

DRAFT FONVCA AGENDA

Thursday May 21st 2015

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

Time: 7:00-9:00pm

Chair: Val Moller – Woodcroft rep.

email: vmoller@telus.net tel: 604-926-8063

Regrets:

1. Order/content of Agenda

- a. Chair Pro-Tem Suggests:

2. Adoption of Minutes of April 15th

- *a. <http://www.fonvca.org/agendas/may2015/minutes-apr2015.pdf>

Note: (*) items include distributed support material

- b. Business arising from Minutes.

3. Roundtable on “Current Affairs”

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

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

4. Old Business

- a) Update: OCPIIC by Corrie Kost
b) Update on Community Workshop
c) Revision to FONVCA E-mail List – BCA

5. Correspondence Issues

- *a) Review of correspondence for this period
Distributed as non-posted addenda to the full package.

6. New Business

- a) Save Our Shores Discovery Waterfront Walk
Sunday June 14th and starts at Cates Park between
9:30am and 11:00 am and ends at Deep Cove
<http://www.nv-saveourshores.ca/Walk/tabid/60/Default.aspx>

7. Any Other Business

- a) CNV Daycare Rules → Public Hearing
<http://www.nsnews.com/news/city-of-north-vancouver-examines-daycare-rules-1.1926258>

- * b) NEWS-CLIPS Listing ~Apr13-May17/ 2015

- * c) FONVCA Web Site Visits Map

8. For Your Information Items

(a) Mostly NON-LEGAL Issues

i) DNV Earthquake Risk Assessment Study

http://issuu.com/north-shore-news/docs/when_the_ground_shakes_earthquake_r
<http://dnv.org/article.asp?a=6238&c=1024>
<http://dnv.org/upload/documents/Communications%20General/when-the-ground-shakes-may-4.pdf>
http://www.dnv.org/upload/documents/Council_Agendas_Minutes/150427SM_AGN.pdf?page=27

ii) CNV and DNV population Growth

3% and 0.0% respectively 2013→2014

5.9% and 0.6% respectively 2011→2014

* <http://www.bcstats.gov.bc.ca/Files/7b7c178e-da8e-468c-922b-0faae039c8db/2014Sub-ProvincialPopulationEstimates.pdf>

iii) Canada’s Housing Crisis – TheTye

* <http://thetyee.ca/News/2015/05/05/Canada-Housing-Crisis>

iv) BC Demographics Shift Implications

<http://www.bcbc.com/content/1648/PPv2n2.pdf>

(Secured - so manual insertion required)

v) How to Guide for DNV Coach Houses

* www.dnv.org/upload/pccdocsdocuments/2wpq801_.pdf

vi) Vancouver low on “City Life Satisfaction Survey”

* <http://www.statcan.gc.ca/pub/11-626-x/11-626-x2015046-eng.pdf>

(b) Mostly LEGAL Issues

i) Sechelt Performance Audit Report

* SUN article vindicated Sechelt citizens’ concern about mayor
<http://www.aglg.ca/includes/docs/Audit-Topic-3-Report-2-Sechelt.pdf>
http://www.aglg.ca/includes/docs/Backgrounder-District_of_Sechelt_Performance_Audit_Report.pdf

ii) Peeping Drones

* SUN article and comprehensive web-site (worth a visit)
<http://www.unmanned-aircraft-systems.com/news.html>

iii) Municipal Election Campaign Finance Reform

A good read is available at
<http://kerrymorris.ca/topic/election-campaign-finance-reform/>

iv) City of Vancouver January 27,2000 report on Stanley Park Causeway Closure

* <http://former.vancouver.ca/ctyclerk/cclerk//000201/a8.htm>

9. Chair & Date of next meeting

7pm Wed June 17th 2015

FONVCA Received Correspondence/Subject

13 Apr 2014 → 17 May 2015

LINKED or NO-POST	SUBJECT

Past Chair Pro/Tem of FONVCA (Jan 2010-present)

