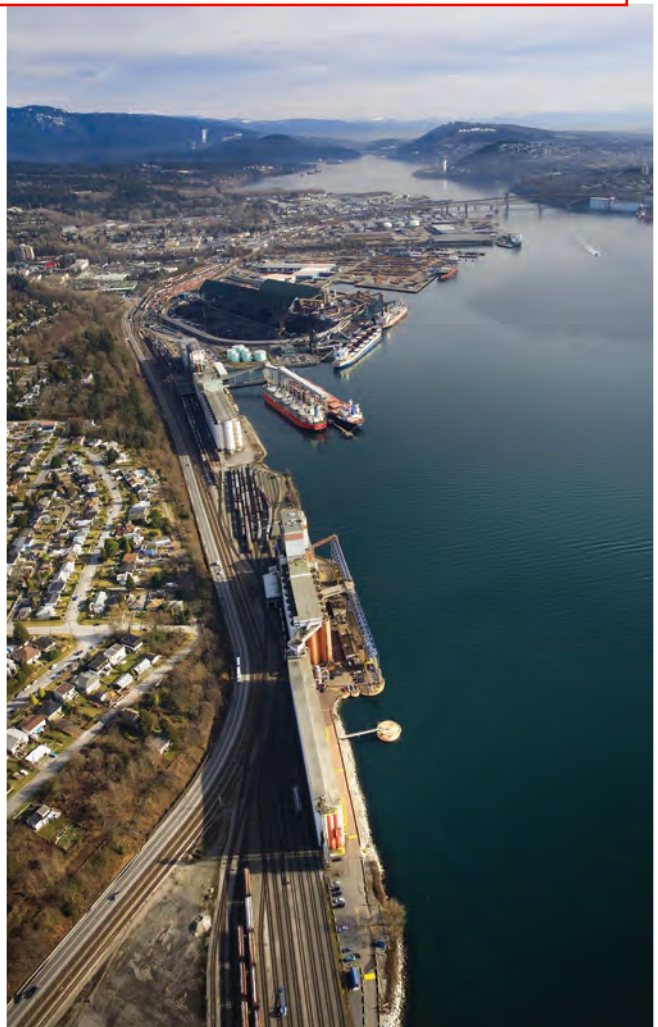
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# Proposed Low Level Road Improvement Project

## Consultation Summary Report

March 30, 2011



PREPARED BY:

**lucent**  
strategies

## Municipal electoral reform placed on Liberal party's back burner

Some changes could be easily accomplished before November civic elections -but the provincial government may not go ahead until 2014

**Daphne Bramham**

Vancouver Sun

*Wednesday, April 27, 2011*

Foreigners financed campaigns. Anonymous individuals and groups ran nasty ads and never owned up to paying for them. Citizens, whose responsibility it is to police the scant rules, had such limited access to financial disclosures and documents that their complaints were made too late. Even police concluded that the electoral laws' vagueness protects the bad guys.

This is not a litany of complaints from some developing country's failed democracy. All of those things happened in 2008 during the provincewide municipal elections in British Columbia.

Citizen complaints led to police investigations in West Vancouver, Central Saanich, Langley, Gibsons and Summerland.

Police recommended charges in West Vancouver and a stunning 19 charges in Central Saanich. But crown prosecutors declined to lay them. Not in the public interest and no substantial likelihood of conviction were the reasons.

In other municipalities, RCMP said some complaints would likely have resulted in charge recommendations, but they weren't made quickly enough.

It was so frustrating and time-consuming that when the provincial government finally appointed a task force in 2009 to recommend changes, the RCMP's "sensitive investigation team" filed a 16-page report.

It outlined challenges it faced and made five recommendations. A key one was to increase the time period for complaints to be lodged to at least a year from the current six months.

RCMP also asked for clarification on whether local police are in a conflict of interest -as some claimed -if they investigate their political overseers. And RCMP said the province needs to ensure that whoever the task falls to has the proper training to do complex, political investigations.

But none of that has happened, or will happen, before the November municipal elections. Why? Because the provincial government has broken its promise to make even the most basic changes recommended last July by the municipal elections task force.

It bears reminding that at the time, the minister -Bill Bennett -called municipal elections "a bit of the Wild West." A maverick himself, he didn't



CREDIT: Nick Procylo, PNG Files

Ida Chong (left), minister of community, sport and cultural development, with Premier Christy Clark, says there will be no changes to municipal election legislation before this year's civic vote.

mean it in a good way. Bennett said there are "some serious gaps in terms of accountability, transparency and spending limits."

Yet last week, Ida Chong -the new minister of community, sport and cultural development -endorsed the status quo.

Barbara Steele, president of the Union of B.C. Municipalities, called it a shame. Steele accepts that it would have been difficult to train election officials by November and that with the spring HST referendum and possibly a fall provincial election, Elections BC was not ready to take on the civic vote as well.

With a stunning lack of regard for democracy, Chong justified doing nothing by saying that the government's "highest priority must be to help ensure elections run smoothly and without confusion."

With equal disregard for citizens -some of whom have been governed for the past three years by mayors and councillors whose election is suspect -Chong noted that municipal politicians and local governments "may be disappointed that these changes won't be in place for this year's elections."

It's no consolation that the B.C. Liberal government and Chong say they remain committed to the 31 changes recommended by the municipal election task force and plan to have them in force by 2014.

Although it's clear that the current rules are outdated, insufficient and unenforceable, the promised changes fall far short of what ought to be done to ensure free and fair elections.

Far from being complicated and controversial, some of the changes are simple to legislate and could have been done in time.

Ban anonymous donations. Ban foreign donors. Require sponsorship information on all advertising. Give local electoral officers the power to enforce the rules.

Nothing hard there. But cap spending by candidates, parties and interested third parties? That was likely the legislation's undoing.

The all-politicians task force couldn't agree on what a spending limit or even what time period it should apply to. So, it's unlikely that the legislation drafters in consultation with the UBCM fared any better, especially given the leadership void in both Liberal and NDP parties and in the ministry itself.

They've all failed citizens.

It seems the Liberal government learned nothing from the HST debate.

They've once again failed citizens who are only demanding transparency in the democratic process.

Electoral reform doesn't fit Premier Christy Clark's "family- friendly" agenda, but making elections more open and fairer would have been the right thing to do.

dbramham@vancouversun.com

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CLOSE WINDOW

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# Bramham continues series on municipal electoral reform

7 Nov 2009

Post by [Daniel](#) in [Editorial](#), [Know Your Donor](#)

[Leave a comment](#)



*The Vancouver Sun questions whether American citizens should be allowed to have influence over municipal elections in BC*

Over at the Vancouver Sun, Daphne Bramham wrote an [excellent story](#) today about the need for electoral reform at the municipal level. She's written a series of columns over the last year or so which have raised the profile of this issue. BC Premier Gordon Campbell recently [announced](#) he too was concerned about the rules governing municipal campaign financing. So much so that he struck a task force which is scheduled to implement change before the next election in 2011. Manitoba has [already announced](#) they are moving ahead with some serious reforms.

As we all eagerly await the latest supplementary finance disclosure documents from Vision's \$150,000+ fundraising event held at the [Wall Centre](#) (*I checked the City's [website](#) and curiously I can't seem to find it*), Bramham helps to highlight what some of the concerns are when it comes to who is bankrolling municipal politicians.

Bramham is not the only person to have voiced concern over the impact of the fundraising tactics of civic politicians. Surprisingly even Vision Councillor Geoff Meggs told fellow blogger Frances Bula back in 2007 that he had some [serious concerns](#) about the role that corporate donations might have on the decision making process at Vancouver City Hall:

We're seeing a concern in the corporate sector about the impact that continuous, heavy fundraising may have....It's one thing when you raise money close to the election. It's another when you're doing it throughout the entire term of decision-making.

As for [Mike Magee](#), Mayor Gregor Robertson's Chief of Staff and former Vision Vancouver President, he [told the CBC](#):

These civic political organizations exist for the sole purpose of putting candidates in office. As far as we're concerned, all money raised over the three-year cycle is campaign money.

This is an intriguing statement and it will be interesting to see if Vision Vancouver files a statement of earnings and expenses at the end of this calendar year. If they do, everyone will be able to see where all that "campaign money" has been raised and invested.

Although Bramham raises a number of good questions, I'd like to throw in a couple more. For example, Vision Vancouver state they are still over \$240,000 in debt from the last election. [What person or entity holds that debt?](#) I've had several conversations with the City Clerk's office on this issue and they indicate that political parties aren't legally required to disclose who they owe their debt to, merely how much it is. Obviously this is a big loophole in the system if the "debt" never gets repaid back to the lender.

Does Vision's debt consist of a traditional bank loan or did someone (or group) lend them the money to finance their campaign? If so, who is it? Do these lenders currently have any development projects before the city? Do they stand to benefit from any of the decisions being made by this [labour friendly council](#)?

Knowing who is owed the debt is very important as it helps provide more openness and transparency for voters. Whether it's Vision [removing Vancouver from Metro Vancouver's regional bargaining unit](#) or allowing [private land developers to gain access to more density](#) in SEFC, Vancouver voters deserve to know who owes money to whom.

When you [consider](#) that Vision [dined out on the issue](#) of [continuous disclosure](#) leading [up to the last election](#), it makes their current lack of transparency all the more offensive. The one councillor who raised the biggest stink was Vision Councillor Raymond Louie, who made some [pretty amazing statements](#) that we captured in an audio file earlier this year.

The other question Bramam might ask is who is currently footing the bills for the month-to-month operations of Vision Vancouver? They seem to have endless amounts of cash to hire numerous communication spin doctors, produce glitzy videos, conduct polling and incur other costly expenses. Who is cutting Vision the cheques they need to pay for all these operational expenses? Is this not "campaign money" as Magee previously noted?

Bramham does touch on a number of subjects that are bound to make a few Metro Vancouver civic politicians squirm in their chairs. She states:

Candidates' election spending in 15 Metro Vancouver municipalities alone was \$7.9 million -- \$1.6 million more than the New Democrats spent in the last provincial election.

The reason there's so much money sloshing about is that no other level of government provides as big a bang-for-your-buck.

It takes only six votes on city council to get property rezoned, which can be a windfall worth millions of dollars for developers; six votes to approve lucrative union contracts.

With no serious opponents, Richmond Mayor Malcolm Brodie, for example, spent more than any other Metro mayoralty candidate. He raised \$244,836 (much of it from the development industry) and he had \$135,790 left over from the previous election.

But that unprecedented \$7.9 million doesn't account for spending on nomination bids, only the contributions and spending within the election period. Raymond Louie, for example, spent \$244,000 in his unsuccessful bid to be Vision Vancouver's mayoralty candidate.

Then Bramham takes aim at who should be eligible to donate to civic parties. She questions whether American citizens (who [contributed](#) heavily to Gregor Robertson's campaign) should be banned from making contributions:

Still, there's the question of whether all individuals are eligible to contribute. Vision Vancouver had a number of large American donors in 2008. Should non-residents be allowed to contribute? And if the task force is looking at residency requirements for donors, shouldn't it also consider whether it's right that candidates don't have to live in the municipalities they want to run?

If you want a good read on the need for electoral finance reform, I would also recommend you have a peek at [Eric Mang's piece](#) on this subject. Mang's piece is not only informative, it has become one of the most well read posts on our blog over the last 12 months.

Needless to say, we're pleased that at least one columnist in the mainstream media has chosen to focus on an important issue related to the governance of our big cities. Kudos to Bramham for her excellent ongoing coverage of this issue.

# Bramham continues series on municipal electoral reform

7 Nov 2009

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Candidates' election spending in 15 Metro Vancouver municipalities alone was \$7.9 million -- \$1.6 million more than the New Democrats spent in the last provincial election.

The reason there's so much money sloshing about is that no other level of government provides as big a bang-for-your-buck.

It takes only six votes on city council to get property rezoned, which can be a windfall worth millions of dollars for developers; six votes to approve lucrative union contracts.

With no serious opponents, Richmond Mayor Malcolm Brodie, for example, spent more than any other Metro mayoralty candidate. He raised \$244,836 (much of it from the development industry) and he had \$135,790 left over from the previous election.

But that unprecedented \$7.9 million doesn't account for spending on nomination bids, only the contributions and spending within the election period. Raymond Louie, for example, spent \$244,000 in his unsuccessful bid to be Vision Vancouver's mayoralty candidate.

Then Bramham takes aim at who should be eligible to donate to civic parties. She questions whether American citizens (who [contributed](#) heavily to Gregor Robertson's campaign) should be banned from making contributions:

Still, there's the question of whether all individuals are eligible to contribute. Vision Vancouver had a number of large American donors in 2008. Should non-residents be allowed to contribute? And if the task force is looking at residency requirements for donors, shouldn't it also consider whether it's right that candidates don't have to live in the municipalities they want to run?

If you want a good read on the need for electoral finance reform, I would also recommend you have a peek at [Eric Mang's piece](#) on this subject. Mang's piece is not only informative, it has become one of the most well read posts on our blog over the last 12 months.

Needless to say, we're pleased that at least one columnist in the mainstream media has chosen to focus on an important issue related to the governance of our big cities. Kudos to Bramham for her excellent ongoing coverage of this issue.

# Eric Mang on municipal finance reform

15 Aug 2009

Post by [Eric Mang](#) in [City Focus](#), [Editorial](#)

[2 comments](#)



*Eric Mang has a lot to say about financing election campaigns*

## **A call for municipal campaign finance reform for Toronto and GTA municipalities**

*An essay by Eric Mang*

In these waning days of summer, in a post-civic strike Toronto, there seems little political news to be had.

Right-wing Councillors have run out of things to sustain their rage and are preoccupied with shiny bits of foil and pieces of string; things they can use to make fine pointy hats, with wee ear flaps.

Toronto media is busying itself with news on big thunderstorms, spectacular lightening and that Canadian pastime, complaining about the weather. It was either Mark Twain or CD Warner who said “Everybody talks about the weather but nobody does anything about it.” But I digress.

A few months ago, I wrote a paper on the necessity of municipal campaign finance reform. The inspiration for my essay was the excellent work undertaken by York political science Professor Robert MacDermid as well as the reforms advocated by [VoteToronto](#).

I would give you the executive summary of my essay, but it weighs in at a meager 4,000 or so words. So don't go back to that 200 word Maxim "article" you're reading and peruse the following (with references and everything!).

NB: I just may recycle this piece in the lead up to next year's Toronto municipal election. A subtle reminder that campaign finance reform is critical.

## **Municipal Campaign Finance Reform: The Influence of Developers and Business in Municipal Politics**

Businesses are regarded by most municipalities as drivers of the economic engine, providing taxes to pay for public services and offering places of employment for citizens. Business plays an important role in the lives of citizens, but what role should it have, if any, in municipal governance? Businesses are not democratically elected; they typically do not represent the views of citizens or endeavour to support the public good. Their focus is on the bottom line and this single-minded focus means they should have a specific place in municipal affairs.

Yet, the development industry needs municipal governments to help authorize land-use planning and provide development-friendly regulations and by-laws. Cities, in turn, rely on development to attract citizens, provide employment and a tax base, and to grow. The issue examined in this paper is the role of business in general and developers in particular and how they influence municipal elections through campaign contributions. Aware of the influence municipal campaign contributions can buy, some municipalities have changed the rules to encourage greater citizen involvement and discourage disproportionate developer involvement.

Through comparative analysis, this paper briefly examines municipal campaign finance rules in Calgary, Los Angeles and New York. This is followed by a more in-depth discussion of whether developer contributions to municipal campaigns lead to greater influence over councillors in Toronto and the Greater Toronto Area (GTA).

### **Literature Review**

While there exists a fairly broad range of literature on federal and state/provincial campaign financing, there is very little in both Canada and the United States on local elections. Adams and Van Vechten (2004), approaching this subject from the American perspective, found that there is a substantial amount of literature on national elections "about the role of money, patterns of fundraising, and the characteristics of contributors to presidential and congressional campaigns (Jacobson 2004; Goidel and Shields 1999; Gross and Goidel 2003; Thompson and Moncrief 1998)" (p. 1). Yet there is a dearth of information on campaign finance for local elections.

In Canada, MacDermid (2006; 2007; 2009) and Young and Austin (2008) found similar results, noting that Canadian literature on local elections is "markedly thin" (Young & Austin, 2008, p.

89). MacDermid recently remarked that he knows of only two other political scientists in Canada who study municipal election financing (Wallace, 2009).

MacDermid's (2006; 2007; 2009) critical research on municipal campaign financing in Toronto and the Greater Toronto Area (GTA) examined the impact of developers' donations to candidates running for local government and whether those candidates are influenced once in office. To understand how Toronto and the GTA compare to other cities, this paper briefly reviews municipal electoral reforms and rules in Calgary (Young & Austin, 2008); Los Angeles (Adams & Van Vechten, 2004; Krebs, 2005); and, New York (Adams, 2007).

Finally, it is worth noting that there is a significant amount of literature that analyzes the extent and depth of business influence on municipal governments and policy making processes. Fleischmann and Stein (1998) and Krebs and Pelissero (2001) discussed how business interests play a prominent role in many US cities' politics. Stoker (1995) saw business as having a "privileged position in policy making" (p. 64) and Keating (1991) recognized that in growing resources, local governments may "need to accommodate business interests" (p. 69). Keating (1991), in his seminal *"Comparative Urban Politics"*, noted that *in the US business interests are dominant while the central state is weak; thereby giving business the capacity to promote its interests (p. 76). The literature on the role of business interests in municipal politics is extensive, but for the purposes of this paper, I have briefly highlighted the sources on which I have relied.*

## **Background: Municipal Campaign Finance Reform**

Local governments are closest to the people. Who gets elected, how they are elected and what policies they enact once elected are of importance to all citizens. As noted previously, there is a significant body of literature researching and analyzing state/provincial and national campaign funding; but very little on the influence of municipal campaign contributions. This is concerning because there appears to be evidence of money being positively associated with electoral success (Adams & Van Vechten, 2004; Fleischmann & Stein, 1998; MacDermid, 2006, 2007, 2009). This may sound like an obvious statement (whoever has the gold makes the rules), but understanding where the money comes from, to whom it goes to and if there is an exertion of influence by campaign contributors are crucial considerations and serve as the impetuses for municipal campaign finance reform.

Adams and Van Vechten (2004) found that incumbents usually win their seats and that candidates who stand a good chance of winning are more likely to receive a greater share of contributions. They also found that election campaigns, particularly in big cities, are becoming more sophisticated and more expensive. With larger donations required, there is a risk of citizens not being able to compete with wealthier contributors (Strachan, 2003 as cited in Adams & Van Vechten, 2004).

Protected incumbents, larger contributions and a diminishing role for citizens contributing to municipal campaigns raises further questions about how to engage citizens in the municipal campaign process. A few cities in Canada and the US offer rebates or public financing reforms. For example, Los Angeles and New York have matching fund programs where candidates who agree to a spending limit can receive public funds (Adams & Van Vechten, 2004; Adams, 2007).

Toronto offers rebates based on a formula for contributions up to the donation maximum of \$750. With respect to public financing, the intent is to reduce the emphasis on private fundraising by candidates (Adams, 2007) and with rebate policies, to encourage private citizens to donate to local candidates. These incentives, ultimately, are further intended to diminish business influence in local election campaigns, reduce the lock many incumbents have on re-election, and encourage more citizen support. Or as Adams (2007) succinctly stated: shifting to individual contributions “is seen as beneficial because it reduces the potentially corrupting influence of large donors, democratizes the fundraising process by providing incentives to candidates to rely on ‘average citizens’ for funds, and increases the value of their contributions for candidates” (p. 10).

It is the recognition of needing to enhance citizen engagement that has prompted some cities to reform their respective policies to diminish the power of business. What follows are three brief case studies where business has varying degrees of power and where municipal campaign finance reform (in our examples, New York and Los Angeles) has been sought to reduce business involvement in local government campaigns. This section is followed by an examination of the role of business and developer contributions in Toronto and the Greater Toronto Area (The GTA cities are: Oshawa, Whitby, Ajax, Pickering, Markham, Richmond Hill, Vaughan, Brampton and Mississauga)

## **A Brief Review of North American Cities’ Campaign Finance Policies**

### *Calgary*

Calgary is a fast-growing city. It serves as the headquarters for a number of oil and gas enterprises and its provincial and federal ridings usually send pro-business Conservatives to the Legislative Assembly in Edmonton and Parliament Hill in Ottawa respectively; Calgary has been described as being “inclined toward monolithic Conservatism” (Young & Austin, 2008, p. 96).

In this business-friendly milieu, we find that in municipal elections, Calgary does not allow for public funding or limits on contributions. Not only are the sizes of campaign contributions without limit, Calgary does not impose spending maximums on candidates’ campaigns. Where Ontario municipalities follow a spending limit contribution (\$5,000 and 70 cents per voter), the big sky’s the limit in Calgary.

Given swift growth, there is interest from the development industry in Calgary. Couple this interest with a predominant political ideology that sees growth as infinite and we should question how city councillors manage urban growth. This question is for another paper, but the absence of any funding rules for municipal campaign contributions makes Calgary unique compared to the other cities examined in this paper.

### *Los Angeles*

The second largest city in the US, Los Angeles initiated municipal electoral reforms following a series of scandals during the early 1990s. In 1993, a public matching funds program was devised to offer candidates public monies to finance their campaigns if candidates agreed to spending

limits (Adams & Van Vechten, 2004). Matching funds were limited to individual contributions. Businesses, unions or political action committees (PACs) did not qualify. Contributions were also limited to \$500 per councillor per election and \$1000 for mayoral candidates per donor per election (Krebs, 2005).

Finally, all donations in excess of \$100 are itemized and candidates are required to file their campaign disclosure statements (Adams & Van Vechten, 2004). Despite these incentives to encourage more individual campaign donations, business appears to be active in campaigns, with development interests at the top (outpacing the entertainment industry, which is notable since this sector is synonymous with Los Angeles) (Krebs, 2005). But Krebs (2005) found that the non-corporate sector also had a significant role contributing to campaigns; however, this may not be due necessarily to campaign finance reforms incenting individual contributions, but may “reflect the established activism of homeowner, environmental, and social advocacy interests in Los Angeles” (Krebs, 2005, p. 173).

### *New York City*

The largest city in the United States, New York has had a reputation of occasionally corrupt machine politics (for example, Tammany Hall), but in the early 1990s, like Los Angeles, New York initiated campaign finance reforms. Similar to Los Angeles and Toronto, all contributions in excess of \$100 must be reported. But if contributions are matched with public funds, even if less than \$100, New York requires that these contributions be reported (Adams, 2007).

In 1998, corporate donations were banned. Unfortunately, a loophole was opened allowing limited liability corporations and partnerships to contribute. These donations grew from 2.5 percent in 2001 to at least 11 percent for the 2009 campaign (Rivera, 2007). To close this loophole, New York city council is developing legislation that would cap developer contributions, particularly real estate developers, while “enhancing the power” of small donors (Rivera, 2007). Indeed, steps were taken in 2000 to augment small donations by changing the matching funds formula from a 1:1 match to a 4:1 match. Matching funds are still capped at \$1000 per candidate, but now a smaller donation (for example, \$250) yields the same benefit (Adams, 2007, p. 11). The next city election is to be held in November 2009. It remains to be seen whether changes to campaign municipal finance rules encourage more individuals to participate and contribute.

### *Summary*

This brief examination of municipal campaign finance rules and efforts to reduce business influence while increasing citizen participation helps set the stage for a look at Toronto and the GTA. Before moving on, however, it should be noted that there are a number of variables affecting municipal campaigns and donations, many of which would exceed the scope of this paper. But to offer a few brief examples of intervening variables, Fleishmann and Stein (1998) found that scholars studying New York usually did so during boom periods, when more money was flowing into the coffers of candidates. Therefore, we might not be able to fully appreciate what contribution patterns would be like for New York suffering in a depression with development projects on hold and citizens saving money.

Finally, even with myriad efforts at municipal campaign finance reform, New York and Los Angeles do not have highly competitive elections; not because of rules surrounding contributions or the preponderance of business interests. Rather, single parties dominate these cities' elections (Adams, 2007). Toronto does not have any municipal political parties, so we need not concern ourselves with this comparison.

## **Developer and Business Involvement in Municipal Campaigns: Toronto and the Greater Toronto Area (GTA)**

In 2003, the newly elected Mayor of Toronto, David Miller, spoke publicly about reforming municipal campaign finance by banning corporate and union donations. By early 2009, a decision still had not been rendered, no reform was imminent and the issue was referred to the Mayor's executive committee for another nine-month study.

Mayor Miller said that for him and many other councillors, banning corporate and union donations was moot since he and some of his colleagues did not accept these donations. Further, with a limit on council candidate donations of \$750, one councillor was quoted as saying that this was an insufficient amount to lead to corruption (Lu, 2009). This statement has meaning only in the eyes of the beholder (that is, who is to say what constitutes a "corruptible amount"?) and perhaps this particular councillor cannot be influenced by a donation of that size, but there are two additional problems worth considering. The first is that owners of private companies can exceed the \$750 limit through a donation in the name of their company, another donation as an individual and in some cases, though it may contravene the *Ontario Municipal Elections Act (1996)*, another donation through company subsidiaries (Wallace, 2009). That \$750 maximum may now have ballooned to at least \$1,500. That leads to the second point: even a "small amount of money may give a candidate publicity and profile" (MacDermid, 2006, p. 3).

As with the other municipalities discussed above (with the exception of Calgary), there are donation limits. In Ontario, it is \$750 per council candidate and \$2,500 per mayoral candidate. Spending limits are enforced for councillors at \$5,000 plus 70 cents per voter. Candidates and their spouses (including same-sex spouses) can make unlimited donations to their own campaigns and surplus campaign funds can be held in a "war chest" to fight the next municipal campaign. There is no limit on the number of candidates a contributor can support and these contributions can be spread around to all municipalities in Ontario (MacDermid, 2009). Again, as is the case in New York and Los Angeles, donations in excess of \$100 are reported; however, unlike American disclosure rules, the *Municipal Elections Act* does not demand that addresses of contributors be publicly disclosed (MacDermid, 2009). Finally, in the GTA, only Toronto, Ajax and Markham offer contributors a rebate, despite all municipalities in Ontario having the option to do so.

In MacDermid's studies (2006, 2007, 2009) on municipal campaign financing for Toronto and the GTA, he examines the role of developers in municipal campaigns. He argued forcefully that developers, through their contributions to councillors and mayors, buy influence; influence that most citizens do not have the resources to individually wield. MacDermid (2006), seeking to put democratic power firmly in the hands of citizens, said that: "Developers do not make up 50 percent of the economy, they are not simply giving their 'fair' share but a sum that is far greater"



(p. 14). To get a sense of MacDermid's concerns and the impact of developers on Toronto and GTA councils, we delve further.

Businesses in general and developers in particular are some of the most prolific and ubiquitous contributors to municipal campaigns. For example, in the GTA cities during the 2003 municipal election (see footnote 2 for a list of cities), of all corporate contributions, more than two-thirds are from the development industry (MacDermid, 2006, p. 13). And in the 2007 municipal elections for GTA communities, 43 per cent of contributions from corporations were from developers with an additional 22 per cent for companies associated with the development industry (MacDermid, 2009, p. 26). But having a significant share of total contributions does not necessarily mean that developers have greater influence over councillors than "average" citizens.

Understanding the depth and extent of developer influence can pose some challenges, but we will start with available data covering the electoral stage. Although Toronto municipal races are not saturated with the same amount of developer contributions as most GTA races, we know that developers strategically target contributions. The high-profile Bellamy Inquiry, also known as the Toronto Computer Leasing Inquiry/Toronto External Contracts Inquiry, found that "contributions are orchestrated and delivered to different candidates supportive of policy directions favourable to donors. A number of witnesses at the inquiry testified to how political influence is organized through orchestrating financial support for particular candidates." (MacDermid, 2006, p. 15). In the City of Toronto during the 2003 election, "in 16 of the 28 wards where the candidate that received the most funds from the development industry won, the losing candidate received not a penny from the development industry." (MacDermid, 2006, p. 16). We also find in 2003 that for all Toronto and GTA races, over three-quarters of development industry contributions disclosed (recall that developers can make additional contributions under \$100 and not have their names publicly revealed) went to candidates who won (MacDermid, 2007, p. 7). In the 2006 municipal elections, for Toronto and the GTA, the median disclosed contribution from individuals was \$300 and for corporations it was \$700 (MacDermid, 2009, p. 17). Thus far, we see that developers invest heavily in municipal campaigns and usually back winning candidates; sometimes multiple winning candidates. But does this combination of money leading to electoral success necessarily result in more influence by contributors? We continue to peel this onion.

Developers must work with city councils to obtain permits and work with (and sometimes lobby to alter) planning regulations. And many municipalities rely on development projects to increase property taxes and generate more tax revenue for the city. While MacDermid finds that Mayor Miller may be correct – that developer and corporate contributions are not ubiquitous in Toronto election campaigns – in the GTA communities, where development is prominent in the local economy, we see a different picture. For example, MacDermid (2009) found that councillors in Vaughan, many of whom had campaigns largely financed by developers, passed all development applications and did so without recording votes (p. 40).

To conclude, developer contributions in Toronto campaigns is no small matter – in 2006, developers gave more than \$10,000 to the campaigns of seven Toronto councillors (MacDermid, 2009, p. 42) – but research has found that: "Developers and other corporate interests are less important to Toronto campaigns in general (though still important to some campaigns) and

candidates must or choose to turn to citizens and other groups for funding.” (MacDermid, 2009, pp. 42). While this seems to place more power in the hands of citizens, presently there are no formal bans on corporate or union contributions in Ontario municipal campaigns. A ban would enforce what appears to already be happening in Toronto; but in GTA communities like Vaughan, a ban on these types of donations could be critical if developer influence is to be diminished.

## **A Brief Analysis of the Role of Developers and Business in Municipal Campaigns and Reasons to Ban Corporate Contributions**

That developers play a role in urban affairs and that many developers seek to procure influence by contributing to municipal political campaigns is not startling news. But it is concerning for those who believe that citizens, through the democratic process, should be the ones who “choose representatives who will make decisions, which will affect and reflect their views” (Wolman, 1995, p. 135). Simply put, developers are neither citizens nor do they represent citizens. Developers represent a defined interest. However, many municipalities hold this interest, usually referred to as the “growth machine”, in high esteem. As Logan and Molotch (1987) found: “...research on local ‘growth machines’ hypothesizes that local politicians must rely on contributions from those who ‘have the most to gain or lose in land-use decisions ... particularly people in property investing, development, and real estate financing’” (as quoted in Fleischmann & Stein, 1998, p. 674). Moreover, many city councils see development as a way to broaden the tax base (MacDermid, 2006).

Keating (1991) recognizes that business is the most influential interest group: “In so far as local governments wish to promote employment or tap private resources for wages for their citizens and taxes for themselves, they need to accommodate business interests” (p. 69). Indeed, businesses have the resources and the organizational ability to effectively lobby municipal governments. Unless there are profound structural changes in North America, we can expect business will typically spearhead the elite and continue to be a potent and vocal interest group. But in this paper, we are concerned with businesses and developers using money to curry favour with elected officials, to put developers’ interests before the interests of the citizenry, and to give developers a greater slice of the democratic pie, all bought with campaign contributions. While there is not an apparent causal connection between developer donations and councillor and mayor decision-making in favour of developers, we do know that developers and businesses usually back winning candidates and in some communities meet little resistance to or rigorous questioning of planning proposals from city council.

Unfortunately, it is difficult to determine how well municipal campaign finance reforms work. Adams (2007) revealed that numerous variables affect a candidate’s competitiveness (e.g. popularity, election rules) so understanding the effects of public financing is complicated. Moreover, even with municipal campaign finance policies in place that encourage greater citizen participation, it can be difficult to follow the business money trail. Particularly if businesses are operating in environments where local officials are becoming less enamoured with corporate participation in local elections; thereby causing some businesses to conceal their contributions. For example, businesses do not need to make financial contributions to establish or fortify relationships with municipal candidates. Many offer in-kind contributions (e.g. allowing

employees to work on political campaigns, offer supplies and services such as stationary and photocopying, etc). Unless there are requirements to report in-kind contributions, these can be impossible to track.

Despite efforts to engage citizens in municipal campaign financing, there remains, in many Canadian and American urban governments, a preponderance of business influence. Therefore, studying how local government candidates are funded is critical because it assists us in understanding the interests involved in policy-making, who is given a prominent voice in local government, and to some extent, the beliefs held by elected officials and whether the sources of their campaign funds are influential (Krebs, 2005; MacDermid, 2006).

Cities such as New York, Los Angeles and Toronto have sought to augment citizen influence by offering rebate incentives, or public financing, or caps on donations; but the evidence shows that businesses are significant contributors to municipal campaigns, that more business-backed candidates win and that businesses typically view municipal campaign contributions as “an investment strategy” (Fleischmann & Stein, 1998, p. 673). Until corporate donations are banned, many candidates will continue to be dependent on business for electoral success and business will continue to expect a significant (and many would say, disproportionate) share of influence.

## **Conclusion**

The little-studied subject of municipal campaign finance needs more attention. Municipal government is closest to the people, yet many cities suffer from poor citizen involvement while businesses and developers wield a significant amount of power and influence over city councils.

While some of the benefits developers bring to cities bear value, they are not representative of citizens; indeed, it is not their *raison d’être* to be advocates for citizens. Cities that have implemented rules banning corporate donations while encouraging more citizen donations (and other non-monetary contributions, such as in-kind support) seem to indicate a desire for more representative democracy; by diminishing or eliminating power held by business and developer interest groups and transferring that power to “average” citizens. But until we devote more research and critical discussion on municipal campaign finance reform, we cannot be sure whether these reforms are putting a check on developer influence.

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## Changes to municipal elections rules postponed until 2014

BY KIM WESTAD, TIMESCOLONIST.COM APRIL 21, 2011

Sweeping changes to the rules governing municipal elections that the province said would be in place for the November elections have been postponed to 2014.

"Due to tight timelines for spring legislation and the complexity of the planned changes, government has decided it is best to proceed for 2014," Minister of Community, Sport and Cultural Development Ida Chong said in a press release.

The changes were proposed by the Local Government Elections Task Force last year, after numerous flaws in the rules were exposed in the 2008 elections in several municipalities throughout the province. That included Central Saanich, where police recommended charges against 19 individuals and organizations for infractions of the of the Local Government Act largely involving campaign finance paperwork.

The Crown said there was not a likelihood of conviction so the charges were never approved.

The changes that were to have been in place include imposing expense limits on candidates, elector organizations and third-party advertisers; required disclosure by third-party advertisers; a requirement for sponsorship information on all election advertising; enacting a separate act for campaign finance rules and making campaign finance disclosure statements available earlier and in an electronically searchable form.

"Without limits on contributions and expenses, local government elections will be expensive and full of games," said David Wilson, the Central Saanich resident who got the RCMP investigation going.

NDP local government critic Scott Fraser said it would have been easy to make the changes in time for the November elections if the Liberal government had sat in the legislature more than four days in 10 months.

"Call me old-fashioned, but I think the role of government in part is to bring in needed legislation," the MLA from Alberni-Pacific Rim said. "Avoiding sitting in the legislature is not a legitimate excuse."

It means the issues identified by the task force, put in place after the problems in the last election were publicized, will simply carry on in the fall election, Fraser said.

"To expose serious flaws in the legislation and then say "We'll fix them in four years" is crazy. All of the problems identified will continue through the November election," he said.

But Union of B.C. Municipalities president Barbara Steele said nothing else can be done, given the timing.

"It's always a disappointment that it took so long but there was no way to predict what would happen with government in the last year, so there was no time for debate on it," Steele said.

Saanich Mayor Frank Leonard said the changes require significant training and education, particularly for municipal staff who run the elections.

"I think they dropped the ball by not getting it done last fall, but now that it's late April, it's the only option available," Leonard said.

Some candidates have already started fundraising and organizing their campaigns, he said. To change the rules this late in the process would create problems, particularly for staff.

"This decision is actually being embraced more by staff than politicians. Staff have to run an election and need to know the rules, especially if new rules around donations are introduced," said Leonard.

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### 5.3 Questions for 2008 Municipal Election

#### Coloured numbered items are additions by John Hunter May 12 2011 for the November 2011 election

Important dates:

Voting day Sat Nov 15<sup>th</sup>

Nomination period 9 am Tuesday Sep 30 to 4 pm

Friday Oct 10

[http://www.dnv.org/upload/documents/Election\\_2008/election\\_calendar\\_2008.htm](http://www.dnv.org/upload/documents/Election_2008/election_calendar_2008.htm)

A final brainstorming session took place and the following questions are to be put to the candidates:

1. What practical experience qualifies you for local governance?
2. What three major issues are you most concerned about in the DNV?
3. What are your primary goals and visions for DNV over the next 5-10 years?
4. How should North Vancouver be policed? What are the most important issues and how would you address them?
5. What do you propose to improve different modes of transportation?
6. Do you advocate increased density? If "Yes", where and how?
7. Would you encourage civic involvement by the public?
8. How should the DNV fund renewal of its aging infrastructure?
9. How do you propose to provide housing for a broad range of income levels?
10. What role should community associations play?
11. What can be done to reduce two of our largest costs – the fire department and the north shore recreation commission?
12. Will you commit to the removal of all encroachments where citizens have built facilities on or blocked access to public lands, before the next election?
13. Leaving aside mandatory legislated requirements, do you believe DNV should do "green" projects even if uneconomic in a commercial sense, and why?
14. Do you believe ratepayers should subsidize those who realistically cannot afford to live on the north shore, and if so, in what circumstances, and why?
15. Will you push for and support a review of DNV salaries, wages, and benefits as compared to the private sector?
16. Do you support amalgamation of some or all of the north shore municipalities, and why?





# Tiny town runs up huge bill suing a taxpayer who blogs with sarcasm on political decisions

BY STEPHEN HUME, VANCOUVER SUN MAY 5, 2011

Union Bay Improvement District on Vancouver Island, which serves a population of about 1,000, reported an operating surplus of \$211,300 in 2010.

But over the last six months, the tiny improvement district -median after-tax income in the 2006 census was \$21,392 -has run up legal bills of \$118,000 suing a gadfly taxpayer, who expressed sarcastic, satirical and sometimes harsh opinions on a local blog, for defamation.

Items for which the blogger is being sued by eight board members, former board members and administrative staff include:

- . A caricature that portrayed the board's chairman as Barney Fife, the bumbling deputy sheriff in the sleepy southern town of Mayberry, from the early 1960s television comedy The Andy Griffith Show.

- . Comments about whether the romantic relationship between a trustee on the improvement district board and an executive from a development company (the couple eventually wed) that was negotiating with the district created a conflict of interest.

- . Accusations that board members put themselves in an apparent conflict of interest by publicly supporting a developer's plans while serving on the board that was negotiating arrangements essential to the developer obtaining zoning approval.

- . The gadfly's mocking of an email from the board, which told the blogger she was being treated as respectfully as any other landowner, but to which had inadvertently been appended a note to other trustees that included a derogatory comment about the blogger's intelligence.

Much of the blogger's criticism that triggered the improvement districts' lawsuit -the board describes it as a "crusade" -revolved around board negotiations with a developer who seeks to secure potable water for a proposed subdivision.

The development would increase the number of dwellings in Union Bay from 479 to more than 3,500, a sevenfold jump in the community's size.

Now, however, the improvement district's legal action is itself under fire in the community for what some ratepayers see as politicians using public money to seek personal redress.

Board resolutions make the improvement district's ratepayers responsible for court costs in the suit.

"I don't mind you using your own dime [to sue]. I sure do not like you using my money," one irate taxpayer said at a meeting that packed the community hall last weekend, just before two of the board members who are party to the lawsuit failed in a re-election bid.

Meanwhile, the blogger is suing the improvement district in small claims court, seeking \$25,096 from Union Bay for disconnecting her residential water service and then refusing to reconnect it promptly when requested.

The improvement district has asked that this claim be dismissed as an abuse of process.

In addition to unspecified damages in their own suit, the Union Bay officials are also seeking a permanent injunction to prevent publication and display of comments on the blogger's website.

Which raises once again the issue of democratic governments curbing criticism by seeking damages from constituents who might mock, ridicule, denounce or impugn the integrity of political decisions.

In a 2009 case, the B.C. Supreme Court ruled that the City of Powell River had no legal right to sue citizens for defamation -or even to threaten citizens with lawsuits -for saying disparaging things about their own government.

The B.C. Civil Liberties Association warned Powell River in 2008 that a court in Ontario had already ruled that protecting citizens from government sanctions for speaking their minds, however offensive government might find those comments, was fundamental to democracy itself.

"Governments are accountable to the people through the ballot box, and not to judges or juries in courts of law. When a government is criticized, its recourse is in the public domain, not the courts," said the Ontario ruling. "Litigation is a form of force and the government must not silence its critics by force."

And so, suddenly, this sleepy don'tblink-or-you'll-miss-it community south of Courtenay finds itself at the vortex of a free-speech tempest. The rest of us will await the outcome with interest.

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## Port Moody heads list of region's top recyclers

Overall aim is to get Metro Vancouver to a 70-per-cent diversion rate from the landfill, committee chairman says

BY KELLY SINOSKI, VANCOUVER SUN    APRIL 30, 2011



Port Moody's 61-per-cent waste-diversion rate is tops among Metro Vancouver municipalities. The city has been recycling longer than most municipalities.

**Photograph by:** Arlen Redekop, PNG, Vancouver Sun

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Single-family households in the Tri-Cities are recycling more than those in other Metro Vancouver cities, with New Westminister, White Rock and Pitt Meadows among the worst in the region.

A Metro Vancouver survey found Port Moody at the top of the recycling ladder with a 61-per-cent diversion rate, which compares the amount of recyclables and composting at the curb with the amount of garbage collected. It is followed closely by Port Coquitlam at 59 per cent.

Coquitlam, with a 52-per-cent diversion rate, lagged slightly behind its two neighbours as well as Langley City (58 per cent), West Vancouver (56 per cent), and North Vancouver District (53 per cent).

All were above the Metro Vancouver average of 49 per cent.

Surrey and Vancouver, meanwhile, were below the average at 44 per cent and 43 per cent respectively, while White Rock dipped even lower with a diversion rate of 36 per cent and New Westminister was at 31 per cent.

Port Coquitlam Mayor Greg Moore, chairman of Metro's waste management committee, said the report's aim isn't to pit communities against one another, but to track and highlight what municipalities are doing and benefit from best practices.

He noted Port Moody and Port Coquitlam have been recycling longer than most municipalities. Port Coquitlam has bi-weekly solid-waste pickup, while its kitchen-scraps program -which other municipalities have just introduced -has been in place for three years.

Burnaby, for instance, has had its kitchen-scraps program in place for about a year, while Vancouver is phasing in the project, which is expected to be part of all Metro households by 2012.

Everything from apple cores to chicken bones, bread crusts, eggshells, coffee grounds, tea bags, paper towels and pizza boxes must be in the green bin instead of the garbage can by the end of next year.

"[All municipalities will] get caught up to where we are eventually," Moore said. "This just illustrates the work we have to do. We're not competing with each other; it's all about us as a region getting to a 70-per-cent diversion rate."

The single-family statistics in the report only represent one-third of the total waste stream.

Some of the data are also from 2009, while the rest is from quarterly reports from 2011. Multi-family households, which are the worst recyclers, are not included in the stats because haulers tend to lump those collections in with those gathered at local businesses.

The push to divert waste from garbage pails and city dumps is part of Metro Vancouver's Zero Waste challenge, an ambitious goal to recycle 70 per cent of the region's waste by 2015 -up from 55 per cent now -and 80 per cent by 2020.

To achieve that goal, Metro Vancouver must compost 265,000 tonnes of organics -roughly enough to fill a quarter of BC Place Stadium with compact garbage -each year.

Metro residents dump about 3.4 million tonnes of garbage annually.

The objects that can't be composted or recycled will be taken to a landfill or incinerated.

Metro Vancouver submitted a plan last September to build a trash incinerator to burn the region's waste, but has yet to receive approval from the provincial government.

Metro chairwoman Lois Jackson said the regional district is scheduled to meet with Environment Minister Terry Lake on May 9 to discuss its 5,000-page plan.

If it's approved, the regional district will need six years to put out a request for proposals, go through an environmental assessment review and develop potential sites for incinerators.

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#### HOLDING THE WASTE LINE

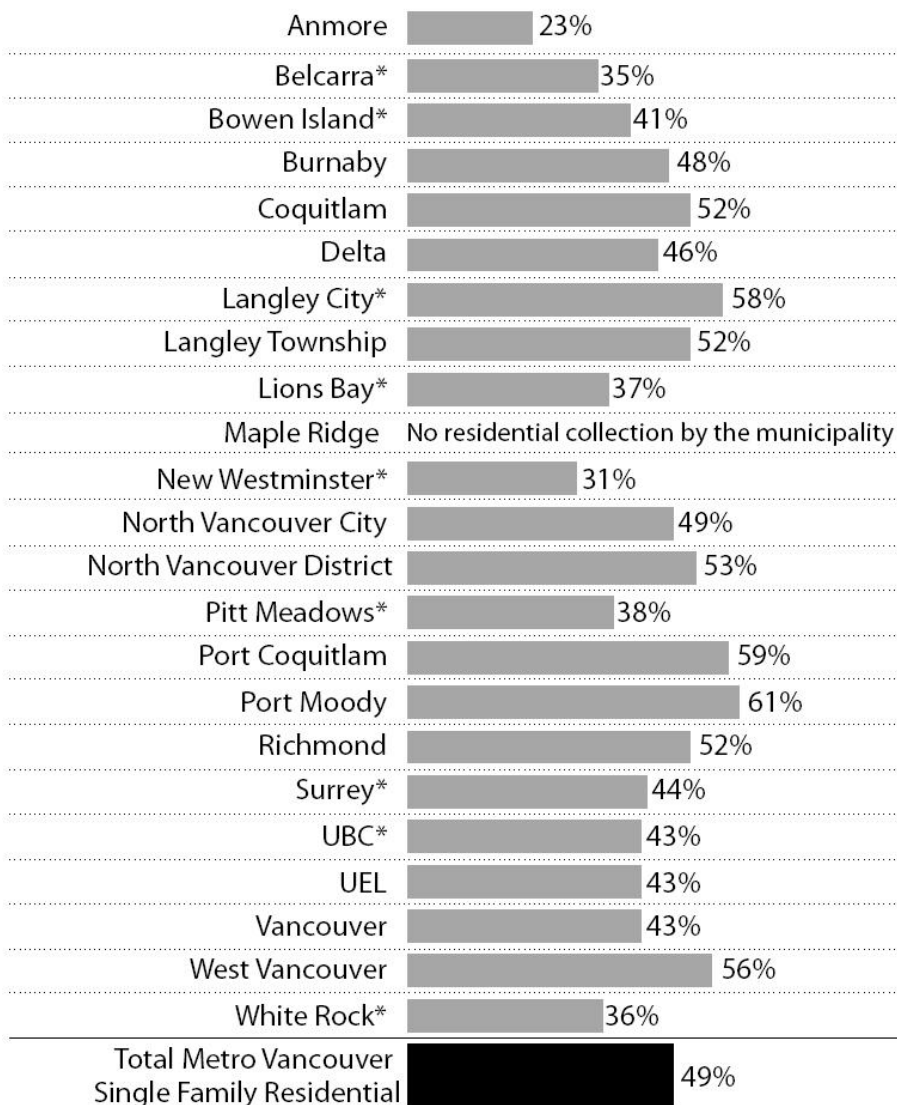
Waste diversion (waste kept out of landfills) is the amount of material recycled divided by the total amount of waste generated, expressed as a percentage. The following graphic presents the estimated waste diversion from each municipality for single-family homes, based on the data reported by the municipality.

Municipality Single Family Curbside Residential Diversion (%)

## Holding the waste line

Waste diversion (waste kept out of landfills) is the amount of material recycled divided by the total amount of waste generated, expressed as a percentage. The following graphic presents the estimated waste diversion from each municipality for single-family homes, based on the data reported by the municipality.

Municipality Single Family Curbside Residential Diversion (%)



\* Diversion rate is based on 2009 data.

**Discussion Paper on Urban Agriculture in The City of North Vancouver:** This discussion paper is a summary of excerpts from the Resource Center on Urban Agriculture and Food Security's (RUA) [Cities Farming for the Future: Urban Agriculture for Green and Productive Cities](#), (chapters 1-4), published in the Philippines in 2006 by International Institute of Rural Reconstruction and ETC Urban Agriculture, The Netherlands, with the support of the [International Development Research Centre](#) (IDRC), a Canadian Crown corporation that works in close collaboration with researchers from the developing world in their search for the means to build healthier, more equitable, and more prosperous societies.

These excerpts speak to the following:

[TODAY](#) – what Urban Agriculture currently looks like, why it's important, City of Vancouver as a case study, and the way forward

[FUTURE](#) – multiples roles & functions of Urban Agriculture, land use, food security, economic development

[HOW](#) – integration of Urban Agriculture into city planning (official community plan), project development, policy and planning, stakeholder involvement, and the importance of pilot projects or actions in the short term, which then create a positive environment for more complex and long-term processes

#### **About the RUA**

The RUA Foundation is an international network of six regional resource centres and one global resource centre on Urban Agriculture and Food Security. In 1996 the international Support Group on Urban Agriculture (SGUA) took the initiative to set up a Resource Centre on Urban Agriculture and Food Security (RUA), in response to the expressed need of organisations and local governments for effective mechanisms for the documentation and exchange of research data and practical experiences on urban agriculture. In the following years RUA gradually evolved into an international network of regional resource centres providing training, technical support and policy advice to local and national governments, producer organizations, NGO's and other local stakeholders. In March 2005 the RUA partners established the RUA Foundation as their joint administrative body and liaison office. RUA focuses its activities mainly in 20 cities, where RUA closely cooperates with the local government, producer organisations, NGO's, universities, and private enterprises.