May 2015	Val Moller	Woodcroft rep.	Notetaker T.B.D.
Apr 2015	Adrian Chaster	Edgemont & Upper Capilano C.A.	John Miller
Mar 2015	John Miller	Lower Capilano Community Residents Assoc.	Diana Belhouse
Feb 2015	Eric Andersen	Blueridge C.A.	John Miller
Jan 2015	Diana Belhouse	Delbrook CA & S.O.S.	Arlene King (Norgate)
Nov 2014	Val Moller	Woodcroft rep.	Eric Andersen
Oct 2014	Brian Albinson	Edgemont & Upper Capilano C.A.	John Miller
Sep 2014	John Miller	Lower Capilano Community Residents Assoc.	Diana Belhouse
Jun 2014	Diana Belhouse	Delbrook CA & S.O.S	Eric Andersen
May 2014	Eric Andersen	Blueridge C.A.	Dan Ellis
Apr 2014	Val Moller	Woodcroft rep.	John Miller
Mar 2014	Peter Thompson	Edgemont & Upper Capilano C.A.	John Gilmour
Feb 2014	John Miller	Lower Capilano Community Residents Assoc.	Diana Belhouse
Jan 2014	Dan Ellis	Lynn Valley C.A.	John Miller
Nov 2013	Diana Belhouse	Delbrook CA & S.O.S	Eric Andersen
Oct 2013	Val Moller	Woodcroft rep.	Sharlene Hertz
Sep 2013	Eric Andersen	Blueridge C.A.	John Gilmour
Jun 2013	Peter Thompson	Edgemont & Upper Capilano C.A.	Cathy Adams
May 2013	John Miller	Lower Capilano Community Residents Assoc.	Dan Ellis
Apr 2013	Paul Tubb	Pemberton Heights C.A.	Sharlene Hertz
Mar 2013	Dan Ellis	Lynn Valley C.A.	Sharlene Hertz
Feb 2013	Diana Belhouse	Delbrook C.A. & SOS	John Miller
Jan 2013	Val Moller	Woodcroft & LGCA	Sharlene Hertz
Nov 2012	Eric Andersen	Blueridge C.A.	Cathy Adams
Oct 2012	Peter Thompson	Edgemont & Upper Capilano C.A.	Sharlene Hertz
Sep 2012	John Hunter	Seymour C.A.	Kim Belcher
Jun 2012	Paul Tubb	Pemberton Heights C.A.	Diana Belhouse
May 2012	Diana Belhouse	Delbrook C.A. & SOS	John Miller
Apr 2012	Val Moller	Lions gate C.A.	Dan Ellis
Mar 2012	Eric Andersen	Blueridge C.A.	John Hunter
Feb 2012	Dan Ellis	Lynn Valley C.A.	John Miller
Jan 2012	Brian Platts	Edgemont & Upper Capilano C.A.	Cathy Adams
Nov 2011	Paul Tubb	Pemberton Heights	Eric Andersen
Oct 2011	Diana Belhouse	Delbrook C.A. & SOS	Paul Tubb
Sep 2011	John Hunter	Seymour C.A.	Dan Ellis
Jul 2011	Cathy Adams	Lions Gate C.A.	John Hunter
Jun 2011	Eric Andersen	Blueridge C.A.	Cathy Adams
May 2011	Dan Ellis	Lynn Valley C.A.	Brian Platts/Corrie Kost
Apr 2011	Brian Platts	Edgemont & Upper Capilano C.A.	Diana 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

FONVCA

Draft Minutes of Regular Meeting, Wednesday April 15th, 2015

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

Time: 7:00-9:00pm

Chair: Adrian Chaster 604-986-8887

Attendees:

Adrian Chaster	(Chair pro-tem)	EUCCA
Lesley Brooks		Blueridge CA.
Corrie Kost		Edgemont & Upper Capilano Comm. Assoc.
Val Moller		Assoc. of Woodcroft Councils
Diana Belhouse		Delbrook CA and S.O.S.
John Miller	(notetaker)	Lower Capilano Comm. Res. Assoc.
Paul Tubb		Pemberton Heights Community Association

1. Order/content of Agenda

a) Call to Order at ~7:08 pm

No changes to the agenda.