#### **RESOURCES & Further Reading:**

- [Growing Cities, Growing Food: Urban Agriculture on the Policy Agenda: A Reader on Urban Agriculture](#) (2001), RUA
- [Other RUA Publications](#)
- [South False Creek Urban Agriculture Study](#), November 2002
- [Outgrowing The Earth: Food Security Challenge in an Age of Falling Water Tables and Rising Temperatures](#), by Lester Brown; available online, and downloadable, through the Earth Policy Institute. Lester Brown documents the ways that human demands are outstripping the earth's natural capacities, and how the resulting environmental damage is undermining food production. Brown investigates these issues and outlines the steps needed to secure future food supplies.
- [Why Your World is About to Get a Whole Lot Smaller](#), Jeff Rubin, former Chief Economist at CIBC World Markets for almost 20 years, on Oil and the End of Globalization. Rubin contends that when oil is cheap, the distance our food (or products) has to travel doesn't matter, but when the world economy rebounds, that high oil prices will again have sweeping, and long-term, ramifications. Distance will soon cost money, and so too will burning carbon. The good news is that this will bring 'long-lost' jobs back home, and local economies will be revitalized.
- [The Soul of a Citizen](#), Paul Rogat Loeb. Loeb describes how ordinary citizens can make their voices heard and their actions count; it explores what leads some people to get involved in larger community issues while others feel overwhelmed or uncertain; what it takes to maintain commitment for the long haul; and how community involvement and citizen activism can give back a sense of connection and purpose.

#### **TODAY**

Conventionally, city governments have looked upon agriculture as incompatible with urban development.

Urban agriculture has not been given any policy attention, other than restricting it as much as possible or permitting it only as a temporal use of the sites concerned until urban functions took over its use.

Growing urban poverty goes hand in hand with growing food insecurity, and malnutrition in the urban areas. The urban poor find it increasingly difficult to access food. Food composes a substantial part of urban household expenditures (60-80 percent for poor households) and the lack of cash income translates more directly into food shortages and malnutrition (Mougeot, 2005) in the city context. This indicates that cities are quickly becoming the principal territories for intervention and planning of strategies that aim to eradicate hunger and poverty and improve livelihoods, requiring innovative ways to stimulate local economic development in combination with enhancing food security and nutrition. Urban agriculture is one such strategy.

#### **Urban sprawl**

Rapid urbanisation leads to a continuous extension of the city into the rural suburbs, bringing large areas under the direct influence of the urban centres. Around cities there are dynamic and expanding zones of interaction between urban and rural areas. The traditional local agricultural and land distribution system is disrupted by urban newcomers seeking to buy land (for speculation, for mining of loam, sand and stones, for infrastructure development, for construction, for more urbanised types of agriculture) leading to an increase of land prices. In response, some traditional farmers are giving up farming, selling their land and switching to other income earning activities.

### **City renewal**

Cities are in a constant process of building and decay. Existing open spaces get built up, and the formal or informal temporary users of such areas are removed. Meanwhile, degenerated residential, office or industrial areas are demolished, creating new open spaces that may stay vacant for a long period of time until a new purpose, and the corresponding investments, are found. New roads and power lines continue to be constructed, creating new vacant open spaces as reservations for these structures. Often such newly created open spaces are gradually occupied by urban producers (informally or through temporary leases). Urban agriculture can therefore be characterised as a form of “shifting cultivation” – although it is a permanent element of the urban system, its locations within the city may vary over time.

### **Other city dynamics**

Other city dynamics that directly influence the development of urban agriculture, and how and where it is practised, are urban traffic, and industry (negatively influencing the quality of soils and irrigation water), new demands from urban citizens (need for recreational spaces, new products), changes in urban zoning and related norms and regulations, changes in the urban labour market, etc.

These city dynamics take place in a world which is opening up and becoming more global, but at the same time is seeking a more local focus, decentralisation, and maintenance of local socio-cultural identity (Baud, 2000). Both tendencies influence urban agriculture; globalisation leads to new products entering the market, more information available in general, and changing consumer preferences; thus leading to increased buying in supermarkets; the local focus trend leads to preferences for locally-grown fresh foods and direct producer consumer linkages.

### **Localised food systems**

Migration in Europe and North America saw its peak in the early part of the last century, leading to large cities where currently on average 75 percent of the total population seek to make a living. Many of these cities face problems of international migration or impoverishment due to industries being relocated to countries where labour is cheap. This opens new demands and changing roles for urban agriculture. In many of these cities a counter trend of localising a part of the agricultural, and food production is appearing after a decades-old path of industrialisation and globalisation.

This locally based food production or “civic agriculture” (Lyson, 2004) is characterised by its multi-functionality and community linkages. The food system operates within, and is influenced by the urban social, economic, and natural environment. The food system can be visualised at household, community and city level and relates production, processing and marketing of food produced in urban agriculture with food stemming from other channels (rural areas, imports), and their linkages and relative contributions to the health and nutrition of the population and their contributions to the local economy and environment. In this way strategies for the development of (certain types of) urban agriculture can be focused to the strengthening of the urban food systems, complementing other components of the urban food system.

### **Integrating Urban Agriculture into policies and planning**

Traditionally, urban agriculture has met resistance by urban authorities and planners, who saw UA as a relic of rural activities that would pass away with the growth of the city. Most urban policies give little attention to UA and tend to prohibit or severely restrict it.

Agriculture is usually not considered within urban land use and development plans. Also, agricultural research, extension and credit institutions with their focus on rural areas tend not to attend to urban farmers, while their urban counterparts generally do not consider agriculture as an urban enterprise.

### **Increasing urban poverty and food insecurity**

Many cities cannot cope with massive population growth. City authorities around the world face enormous challenges in creating sufficient employment, in providing basic services such as drinking water, sanitation, basic health services and education, in planning and maintaining of green spaces, in managing urban wastes and waste water and in decentralisation and creation of efficient local autonomy.

***There is a fast urbanisation process, and, within it, the “discovery” that both urban poverty and urban food insecurity are rapidly increasing.*** The quick urbanisation process has created vast problems for urban authorities. Most cities have not been able to create sufficient employment opportunities for its population leading to a rapid development in the so-called informal sector, including urban agriculture.

***There is a growing body of research data on urban agriculture and urban food security*** providing data on the presence and persistence of urban agriculture in cities, and its importance for urban food security and income generation for the urban poor. Since the early nineties, IDRC’s Cities Feeding People programme has encouraged action research on urban agriculture.

***There is growing attention to urban agriculture and urban food security by international organisations*** such as FAO, UNDP and UN-Habitat, and growing attention given to it at International Summits.

***There is a growing capacity at regional and local levels to support urban agriculture.*** The RUAF has established regional resource centres on urban agriculture and food security that have been very instrumental in pooling and disseminating the growing body of knowledge on urban agriculture and facilitating networking and capacity development at regional and city levels. As a result of such developments, as well as the pressure by local poverty groups, urban farmers and NGOs, many city authorities have acknowledged the potential of urban agriculture and are collaborating with other local stakeholders in efforts to maximise the benefits of urban agriculture.

### **Case Study: Urban Agriculture and Sustainability in Vancouver, Canada**

On July 8, 2003, the Vancouver City Council approved a motion supporting the development of a "just and sustainable food system" for the City of Vancouver. A just and sustainable food system is defined as one in which food production, processing, distribution, consumption and recycling are integrated to enhance the environmental, economic, social and nutritional health of a particular place. This commitment to food policy was made in response to more than a decade of community organising efforts. Community groups sought local government response to pressing issues including urban sprawl, threats to agricultural land, health and nutrition problems, and food access issues, particularly for marginalised populations. The Council motion also reflects a growing trend in Canadian and US cities in which food system issues are being recognised as an area in which local governments have an important role to play.

Since the July 2003 Council motion, the City's commitment to food policy has included an eight month public consultation process; approval of a Food Action Plan (see <http://www.city.vancouver.bc.ca/ctyclerk/cclerk/20031209/rr1.htm>); hiring two food policy staff; facilitation of a number of food-related initiatives including community gardens, urban beekeeping, fruit trees, and edible landscaping; project collaborations with a range of partners; and the election of a 20-member multi-sectoral Vancouver Food Policy Council.

Urban agriculture is one component of Vancouver's broader food-related policies. These policies are being designed and implemented by the City of Vancouver in partnership with community organisations and a citizen advisory group. As one way to achieve a 'green and productive city,' Vancouver's food policy initiatives constitute an innovative municipal governance strategy that can contribute towards achieving the Millennium Development Goals (MDGs).

### **Community Gardens in Vancouver**

Twenty five percent of British Columbia's food is produced in areas reached within an hour of downtown Vancouver and another 25 percent within 2 hours of downtown. However, the region is also contending with urban sprawl, population pressures, farm consolidation and threats to agricultural land. At the same time, Vancouver has a thriving community of urban agriculture enthusiasts. For example, a recent Ipsos-Reid poll (2002) showed that 42 percent of people in Vancouver grow food that is vegetables, fruit, berries, nuts or herbs in their yard, balcony or community garden. Vancouver has approximately 900 community garden plots in 17 operating community gardens on Park property (11 gardens), Engineering property (5 gardens) and City Real Estate property (1 garden), with one additional new garden under development. Furthermore, the goal of creating more community gardens was identified as a priority in the City of Vancouver's Food Action Plan (2003), as well as investigating the possibility of providing spaces to grow food in private developments.

### **Urban Agriculture in Vancouver**

Although Vancouver is a city of soaring glass towers and modern urban amenities, it is also located within one of the most productive agricultural regions in Canada. Urban agriculture in Vancouver is used in strategies to address a range of urban challenges involving various stakeholders. Vancouver's Food Action Plan follows a 2-tiered strategy: (1) integration into a broader sustainable urban development agenda, and (2) promoting multi-actor involvement and collaboration.

### **Integration of Urban Agriculture into existing sustainability policies**

A sustainable food systems approach to food policy supports the social, environmental and economic goals embodied in the City's existing commitment to sustainability. Goals include the promotion of health, nutrition, ecological responsibility, social inclusion, and community capacity building. In this way, one of the key policy objectives for urban agriculture and other food policy initiatives in Vancouver is integration into broader sustainable development agendas. These agendas include child and youth programmes, environmental programmes, social sustainability programmes and urban development programmes. A specific illustration of the goal of integrating urban agriculture into existing sustainability policies can be found in Southeast False Creek (SEFC), a major City development. In 1991, the City Council directed that Southeast False Creek be developed as a residential community that incorporates principles of energy efficient design in its area plan and explores the possibility of using SEFC as a model "sustainable community." As a sustainable neighbourhood, SEFC provided an opportunity to integrate urban agriculture into the Official Development Plan (ODP) as it evolved.

As part of the planning and consultation process in Southeast False Creek, a citizen advisory group was set up to provide input on the Official Development Plan as it evolved. This group, known as the Southeast False Creek Stewardship Group, took a keen interest in promoting urban agriculture on the site. In at least two reports to the City Council, the Stewardship Group identified urban agriculture as a key development priority. The rationale was that urban agriculture would provide multiple benefits to future residents including environmental sustainability by reducing the distance food travels, providing ecological benefits of reducing the heat island effect, reducing cooling and heating needs, reducing storm water management costs, and possible reductions in emissions and transportation costs.

Urban agriculture was also argued to enhance social sustainability by providing less expensive and more nutritious food for the residents of Southeast False Creek, as well as providing social spaces for people to meet and interact with their neighbours. Together these benefits can increase social cohesiveness and networks, which are essential for a community that relies on the participation of its members in planning and ongoing governance.

A second mechanism that enabled the integration of urban agriculture into SEFC was the participation of the food policy staff team in the finalisation of the Official Development Plan. By spring 2004, the SEFC Official Development Plan was being made ready for presentation to the City Council for approval. Because of pre-existing commitments to urban agriculture already embedded in the SEFC policy statement and the active lobbying by the SEFC Stewardship Group, the food policy staff team was able to work with the SEFC Planners and other City staff to more clearly articulate opportunities for urban agriculture, and express them more comprehensively and explicitly in the ODP itself.



### **Facilitation of collaboration and multi-actor partnerships**

A second key policy objective for urban agriculture and food policy in Vancouver is the promotion of partnerships and collaboration. There are two inter-connected dimensions of the City of Vancouver's recognition of the importance of partnerships and collaboration where urban agriculture is concerned. The first focuses on 'internal' partnerships, while the second emphasises partnerships and collaboration between local government and community agencies and organisations.

From the outset, the Food Action Plan acknowledged that some of the resources and policy tools necessary to address food system issues fall outside of the jurisdiction of Vancouver. As such, the development of partnerships with other agencies has been, and will continue to be instrumental to the process. Key partners include Vancouver Agreement, Vancouver School Board, Vancouver Park Board, Vancouver Coastal Health and community organisations among others. Also key to the success of urban agriculture and food policy are partnerships and collaborations among municipal departments within local government itself.

### **Vancouver Food Policy Council**

Vancouver's Food Policy Council (VFPC) is considered a new model of integrated local governance involving City staff and a citizen group. The VFPC was conceived as a multi-actor body whose mandate would be "to act as an advocacy, advisory and policy development body on food system issues within the City's jurisdiction" (Vancouver Food Policy Council Terms of Reference, 2004).

From May to July 2004, the Vancouver Food Policy Task Force produced and ratified a set of recommendations for the creation of the VFPC. Recommendations included VFPC member roles and responsibilities, principles and protocols: vision and mandate; structure and election process. The result was the election of a twenty-member multi-sectoral food policy council on July 14, 2004 as the last act of the Food Policy Task Force before it dissolved.

Vancouver's Food Action Plan was argued to reinforce the City's commitment to sustainability. This had the benefit of associating food policy with a set of already familiar policies and mandates. Urban agriculture and food policy benefited from internal education campaigns on sustainability that had already taken place in the organisation. Like sustainability more broadly, urban agriculture is a cross-cutting issue often involving a wide range of departments for effective implementation and monitoring.

The second dimension of the City of Vancouver's recognition of the importance of partnerships and collaboration has more far-reaching implications. This dimension involves the mechanisms designed to facilitate governmental/ non-governmental partnership approaches to food policy design and implementation. This objective is best embodied in the Vancouver Food Policy Council, seen as a new model for collaborative municipal governance.

The Vancouver Food Policy Council is comprised of individuals from all aspects of the local food system. Membership includes people with a variety of different backgrounds such as, nutritionists, food wholesalers and distributors, food retailers and grocers, managers of non-profit organisations and academics engaged in the food system. This multi-disciplinary group creates an innovative forum for discussion and action towards building a food system that is ecologically sustainable, economically viable and socially just. It also builds upon collaboration between citizens and government officials to work together on initiatives. The primary goal of a Food Policy Council is to examine the operation of a local food system and provide ideas and policy recommendations for how it can be improved.

Vancouver's Food Policy Council has been meeting since September 2004. In addition to education and awareness, fundraising strategies, the Vancouver Food Policy Council works on specific projects and goals in support of issues and action items identified in the Food Action Plan.

Currently, the VFPC has identified four priority work areas including:

- (a) Increasing access to groceries for residents of Vancouver;
- (b) Institutional food purchasing policy for public facilities;
- (c) Recovery, reuse, and recycling of Food; and
- (d) Food Charter for the City of Vancouver.

### **Results and Way Forward**

The two policy strategies have resulted in a number of behaviour changes of and benefits to Vancouver citizens. Benefits derived from these changes address Millennium Development Goals #1 (eradicate extreme poverty and hunger) and #7 (ensure environmental sustainability). At the same time, benefits also encompass a number of important dimensions of social sustainability including community development, social inclusion and civic engagement.

Three changes in particular are:

- Education and awareness
- Enhanced collaboration between city departments and other agencies
- Food systems approach to food issues

A number of key lessons from the project experience should be taken into account by other local governments. These include:

- Build on community knowledge and expertise
- Build and enhance partnerships
- Adopt a systems approach to food issues
- Food policy staff is critical

A key next step in Vancouver's case is to determine the role that urban agriculture may play in existing strategies leading to pilot programmes to address hunger, health, addiction and homelessness. At the same time, it should be recognised that

hunger exists to varying degrees in all Vancouver neighbourhoods. Accordingly, research should be based on a sustainable food system approach to alleviating hunger.

**NOTE: Community Gardens in North Vancouver** (source: Heather Johnstone, *Edible Gardens Project*)

In the City of North Vancouver there is currently one community garden: the Lower Lonsdale Community Garden. There are approximately 46 plots, with about 90 people on the waitlist. It's estimated that 5-6 plots become available each year, and are awarded by lottery. A number of people have been waiting since the garden opened 5 years ago.

A second community garden, the Queen Mary Community Garden will be opening sometime in the summer of 2009. Over 90 people submitted a request for a plot, with a lottery for the 58 plots having taken place May 29, 2009.

For both of these gardens, gardeners must be residents of the City of North Vancouver, and there is a limit of one plot per household. For most of the waitlisted individuals, it could be several years before they will have the chance to get a plot.

There are currently no community gardens in the District of North Vancouver, and two in West Vancouver; we do not have information available on those as they are managed by the municipality, and gardeners have been difficult to make contact with.

## FUTURE

Urban agriculture is generally characterised by closeness to markets, high competition for land, limited space, use of urban resources such as organic solid wastes and wastewater, low degree of farmer organisation, mainly perishable products, high degree of specialisation, to name a few. By supplying perishable products such as vegetables, fresh milk and poultry products, urban agriculture to a large extent complements rural agriculture and increases the efficiency of national food systems.

The most important distinguishing character of urban agriculture is not so much its location - or any other of aforementioned criteria - but the fact that it is an integral part of the urban economic, social and ecological system: urban agriculture uses urban resources (land, labour, urban organic wastes, water), produces for urban citizens, is strongly influenced by urban conditions (policies, competition for land, urban markets and prices) and impacts the urban system (effects on urban food security and poverty, ecological and health impacts).

Urban agriculture has multiple roles and functions and plays an important role in:

- enhancing urban food security, nutrition and health;
- creating urban job opportunities and generation of income especially for urban poverty groups and provision of a social safety net for these groups;
- contributing to increased recycling of nutrients (turning urban organic wastes into a resource);
- facilitating social inclusion of disadvantaged groups and community development; and,
- urban greening and maintenance of green open spaces.

### Urban Food Security & Nutrition

In addition to enhanced food security, and nutrition of the urban producers themselves (Nugent and Bourgue 2000), urban agriculture produces large amounts of food for other categories of the population. It was estimated that 200 million urban residents produce food for the urban market providing 15 to 20 percent of the world's food (Margaret Armar- Klemesu, 2000).

### Local economic development

Urban agriculture is an important source of income for a substantial number of urban households. In addition to income from sales of surpluses, farming households save on household expenditure by growing their own food. Since poor people generally spend a substantial part of their income (60 – 80 percent, Mougeot, 2005) on food, the savings can be substantial. Urban agriculture also stimulates the development of microenterprises for the production of necessary agricultural inputs (e.g., fodder, compost, and earthworms), the processing, packaging and marketing of products and the rendering of other services (e.g., animal health services, bookkeeping, transportation).

### Social inclusion and gender

Urban agriculture may function as an important strategy for poverty alleviation and social integration of disadvantaged groups (such as immigrants, HIV-AIDS affected households, disabled people, female-headed households with children, elderly people without pension, youngsters without a job) by integrating them more strongly into the urban network, providing them with a decent livelihood and preventing social problems (Gonzalez Novo and Murphy, 2000). Urban and peri-urban farms may also take on an important role in providing recreational and educational functions to urban citizens or play a role in landscape and biodiversity management.

### Urban environmental management

The disposal of waste has become a serious problem in many cities. Urban agriculture can contribute to solving this problem by turning urban wastes into a productive resource through compost production, vermiculture, and irrigation with wastewater. Urban agriculture and forestry can also have a positive impact upon the greening of the city, the improvement of the urban micro-climate (wind breaks, dust reduction, shade) and the maintenance of biodiversity, as well as the reduction of the ecological foot print of the city by producing fresh foods close to the consumers and thereby reducing energy use for transport, packaging, cooling, etc. Research in the Netherlands has shown that greenery around homes has a positive effect on people's health.

### Cities Farming for the Future

When accepted and facilitated, urban agriculture will be sustainable, maintaining its dynamism and flexibility, adapting to changing urban conditions and demands, intensifying its productivity and diversifying its functions for the city, whilst reducing associated health and environmental risks and by doing so gaining more social and political acceptability. In certain parts of a city, the existing forms of urban agriculture may fade away or change its form and functions drastically, while new forms of urban agriculture may develop in other parts of that same city.

On the longer term, urban agriculture will be sustainable especially if its potential for multifunctional land use is recognised and fully developed. The sustainability of urban agriculture is strongly related to its contributions to the development of a sustainable city: an inclusive, food-secure, productive and environmentally-healthy city.

#### **Residential neighbours and other interest groups**

Urban agriculture may play an important social role in providing opportunities for education, training, recreation and leisure. Actions to promote the social aspects of urban agriculture should be discussed with the targeted groups (i.e. children and schools, urban citizens, community and health care organisations) and their associations. Among citizens, it would be important to involve individuals or groups, whose dwellings or activities are located near sites of urban agriculture, and who are or might be affected positively (improved greening and contact with nature) or negatively (pollution, noise) by current and future UA activities.

#### **NGOs, community-based organisations and universities**

Urban producers may lack expertise regarding specific aspects of urban agriculture (i.e. specific production or processing techniques). Universities, research centres or NGOs (non-governmental organizations) could provide support for the development of appropriate technologies for food production and processing and provide methodological support in diagnosis, monitoring, and training. NGOs or community-based organisations could also play a crucial role in linking urban producers with governmental authorities or research institutes. Finally, these organizations could often help finance and implement projects that are defined as a result of multi-stakeholder processes.

#### **Private sector and support organisations**

The private sector and support organisations can play a role in facilitating access to inputs and services (e.g. marketing.). In El Rímac (Lima-Perú) for example, the municipality signed a cooperation agreement with a private corporation, Purina Center Rimac Corn (producer of poultry food), whereby the company took responsibility to provide training and technical assistance in poultry-raising to interested farmers free of charge (Cabannes, et al., 2003). The role of micro-finance institutions or credit-cooperatives should be considered regarding different forms of financing for UA.

### **HOW?**

Urban agriculture contributes to a wide variety of urban issues and is increasingly being accepted and used as a tool in sustainable city development. Currently the challenge is its integration into city planning and facilitation of its multiple benefits for urban inhabitants.

Growing urban poverty, hunger and lack of formal employment, as well as the special opportunities that a city provides for farmers (including the growing urban demand for food, herbs and plants, proximity to markets and availability of cheap resources such as urban organic wastes and wastewater) have stimulated the development of a diversity of agricultural production systems in and around cities, often specialised in perishable products, such as green leafy vegetables, milk, eggs and meat, taking advantage of vacant open spaces in and around cities.

Many attempts to classify urban agriculture are related to the analysis of production and (household) income level.

There are three major types of urban agriculture: subsistence urban farmers; family-type (semi-) commercial farmers; and agricultural entrepreneurs. And even though all these types of urban farming systems may have an important but different role in a given city at a certain time in development, support is specifically necessary for the first two types.

The growing attention of local and national policy makers and practitioners is also reflected in the growing demand (e.g., to the RUAF partners) for inspiring examples of successful policies and programmes on urban agriculture as well as for training and (co-) funding of research and action programmes.

#### **Strategies for the development of safe and sustainable urban agriculture**

Urban policy makers and support institutions can substantially contribute to the development of safe and sustainable urban agriculture by:

- Creating a conducive policy environment and formal acceptance of urban agriculture as an urban land use;
- Enhancing access to vacant open urban spaces and the security of agricultural land use;
- Enhancing the productivity and economic viability of urban agriculture by improving access of urban farmers to training, technical advice, and credit ;
- Supporting the establishment and strengthening of urban farmer organisations;
- Taking measures that prevent/reduce health and environmental risks associated with urban agriculture (farmer training on health risks and related management practices, zonification, quality control of irrigation water and products).

#### **Creation of an enabling policy environment**

Formal acceptance of urban agriculture as an urban land use and integration into urban development and land use plans is a crucial step towards effective regulation and facilitation of the development of urban agriculture. Existing policies and by-laws regarding urban agriculture will have to be reviewed in order to identify and remove unsubstantiated legal restrictions and to integrate more adequate measures to effectively stimulate and regulate the development of sustainable urban agriculture.

A second important step is the creation of an institutional home for urban agriculture.

Conventionally, sector policies have been defined under the assumption that agriculture refers to the rural sphere and will be attended to by institutions other than the urban ones, whilst most agricultural organisations do not operate in the urban sphere (Tacoli, 2001). As a consequence, urban agriculture is receiving little policy and planning attention and development support.

Municipal authorities can play a key role in filling this gap, for instance by selecting a leading institute in the field of urban agriculture with an urban agriculture office or department, and by establishing an interdepartmental committee on urban food

production and consumption.

Also important is stimulating the dialogue and co-operation among the direct and indirect stakeholders in urban agriculture. This can be done by setting up a multi-actor platform and working group on urban agriculture that organises the joint analysis of the presence, role, problems and development perspectives of urban agriculture in the city and coordinates the process of interactive formulation of policies and the planning and implementation of action programmes by the various actors.

#### **Enhancing access to vacant land**

Land is a very important resource for urban agriculture, and its availability, accessibility and suitability are of particular concern to urban farmers. Contrary to the common belief even in highly urbanised areas surprisingly high amounts of vacant land can be found that could be used for agriculture on a temporary or permanent basis. City governments may facilitate access of urban farmers to available urban open spaces in various ways.

#### **Facilitating access to land for urban agriculture**

- a) Making an inventory of the available vacant open land in the city (through participatory methods and GIS) and analysing its suitability for use in agriculture.
- b) Creating a Municipal Agricultural Land Bank which brings those in need of agricultural land in contact with landowners in need of temporary or permanent users.
- c) Stimulating owners of open vacant land (including institutional owners) to give this land on medium-term lease to organised farmer groups, by providing a tax reduction to land owners that do so (as in Rosario, Argentina) or by levying municipal taxes on land laying idle.
- d) Formulating a City Ordinance that regulates the (temporary) use of vacant land in the city.
- e) Providing of vacant municipal land to organised groups of urban farmers.
- f) Taking measures to improve the suitability of available tracts of land (e.g., by removing debris or providing access to irrigation water).
- g) Demarcating zones for urban agriculture as a form of permanent land use and integrating these into city land use planning. Such zones normally are more sustainable if located in areas that are not well suited for construction or where construction is not desirable, as on flood plains, under power lines, in parks or in nature conservation areas. Effective guidelines are developed with active farmer participation regarding the management practices to be adopted by urban agriculture in the various locations.
- h) Providing assistance to reallocate urban farmers, especially urban farmers who are poorly located and therefore may have serious health and/or environmental risks due to these locations.
- i) Including space for individual or community gardens in new public housing projects and slum upgrading schemes.

Other important areas of intervention to enhance the productivity and economic viability of urban agriculture include:

- Enhancing access to inputs (e.g., urban organic wastes and irrigation water) and facilitating decentralised production of such resources (e.g., establishment of low-cost facilities for sorting of organic wastes and production of compost, animal feed or biogas; implementation of pilot projects with decentralised collection and treatment of household wastewater with a view on its re-use in local agricultural production); technical and financial support (e.g., tax reductions) for enterprises producing ecologically-friendly inputs such as natural fertilisers, bio-pesticides, soil amendments, open pollinated seeds, etc.
- Enhancing the access of urban farmers to credit facilities.
- Facilitating (direct-) marketing by urban farmers: access to existing city markets, creation of farmers' markets, linking farmer and consumer organisations, use of urban farmers in supplying food for school feeding, HIV-AIDS and other food distribution programmes, and support to the creation of local infrastructure for small-scale food preservation and storage facilities (i.e., canning, bottling, pickling, drying, smoking).

#### **Sustaining Urban Agriculture Requires the Involvement of Multiple Stakeholders**

Urban agriculture relates to a variety of urban issues, like urban poverty, land use planning, waste management, food security, economic development, public health, and community development. Many stakeholders can be identified who play a role and who (should) have a say in planning and development of urban agriculture and related activities, like input provision, vegetable production, aquaculture, livestock production, processing, and marketing. To increase the contribution of urban agriculture to sustainable urban development requires involvement in planning and policy making of these different stakeholders. Multi-stakeholder processes dealing with urban agriculture are of recent nature. The lessons learned in the International Network of Resource Centres on Urban Agriculture and Food security (RUAF) are described.

Recognising and legalising UA as a legitimate urban land use is a crucial first step. Technical assistance and training to urban producers is essential to promote more sustainable production, processing and marketing techniques. Potential health risks, for example related to the use of agrochemicals, non-treated organic waste and wastewater, and lack of hygiene in food processing and marketing activities, need to be managed and regulated. Providing urban farmers with more secure access to land, and water sources, as well as to services and capital are also important in this respect (Dubbeling and Santandreu, 2003).

A sustainable approach to UA focuses on maximising its potential social, environmental and economic contributions - contributions that include the promotion of health and nutrition, ecological responsibility, social inclusion and community capacity building. In this way, one of the key policy objectives for urban agriculture is its integration into broader urban development agendas, for example related to children's and youth programmes, environmental programmes, social welfare programmes and housing and urban development programmes, as illustrated by the case of Vancouver. Benefits include capitalising on existing momentum, infrastructure and expertise; promoting collaboration between municipal departments; and enabling interconnected social, economic and ecological benefits for citizens (Mendes, 2005).

Dynamic planning must provide for UA land uses to evolve as the city expands and transforms itself. Space-limited and capital intensive forms of UA (fruit trees, medicinal and ornamental plants, silk worms, mushrooms, catfish, small stall-fed livestock) can thrive in a city's core, while more land-intensive and waste-generating forms of UA could relocate to outer-lying and less populated locations (Mougeot, 2005). In order to match the demands of urban growth with activities of high economic and social value, urban agriculture should be included as a multifunctional component in municipal land use planning, zoning, master plans

and neighbourhood development plans (Cabannes, 2003).

### **Involving multiple stakeholders in project development, policy and planning**

The number and composition of stakeholders directly or indirectly involved in UA differ from city to city, but include:

- different levels of government (national, provincial and local governments),
- relevant municipal departments and professionals (e.g. Parks and Gardens, Health Department and inspectors, Public Works, Urban Planning Department, Water boards, Departments for community development etc.),
- local leaders and village councils,
- the private sector,
- academic organisations or research institutes, non-governmental organisations, social movements, grassroots and religious organisations, and
- producers and their organisations, who are directly involved in agricultural production and related processing and marketing activities (farmers; local producers of inputs such as grass, compost, equipment; transporters; processors; vendors on streets and local markets).

### **Identifying stakeholders**

Effort has to be taken in identifying the different stakeholders involved ('key questions to identify stakeholders' is described below) and motivating them to participate in project development, policy and planning. Such a multi-stakeholder approach has in principle - and compared to other approaches - the following benefits:

- it allows for better quality decision finding and making (through better understanding of priority issues and needs of different stakeholders involved),
- it improves the likelihood of implementation (through enhanced ownership, improved mechanisms and processes for coordination, and more effective use of available human, technical and financial resources), and
- it gives to the process (and its results) a higher credibility, as well as wider outreach (Hemmati, 2002).

On the other hand, multi-stakeholder processes may lead to undue increase of some stakeholders' influence, (especially when there is a lack of transparency throughout the process), require specific financial and skilled human resources, as well time to allow for changes in cultures towards public participation in decision-making.

Few city authorities and other local stakeholders have experience with these so-called participatory and multi-stakeholder processes, and therefore require well-designed methods and tools, technical assistance and staff training. Spaces for participation should be created and formalised. Special consideration needs to be given to the non-organised and often excluded segments of the population (women, immigrants and youth, for example). Stakeholders involved need training in how to work together with people they have never worked with before. Innovative means to involve urban producers in identifying, developing and monitoring urban agriculture projects and policies is needed. This also means that urban producers should learn to negotiate with different levels of government and other external agencies to achieve their goals.

Funds would be needed to jointly implement defined action and policies. Yet, questions remain on how to effectively use multi-stakeholder processes to influence policymaking and planning.

### **Key questions to identify stakeholders**

- Who might be affected (positively or negatively) by the concern to be addressed?
- Who are the "voiceless" for whom special efforts may have to be made?
- Who represents those likely to be affected?
- Who is responsible for, can control or influence what is intended?
- Who is likely to mobilise for or against what is intended?
- Who can make what is intended more effective through their participation or less effective by their non-participation or outright opposition?
- Who can contribute relevant knowledge, expertise or financial and technical resources?
- Whose behaviour has to change for the effort to succeed?

The type of stakeholders involved in UA and their level of participation in the process will vary depending on local circumstances.

It is important to identify the current mandate and roles of the different stakeholders in relation to UA development and the relevant information they have on UA and related projects and policies, and get their views on the potentials and risks of UA, and their contributions (human and/or financial) to the MSP. The inventory and analysis will enable the development of a strategy that motivates and facilitates the participation of various stakeholders and identifies their potential roles in the different phases of the process (diagnosis, planning, implementation and monitoring). Some of these roles are identified below (de Zeeuw, et al., 2001):

**Local, provincial and national governments** play a key role, ensuring the availability and secure tenure of land and water, access to public services, approval of regulations and standards. These different levels of government are already engaged in many areas of service provision and regulation, such as urban planning, water treatment, waste collection, management of green spaces, which have direct interactions with urban agriculture. Activities started up without the involvement of those who influence decision-making (mayor, council members, heads of departments, policy advisers) may achieve little in the long term. Therefore, it is essential to involve government representatives in the discussions throughout the planning process, in order to acknowledge their opinion and suggestions, overcome possible resistance and gain support for policy review and formulation.

**Interaction between different levels of government**, as well as between governments and other decision-making bodies should be specifically looked into as the Delft, Vancouver and Rosario case studies illustrate. From the outset, Vancouver's Food Action Plan for example acknowledged that some of the resources and policy tools necessary to address food system issues fell outside of the jurisdiction of Vancouver City Council. As such, the development of partnerships with other agencies has been and

will continue to be instrumental to the process. Key partners include Vancouver Agreement, Vancouver School Board, Vancouver Park Board and Vancouver Coastal Health and community organisations (Mendes, 2005).

Also, UA does not always share the same boundaries as local authority areas. Therefore, it is worth considering at the very onset of the process whether cooperation with neighbouring local authorities is sensible and beneficial. Although resources can be shared and actions made more effective, varying political interests between municipalities could well complicate the process.

### **Commercial and subsistence farmers and gardeners and their organisations**

One should bear in mind that urban producers do not form a homogeneous group. Livestock farmers have different interests from horticulture or aquaculture farmers. Commercial farmers differ in their interests to subsistence or hobby farmers. Promotion of different UA production systems therefore requires different policies and interventions. Taking into account the expertise, local knowledge and views of different producers and producer groups is important in this regard. As direct stakeholders, urban farmers should also play a key role in project management and coordination, and in the evaluation and control of the activities carried out.

### **Micro-enterprises involved in urban agriculture**

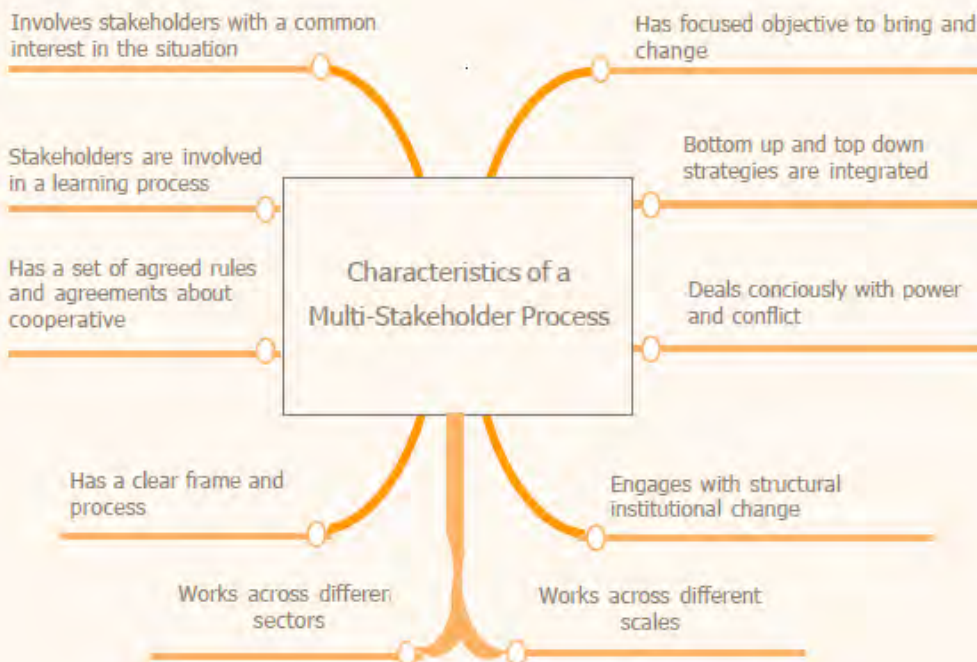
Alongside urban and peri-urban farmers and gardeners, specialised micro-enterprises are also involved in the production of agricultural inputs (e.g., compost), the processing of agricultural produce (e.g., Making cheese, jams and marmalades, dried fruits and flowers) and marketing (e.g., street vending of fresh products or processed food, small shops and local markets, food box schemes, etc.). An important aspect in the development of UA programmes is strengthening of linkages between the different parts of the production chain (input supply, production, processing and marketing).

## **Multi-stakeholder Processes on UA: What and How?**

Multi-Stakeholder Processes (MSPs) are:

- processes that aim to involve stakeholders in improving situations that effect them
- forms of social interaction that enable different individuals and groups, who are effected by an issue, to enter into dialogue, negotiation, learning, decision making and collective action
- about getting government staff, policy makers, community representatives, scientists, business people and NGO representatives to think and work together (see also <http://portals.wdi.wur.nl/msp/>).

Figure 2.1 Characteristics of a MSP



Further detail & information: [GO TO Chapter 2, Page 6](#)

## **MSPs in UA should integrate elements of:**

**Enhancing public awareness and motivating the different stakeholders to actively participate in action planning and policy design.** A prerequisite for any policy related to urban agriculture is the recognition of the value, the benefits and the resulting needs of urban agriculture by political leaders and heads of administration. Therefore it is necessary to raise their awareness on the issue, and to provide them with adequate information. It is also useful to demonstrate the positive aspects of urban agriculture with some local examples. Publicising the issue through opinion-makers and leaders such as the media is another strategy. Urban producers themselves should also be mobilised to participate, to enhance political pressure and to be involved in strategy and action planning.

**Capacity building** among local actors for developing participatory processes of diagnosis, problem identification, implementation of solutions according to previously established priorities, conflict mediation and negotiation, policy design and joint implementation of actions, systematisation, monitoring, and control of municipal policy changes.

**Building trust and cooperation** among the main actors (building commitment). Permanent and transparent information flows among the different stakeholders is crucial in this respect, as is communication on agreements made, implementation of these and results. Commitments among different actors can be formalised by means of an inter-actor agreement or any other formal arrangement for promoting transparency and institutionalisation of the process. To develop the AGRUPAR Program (Agricultura Urbana Participativa) in Quito (Ecuador), the local government, several NGOs, UMP-LAC/UN-HABITAT, and community representatives signed an Inter-Actor Agreement for carrying out a participatory diagnosis and for developing an action plan on UA.

**Policy making as well as joint action planning and implementation.** Efforts to establish policies before initiating action planning/implementation often result in policies that do not work due to lack of political will, lack of resources or severe distortions during translation into actions later on in the process. On the other hand, actions that are not translated into adequate guiding/facilitating policies tend to stay rather localised with few or less sustained impacts on the livelihoods of larger segments of the population. Policies should relate to current UA activities and farming systems as well as new activities identified in a multi-stakeholder planning process. Review and adaptation of existing legal frameworks (regulations on health, land use, housing). A review and analysis of the policy and legislative framework in Zimbabwe (Makonese and Mushamba, 2005) for example identified that there is no written government policy statement specifically addressing UA in Zimbabwe. A legislative framework for UA does exist but scattered in national legislation and municipal by-laws. The study thus recommends that the Government of Zimbabwe promulgates a clear statement and law on UA so that actors in the field can be guided accordingly and programmes can be implemented in the framework of the policy.

### **Diagnosis, assessment and stakeholder inventory**

Diagnosis and assessment often take the form of situational analysis, diagnosis or baseline studies and are concerned with describing, understanding and analysing:

- a. the local socio-economic, institutional and legal context in which UA takes place (characteristics of the city, legal and planning framework related to UA, stakeholders involved)
- b. the presence and location of urban agriculture in and around the city
- c. the variation in UA farming types (horticulture, forestry, livestock or mixed systems) and activities (recycling, production, processing, marketing), and their functions or impacts
- d. an inventory of (probable) key issues to be addressed including the specific problems encountered, development potentials of UA in relation to poverty alleviation, environmental management or social integration, and changes that might affect urban agriculture in the future – for example in relation to land use pressure, transport network development, and guiding the formulation of potential interventions for action.

Early implementation of initial actions (such as pilot projects, new techniques) at local level and good communication of successes. Actions that produce tangible results help to reinforce the commitment and participation of those involved and inform public policymaking. It is useful to develop, from the outset of the process, pilot projects or actions that produce outputs or have an impact in the short term, which create a positive environment for more complex and long-term processes.

Resource mobilisation through incorporation of priority actions into the operational plans and budgets of the various participating organisations and institutions. For example, the inclusion of UA in the municipal budget was an essential component in the promotion of urban agricultural activities in Rosario (Argentina), where the City Council guarantees resources for promotion, training, and marketing activities (Cabannes, et al., 2003).

Creation of joint monitoring and evaluation mechanisms to provide a flow of systematic feedback to all stakeholders involved. It is important to monitor results and impacts of the MSP not only as a mechanism to evaluate the effectiveness of the strategies applied (and adapt it accordingly if needed), but also to be able to communicate successful efforts to a wider public and thereby create opportunities for further change. *Source: Dubbeling M. and H. de Zeeuw, RUAF's approach to multi-stakeholder processes for action planning and policy design (MPAP) on urban agriculture: concepts and process. Session Handout RUAF Start-up workshop April 2005. Leusden, The Netherlands.*

### **Identification and mapping of urban agriculture and vacant land areas**

Identification, mapping and analysis of (potentially) productive land areas in the context of UA and farming systems will provide important data such as areas of land already under cultivation, the area of vacant land that potentially can be used for UA, and the importance of specific types of UA systems. It will also lay a basis for further definition of ways and means to include UA into municipal physical planning policies and practices that increase the access of the urban poor to available and suitable space for food production.

In order for vacant areas to become urban productive spaces, reliable and up-to-date information is necessary on aspects such as ownership, soil quality, contamination and characteristics, accessibility and land use regulations. Such information facilitates decision-making on the type of land best suited for the purpose, and how and for how long it can be designated to urban agriculture.

Based on the diagnosis, assessment and stakeholder inventory, a study report or 'policy narrative' could be elaborated. This document can serve as a good instrument to brief the larger group of stakeholders and to advance the planning process with them. The policy narrative can include:

1. Presentation of the key data regarding urban agriculture in the city (presence, types and locations),
2. Important constraints encountered by urban farmers and other actors,
3. Expected potentials of urban agriculture for various policy goals,
4. The expected negative consequences of non-intervention/continuation of the present policies, and
5. Draft proposals/ outline for set up of an urban agriculture programme in the city.

Consultation and creation of a broader institutional framework and commitment This phase aims at wider sharing of the findings of the diagnosis and assessment, strengthening and broadening involvement of the different stakeholders, formalising and approving new commitments to the process (e.g., by signing a new inter-actor agreement defining more specific tasks, responsibilities of different stakeholders and funding mechanisms) and setting up a structure(s) or platform(s) that will guide and coordinate future action planning, implementation, resource mobilisation and institutionalisation.

This step could be developed through:

- 1) **Meetings/workshops or focused consultations** with the direct and indirect stakeholders to:
  - a. Discuss in-depth the most important problems/issues identified and to explore alternative solutions and intervention strategies
  - b. Discuss their possible roles and identify available human and financial resources to support development of an UA programme and check/strengthen their initial commitments.
  - c. Discuss the organisational set up of the intended UA programme.

The workshop/meetings will eventually result in initial commitments of the institutions and organisations to cooperate in the preparation and implementation such a programme.

- 2) The constitution of a **multi-stakeholder structure/platform or forum** to give continuity to and promote the empowerment of all the stakeholders in the MSP. The objectives and tasks of such multi-stakeholder forums could include:
  - a. Bridging the communication gap between direct stakeholders and the institutional actors in urban agriculture and functioning as a more permanent platform for information exchange and dialogue,
    - Coordinating the planning, implementation and monitoring of a concerted city agenda on UA, including activities related to policy analysis, lobbying and formulation
    - Stimulating the institutionalisation of such activities.

The forum should preferably operate with a formal status and institutional commitment.

The importance of local ownership and member contributions to the functioning of the multi-stakeholder forum and implementation of activities should be stressed. In addition external resources may be mobilised by involving donor agencies in the forum.

One of the first activities of the forum can be to agree on a City Strategic Agenda on UA (identifying policy objectives and including agreements on the key issues in UA that the city wants to work on). The strategic agenda includes preliminary strategies and an assessment of their likely impacts on living conditions and urban development, together with an examination of institutional and managerial implications. In most cases the strategies proposed are not alternatives, but a variety of overlapping and complementary strategy components.

These strategy components, with the associated implementation instruments, will form the basis for elaboration of detailed action plans at a later stage.

### **Strategy and action planning and implementation**

On the basis of the diagnosis and assessment and further consultations, strategies and actions will be defined as part of **an action plan** that identifies and operationalises solutions (action/activities) to meet local needs and identified key issues.

Strategies and actions forming part of an action plan can include:

- pilot or **demonstration projects**,
- **capacity building** activities,
- further **research** or studies,
- **review and adaptation of municipal policies**, legal and normative tools,
- development of **new structures of financial management and allocation of resources** (setting up of rotating credit funds, channelling public subsidies), and
- setting up of new **institutional structures** that promote and guarantee community participation.

For example, action plans developed by various cities have included the following:

- Promoting safe re-use of urban organic wastes and wastewater in agriculture by establishing quality criteria for compost and wastewater used for irrigation, establishment of low cost facilities for sorting of organic wastes and production of compost, animal feed or biogas, implementation of pilot projects with decentralised collection and treatment of household wastewater for re-use in local agricultural production, farmer education regarding the health risks associated with re-use of urban wastes and ways to mitigate those risks (proper crop choice, selection of irrigation methods - Accra-Ghana, Hyderabad-India,



Dakar-Senegal);

- Enhancing support to processes of technological innovation in urban agriculture by improving the coordination between research institutes, agricultural extension agencies, NGOs and groups of urban farmers, improving the access of urban farmers and micro-entrepreneurs to credit programmes, and strengthening organisations of urban producers (Rosario-Argentina; Beijing-China; Gabarone-Botswana);

Promoting ecological farming practices through farmer training and local experimentation with ecological farming methods, providing licences and incentives (eg. tax reduction) to micro-enterprises that produce and supply ecologically friendly inputs (compost, bio-pesticides, quality seeds - Havana- Cuba),

- Facilitating local marketing of fresh urban-produced food by authorising local farmer markets, food box schemes and other forms of direct selling of fresh agricultural produce to local consumers and creation of the minimum infrastructure required for local farmers markets, and enhancing urban producers' access to market information (Governador Valadares-Brasil; Rosario-Argentina, Hanoi-Vietnam).

Actions can be prioritised for short-, medium- or long-term implementation, based on the expected impacts and the potential for scaling up, the problems that could arise if no action is taken, the number of expected beneficiaries, and the viability of implementation (social and political viability, availability of resources).

The implementation of the short-term actions is important to motivate and ensure continued interest of the involved stakeholders (by looking for short-term and concrete results). It also provides the space for learning by doing, and thereby provides valuable information for policy formulation and design of longer term projects. Therefore, **it is useful to develop, right from the start of the process, pilot projects or actions that produce outputs or have an impact in the short term, which then create a positive environment for more complex and long-term processes.**

It is important that the action plan is officially endorsed by local government. Funding for implementing these actions can be sought through local or (inter)national resources.




#### **Follow up and consolidation**

Alongside implementation, policy analysis, lobbying and formulation should ensure the sustainability and consolidation of the UA programme beyond the period of a given political administration and facilitate a change in the programme's scale: from working with a small group of stakeholders and beneficiaries to working with larger groups; from working in one or a few neighbourhoods to working in many; from working in one city or municipality to working in several cities.

As stated earlier, efforts to establish policies before initiating action planning/implementation often end up with policies that do not work due to lack of political will or lack of resources. On the other hand, actions that are not translated into adequate guiding/facilitating policies tend to stay rather localised with few or less sustained impacts on the livelihoods of larger segments of the population.

Review and adaptation of existing municipal by-laws, norms and regulations help to remove unnecessary restrictions on UA and to develop specific regulations and norms for legal use of various types of urban land for UA. Institutionalisation of UA into national and municipal policies and programmes is central, and can take shape through:

- Inclusion of UA in national, city or neighbourhood strategic and development plans (the normative or planning framework). The inclusion of UA into strategic development plans would give UA a much more permanent and firmer basis (see also box 2.6 on Governador Valadares). It would also create support for integration of UA into other sectoral policies on poverty alleviation and social inclusion, health and nutrition, environmental and waste management and economic development. (see case of Vancouver).
- Integrating UA in (sub) municipal land use plans. Land use plans should exist not only at the overall municipal level, but also at lower levels as in neighbourhood improvement plans, subdivision plans, district development and urban renewal plans. They should include elements of micro-planning to delineate spaces that could potentially be used for UA with clear rules concerning use, density, etc, taking into account mixed use of plots (eg., residential and agricultural). Also multi-functional land use (combinations with recreation, water management, landscape management, maintenance of buffer zones) could be promoted (see further also Chapter 3 of this book).
- Review of current municipal policies and elaboration of a facilitating (and regulating) legal framework related to UA. By-laws, ordinances and regulations for UA could enable access to land through granting of temporary user rights, defining land taxation and tax exemptions, promoting safe use of wastewater for agricultural purposes and ecological farming and facilitating access to credit and marketing.
- Creation of an appropriate institutional framework. The roles and functions of urban agriculture within local policies are manifold. In order to develop UA's full potential to contribute to sustainable urban development, it is important that this potential is also recognised by the urban administration. This recognition should not only be reflected in the relevant political programmes and plans, but should also result in the creation of a municipal UA department or programme that incorporates institutional and municipal budgets.