2. Adoption of Minutes of March 18th, 2015

a) <http://www.fonvca.org/agendas/apr2015/minutes-mar2015.pdf>

Moved by Val, seconded by John and adopted with no changes.

b) No business arising from Minutes

3. Roundtable on 'Current Affairs'

a) EUCCA – Corrie Kost

Six houses have been demolished for the seniors development and the sod turning ceremony is expected in the near future. The Thrifty store and residential building is expected to start construction later this year plus there will be the road closure on Capilano Road with disruption to the traffic expected by both developments.

b) Delbrook – Diana Belhouse

They now have a sponsor (Dan) from Remax Realty for their mail drops.

c) Blueridge C.A. – Lesley Brooks

A hard copy of their newsletter was issued. Information is also available on email. Their AGM will be on May 12th. They will be holding a sharing garden meeting on April 18th and the Good Neighbours Day will be on June 7th.

d) LCCRA – John Miller

The Capilano Road proposed development to replace the two motels on the east side will have the first public meeting on Thursday, April 23rd at Norgate school.

e) Woodcroft – Val Moller

Reported that the residents appear to favour the hotel concept and extending Curling Road across to Mcguire Avenue.

f) Pemberton Heights – Paul Tubb

The local church is for sale and there are concerns of what the future use may be. They will be holding the Canada Day party/parade on July 1st.

4. Old business

a) OCPIC – Corrie Kost

The established working group continued its work to determine goals/indicators and measures for the OCP. A status report is due to be presented to Council by the end of May. For the Lynn Valley Town Centre, design guidelines are being established for the ambience – drinking fountains and open spaces; pavers vs stamped concrete – European approach has been suggested.

b) Update on Community Workshop –

From the updating of the community association list, it appears there is sufficient interest to proceed with organizing the workshop. Some replies have been submitted and Corrie is waiting to hear from others. Will discuss further at next meeting.

c) Revisions to FONVCA E-mail list – item deferred to next meeting.

5. Correspondence issues

a) Unanimous agreement that the emails are to be posted. Regarding M. Craver's emails, individual associations are encouraged to submit support (or not) and a notice is to be sent to the mountain bike association regarding the postings and inviting a response.

6. New Business

a) Back door municipal tax increase.

The threshold for the phase-out of the home owner grant is maintained at \$1,100,000 for the 2015 tax year (despite a significant increase in the assessment of homes). For properties valued above the threshold, the grant is reduced by \$5 for every \$1,000 of assessed value in excess of the threshold. A significant % of DNV homes thus no longer receive the home-owners grant.

7. Any Other Business

a) Does Transit Really Reduce Congestions?

<http://daily.sightline.org/2011/02/25/can-better-transit-reduce-congestion/>

The article comments are well worth a read! Subject matter controversial.

b) The Miracle of Minneapolis – A lesson for all those seeking a successful city.

<http://www.theatlantic.com/magazine/archive/2015/03/the-miracle-of-minneapolis/384975/>

c) Another FONVCA style Umbrella Group

<http://www.falsecreekresidents.org/sample-page/>

May be useful for future discussion on the direction of FONVCA and community associations.

d) NEWS-CLIPS Listing ~Mar16-Apr12 2015

A useful list of mostly relevant Vancouver Sun and North Shore News articles which have been posted on the FONVCA web site.

8. For Your Information Items:

Details of these items (split into non-legal and legal issues) are listed in the agenda – with some items - marked with an (*) having the linked material included in the distributed full agenda package. Carrie provided a short overview of some of these items. No discussion

9. Chair and Date of next FONVCA meeting:

7pm Wed. May 20th 2015 – Chair Pro-tem – Val Moller, Location: DNV Hall.

Meeting adjourned at 8:37pm

FONVCA AGENDA ITEM 7(a)

north shore news

City of North Vancouver examines daycare rules

Changes would set less stringent regulations for residential areas

Chris Slater / North Shore News

May 6, 2015 09:49 AM



File photo North Shore News

The City of North Vancouver is looking at making it easier for daycares to open in residential areas, despite reservations of some councillors.

Following a report by city staff, which looked at changing licensing rules for childcare facilities trying to start in residential areas, council discussed the pros and cons of adopting less strict rules.

The report found the city's current regulations, which have been in place since 2009, put up too many barriers for those trying to seek daycare licensing in the city.

Current rules for obtaining a childcare facility license in one of the city's residential areas require the applicant to prepare a traffic plan, speak with all neighbours within 100 metres of the site and gather their input and attend a public meeting before council for business licensing.