 Dept. Manager	 Director	 City Manager
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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT**

**INFORMATION REPORT**

To: Mayor Darrell R. Mussatto and Members of Council

From: Julie Cecchetto, Research Assistant

SUBJECT: OCP DISCUSSION PAPER: A HEALTHY PLANET

Date: October 14, 2010

File No: 4000-07

XRefs: 3330-04

**ATTACHMENT:**

1. OCP Discussion Paper: A Healthy Planet

**PURPOSE:**

This report provides Council with an overview of the Official Community Plan (OCP) Discussion Paper entitled "A Healthy Planet". The paper reviews successes, trends, challenges and opportunities related to the environment, sustainability and climate action in the City, to help inform the direction of the new OCP.

**BACKGROUND:**

As part of the OCP 2021 & Beyond process, a series of discussion papers are being prepared to identify issues and trends facing the City, and to explore how these challenges and opportunities might be addressed in the new OCP. The "A Healthy Planet" discussion paper explores how to better integrate environmental and climate protection objectives in the new OCP to guide the City towards a more sustainable and resilient future. The paper was presented to the OCP Working Group on September 9, 2010 for comments and feedback, and was accepted on September 20, 2010. On October 7, 2010 the paper was presented to the Parks and Environment Advisory Committee (PEAC), resulting in the following resolution:

**"THAT** the Parks and Environment Advisory Committee has reviewed the Official Community Plan discussion paper, A Healthy Planet, and recommends that this paper be forwarded to Council;

**AND** recommends that quantitative environmental monitoring and evaluation measures be included in the new Official Community Plan and a regular monitoring strategy be implemented;

**AND THAT** the paper be put forth to City residents in a simple and easy to understand format that makes it relevant to them;

**AND THAT** the City's sustainably achievements be communicated through interpretative signage and other communications;

**AND THAT** the City make environmental programs a priority through the new Official Community Plan;

**AND THAT** the Committee commends Ms. Cecchetto for an excellent discussion paper that addresses the environmental health of the City."

## **DISCUSSION:**

"A Healthy Planet" is defined in the discussion paper as one in which ecosystems are considered complete, connected and stable. The overarching theme is how humans are integrated in the natural environment, how we benefit from it, and how we affect it. The paper focuses on the functions and benefits the natural environment provides which are fundamental for our quality of life (i.e. water and air purification, carbon sequestration, and flood control), and the role the City and wider community plays in sustaining and enhancing the resilience of the natural environment while balancing population growth, urbanization, and climate change impacts. There is a strong emphasis on the importance of education, awareness and stewardship in developing and advancing environmental objectives in the City.

The paper provides an overview of the significant progress the City has made in developing and implementing environmental plans and actions, as guided by the 2002 OCP goals and objectives. These achievements are summarized in the following areas:

- Environmental Protection and Monitoring
- Storm Water Management
- Energy and Emissions Reduction
- Solid Waste Management
- Urban Agriculture and Landscape Opportunities
- Environmental Leadership and Partnerships
- Environmental Education and Stewardship

While numerous successes on the road to a healthy planet have been achieved in the City, several challenges and opportunities for enhanced progress exist relative to the anticipated environmental issues in the community. The discussion paper identifies the following critical environmental issues and challenges we anticipate facing in the City, and explores opportunities to address these through the new OCP goals and objectives:

- Densification

- Natural Area Connectivity
- Environmental Management in Public and Private Lands
- Invasive Species Management
- Storm Water Management
- Green Urban Design
- Climate Action
- Solid Waste Reduction and Diversion
- Food Security
- Collaborative Governance
- Education and Stewardship

Opportunities for developing a more comprehensive, quantitative and transparent monitoring system are also explored in the discussion paper.


#### **NEXT STEPS:**

Findings of the discussion papers will set the groundwork for the development of the new OCP, and will inform elements of the public education and awareness process.

#### **SUMMARY:**

Achieving a balance of the natural and built environments and striving towards a healthy planet has implications and opportunities for all departments within the City and all people in the community. The interdisciplinary nature of environmental issues and climate change impacts necessitates a more holistic and comprehensive approach to integrating sustainability, environmental and climate protection in the new OCP, and following through with deliberate and effective implementation at an operational level, and in the community as a whole.

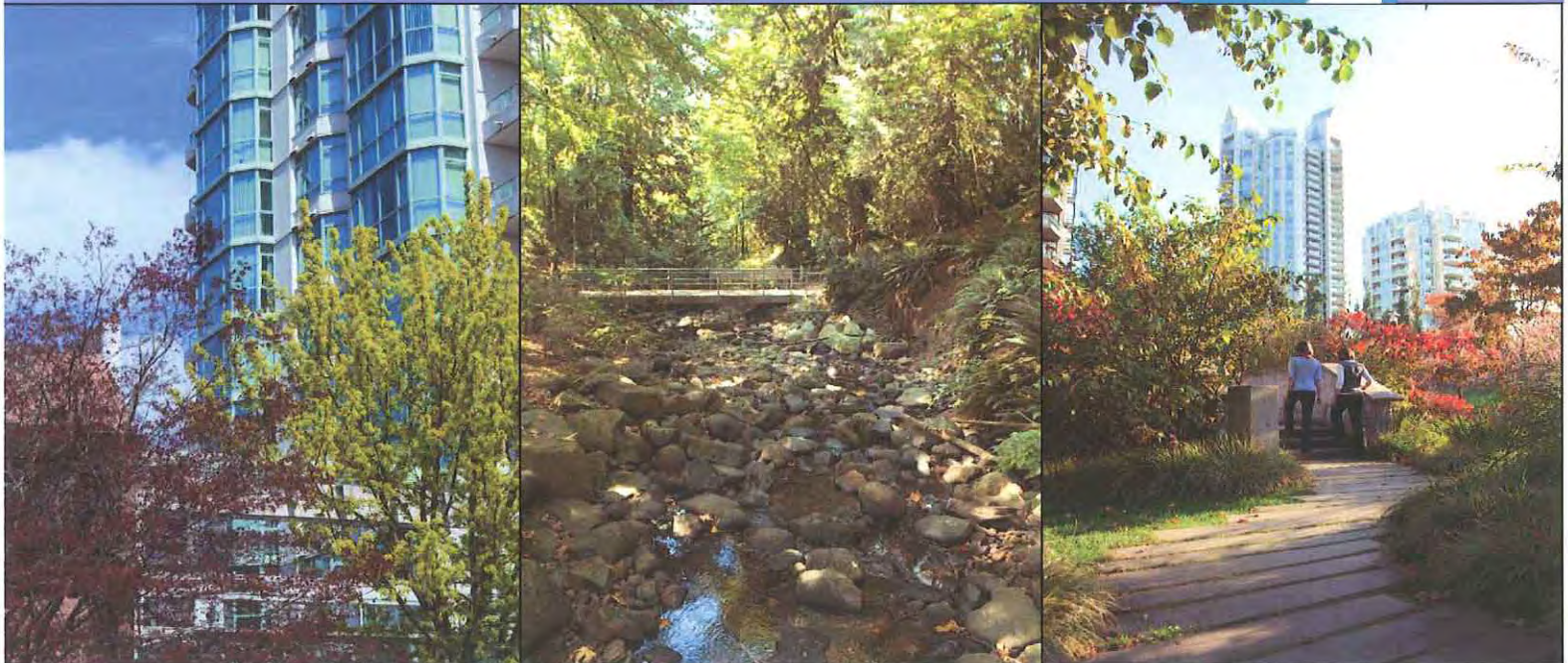
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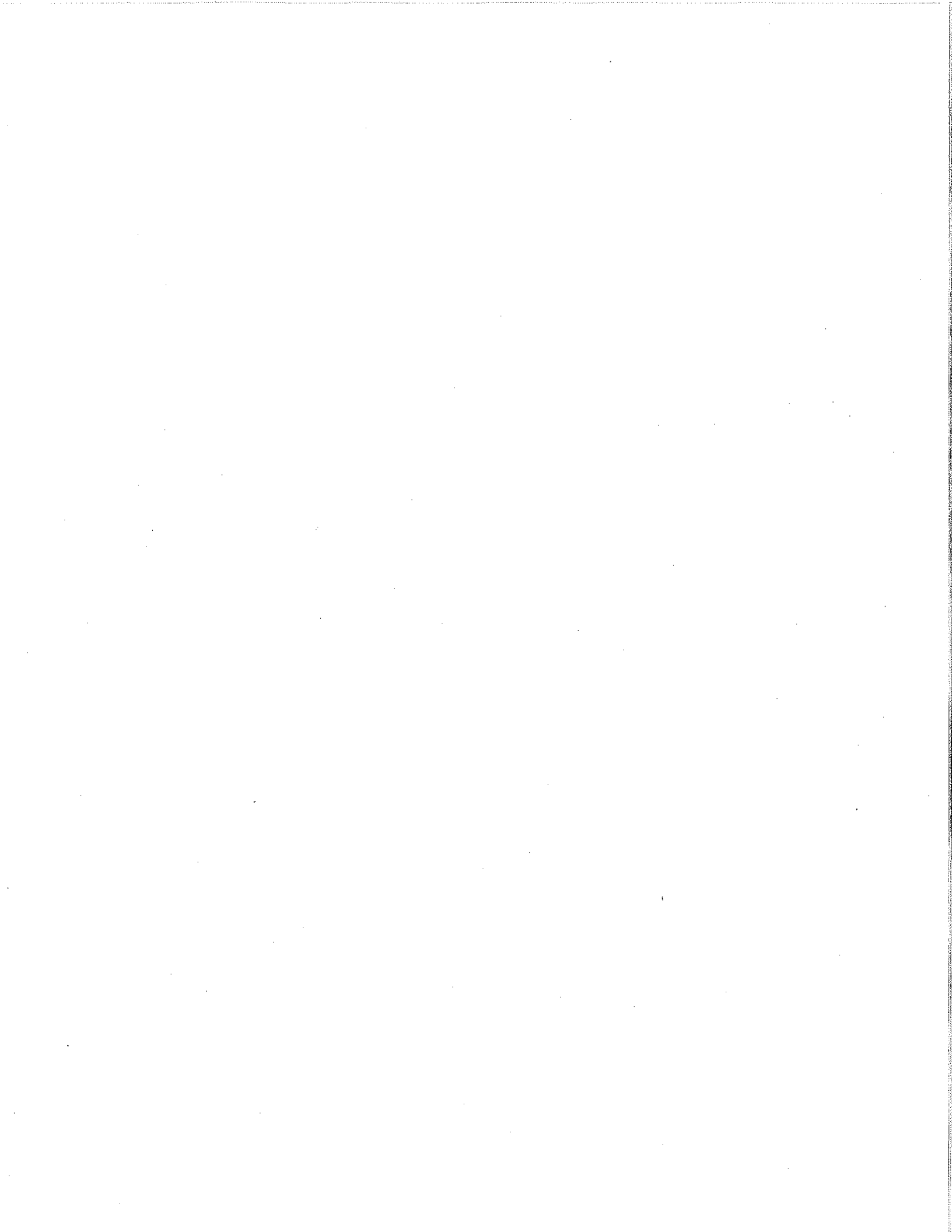
  
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Julie Cecchetto  
Research Assistant



# A Healthy Planet in The City of North Vancouver

*A Discussion Paper Prepared to Inform the Direction of  
a New Official Community Plan 2012*

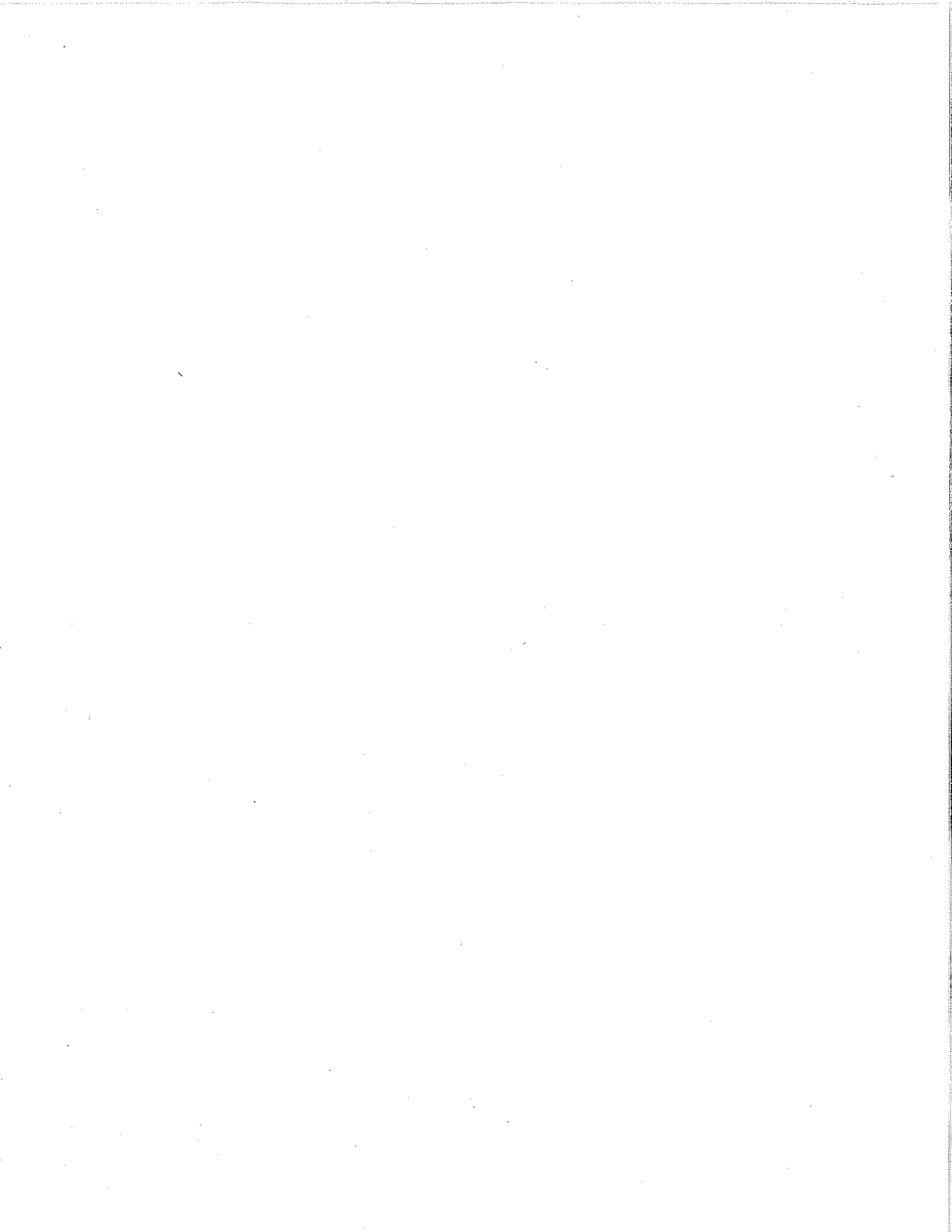




# OCP 2012 Discussion Paper: A Healthy Planet

September 2010

**Prepared by Julie Cecchetto**  
Research Assistant, Engineering, Parks and Environment  
The City of North Vancouver





# Table of Contents

	<u>Page</u>
<b>1.0 BACKGROUND</b>	<b>1</b>
1.1 A Healthy Planet	
1.2 Local Context	
<b>2.0 REVIEW OF 2002 OCP: MUNICIPAL INTERESTS, EXISTING POLICIES AND ACTIONS</b>	<b>3</b>
2.1 Environmental Protection and Monitoring	
2.2 Storm Water Management	
2.3 Energy and Emissions Reduction	
2.4 Solid Waste Management	
2.5 Urban Agriculture and Landscape Opportunities	
2.6 Environmental Leadership and Partnerships	
2.7 Environmental Education and Stewardship	
<b>3.0 TRENDS, OPPORTUNITIES AND CHALLENGES</b>	<b>11</b>
3.1 Densification	
3.2 Natural Area Connectivity	
3.3 Environmental Management in Private and Public Lands	
3.4 Invasive Species Management	
3.5 Storm Water Management	
3.6 Green Urban Design	
3.7 Climate Action and Community Energy	
3.8 Solid Waste Reduction and Diversion	
3.9 Urbanization and Food Security	
3.10 Collaborative Governance (Leadership and Partnerships)	
3.11 Education and Stewardship	
<b>4.0 INDICATORS AND MONITORING</b>	<b>22</b>
4.1 Existing Monitoring Systems	
4.2 Monitoring Opportunities and Recommendations	
<b>5.0 IMPLICATIONS FOR 2021 AND BEYOND</b>	<b>24</b>
<b>6.0 SOURCES AND FURTHER INFORMATION</b>	<b>25</b>



## **FACTSHEET: WATER USE & CONSUMPTION IN CANADA**

Water is used for a number of different purposes depending on whether the water is withdrawn from its source or whether it is used instream. The main uses associated with water withdrawals are drinking, irrigation, manufacturing, mining, generating thermal electricity and diluting waste. Instream uses include: transportation, recreation, tourism, fish and wildlife. The following facts paint a picture of water use in Canada.

### ***How much water do we use?***

Canadians rank second only to the United States in terms of highest per capita water use in the developed world. A "general lack of awareness" about the pressures placed on Canadian water supplies, combined with a "lack of strong water conservation ethic, which is encouraged by the myth of water abundance" helps to explain this poor standing.

- To support their current lifestyle, Canadians consume about 1.5 million cubic metres (MCM) or approximately 4,400 litres-per-capita-per-day (lcd), making Canada one of the highest per capita users in the world. (Based on total withdrawals divided by population).
- Municipal per capita use across Canada averaged 638 litres/day in 1999. The municipal usage includes water for residences, small commercial and industrial buildings, any water lost to leaks, and water used to fight fires. There are dramatic differences between municipalities usage figures, Charlottetown, PEI being the lowest user at 156 litres/day, and St. John's, NL being the highest user at 659 litres/day.

### ***Household Water Use***

- The amount of fresh water needed for human survival is approximately 5 litres-per-capita-per-day (lcd).
- To meet sanitation, food preparation, and bathing needs requires a minimum of 50 lcd, preferably 60-80 lcd.
- In 1999, the average Canadian used 343 litres a day in domestic water use alone, ranking second only to the average American who used 382 litres a day in terms of most consumption in a selection of developed countries with comparable living standards. In 2001, this average residential water use dropped to 335 litres per day. Nonetheless, Canadians still rank as one of the world's most profligate people in terms of water consumption.

### ***Water Use and Consumption by Sector***

- *Gross water use* is the "total amount of water used (intake + recirculation) to carry out an activity." The 1996 ranking of industrial gross water use: #1 Thermal power (40,405 million cubic metres), #2 Manufacturing (12,996 MCM), #3 Municipal (5,314 MCM), #4 Agriculture (4,098 MCM), #5 Mining (1,715 MCM). The gross usage amount includes water that is recycled. The amount of water recycled by these

sectors: Thermal power (11,655 MCM), Manufacturing (6,958 MCM), and Mining (1,197 MCM).

- *Water Consumption* is the amount of water removed from its source and no longer available for use (water intake minus water discharge). The 1996 ranking of water consumption tells a different story from the gross water use: #1 Agriculture (3,036 MCM), #2 Manufacturing (552 MCM), #3 Thermal power (508 MCM), #4 Municipal (119 MCM), #5 Mining (46 MCM).

### ***Water for Power***

- Thermal power generation (including fossil fuels and nuclear stations) accounted for 64% of Canada's total water intake (the total amount withdrawn from ground and surface sources) in 1996.
- Ontario leads in thermal energy production (and therefore in water use) for this industry, producing 23,000 of Canada's 28,750 kwh.
- Typical fossil fuel plants use 140 litres of water to generate 1 kilowatt of energy.
- Nuclear power generation typically requires 205 litres to produce 1 kilowatt.
- Most water used in thermal power production is used for cooling, and often returns to the water source at a higher temperature, creating what is called 'thermal pollution'.

### ***Water for Food***

- Agriculture is the #1 consumer of water, with only 25% of the water it withdraws being returned to its source.
- 85% of agricultural withdrawals of water are for irrigation, and 15% are for watering livestock.
- Alberta has approximately 60% of the irrigated cropland in Canada.
- Much of Alberta's irrigated land lies in the Saskatchewan River Basin. Agriculture in this region consumes roughly 2,200 MCM a year from the river, removing about 28% of the total annual flow of the river.

### ***Water's contribution to the economy***

- 1992 estimates of water's annual contribution to the Canadian economy ranged from \$7.5 to \$23 billion.
- In 2000, \$1.4 billion was earned by Canadian businesses from water related goods and services.

### ***Water Pressures & Water Stress***

- Between 1994 and 1999 one out of every four "municipalities experienced water shortages due to increased consumption, drought, or infrastructure constraints".
- In 2001, the federal Commissioner of the Environment and Sustainable Development declared fresh water in southern Canada to be heavily used and overly stressed. Evidence of this stress comes in the form of falling water tables, lowered water quality, and water transfers out of many hydrological systems.

### ***Rising costs***

- Canada's aging water and wastewater infrastructure is in need of serious investment to upgrade it to continue meeting the water use needs of Canadians. In 1996 Canada's water infrastructure deficit was estimated at between \$38 and \$49 billion, and the projected cost to meet futures needs until 2016 was \$70 to \$90 billion.



## B.C. has low trust in RCMP: poll

BY TRACY SHERLOCK, VANCOUVER SUN APRIL 26, 2011

British Columbians have less faith in the Mounties than the rest of the country in terms of leadership, communication, accountability and public complaints investigations, a poll conducted on behalf of the RCMP in June 2010 shows.

Only 56 per cent of B.C. respondents in the survey said the RCMP is an accountable organization. Nationally, the police force fared better, with 76 per cent of respondents saying the force is accountable.

The force's leaders received a low level of support in B.C. as well, with only 54 per cent of British Columbians polled agreeing with the statement, "The RCMP has strong, reliable leaders." Nationally, 69 per cent agreed, while 14 per cent disagreed and 17 per cent agreed with neither statement.

Another area where the RCMP did not receive high marks was regarding the investigation of public complaints.

Only 57 per cent of British Columbians surveyed agreed with the statement, "The RCMP investigates public complaints appropriately and with transparency," while nationally, 70 per cent of respondents agreed.

In terms of communicating openly with Canadians, less than half of British Columbians gave the RCMP a positive response.

In response to the statement, "The RCMP provides Canadians with adequate information about its work," 43 per cent agreed, while an equal number disagreed. In response to the statement, "The RCMP communicates openly to Canadians," only 48 per cent of British Columbians agreed.

Seventy-three per cent of British Columbians said they have trust and confidence in the RCMP, while across the country, a total of 84 per cent of respondents said they agree with the statement, "I have trust and confidence in the RCMP."

For nearly all of the questions, B.C.'s positive responses were the lowest in the country, with the exception of Yukon, which consistently showed the poorest responses.

Last year, The Sun reported that between 2006 and 2009, the share of B.C. residents who felt the RCMP demonstrated professionalism dropped from 94 per cent to 74 per cent. For 2010 the drop continued, with positive responses to this statement falling to 69

per cent. Between 2006 and 2009, those with confidence in the force's integrity and honesty went from 91 per cent to 69 per cent. For 2010, this question was divided into two parts, but stayed at about the same level; those who said the force is an organization with integrity numbered 70 per cent, while those who said RCMP personnel are honest was 69 per cent.

A number of high-profile events in B.C. appear to have undermined public confidence in the RCMP beginning when Polish immigrant Robert Dziekanski was Tasered by RCMP members and died in 2007. One of the police officers present when Dziekanski died, Cpl. Benjamin (Monty) Robinson, 41, is accused of obstruction of justice after being involved in a 2008 accident in Delta that killed motorcyclist Orion Hutchinson, 21. Robinson has been ordered to stand trial and he will next appear in court on May 19.

Most recently, earlier this month a Prince George RCMP officer used a Taser on an 11-year-old boy, who allegedly stabbed a 37-year-old man. The Commission for Public Complaints Against the RCMP is investigating while the West Vancouver police department conducts a separate criminal investigation.

Despite low numbers of trust and concerns about accountability, communication and complaint investigation, British Columbians are still mostly satisfied with the work of the Mounties.

Fully 96 per cent of B.C. respondents agreed with the statement, "The RCMP's services are important for Canada," and 82 per cent said they were satisfied with the RCMP's contribution to ensuring safe homes and safe communities for Canadians.

The RCMP's 2010 public survey, conducted in mid-June 2010, involved a random sample of nearly 6,000 people, including about 400 from B.C. The force has been conducting public opinion surveys since 2003 to get feedback about the job they are doing. The survey has a margin of error of plus or minus 1.3 percentage points 19 times out of 20 nationwide and plus or minus 4.9 percentage points 19 times out of 20 in B.C.

The RCMP's national office did not respond to a request for a comment on the survey results before The Sun's deadline.

"Public trust and support is essential for the police to do their jobs effectively, so it's important for us to continue working hard to earn, build and maintain that trust on every shift and with every interaction we have with the public," said RCMP Sgt. Rob Vermeulen, senior media relations officer for the E Division.

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Canadian Automobile Association

STATEMENT OF  
POLICY

2008–2009

TRAFFIC SAFETY AND EDUCATION

CONSUMER NEEDS

TAXATION

TRANSPORTATION FACILITIES

ENVIRONMENT

VEHICLE STANDARDS

TOURISM

OPERATING REGULATIONS

ENFORCEMENT

\* The 2008–2009 Statement of Policy, which supercedes the previous edition, was adopted at the 94th CAA Annual General Meeting, held in St. Andrews by-the-Sea, New Brunswick, in June 2008.

## STATEMENT OF POLICY



### **Canadian Automobile Association National Office**

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[www.caa.ca](http://www.caa.ca)

### **MEMBER CLUBS**

CAA British Columbia  
Alberta Motor Association  
CAA Saskatchewan  
CAA Manitoba  
CAA South Central Ontario  
CAA Niagara  
CAA North & East Ontario  
CAA Québec  
CAA Maritimes

If you would like more information about the Canadian Automobile Association and its policies, please contact:

**Canadian Automobile Association  
National Office**

**Tim Shearman**, President, CAA



## FOREWORD

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Mobility plays an integral and necessary role in the lives of Canadians. In our increasingly global world, the smallest of uncertainties can be of major consequence. Building on the trust earned over one hundred years, the Canadian Automobile Association (CAA) has addressed this challenge head on by being at the forefront of the public policy debate and by offering an ever-expanding range of products and services to enable our members to go further while ensuring peace-of-mind.

As Canada's premier travel safety advocate, CAA continues to be inspired by each and every one of our more than 5.2 million members. Caring innovation drives CAA in all that it does. As Canada's largest member-based advocacy organization, this responsibility to affect change through principled advocacy allows the association to demonstrate excellence and weigh-in on public policy issues related to our areas of expertise.

The policies contained in this document represent some of the most important issues affecting the mobility needs of Canadians today and continues to be updated to reflect the changing reality of our members' needs, government legislation and emerging issues. A dynamic and innovative leader, CAA will strive to inspire our 9 member clubs from coast-to-coast to achieve their goals and surpass members' expectations.



**David M. Munroe**  
Chair



# TABLE OF CONTENTS

(Refer to Index at the back of the book for a complete listing by subject matter)

<b>FOREWORD</b> .....	i
<b>DEFINITIONS OF POLICIES AND RECOMMENDATIONS</b> .....	ix
<b>LIST OF 2008–09 AMENDMENTS</b> .....	ix

## GROUP I — TRANSPORTATION FACILITIES

<b>POLICY 1.1</b>	Mobility.....	1
<b>POLICY 1.2</b>	Road Planning, Development and Coordination.....	1
<i>Recommendation 1.2.1</i>	National Highway Policy .....	1
<i>Recommendation 1.2.2</i>	Trans-Canada Highway.....	2
<i>Recommendation 1.2.3</i>	Road Maintenance.....	2
<b>POLICY 1.3</b>	Road Funding.....	2
<i>Recommendation 1.3.1</i>	Highway Investment Funds.....	3
<b>POLICY 1.4</b>	Road/Railway Level Crossings .....	3
<i>Recommendation 1.4.1</i>	Road/Railway Level Crossings — Funding .....	3
<i>Recommendation 1.4.2</i>	Improvements to Road/Railway Level Crossings .....	3
<b>POLICY 1.5</b>	Road Conspicuity.....	3
<i>Recommendation 1.5.1</i>	Road Conspicuity Standards.....	3
<i>Recommendation 1.5.2</i>	Traffic Control Devices Recognition.....	3
<i>Recommendation 1.5.3</i>	Pavement Edge Drop-Off .....	4
<i>Recommendation 1.5.4</i>	2+1 Highways.....	4
<b>POLICY 1.6</b>	Highway Emergency Medical Service Standard.....	4
<i>Recommendation 1.6.1</i>	Highway Emergency Medical Service .....	4
<i>Recommendation 1.6.2</i>	Emergency Medical Vehicle Staff and Equipment.....	4
<i>Recommendation 1.6.3</i>	Emergency Medical Vehicle Staffing Qualifications .....	4
<b>POLICY 1.7</b>	Emergency Communications Systems.....	4
<i>Recommendation 1.7.1</i>	Emergency Road Communications Systems.....	4
<b>POLICY 1.8</b>	Master Transportation Plan for Canada .....	4
<i>Recommendation 1.8.1</i>	Freight Transportation Management .....	5
<b>POLICY 1.9</b>	Urban Transportation Planning.....	5
<i>Recommendation 1.9.1</i>	Urban Transportation Planning.....	5
<i>Recommendation 1.9.2</i>	Traffic Management.....	5
<i>Recommendation 1.9.3</i>	Public Transit Management .....	5
<i>Recommendation 1.9.4</i>	Allocation of Funds.....	5
<i>Recommendation 1.9.5</i>	Intelligent Transportation Systems.....	5
<i>Recommendation 1.9.6</i>	Roundabouts and Intersection Safety.....	6
<i>Recommendation 1.9.7</i>	Rumble Strips .....	6
<i>Recommendation 1.9.8</i>	Transportation Noise .....	6
<b>POLICY 1.10</b>	Car-Free Zones.....	6
<i>Recommendation 1.10.1</i>	Implementation of Car-Free Zones .....	6
<b>POLICY 1.11</b>	Parking.....	6
<i>Recommendation 1.11.1</i>	Parking Availability.....	7
<b>POLICY 1.12</b>	Bicycling.....	7
<i>Recommendation 1.12.1</i>	Bicycling.....	7
<b>POLICY 1.13</b>	Accessibility.....	7
<i>Recommendation 1.13.1</i>	Accessible Transportation.....	7
<i>Recommendation 1.13.2</i>	Use of Designated Parking Facilities.....	7

<b>POLICY 1.14</b>	Transportation Alternatives for Aging Drivers.....	7
<i>Recommendation 1.14.1</i>	Ensuring Mobility for Aging Drivers.....	7
<i>Recommendation 1.14.2</i>	Best Practices in Road Safety Engineering for Aging Drivers.....	8
<b>GROUP II — TAXATION</b>		
<b>POLICY 2.1</b>	Motor Vehicle Taxes.....	9
<i>Recommendation 2.1.1</i>	Tax on Transportation Fuels.....	9
<i>Recommendation 2.1.2</i>	Application of Sales Tax to Gasoline.....	9
<i>Recommendation 2.1.3</i>	Air Conditioner Tax.....	9
<i>Recommendation 2.1.4</i>	Highway Cost Allocation.....	9
<i>Recommendation 2.1.5</i>	Carbon Taxes.....	10
<i>Recommendation 2.1.6</i>	Congestion Pricing/CO <sub>2</sub> Tax.....	10
<i>Recommendation 2.1.7</i>	Taxation of Emission Control Devices.....	10
<b>POLICY 2.2</b>	Air Travel Taxation.....	10
<i>Recommendation 2.2.1</i>	Passenger Facility Charges.....	10
<i>Recommendation 2.2.2</i>	GST and HST on Airline Tickets.....	10
<i>Recommendation 2.2.3</i>	Air Travellers Security Charge.....	10
<b>POLICY 2.3</b>	Toll Facilities.....	10
<i>Recommendation 2.3.1</i>	Use of Toll Facilities.....	11
<i>Recommendation 2.3.2</i>	Public-Private Partnerships.....	11
<b>POLICY 2.4</b>	Freight Transportation Tax Policy.....	11
<b>GROUP III — VEHICLE STANDARDS</b>		
<b>POLICY 3.1</b>	Motor Vehicle Safety Standards.....	12
<i>Recommendation 3.1.1</i>	Air Bags.....	12
<i>Recommendation 3.1.2</i>	Shoulder Belt Fit.....	12
<i>Recommendation 3.1.3</i>	Electronic Stability Control.....	12
<i>Recommendation 3.1.4</i>	Design of Child Car Seats.....	12
<i>Recommendation 3.1.5</i>	Aftermarket Equipment.....	12
<i>Recommendation 3.1.6</i>	Motor Vehicle Tire Standards.....	13
<i>Recommendation 3.1.7</i>	Recapped Truck Tires.....	13
<i>Recommendation 3.1.8</i>	Automatic-on Taillights.....	13
<i>Recommendation 3.1.9</i>	Lamp Burnout Indicator.....	13
<i>Recommendation 3.1.10</i>	Lockout Prevention Technology.....	13
<i>Recommendation 3.1.11</i>	Removable Seats in Light Trucks and Vans.....	13
<i>Recommendation 3.1.12</i>	Bumper Standards.....	13
<i>Recommendation 3.1.13</i>	Truck Underride Protection.....	13
<i>Recommendation 3.1.14</i>	Splash and Spray Protection.....	13
<i>Recommendation 3.1.15</i>	Back-up Warning Systems.....	14
<i>Recommendation 3.1.16</i>	Domestic Trailering.....	14
<i>Recommendation 3.1.17</i>	Anti-lock Brakes for Heavy Vehicles.....	14
<i>Recommendation 3.1.18</i>	Head Restraints.....	14
<i>Recommendation 3.1.19</i>	Low Tire Pressure.....	14
<i>Recommendation 3.1.20</i>	Event Data Recorders.....	14
<b>POLICY 3.2</b>	Recall Campaigns.....	15
<i>Recommendation 3.2.1</i>	Recall Campaign Notification.....	15
<i>Recommendation 3.2.2</i>	Tire Registration Systems.....	15
<b>POLICY 3.3</b>	Student Transportation.....	15
<i>Recommendation 3.3.1</i>	School Bus Identification.....	15
<i>Recommendation 3.3.2</i>	School Bus Safety Research.....	15
<b>GROUP IV — CONSUMER NEEDS</b>		
<b>POLICY 4.1</b>	Motor Vehicle Warranties.....	16
<i>Recommendation 4.1.1</i>	Motor Vehicle Warranty Standards.....	16
<i>Recommendation 4.1.2</i>	U.S. Warranty.....	16

<b>POLICY 4.2</b>	Displaying Vehicle Prices.....	16
<i>Recommendation 4.2.1</i>	Fairness In Automotive Pricing.....	16
<i>Recommendation 4.2.2</i>	Displaying Prices on Cars for Sale.....	16
<i>Recommendation 4.2.3</i>	Vehicle Sales Documentation Fees — Disclosure Guidelines .....	16
<b>POLICY 4.3</b>	Training and Licensing of Motor Vehicle Technicians.....	17
<i>Recommendation 4.3.1</i>	Training Technicians for Alternative Fuels .....	17
<i>Recommendation 4.3.2</i>	Freedom of Choice for Vehicle Repair.....	17
<b>POLICY 4.4</b>	Motor Vehicle Corrosion .....	17
<i>Recommendation 4.4.1</i>	Motor Vehicle Corrosion .....	17
<b>POLICY 4.5</b>	Vehicle Design .....	17
<i>Recommendation 4.5.1</i>	Vehicle Design for the Canadian Market.....	17
<i>Recommendation 4.5.2</i>	Automotive Seat Design Standards.....	17
<i>Recommendation 4.5.3</i>	Safe Vehicle Design and Standards .....	18
<i>Recommendation 4.5.4</i>	Vehicle Design Process .....	18
<i>Recommendation 4.5.5</i>	Odometer Tampering .....	18
<b>POLICY 4.6</b>	National Policies on Energy.....	18
<i>Recommendation 4.6.1</i>	National Policies on Energy.....	18
<i>Recommendation 4.6.2</i>	Energy Coordination .....	18
<i>Recommendation 4.6.3</i>	Fairness in Pricing.....	18
<i>Recommendation 4.6.4</i>	Promotion of Alternative Fuels and New Technology.....	19
<i>Recommendation 4.6.5</i>	Incentives for Alternative-Fuel Usage in Motor Vehicles.....	19
<i>Recommendation 4.6.6</i>	Fuels Research and Development.....	19
<b>POLICY 4.7</b>	Displaying Fuel Prices .....	19
<b>POLICY 4.8</b>	Car Rentals .....	19
<i>Recommendation 4.8.1</i>	Car Rental Contracts .....	19
<i>Recommendation 4.8.2</i>	Child Car Seats in Rental Vehicles and Taxi Cabs.....	19
<i>Recommendation 4.8.3</i>	Rental Car Winter Tires .....	19
<b>POLICY 4.9</b>	Collision Damage Insurance for Rental Cars.....	20
<i>Recommendation 4.9.1</i>	Collision Damage Waiver Alternatives.....	20
<b>POLICY 4.10</b>	Motor Vehicle Theft.....	20
<i>Recommendation 4.10.1</i>	Vehicle Parts Identification.....	20
<i>Recommendation 4.10.2</i>	Vehicle Registration Systems.....	20
<i>Recommendation 4.10.3</i>	Motor Vehicle Theft Offence in Criminal Code.....	20
<b>POLICY 4.11</b>	Mobility for Persons with Disabilities or Limited Abilities .....	20
<i>Recommendation 4.11.1</i>	Modified Vehicles for Drivers with Disabilities .....	20
<i>Recommendation 4.11.2</i>	Uniform Vehicle Identification.....	21
<i>Recommendation 4.11.3</i>	Recognition of Vehicle Identification Markers.....	21
<b>POLICY 4.12</b>	Identity Theft.....	21
<i>Recommendation 4.12.1</i>	Criminal Code Provisions for Identity Theft .....	21
<b>POLICY 4.13</b>	Mortgage Fraud.....	21
<b>GROUP V — OPERATING REGULATIONS</b>		
<b>POLICY 5.1</b>	Uniform Rules of the Road.....	22
<i>Recommendation 5.1.1</i>	Development of Uniform Rules of the Road .....	22
<i>Recommendation 5.1.2</i>	Uniform Traffic Control Devices.....	22
<b>POLICY 5.2</b>	Speed Limits.....	22
<i>Recommendation 5.2.1</i>	Regulation of Speed.....	22
<i>Recommendation 5.2.2</i>	Speed-Limit Studies .....	23
<b>POLICY 5.3</b>	Motor Vehicle Safety Inspections .....	23
<i>Recommendation 5.3.1</i>	Conducting Motor Vehicle Safety Inspections.....	23
<i>Recommendation 5.3.2</i>	Harmonization of Safety and Emissions Inspections .....	23

<b>POLICY 5.4</b>	Modified or Damaged Motor Vehicles .....	23
<i>Recommendation 5.4.1</i>	Window Glazing.....	23
<b>POLICY 5.5</b>	Compulsory Use of Uniform Safety Restraining Devices.....	23
<i>Recommendation 5.5.1</i>	Education and Enforcement Campaigns.....	23
<i>Recommendation 5.5.2</i>	Training of Police Officers .....	23
<i>Recommendation 5.5.3</i>	Traffic Collision Reports.....	24
<i>Recommendation 5.5.4</i>	Bicycle Safety Helmets .....	24
<i>Recommendation 5.5.5</i>	Mandatory Use of Booster Seats.....	24
<b>POLICY 5.6</b>	Motor Vehicle Licence and Registration .....	24
<b>POLICY 5.7</b>	Driver Licensing .....	24
<i>Recommendation 5.7.1</i>	Driver Examination and Licensing.....	24
<i>Recommendation 5.7.2</i>	Driver Re-examination.....	24
<i>Recommendation 5.7.3</i>	Truck Driver Licensing .....	24
<i>Recommendation 5.7.4</i>	Graduated Licences for New Drivers .....	24
<i>Recommendation 5.7.5</i>	Ability-Based Driver Licensing.....	25
<b>POLICY 5.8</b>	Automobile Insurance .....	25
<i>Recommendation 5.8.1</i>	Replacement of Restraint Devices .....	25
<b>POLICY 5.9</b>	School Bus Operations.....	25
<i>Recommendation 5.9.1</i>	School Bus Drivers.....	25
<b>POLICY 5.10</b>	Highway Transportation of Explosives, Loose Loads and Other Dangerous Materials .....	25
<i>Recommendation 5.10.1</i>	Loose Loads on Motor Vehicles .....	26
<i>Recommendation 5.10.2</i>	Vehicles for the Transportation of Hazardous Materials.....	26
<i>Recommendation 5.10.3</i>	Testing of Drivers Transporting Hazardous Materials.....	26
<b>POLICY 5.11</b>	Truck Safety .....	26
<i>Recommendation 5.11.1</i>	Vehicle Size and Weight Limits.....	26
<i>Recommendation 5.11.2</i>	Over-Dimensioned Vehicles or Loads.....	26
<i>Recommendation 5.11.3</i>	Vehicle Weight Limits for Registration Purposes .....	26
<i>Recommendation 5.11.4</i>	Maximum Axle Loads .....	27
<i>Recommendation 5.11.5</i>	Vehicle Stability and Control.....	27
<i>Recommendation 5.11.6</i>	Truck Turning Geometry.....	27
<i>Recommendation 5.11.7</i>	Four-way Flashers on Trucks .....	27
<i>Recommendation 5.11.8</i>	Use of Electronic Logbooks .....	27
<i>Recommendation 5.11.9</i>	Posting of Truck Length .....	27
<b>POLICY 5.12</b>	Commercial Driver Fatigue.....	27
<i>Recommendation 5.12.1</i>	Daily Hours of Service .....	27
<i>Recommendation 5.12.2</i>	Weekly Hours of Service .....	27
<b>POLICY 5.13</b>	In-line Skating .....	28
<b>POLICY 5.14</b>	Emergency Vehicles Safety .....	28
<i>Recommendation 5.14.1</i>	Emergency Vehicles Legislation .....	28
<b>GROUP VI — TRAFFIC SAFETY AND EDUCATION</b>		
<b>POLICY 6.1</b>	Traffic Safety Programs.....	29
<i>Recommendation 6.1.1</i>	Traffic Crash Research .....	29
<i>Recommendation 6.1.2</i>	Traffic Collision Statistics.....	29
<i>Recommendation 6.1.3</i>	School Bus Safety Education .....	29
<b>POLICY 6.2</b>	Driver Education .....	29
<i>Recommendation 6.2.1</i>	Driver Training.....	29
<i>Recommendation 6.2.2</i>	Incentives for Driver Education .....	29
<i>Recommendation 6.2.3</i>	Motorcycle GDL.....	30

<b>POLICY 6.3</b>	The Influence of Alcohol and Drugs on Driving.....	30
<i>Recommendation 6.3.1</i>	Testing Blood Alcohol or Drug Content.....	30
<i>Recommendation 6.3.2</i>	Prescription Drug Labelling.....	30
<i>Recommendation 6.3.3</i>	Drug and Alcohol Awareness and Education Programs.....	30
<i>Recommendation 6.3.4</i>	Counselling and Rehabilitation of Persons Convicted of Impaired Driving.....	30
<i>Recommendation 6.3.5</i>	Apprehension of Drivers Impaired by Alcohol and Other Drugs.....	30
<i>Recommendation 6.3.6</i>	Penalties for Driving While Impaired.....	31
<i>Recommendation 6.3.7</i>	Administrative Licence Revocation.....	31
<i>Recommendation 6.3.8</i>	Blood Alcohol Limit for Commercial Vehicle Drivers.....	31
<i>Recommendation 6.3.9</i>	Drug and Alcohol Testing of Commercial Drivers.....	31
<i>Recommendation 6.3.10</i>	Coordination of Legal Drinking Ages.....	31
<i>Recommendation 6.3.11</i>	Alcohol Ignition Interlock Devices.....	31
<i>Recommendation 6.3.12</i>	Criminal Code BAC Limit.....	32
<b>POLICY 6.4</b>	Advertising of Alcoholic Beverages.....	32
<b>POLICY 6.5</b>	Automotive Advertising.....	32
<i>Recommendation 6.5.1</i>	Emphasis on Power and Speed of Motor Vehicles.....	32
<i>Recommendation 6.5.2</i>	Automotive Advertising Standards.....	32
<b>POLICY 6.6</b>	Child Pedestrian Safety.....	32
<i>Recommendation 6.6.1</i>	School Zone Engineering and Design.....	32
<i>Recommendation 6.6.2</i>	School Safety Patrols.....	32
<i>Recommendation 6.6.3</i>	Adult Crossing Guards.....	32
<b>POLICY 6.7</b>	Bicycle Safety Instruction.....	33
<b>POLICY 6.8</b>	Driver Distraction.....	33
<i>Recommendation 6.8.1</i>	Driver Distraction Education.....	33
<i>Recommendation 6.8.2</i>	Legislative Interventions for Distracted Driving.....	33
<i>Recommendation 6.8.3</i>	Legislative Interventions for Technology-Related Driver Distractions.....	33
<i>Recommendation 6.8.4</i>	Driver Distraction Research and Data Collection.....	33
<i>Recommendation 6.8.5</i>	Safe Use of Cellular Telephones.....	34
<i>Recommendation 6.8.6</i>	In-Vehicle Information and Communications Systems.....	34
<b>POLICY 6.9</b>	Driver Fatigue.....	34
<b>POLICY 6.10</b>	Wildlife Collisions.....	34
<b>GROUP VII — ENFORCEMENT</b>		
<b>POLICY 7.1</b>	Legislation.....	35
<b>POLICY 7.2</b>	Traffic Courts.....	35
<b>POLICY 7.3</b>	Traffic Court Paralegal Services.....	35
<i>Recommendation 7.3.1</i>	Regulatory Framework for Traffic Court Paralegals.....	35
<b>POLICY 7.4</b>	Police Traffic Safety and Enforcement Services.....	35
<i>Recommendation 7.4.1</i>	Maintaining Sufficient Police Traffic Safety and Enforcement Services.....	35
<b>POLICY 7.5</b>	Speed Enforcement.....	35
<i>Recommendation 7.5.1</i>	Radar Warning Devices.....	35
<i>Recommendation 7.5.2</i>	Apprehension of Speeders.....	36
<b>POLICY 7.6</b>	High-Speed Police Pursuits.....	36
<i>Recommendation 7.6.1</i>	Decision to Pursue.....	36
<i>Recommendation 7.6.2</i>	Penalties.....	36
<i>Recommendation 7.6.3</i>	Police Identification.....	36
<i>Recommendation 7.6.4</i>	Methods of Apprehension.....	36
<b>POLICY 7.7</b>	Driving Under Suspension.....	37
<i>Recommendation 7.7.1</i>	Suspension Notices.....	37
<b>POLICY 7.8</b>	Parking Tickets.....	37
<i>Recommendation 7.8.1</i>	Parking Ticket Enforcement.....	37

<b>POLICY 7.9</b>	Crashes at Intersections .....	37
<i>Recommendation 7.9.1</i>	Red Light Cameras .....	37
 <b>GROUP VIII — TOURISM</b>		
<b>POLICY 8.1</b>	Tourism Development and Promotion.....	38
<i>Recommendation 8.1.1</i>	Domestic Travel Incentives .....	38
<b>POLICY 8.2</b>	Airline Regulatory Reform.....	38
<i>Recommendation 8.2.1</i>	Consumer Travel Protection .....	38
<i>Recommendation 8.2.2</i>	Airport Facilities.....	38
<i>Recommendation 8.2.3</i>	Air Transportation System Improvement.....	38
<b>POLICY 8.3</b>	Border Crossing Facilitation .....	38
<b>POLICY 8.4</b>	Passenger Safety in the Air .....	39
<b>POLICY 8.5</b>	Air Travel Advertising .....	39
<i>Recommendation 8.5.1</i>	Air Travel Advertising .....	39
<b>POLICY 8.6</b>	Air Passenger Health .....	39
<i>Recommendation 8.6.1</i>	Reducing Air Travel Health Problems .....	39
 <b>GROUP IX — ENVIRONMENT</b>		
<b>POLICY 9.1</b>	Energy Conservation and Reducing Air Pollution and Greenhouse Gases.....	40
<i>Recommendation 9.1.1</i>	Recommended Government Programs.....	40
<i>Recommendation 9.1.2</i>	Energy Conservation .....	40
<i>Recommendation 9.1.3</i>	Emissions Standards for Light-Duty and Heavy-Duty Vehicles.....	40
<i>Recommendation 9.1.4</i>	Motor Vehicle Emissions Inspections.....	40
<i>Recommendation 9.1.5</i>	Climate Change — Most Promising Measures .....	41
<i>Recommendation 9.1.6</i>	National Highway Policy and the Environment.....	41
<i>Recommendation 9.1.7</i>	Vehicle Import.....	41
<b>POLICY 9.2</b>	Removal or Disconnection of Devices .....	41
<b>POLICY 9.3</b>	Discarded Waste.....	41
<i>Recommendation 9.3.1</i>	Collection and Recycling of Products .....	42
<i>Recommendation 9.3.2</i>	Dumping Facilities for Holiday Trailers and Motor Homes.....	42
<b>POLICY 9.4</b>	Disposal of Used Engine Oil.....	42
<i>Recommendation 9.4.1</i>	Programs to Promote Proper Disposal of Used Engine Oil.....	42
<i>Recommendation 9.4.2</i>	Use of Re-refined Engine Oil .....	42
<b>POLICY 9.5</b>	Road De-icing and Sanding Methods.....	42
<i>Recommendation 9.5.1</i>	Use of De-icing Salt .....	42
<i>Recommendation 9.5.2</i>	Use of Sand and Gravel.....	42

## DEFINITIONS OF POLICIES AND RECOMMENDATIONS

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Policies express the goals, objectives and principles of CAA on matters of importance to travellers and motorists.

Recommendations are statements of action encouraged by CAA to implement policy in the current year, and expire each year unless re-adopted by the Annual General Meeting or by referendum.

Policies and recommendations are formulated by the Member Clubs and reviewed by the CAA Public and Government Affairs Committee and the President/CEOs Committee. They are then presented at the Annual General Meeting for adoption.