The revised bylaw would see the applicant instead prepare a transportation plan for parents picking up their kids so that their facility would have as little impact on area traffic as possible.

The amendments would also change the radius within which neighbours must be informed to 40 metres. The changes would also put an end to applicants having to attend a public licensing meeting before council.

Not all councillors were happy about proposed changes.

"A residential neighbourhood is first and foremost that, a residential neighbourhood," said Coun. Pam Bookham, who spoke against the changes. "If we don't have policies that are well balanced and considerate of all the people that are

going to be impacted and help them get along, we're going to have nothing but trouble."

Bookham also expressed her concerns that businesses from the surrounding District of North Vancouver might relocate to the city to start up daycares if less stringent regulations are put in place.

Coun. Rod Clark also took issue with the proposed bylaw amendments, however he said he also understood the need for childcare for city residents.

"I think a lot of what's proposed in the bylaw here and any hope of remediation of the problems is really closing the barn door after the horse has bolted," said Clark.

He said the city does need to address the lack of childcare in general but that facilities in commercial zones or closed school sites would be a better fit.

"I hear lots of complaints in the community that we don't have enough childcare and so we have to address the lack of childcare in general . . . I'm not convinced that we are going the right way."

Coun. Linda Buchanan spoke in support of the changes, noting the city has had relatively few complaints about existing daycares in residential areas.

She also attested to the difficulties many parents face trying to find local care for their child.

"I am the mother of four. I've had childcare and it is challenging to get. These families start looking sometimes before they even get pregnant, that's how difficult it is."

Buchanan dismissed Bookham's fears that those in the district looking to start similar facilities would flock to the city to set up once less stringent rules are put in place.

"I don't think we're going to see too many people taking up million- plus-dollar homes just to put in a daycare," said Buchanan.

She said the amendments are "the right balance," for those looking to start such facilities.

"They're asking people to engage with their community around them but we're not asking them to do anything more than other people who are doing home-based business are doing."

In the end, council voted unanimously to pass second reading and take the proposed amendments to a public hearing.