## LIST OF 2008–09 AMENDMENTS

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### GROUP I — TRANSPORTATION FACILITIES

<i>Recommendation 1.3.1</i>	Highway Investment Funds.....	3
<i>Recommendation 1.5.3</i>	Pavement Edge Drop-Off.....	4
<i>Recommendation 1.5.4</i>	2+1 Highways.....	4

### GROUP II — TAXATION

<b>POLICY 2.1</b>	Motor Vehicle Taxes.....	9
<i>Recommendation 2.1.1</i>	Tax on Transportation Fuels.....	9
<i>Recommendation 2.1.5</i>	Carbon Taxes.....	10

### GROUP III — VEHICLE STANDARDS

<i>Recommendation 3.1.3</i>	Electronic Stability Control .....	12
-----------------------------	------------------------------------	----

### GROUP IV — CONSUMER NEEDS

<i>Recommendation 4.1.2</i>	U.S. Warranty.....	16
<i>Recommendation 4.2.1</i>	Fairness In Automotive Pricing.....	16
<i>Recommendation 4.8.3</i>	Rental Car Winter Tires .....	19
<b>POLICY 4.13</b>	Mortgage Fraud.....	21

### GROUP VI — TRAFFIC SAFETY AND EDUCATION

<i>Recommendation 6.2.3</i>	Motorcycle GDL.....	30
<b>POLICY 6.10</b>	Wildlife Collisions .....	34

### GROUP VII — ENFORCEMENT

<i>Recommendation 7.9.1</i>	Red Light Cameras .....	37
-----------------------------	-------------------------	----

### GROUP IX — ENVIRONMENT

<b>POLICY 9.1</b>	Energy Conservation and Reducing Air Pollution and Greenhouse Gases.....	40
<i>Recommendation 9.1.1</i>	Recommended Government Programs.....	40
<i>Recommendation 9.1.4</i>	Motor Vehicle Emissions Inspections.....	40
<i>Recommendation 9.1.7</i>	Vehicle Import.....	41



# TRANSPORTATION FACILITIES

## POLICY 1.1

### MOBILITY

Mobility is the cornerstone of modern society, and the private automobile is the principal means of mobility for most Canadians. The automobile allows individuals to realize personal, social and economic goals, permits commerce to flourish and facilitates national travel. Governments should approach all transportation-related topics with a view to ensuring mobility today and for future generations. (O-94)

## POLICY 1.2

### ROAD PLANNING, DEVELOPMENT AND COORDINATION

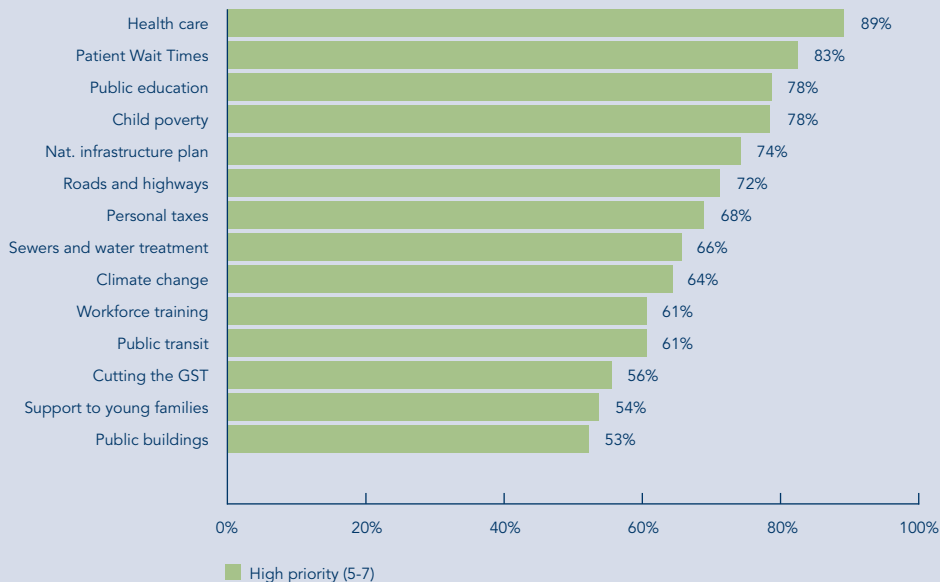
The provision of an efficient and safe system of roads is an essential responsibility of all levels of government. Planning, construction, maintenance and administration should be based upon sound uniform economic, social and engineering criteria. New safety-related research should be incorporated into engineering standards on a timely basis. Road authorities and traffic engineers should adopt current best practices in road safety engineering, including road safety audits for new construction, and operational reviews of existing road networks to identify and remediate high-crash frequency locations. Financial arrangements between all levels of government should be clearly enunciated to ensure the continuing and proper maintenance of road systems. (O-73,R-74,77,01)

#### Recommendation 1.2.1

### NATIONAL HIGHWAY POLICY

Governments should establish a national highways policy that provides for the establishment of a national primary highways network, strategically planned improvements, and expansion of the network to meet national and regional needs. Funding provisions, established as part of the policy, should recognize: the economic importance to the entire country of an efficient road system; the need to ease the inequitable tax burden currently applied to road users; and the need to refrain from applying tolls. (O-88,R-91,95,98,99,01)

### HOW MUCH OF A PRIORITY SHOULD THE FEDERAL GOVERNMENT PLACE ON ... ?



Source: Public Opinion Survey, CAA, 2007

**Recommendation 1.2.2**

**TRANS-CANADA HIGHWAY**

Federal and provincial governments should upgrade the Trans-Canada Highway as part of a safe and reliable National Highway System and ensure the provision of at least one divided highway coast-to-coast. (O-74,R-75,77,78,98,03)

**Recommendation 1.2.3**

**ROAD MAINTENANCE**

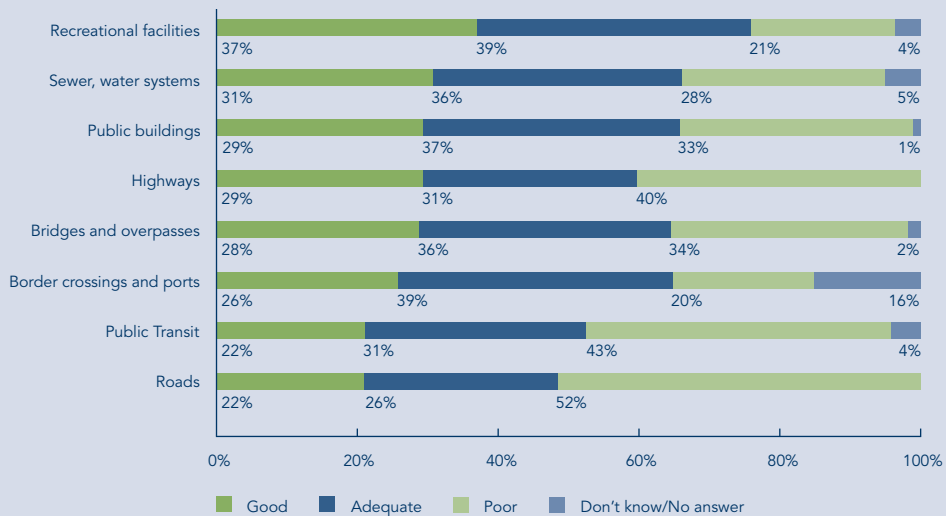
Governments are urged to prioritize and execute frequent patching or surface treatment of roads to minimize or delay the need for more expensive reconstruction. (O-86,R-01)

**POLICY 1.3**

**ROAD FUNDING**

Road users must be protected from inequitable taxation policies that do not recognize the value of roads to the general public. Existing road-user revenues, such as fuel taxes, vehicle registration fees and driver license fees, should fund road construction and maintenance. (O-93,R-98,01)

**HOW WOULD YOU RATE THE CURRENT CONDITION OF THE FOLLOWING IN THE PART OF THE COUNTRY YOU LIVE?**



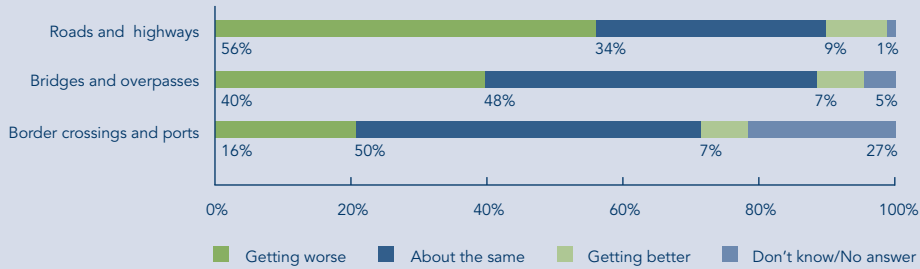
Source: Public Opinion Survey, CAA, 2007

**Recommendation 1.3.1**

**HIGHWAY INVESTMENT FUNDS**

Federal and provincial governments should continue to deliver road-user revenues derived from the GST applied to gasoline sales tax to municipalities for the purpose of ensuring adequate funding of highways. Municipalities should ensure that a majority of the federal infrastructure funding be used to improve roads and highways. (O-93,R-98,08)

**WOULD YOU SAY THAT THE CONDITION OF THE FOLLOWING IN YOUR PART OF THE COUNTRY ARE GETTING WORSE, GETTING BETTER, OR REMAINING ABOUT THE SAME?**



Source: Public Opinion Survey, CAA, 2007

**POLICY 1.4**

**ROAD/RAILWAY LEVEL CROSSINGS**

Where practicable, road/railway level crossings should be eliminated. Where road/railway level crossings must be retained, maximum possible security for motor transportation has to be provided. No future level crossings should be created on primary roads or where there is a high volume of vehicular traffic. (O-68,R-73,75,77,78,01)

**Recommendation 1.4.1**

**ROAD/RAILWAY LEVEL CROSSINGS — FUNDING**

The federal government should continue its support and funding to eliminate road/railway level crossings where practical, and for improved protection at all level crossings. (O-78,R-89,99,01)

**Recommendation 1.4.2**

**IMPROVEMENTS TO ROAD/RAILWAY LEVEL CROSSINGS**

The federal government should require grade separations, lighting and automated barriers at individual road/railway intersections, to provide the maximum possible security for motorists. (O-99,R-01)

**POLICY 1.5**

**ROAD CONSPICUITY**

Improved night driving conditions can be achieved through improved street and highway lighting and signing, and more visible roadway delineation. (O-74,R-01)

**Recommendation 1.5.1**

**ROAD CONSPICUITY STANDARDS**

Governments are urged to regularly assess standards pertaining to road lighting, sign illumination and reflective roadway markings, to achieve optimum night driving conditions. (O-76,R-77,96,01)

**Recommendation 1.5.2**

**TRAFFIC CONTROL DEVICES RECOGNITION**

Installation of commercial signs and street decorations should be controlled by the road authorities responsible for the installation and maintenance of traffic control devices to ensure that signing or lighting does not conflict with or detract from the effectiveness of such traffic control devices. (O-77,R-78)

**Recommendation 1.5.3****PAVEMENT EDGE DROP-OFF**

Governments should ensure that the height of the edge of the road, in relation to the tapered asphalt wedge (safety edge) joining the road surface to the shoulder surface, is an acceptable height and does not create a potential driving hazard. (O-08)

**Recommendation 1.5.4****2+1 HIGHWAYS**

CAA recommends provincial governments evaluate and adopt the application of 2+1 engineering design standards on selected two-lane highways where they are seen to improve safety, increase passing opportunities and reduce the environmental impact associated with construction of new highways. It is also recommended that provincial governments conduct appropriate awareness and education efforts aimed at ensuring motorists are familiar with the operation of 2+1 roadways. (O-08)

**POLICY 1.6****HIGHWAY EMERGENCY MEDICAL SERVICE STANDARD**

A uniform, high standard of providing highway medical treatment and service should be developed for use across Canada. (O-72,R-75,76,77,01)

**Recommendation 1.6.1****HIGHWAY EMERGENCY MEDICAL SERVICE**

All governments are urged to provide uniform, high standards of highway emergency treatment at the scene of a crash and to expedite the movement of victims to the nearest properly equipped hospital through the use of helicopters and other aircraft or any other suitable means of transport. (O-74,R-75,76,83,99,01)

**Recommendation 1.6.2****EMERGENCY MEDICAL VEHICLE STAFF AND EQUIPMENT**

All medical emergency vehicles should be equipped and staffed to provide a high level of medical treatment for victims at the scene of a crash or in movement to the nearest hospital. (O-99,R-01)

**Recommendation 1.6.3****EMERGENCY MEDICAL VEHICLE STAFFING QUALIFICATIONS**

All personnel should be trained under the Canadian Medical Association program in accordance with the competency requirements of the Paramedic Association of Canada. (O-99,R-03)

**POLICY 1.7****EMERGENCY COMMUNICATIONS SYSTEMS**

Emergency communications systems are effective in reducing road fatalities, solving motoring emergencies and maintaining operational efficiency. (O-79,R-01)

**Recommendation 1.7.1****EMERGENCY ROAD COMMUNICATIONS SYSTEMS**

Governments should place emphasis on the research, development and installation of effective emergency road communications systems designed for quick response to emergency situations. (O-79,R-80,99,01)

**POLICY 1.8****MASTER TRANSPORTATION PLAN FOR CANADA**

CAA supports an integrated master transportation plan for Canada that coordinates and rationalizes the use of road, rail and air infrastructure for optimum safety, efficiency and minimum environmental impact. (O-90,R-01)

**Recommendation 1.8.1****FREIGHT TRANSPORTATION MANAGEMENT**

The freight transportation industry should be coordinated by government so as to make best use of the road, rail and air infrastructure for improved safety, reduced congestion, reduced wear and tear on the road infrastructure, and reduced emissions. (O-90,R-95)

**POLICY 1.9****URBAN TRANSPORTATION PLANNING**

Urban transportation planning should be based on factual analysis of current transportation requirements and projections of future transportation needs, recognizing the individual's choice or need to use private vehicles. Coordinated administration of all levels of government is essential to produce comprehensive transportation plans based on sound planning principles to cope with the growth of urbanization. (O-65,R-71,74,75,77,90,01)

**Recommendation 1.9.1****URBAN TRANSPORTATION PLANNING**

Urban transportation should include a system of high quality, controlled access roads providing for maximum use of the road system through the application of modern principles of traffic engineering, and provision of properly located and adequate terminal facilities for motor vehicles. Full consideration should be given to use of transit systems when they are included as an integral part of a total urban transportation plan, and provide for adequate interface with motor vehicles. (O-65,R-71,74,75,77,78,01)

**Recommendation 1.9.2****TRAFFIC MANAGEMENT**

Governments should implement programs to alleviate road congestion including, but not limited to, improvements to the road system, such as:

- a) addition of protected left-turn facilities and one-way streets where feasible;
- b) optimized computer-controlled traffic signal timing, including use of vehicle sensing loops and road geometry improvements;
- c) encouragement of multimodal transportation through the addition of park and ride lots and bicycle/walking paths;
- d) addition of high-occupancy vehicle (HOV) lanes for buses, taxis and cars with two or more occupants;
- e) elimination of unnecessary stop signs and signals;
- f) introduction of limited-access roads as required, with grade separations at crossing roadways or railways to maintain smooth, non-stop traffic flow; and
- g) Intelligent Transportation Systems (ITS). (O-80,R-91,92,00,01)

**Recommendation 1.9.3****PUBLIC TRANSIT MANAGEMENT**

Governments should devise and implement improvements to public transit systems, which promote accessibility, reliability and convenience, thereby increasing usage. (O-91)

**Recommendation 1.9.4****ALLOCATION OF FUNDS**

While it is recognized that improvements to transit systems will require additional funds, governments must also devote increased funding for road improvements and expansion of roads to reduce congestion and ensure good road conditions. (O-91)

**Recommendation 1.9.5****INTELLIGENT TRANSPORTATION SYSTEMS**

The federal government is encouraged to research, develop and employ ITS technologies that can make roads safer, more efficient and environmentally friendly. CAA supports the use of ITS, provided the applications are tested and evaluated for their potential impact on safety and the environment prior to entering the transportation system. (O-00)

**Recommendation 1.9.6****ROUNDBABOUTS AND INTERSECTION SAFETY**

Given the substantial cost savings and reductions in injury frequency and severity, modern roundabouts should, where appropriate, be the preferred alternative for new construction and as a replacement for collision-prone right-angle intersections and old style traffic circles.

The implementation of roundabouts as an alternative to right-angle intersections must follow internationally accepted design criteria and standards and be supported by effective awareness and education campaigns. (O-03)

**Recommendation 1.9.7****RUMBLE STRIPS**

Continuous shoulder and centerline rumble strips are a cost-effective countermeasure to run-off-road and left-of-centre crashes. All new and upgraded road construction projects should include a requirement for continuous milled shoulder rumble strips on all paved highways and continuous milled centerline rumble strips on undivided highways.

All paved highways should be built with rumble strips and where practical with wide enough shoulders to permit the installation of rumble strips while still leaving enough shoulder to permit the safe passage of bicycles.

Rumble strips should be installed in accordance with the Transportation Association of Canada's *Best Practices for the Implementation of Shoulder and Centreline Rumble Strips* (2001). (O-04,R-06)

**Recommendation 1.9.8****TRANSPORTATION NOISE**

Governments, industry, transportation planners and designers, construction engineers and private developers are urged to cooperate in the development of uniform standards to control excessive noise from all types of transportation vehicles and infrastructure. Governments are urged to enact and enforce such standards.

A combination of strategies to reduce noise sources should include modern acoustical technology, lower vehicle noise levels, and better urban planning to lessen the adverse impacts of transportation noise. (O-71,R-74,75,80,01,03,06)

**POLICY 1.10****CAR-FREE ZONES**

Large urban car-free zones other than for green spaces, market squares and pedestrians, are opposed as an undue limitation on mobility. (O-94)

**Recommendation 1.10.1****IMPLEMENTATION OF CAR-FREE ZONES**

Governments should not resort to car-free zones as a means of addressing air quality or congestion problems. The effects of car-free zones in urban cores will be to disperse businesses and other activities from a central location and increase the amount of transportation required to reach the new diverse locations. Furthermore, new congestion will be caused on the perimeter of the car-free zone and people will be deprived of access to services within or near the zone. (O-94,R-01)

**POLICY 1.11****PARKING**

Adequate off-street parking facilities are essential for the safe, orderly and economical flow of traffic. On-street parking should be prohibited when curb lanes are required for the movement of traffic. (O-65,R-71,74,75,77)

**Recommendation 1.11.1****PARKING AVAILABILITY**

Governments should not limit parking either through supply management or through pricing as a means of addressing congestion or air quality problems. The effects of limiting parking will be to disperse businesses and other activities from the area and create new congestion on the perimeter. Furthermore, people will be deprived of access to services within or near the area. (O-94,R-01)

**POLICY 1.12****BICYCLING**

In the interest of safety, bicycle traffic should be separated from motor vehicle traffic, where feasible. (O-73,R-75,77,78,82,83)

**Recommendation 1.12.1****BICYCLING**

Governments and police services are urged to enact and enforce uniform laws governing use of, and design and equipment standards for, bicycles, and to cooperate in the development of facilities to separate bicycle traffic from motor vehicle traffic, where feasible. (O-74,R-75,76,77,78,83,86,01)

**POLICY 1.13****ACCESSIBILITY**

Measures designed to make travel and transportation more accessible for people with disabilities are required to improve mobility for all Canadians. (O-80,R-86,99)

**Recommendation 1.13.1****ACCESSIBLE TRANSPORTATION**

Government and commercial interests are urged to take all reasonable steps towards providing fully accessible services and amenities, both public and private, to facilitate the travel and transportation of persons with disabilities and to accelerate the development of specialized transit services. (O-80,R-83,86,99)

**Recommendation 1.13.2****USE OF DESIGNATED PARKING FACILITIES**

Governments are urged to make available and ensure the proper usage of parking facilities for vehicles displaying the identification marker for motorists with disabilities. (O-86,R-99)

**POLICY 1.14****TRANSPORTATION ALTERNATIVES FOR AGING DRIVERS**

Recognizing the demographic shift of an aging population in Canada, CAA is committed to safe driver mobility as long as possible, on roads designed to meet the needs of this segment of motorists. In conjunction with public education and awareness tools for aging drivers and their families, CAA supports the promotion of transportation options to maintain mobility and permit participation in various community activities. (O-07)

**Recommendation 1.14.1****ENSURING MOBILITY FOR AGING DRIVERS**

Governments and other stakeholders, including CAA clubs, are encouraged to collaborate in the development of regional/provincial aging driver strategies and frameworks. Frameworks must include measures to enhance accessibility, ensure affordability and facilitate sustainability of user-friendly transportation alternatives recognizing the different needs of the urban and rural aging population.

Public awareness and education initiatives that address the mobility needs of aging adults, and the misinformation associated with the perceived safety risks posed by aging drivers, are encouraged. (O-07)

## ***Recommendation 1.14.2***

### **BEST PRACTICES IN ROAD SAFETY ENGINEERING FOR AGING DRIVERS**

Provincial governments are encouraged to incorporate the implementation of high priority best practices such as identified in the Alberta Traffic Safety Guide to Accommodate Aging Drivers in their aging driver strategies. (O-07)



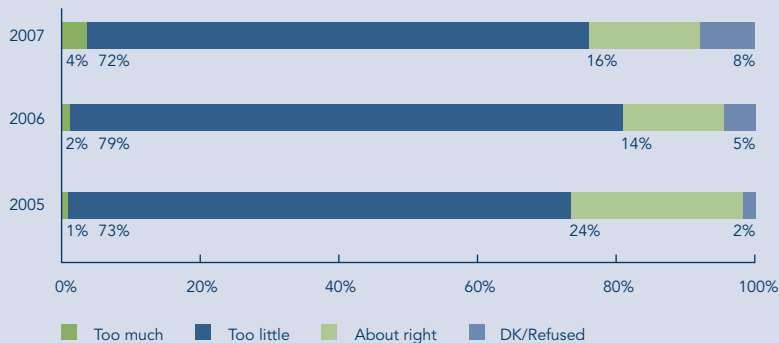
# TAXATION

## POLICY 2.1

### MOTOR VEHICLE TAXES

CAA recognizes that taxes collected from road users are a principle means of funding road and highway investment. Financing of road and highway improvements should be from available tax revenues whenever possible. Governments are encouraged to ensure that taxes collected from road users are equal to the investments made in roadways. (O-65,R-72,74,75,76,77,78,80,85,98,01,08)

**“OF THE \$5 BILLION COLLECTED IN EXCISE GASOLINE TAXES EACH YEAR, ABOUT 8% WAS DEDICATED TO BUILDING AND MAINTAINING ROADS AND HIGHWAYS IN CANADA IN 2004–2005. WOULD YOU SAY THAT THIS AMOUNT IS PROBABLY TOO MUCH, TOO LITTLE, OR ABOUT RIGHT?”**



Source: Public Opinion Survey, CAA, 2007

### Recommendation 2.1.1

#### TAX ON TRANSPORTATION FUELS

The federal government should continue to dedicate the funds from the GST applied to gasoline sales to the Building Canada Fund to maintain, upgrade, and build new capacity for the National Highway System and key strategic routes. (O-77,R-78,80,81,82,85,86,87,94,07,08)

### Recommendation 2.1.2

#### APPLICATION OF SALES TAX TO GASOLINE

Governments should ensure that any sales tax on gasoline is applied to the pre-tax price only. (O-92,R-98)

### Recommendation 2.1.3

#### AIR CONDITIONER TAX

Until the tax is removed federal and provincial governments need to establish guidelines for automotive dealers specifying how the air conditioning manufacturer's excise tax should be indicated on sales contracts and lease agreements. (O-77,R-78,79,05)

### Recommendation 2.1.4

#### HIGHWAY COST ALLOCATION

Provincial governments are urged to conduct highway cost allocation studies to:

- determine the relative share of highway costs, both construction and maintenance, that should be borne by each user class;
- determine if each user class is currently paying its fair share of highway costs; and
- if necessary, recommend methods of adjusting provincial fees and taxes for each user class to ensure that each class is paying its fair share of highway costs. (O-82)

**Recommendation 2.1.5****CARBON TAXES**

CAA strongly encourages the federal finance minister to work closely with provincial and municipal governments to ensure that all environmental tax measures intended to affect consumer behaviour are fair and equitable across Canada. As well, any additional carbon taxes levied on motorists must be directed towards reducing adverse impacts on the environment resulting from automotive emissions. (O-08)

**Recommendation 2.1.6****CONGESTION PRICING/CO<sub>2</sub> TAX**

The government should not impose congestion pricing, such as CO<sub>2</sub> taxes, in addition to existing federal road user fees such as gasoline taxes. (O-00)

**Recommendation 2.1.7****TAXATION OF EMISSION CONTROL DEVICES**

Governments should eliminate sales taxes from emission control equipment on new vehicles and on equipment sold as aftermarket replacement parts. (O-90,R-01,06)

**POLICY 2.2****AIR TRAVEL TAXATION**

Given the major impact air transportation costs have on Canada's ability to compete in global markets, and on the tourism industry, and the inordinate cost burden borne by Canadian air travellers, the federal government should set the air transportation-related revenue it collects at a level commensurate with the expenditures arising from its limited role in supporting the air transportation system. (O-99)

**Recommendation 2.2.1****PASSENGER FACILITY CHARGES**

The federal government should develop guidelines for passenger facility charges and other user fees that require these funds to be used only for airport-related operations and/or operations for which airport authorities would be held accountable. The guidelines should include a provision to limit the number of charges per flight. (O-99)

**Recommendation 2.2.2****GST AND HST ON AIRLINE TICKETS**

The application of GST and HST on airline tickets for transborder travel to the United States is an inconsistent taxation policy. The government should not apply GST and HST on any international airline tickets. (O-00,R-03)

**Recommendation 2.2.3****AIR TRAVELLERS SECURITY CHARGE**

The Air Travellers Security Charge should reflect actual costs for improved security measures. The Charge should be dedicated solely to improvements in security and to meeting the direct, on-going costs associated with its purpose. It should be subject to an independent cyclical review to ensure the transparency and integrity of the fees charged. Double charging for air travel that includes both a domestic and international leg in the journey, using a scheduled airline and a charter airline is opposed. (O-03,R-06)

**POLICY 2.3****TOLL FACILITIES**

Given the substantial tax burden borne by motorists, roads and bridges should be free of tolls. (O-65,R-74,98,01)

### **Recommendation 2.3.1**

#### **USE OF TOLL FACILITIES**

Given the substantial and inequitable tax burden borne by motorists, the imposition of tolls is opposed. Tolls should only be considered if, after all motoring tax revenues have been applied to road construction and maintenance:

- a) there is a shortfall in available motoring tax revenues;
- b) where built as a public/private partnership, the road in question reverts to public ownership and tolls are removed immediately upon recuperation of construction costs (including built-in profit margins);
- c) tolls are collected in a manner that has minimal impact on traffic congestion;
- d) tolls for heavy vehicles are proportionate to their share of increased capital and maintenance costs;
- e) there are alternative, properly maintained non-toll roads in reasonable proximity;
- f) certain adjustments are made to fuel taxes or other provincial fees to counterbalance any regional inequities caused by the toll facility; and
- g) toll revenue is totally dedicated to the infrastructure being tolled. (O-93,R-98,01,03)

### **Recommendation 2.3.2**

#### **PUBLIC-PRIVATE PARTNERSHIPS**

Governments should consider all options for the development of efficient road transportation infrastructure, including the construction and operation of highways in partnerships with the private sector. However, due to the relative unfamiliarity most Canadians have with the concept of public-private partnerships, governments must first ensure a high level of public awareness and understanding of the potential benefits, risks and realities associated with public-private partnerships before entering into any such arrangements for the development of highway infrastructure. (O-03)

## **POLICY 2.4**

### **FREIGHT TRANSPORTATION TAX POLICY**

Canada's transportation tax policy has contributed to a major shift in freight volumes from rail to road, adding to congestion, safety problems and wear and tear on road infrastructure. Transportation taxes should be restructured to:

- a) ensure that tax treatments for individual modes of freight transportation (air carriers, buses, trucks, trains, and marine) are fair and unbiased and are not detrimental to other modes of transportation;
- b) harmonize tax policies between all levels of government and between Canada's major trading partners, to optimize our competitive position;
- c) ensure taxes are equitable based on user-pay concepts; and
- d) ensure that revenues are earmarked for transportation purposes. (O-95,R-04)



# Cities outside Vancouver brace for new casino hunt



Paragon Gaming and the provincial government failed Tuesday in their bid to convince Vancouver council to approve a massive casino expansion downtown.

*File*

By [Jeff Nagel - BC Local News](#)

Published: **April 20, 2011 4:00 PM**

Updated: **April 20, 2011 4:18 PM**

Vancouver city council's rejection of a 1,500-slot machine destination casino downtown means the spurned developers may soon be placing their bets on other nearby cities.

Paragon Gaming president Scott Menke told reporters Tuesday he remains committed to finding a

"permanent destination in the Lower Mainland."

That echoed previous comments by B.C. Lottery Corp. CEO Michael Graydon, who said in February a rejection in Vancouver would "certainly" prompt a look at sites in other Metro Vancouver cities, potentially as far as Abbotsford.

"There could be some knocking on our door," said City of North Vancouver Mayor Darrell Mussatto. "My feeling is that a casino development, especially one that size, would not be successful in this city."

But he said he would not be surprised if the North Shore was considered, noting the BCLC has identified its 175,000 population as the largest in B.C. not yet served by casino facilities.

He said one group has proposed a community gaming centre with a modest number of slots and bingo, but has so far failed to gain approval.

Another possibility is First Nations reserve land on the North Shore.

Squamish Nation Chief Gibby Jacob said his office has not been approached about any casino project and could not predict how one would be received by his council.

Port Moody was also mentioned by Graydon earlier this year as a potential host city, but mayor Joe Trasolini said then it wouldn't fly.

Most other cities in Metro Vancouver already have casinos and a new development would compete against the existing facility, cannibalizing the flow of revenue generated for the host city.

Surrey Mayor Dianne Watts gave no indication of how she would view a major new casino proposal if the rejected proponents try their hand in Surrey.

"We would cross that bridge if and when it ever comes," she said.

Great Canadian Gaming Corp. already runs the Fraser Downs Racetrack and Casino in Cloverdale.

Watts said it was originally promised to be a destination casino and her council remains focused on seeing that existing site fully developed, with a hotel and theatre.

While some property owners have suggested they could host a casino in Surrey, Watts noted licence decisions are up to the BCLC.

Surrey has also already approved a new community gaming centre in Newton.

Delta Mayor Lois Jackson said she would "have difficulty" supporting a new casino in her community.

"I think we have enough of them to satisfy people's entertainment needs," she said.

New Westminster already gets a share of gaming revenue from the Starlight Casino and Burnaby hosts the Grand Villa, which is second only to River Rock Casino Resort in Richmond for profits generated.

A new casino wouldn't make sense for either city, said Burnaby Mayor Derek Corrigan.

He said he doubts a new casino would be proposed outside of Vancouver at anywhere near the scale as the one now rejected just west of BC Place Stadium.

The \$500-million proposal was to include 150 gambling tables and two hotels.

"It don't think it's likely they're prepared to make that kind of massive investment outside the downtown core," Corrigan said. "I just don't think there's anywhere else that can sustain that level of a casino."

Tuesday's defeat in Vancouver comes as a relief to Richmond's council, which feared a downtown casino on the Canada Line would suck gamblers away from River Rock and reduce the nearly \$12-million annual share of revenue the municipality receives.

Vancouver councillors cited various concerns, including problem gambling and money laundering, as well as expanded gambling being out-of-step with their vision for a green, livable city.

The most optimistic estimates pointed to Vancouver collecting \$14 million and the provincial government taking in \$140 million a year from the redeveloped casino, which was to replace the much smaller Edgewater Casino.

BCLC estimated Lower Mainland gamblers are capable of spending an additional \$300 million a year.

Graydon previously said BCLC could also look at expanding existing casinos or community gaming centres to fully exploit that market if the Vancouver site was rejected.



## Closing North Shore's waste loop



District energy system In a study by Fidelis Resource Group, the consultant group suggests North Shore municipalities consider a District Energy System, which would supply energy created from waste to neighbours from Maplewood to Ambleside.

*Image Metro Vancouver - [www.metrovancouver.org](http://www.metrovancouver.org)*

By [Rebecca Aldous - North Shore Outlook](#)

Published: **April 21, 2011 12:00 PM**

Updated: **April 21, 2011 1:01 PM**

The North Shore faces a \$2.8-billion question — how far do municipalities want to go in turning what's trashed and flushed into cash?

The North Shore's sewage treatment facility sits at the centre of it. Currently, sewage from approximate 174,000 residents ends up at the Lions Gate Wastewater Treatment Plant, where it is screened for solids and discharged into the Burrard Inlet. By 2020, the federal government has required the region to build a plant that meets secondary treatment requirements, which would remove more contaminants from the waste.

Metro Vancouver is currently mulling over its options. They range from a basic \$400-million facility, which solely treats sewage, to a \$2.8-billion system which incorporates all the three municipalities' waste streams to generate revenue.

While the price tag is hefty, local government shouldn't automatically rule out the integrated resource recovery (IRR) model, said Patrick Lucey, the senior aquatic ecologist for Fidelis Resource Group. Fidelis wrote the study for Metro examining the North Shore's potential for capitalizing on its waste.

IRR models start with the assumption that there is no waste. Sewage is used to produce heat and biogas. Phosphorus, a common ingredient in toothpastes, detergents and pesticides, is siphoned out of the liquid stream, while the sewage sludge, also known as biosolids, is digested or gasified to produce energy or used as fertilizer. Recovered water can go toward industrial operations or uses such as watering lawns.

With garbage there is the option of composting organic waste or creating biofuel from the matter. Wood waste and general garbage can be gasified to produce energy.

“What IRR does is close the loop on water and energy,” Lucey said. “It is a design with nature principle.”

The study suggests that energy from a waste plant, powered by gasifying organics and wood scraps, feed into a 54-kilometre district energy system from Maplewood to Ambleside. Annual energy available is equivalent to heating about 40,000 homes. Approximately 25% of this energy could be used by public sector buildings, with a focus on the Lonsdale corridor and Ambleside. By signing onto the energy system the study estimates customers would see a 25 per cent cost saving. It's also estimated to reduce greenhouse gas emissions by 208,900 tonnes per year — 27 per cent lower than current North Shore levels.

Over a 50-year span, the project would cost approximately \$2.8 billion, but it would also generate revenues of \$2.8 billion over the same time frame, Lucey said.

“What the model suggests is the net revenue and costs are essentially equal,” he said, noting a traditional sewage plant, with no revenue-making technology, costs approximately \$1.1 billion over its lifetime.

No matter the potential revenue, the IRR model's bill is spinning the heads of local mayors. The capital is simply too high, West Vancouver Mayor Pamela Goldsmith-Jones said. She doubts the provincial and federal government would back such a plan, pointing to the problems TransLink has had in finding funding for the \$1.4-billion Evergreen Line.

“I thought \$400 million was a lot,” she said of the cost of a basic sewage treatment plant.

Instead of drafting a “wholesale” regional change, West Van is already focusing on local initiatives, Goldsmith-Jones said.

The district is currently looking at tapping into the ocean's heat in a geo-exchange pilot project off John Lawson Park. It already has a number of plastic coils in a rock reefs on the seabed, which will hook into the system to provide heat and cooling to municipal and private buildings.

The municipality is also experiencing rising rates in garbage diversion, Goldsmith-Jones noted, a trend the district expects to continue.

“What you see [in West Van] are examples of really good micro-products,” she said.



The final sewage system that's selected must respect the type and size of North Shore communities, she said. It could capitalize on localized opportunity with neighbouring industries, such as recycling water or capturing heat for surrounding buildings, Goldsmith-Jones said.

City of North Vancouver Mayor Darrell Mussatto agrees. The new system should work with what is already in place.

Like West Vancouver, North Van also has its own energy projects — namely Lonsdale Energy Corporation (LEC). For the past seven years, the city-owned corporation has provided energy to Lonsdale corridor through geo-exchange, solar and natural gas-powered mini-plants.

“We don't need to put in a whole big system; we already have a system in place,” Mussatto said.

One of the great components about LEC is profit goes back to the community, he said, noting the Metro study points to creating a public-private partnership for its district energy system. The private operator may pay for the facility, but there would have to be a pay-back for them, Mussatto warned. He's not against working with the private sector as long as there are some specific benefits to the community.

“There is so much uncertainty. It is such a big number that I think the risk far outweighs the benefit,” Mussatto said, adding he is concerned the North Shore municipalities would be locked into providing a private operator with a certain amount of garbage, a notion that goes against reducing waste.

The North Shore has to think long-term when considering IRR models, District of North Vancouver mayor Richard Walton said. With oil prices rising, North America needs to look at its waste as energy in waiting, he said.

“If petroleum [prices] continues to go sky high, you know heat is going to be important,” Walton said.

Over the past few years, it seems the economic recession has placed global warming on the back bench, he continued, adding that the need to develop a new sewage treatment facility provides North Shore municipalities with the perfect opportunity to start capitalizing on all waste streams.

“My concern is unless you plant the seed and start to think about these kinds of things, everything will stay the norm,” Walton said.

Canada's political system doesn't easily support these kinds of developments, he noted. With three levels of government, changing parties in power and politicians looking to get re-elected, the odds are stacked against the project, Walton admitted.

“The challenge in politics is if you get too far out in front, people will criticize you for taking too much risk. The easy thing to do is replicate what we have got,” he said, noting it's often a shortsighted solution.

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# Developers push new zoning's envelope

## DNV's new C9 zoning for Marine Drive was intended to be strict

BY TESSA HOLLOWAY, NORTH SHORE NEWS APRIL 17, 2011

North Vancouver district councillors are raising questions after the first three projects approved under the new C9 mixed-use zone for Marine Drive asked for height variances.

That wasn't the plan, said Coun. Mike Little, who said he thought the prescriptive zoning created in 2007 was meant to be strict in its conditions and allow developers to skip having to obtain a variance from council.

"What's the point of setting a height restriction if you're not going to enforce it?" said Little after the council meeting on Monday night.

The C-9 zoning was created in 2007 with the goal of improving the Marine Drive streetscape and changing the auto-oriented development along the strip into mixed-use retail and residential.

The option of towers was discussed during the consultation, but area residents identified height as a major concern.

The issue came back to life at council after a proposal came forward for The Ivy, a new project proposed for 1265-1279 Marine Drive, which sought an 8.5-foot height variance to allow for ceiling height and architectural features that slope upwards from the roof of the building towards the street.

Couns. Little, Doug MacKay-Dunn and Mayor Richard Walton all opposed the height variance, which passed 4-3.

"I sensed that the envelope is being pushed quite a bit," said MacKay-Dunn, who also expressed concerns around height, which he said was the most common issue raised by the community during the rezoning.

Staff supported the change and actually encouraged the developer to move forward with an 8.5-foot variance rather than a minimum of three-foot variance in order to add architectural flourishes, but also because they said there were no adverse effects of the development. Because the development is on the south side of the street, there will be no shadowing of houses, and the non-linear roof line adds visual interest, according to the staff report.

A previous development, The Drive at Bridgeman Avenue and Marine Drive, originally was proposed to fit within the existing height limit, but was encouraged by staff to seek a variance of approximately four feet to allow for architectural features.

The C9 bylaw doesn't allow the district to collect a height bonus as part of the variance, which could pay for improvements but was turned down by the community during the consultation.

Several councillors said those features are important, as they create a more varied, interesting streetscape and a better community since the variances are usually of a few feet and do not extend for the entire length of the building.

Coun. Alan Nixon praised the transformation going on at Marine Drive and added that this is exactly the kind of place where density is needed, as transit service is good and it's near shops.

"It's going to have a dramatic impact on the way Marine Drive looks, how it acts," he said.

Coun. Lisa Muri said the variance would help prevent having all the new buildings look the same.

"We are getting a lot of the same look, there's not an eclectic feel to the area, and I wish there was more of that on Marine Drive," she said. "I'm confident that there's been a good discussion and good consideration over this site."

Architect Marque Thompson, who represented the developer at the meeting, said the height restriction gave very little room to manoeuvre with a four-storey building.

"We're left with very little room to do any architectural treatment of the roof," he said, adding he worked with staff every step of the way and there hasn't been any objections to the project prior to coming to council.

Ironically, the developer of The Ivy could have built their building even higher under existing bylaws and had a smaller variance by building a steeper slope on the roof line, thanks to the district's slope bylaw, even though in this case the design isn't a traditional pitched roof and would actually increase the effect on the streetscape.

Coun. Little said that went against the intent of the bylaw and should be revisited.

Though it was a close vote, Little said he didn't see any appetite on council to reopen the zoning to make any changes.



# B.C. boosts NV hydrogen

## \$870K grant to fund new liquefaction plant in Maplewood

BY JEREMY SHEPHERD, NORTH SHORE NEWS MAY 20, 2011

North Vancouver will soon be home to the world's first small-scale hydrogen liquefaction plant thanks to a grant from the provincial government.

B.C. Premier Christy Clark announced the \$870,000 contribution Monday, saying the money would go toward a new facility run by North Vancouver's Hydrogen Technology Energy Corporation.

The Forester Street installation will take waste hydrogen from a neighbouring chemical plant, purify it and then squeeze it into a liquid state at a rate of about 1,200 kilograms a day. The product will be sold as fuel for hydrogen buses and for industrial uses ranging from microchip manufacture to rocket engines.

"We're starting with the smaller-scale liquefaction, so the production is essentially servicing existing clients in the Pacific Northwest," said HTEC vice-president Colin Armstrong. The company has potential to expand substantially from there, however.

"One hundred times what we produce is used up by the industrial market in manufacturing (in North America)," said Armstrong.

HTEC has already been purifying waste hydrogen at another facility down the street, but without the ability to liquify it, they have been forced to store it and transport it as a much less dense gas, cutting significantly into efficiency. The new plant is expected the change that, according to Armstrong.

"Compared to gaseous. . . you can transport about ten times the quantity of fuel," he said.

Armstrong estimated the plant's daily output will have the energy equivalent of about 4,500 litres of gasoline if used in a standard fuel cell, or about 9,100 litres of gasoline if passed through a top-of-the-line model. He said the company plans to produce gaseous hydrogen at the location in about six months and liquid in about 18.

North Vancouver is one of the few locations in B.C. -- along with Trail, Nanaimo and Prince George -- where hydrogen byproduct is readily available, according to Armstrong.

HTEC, which currently employs four people, will probably be hiring six to eight employees with high-tech skills, he said.

Asked about safety concerns, Armstrong said it's usually a matter of teaching people about the industry.

"Typically, we have to educate the local authorities who have jurisdiction and introduce them to the industrial world of hydrogen," he said. "There's lots of codes and standards, and you follow them the same way you do for designing your electrical system in your house."

District of North Vancouver Councillor Lisa Muri said she was glad to hear the news about the plant, but did raise some questions.

"They're under the authority of the port, so there have been concerns in regards to safety," she said, pointing to the possibility of a massive earthquake as a contingency that needs to be investigated.

"The port made the decision to continue with the lease, so we live with them in our community and we work together to make sure it's as safe as possible."

Muri said she supported funneling waste energy from neighbouring plants and hoped HTEC could help in reducing greenhouse gas emissions.

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# Ban skateboards from roads

BY BOB MANNING, NORTH SHORE NEWS MAY 11, 2011

Dear Editor:

Today, four skateboarders got off the bus at Montroyal Boulevard and Skyline Drive equipped with skateboards and proceeded down Skyline Drive, taking the street over. They weaved across what part of the road wasn't taken up by parked cars and held up three cars including myself from proceeding down Skyline Drive. This practice has been going on for months.

I sounded my horn, but they shrugged their shoulders and proceeded to zigzag across the road. Their behavior is dangerous, but there doesn't seem to be anything one can do about it. Both the police and the District of North Vancouver have been contacted by others, and the word is they have their rights.

God forbid we should interfere with others' activities. They have their rights, yes, but not to inconvenience others in dangerous situations. The laws in Canada have become so liberal thanks to the lawyers and the Canadian Charter of Rights and Freedoms that one's hands seem to be tied when one reacts to what appears to be dangerous.

What would happen if one of these youngsters were hit or, God forbid, killed? The parents would be up in arms, charges would certainly be laid against the motorist and a memorial would be placed on the side of the road to indicate the tragedy that could have been avoided if something was done by those in authority, or the stupidity of youth could be altered.

Thirty-three years ago when I moved into the neighborhood, skateboards and hills were not a problem. I think our youth had more sense and there were fewer houses and less traffic in our area.

To the parents of these skateboarders, God be with you. I sincerely hope your child is not injured or killed on roads such as Skyline Drive and Highland Boulevard that were meant for cars and vehicles with controls, and not skateboards.

Bob Manning, North Vancouver

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# Battle lines drawn in fight to preserve industrial land

## Metro mayors weigh jobs against residential development

BY JEFF LEE AND KELLY SINOSKI, VANCOUVER SUN MAY 17, 2011



Metro Vancouver municipalities are growing alarmed as real estate speculators snap up industrial land along the Fraser River to turn it into residential prope

**Photograph by:** Ian Smith, PNG Files, Vancouver Sun

Metro Vancouver municipalities are signalling to residential developers and land speculators to keep their hands off the dwindling supply of cheap but valuable industrial land.

In the last decade, more than 1,200 hectares of job-creating industrial land have been plowed under as a result of the heated residential property market and the demand for retail properties, according to Metro Vancouver.

The fight for land along the waterfront -once home to major canneries, refineries and other industries -is heating up across the region as developers see the Fraser River and Burrard Inlet as cheaper sources of land for residential towers with a waterfront view or big box stores and casinos.

But now with a new regional growth strategy aimed at fostering more jobs closer to home,

municipalities are trying to hoard land for new businesses, particularly along the region's waterways, railways and highways.

Nowhere is that action more evident than in south Vancouver, where the city is refusing to allow residential developers access to 227 hectares (560 acres) of industrial-zoned land between the Arthur Laing and Knight Street bridges.

"We have reaffirmed the city's commitment to protect industrial land and to look at increasing job density on that land base in the years ahead," said Vancouver Mayor Gregor Robertson, who believes developers and land speculators are holding on to industrial land in the hopes of getting it rezoned to residential under friendlier administrations.

"Industrial lands are crucial for our economy and job creation. There is a need to maintain that land base and to prevent speculation that will result in turning that land into residential."

Burnaby Mayor Derek Corrigan, chairman of Metro's regional development committee, said the region's non-residential land is under attack. "Anytime a developer can get [approval] for residential ... there's huge profits to be made. It's about money. Creating jobs comes second to people making a profit off residential property."

Corrigan argues his city has striven to keep industry along the river and land along Burrard Inlet and the region needs to do more, noting "we need to have jobs in order to have a future."

"It's wrong-headed to take industrial land and build residential," he said.

The stiffening resistance comes as ParkLane Homes launched a massive new River District neighbourhood Monday in the southeast corner of Vancouver on lands once used for a major riverfront sawmill. The development, which will eventually be home to more than 15,000 people, is the last major piece of industrial land Vancouver allowed to be redeveloped for mixed commercial and residential as part of its 1990's-era East Fraser Lands strategy.

Neither Robertson nor Brent Toderian, the city's planning director, were critical of the ParkLane development, which will see the conversion of 53 hectares (130 acres) of former industrial land along the Fraser River. Instead, they said the plan will help fill out a corner of the city with new retail and commercial businesses, schools and even social housing.

But they said that kind of industrial land conversion, which began when Gordon Campbell was mayor, can't continue if the city and the region are to grow jobs.

"There's areas in the past that we determined could be let go from the industrial land supply and those areas have resulted in some very interesting and sustainable developments," said Toderian. "But we are at a point now where the remaining land we have left is extremely strategically important."

Asked if it was a mistake for Vancouver to take the East Fraser lands out of industrial zoning, Toderian said: "I wouldn't say that, but I would say it would be a mistake to let more lands go."

The 10 per cent of Vancouver's land that remains free of residential developments, including 668 hectares (1,650 acres) of industrial-zoned land, accounts for 50 per cent of the city's jobs. The only recent adjustment Vancouver has made to that mix was to allow a small portion of industrial land around the Canada Line terminal at Marine Drive and Cambie Street to be converted to mixed use.

"I have a significant concern about additional residential along the industrial edge," Toderian said. "We

did it [at] Cambie because of SkyTrain. Canada Line is a gamechanger. It doesn't mean we would replicate it on the edge in the other entrances."

By 2040, the region expects to add 600,000 jobs and 550,000 new homes to accommodate another one million people.

Most of the growth will be south of the Fraser, which is also the area with most of the remaining industrial land in the region.

Coquitlam Mayor Richard Stewart argues his city has stipulated that industrial land will be used for job creation rather than for residential. The only exception is the former Fraser Mills land, which is set to become a residential development linking historic Maillardville with the river.

But while he supports the move to set aside land for jobs or economic benefits, Stewart takes umbrage with Metro's heavyweight cities like Burnaby and Vancouver dictating what his community should do. Under the regional growth strategy, cities wanting to take land out of the industrial bank have to submit to a weighted vote at the Metro board.

"These communities are now saying the region has to preserve industrial land, which is mainly in the suburbs," Stewart said. "This has to be balanced with the community's rights to decide its own destiny . we shouldn't be saddled with the responsibility to preserve industrial [land]."

Stewart argues the land along the Fraser hasn't realized its full potential for economic purposes. And as a city in the centre of the region, he expects Coquitlam will be earmarked as one of the top markets for industrial land.

The threat to industrial land in Metro Vancouver is so severe that Port Metro Vancouver, one of the largest users of industrial land, has gone on a buying spree in recent years to protect its core container shipping business.

It already owns 1,012 hectares (2,500 acres) of industrial land but in the last two years it spent more than \$115 million to buy another 138 hectares (340 acres), including an 89-hectare (220-acre) agriculturezoned farm in Richmond.

"Since 1977 there has been literally thousands of acres of industrial land lost to other uses," said Tom Corsie, Port Metro Vancouver's vice-president of real estate. "Our concern is about protecting well-located logistics-friendly transportation-oriented industrial land that will help protect our core business objectives for the long term."

Corsie has seen prices for industrial land jump from \$100,000 an acre half a dozen years ago to as much as \$2 million an acre in North Vancouver. In Port Kells, Surrey, industrial land is now going for \$1 million an acre.

"It has become almost too expensive for me to do my job in protecting our needs by acquiring affordable land," he said.

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