FONVCA AGENDA ITEM 7(b) News Clips April 13 to May 18

2855-2875-2931-Mountain-Highway-apartments-buildings-PIM.pdf
A Yes vote on TransLink is a Yes vote for your neighbours.pdf
Advancements slash fatalities - SUN -22 Apr 2015 - Page #46.pdf
Affordability slip-sliding away -SUN- 30 Apr 2015 - Page #42.pdf
Affordable housing is what's needed.pdf
Affordable housing warrants attention.pdf
After 3 rescues in 2 days, North Shore Rescue busy season begins.pdf
Apocalyptic horror awaits transit vote.pdf
Appeal court backs city in condo controversy - SUN - 24 Apr 2015 - Page #4.pdf
Auditor's report vindicates Sechelt citizens' concerns about mayor, council.pdf
B.C. groups line up for their slice of the federal surplus pie.pdf
B.C. parents win Supreme Court fight for better French-language school in Vancouver.pdf
B.C. will get infrastructure cash regardless of plebiscite outcome-b.pdf
B.C. will get infrastructure cash regardless of plebiscite outcome.pdf
Ballot ballet.pdf
Bosa Development puts call out for public art proposals.pdf
Canada's Housing Crisis 'A Failure of All of Us'-marked.pdf
Canada's Housing Crisis 'A Failure of All of Us'.pdf
City counts on neighbour to serve its residents' needs.pdf
City of North Vancouver considering slot machines (but not at the Shipyards).pdf
City of North Vancouver deprioritizes Harry Jerome recreation centre.pdf
City of North Vancouver examines daycare rules.pdf
City of North Vancouver flirts with cutting public input.pdf
City of North Vancouver mulls medical marijuana shops.pdf
City of North Vancouver's smoking bylaw not enforced.pdf
Confidence inspires patience with TransLink.pdf
council needs public oversight.pdf
Council tackles huge issue of monster homes - SUN 1 May 2015 - Page #13.pdf
Cyclists and motorists can coexist.pdf
Decision on towers was already made.pdf
Density drives Vancouver land assembly gold rush.pdf
District assesses earthquake risk-p2.pdf
District assesses earthquake risk.pdf
District council split on Mountain Court project.pdf
DNV-Council-Schedule-may2015.pdf
Driving the Main St. gauntlet of gridlock.pdf
Earth shattering.pdf
Earthquake-awareness-wake-up-call-long-overdue-for-the-North-Shore.pdf
Federal budget promises transit spending, funding for maritime centre in Vancouver.pdf
Foreign workers factor in property values -SUN- 30 Apr 2015 - Page #42.pdf
Former North Vancouver school Monteray to be redeveloped for single-family homes.pdf
Gag reflex.pdf
Gaming and 'Back room deals' aka 'Hardball Politics' _ North Van City Voices.pdf
Get ready for an older population_ report.pdf
GisTemp_chart_v6_1440px.pdf
Hasten seismic upgrades.pdf
Highland Cleaners couple to retire.pdf
Hwy 1 upgrades announced.pdf
Is it time to restrict foreign property buyers.pdf
Just take the No. 250 Utopia bus.pdf
Keep it up seniors, you're an inspiration to all of us.pdf
Keith Road Bridge Constrauction Notice.pdf
Let's all work together or plebiscite will fail.pdf
Let's crunch the numbers on transit levy.pdf
Light rail system would benefit North Shore.pdf
Lions Gate Bridge won't close to cars_ Stone.pdf
Loutet Farm engages community.pdf
Low-carbon energy systems costlier than gas-fed plants.pdf
Making connections, one block at a time -SUN- 14 Apr 2015 - Page #8.pdf
Mayor's calls no reason to punish plebiscite.pdf
Mayors welcome budget's billions for transit - 22 Apr 2015 - Page #1.pdf
Mayors welcome budget's billions for transit - SUN -22 Apr 2015 - Page #1.pdf
Metro mayors give federal officials an earful over English Bay oil spill.pdf
Metro Vancouver is swept up in a real estate frenzy.pdf
Metro Vancouver reservoirs ready for summer.pdf
More permits for Indian Arm commuters.pdf
My Utility and Tax Accounts.pdf
New Metro Vancouver incinerator would power 30,000 homes_ project manager.pdf
New North Vancouver museum on track to meet fundraising goal.pdf
No one's business.pdf
North Shore transit ballots roll in as deadline looms.pdf
North Shore voters start to return ballots.pdf
North Van smoking bylaws going unenforced -SUN- 5 May 2015 - Page #9.pdf
North Vancouver woman accused of trail sabotage intends to plead guilty.pdf
Oil spill response in English Bay falls short of 'world-class'.pdf
Park Royal highrise decision on hold-b.pdf
Park Royal highrise decision on hold.pdf
Peeping drones prompt states to ground drones - SUN-6 May 2015 - Page #34.pdf
People in Metro Vancouver less happy than most Canadians, survey finds.pdf
PIM-467 Mountain Hwy-67units-with-ground-retail.pdf
Plebiscite has it wrong.pdf
Privacy commissioner clashes with B.C. political parties over voters list.pdf
Public-Meeting-on1635 and 1748 Capilano Road.pdf
Rebuild Harry Jerome.pdf

Report shows impact of an accident in Burrard Inlet.pdf
Report vindicates concerns of Sechelt's citizens -SUN- 30 Apr 2015 - Page #4.pdf
Saboteur to Plead Not Guilty.docx
Saboteur to Plead Not Guilty.pdf
Seller's market boosts Metro Vancouver house prices 6 per cent in a year_ report.pdf
Something smelly about sewage rules.pdf
Tagging tracks steelhead after slide.pdf
Taking the Bate.pdf
Talk of a third crossing grows old.pdf
Tanker threat overblown -SUN- 20 Apr 2015 - Page #17.pdf
Tanker traffic is strictly monitored.pdf
The Age of Steam returns to Vancouver -SUN- 28 Apr 2015 - Page #1.pdf
The case for more local food production in B.C.pdf
Top scientist lacked 'credentials'.pdf
Traffic circles meant to ensure safety of our citizens.pdf
Transit supporters making big push for yes vote in plebiscite.pdf
Transit tax's true costs need to be shown -SUN- 20 Apr 2015 - Page #17.pdf
Transit will be funded regardless of vote results.pdf
Treatment plant doesn't need fixing.pdf
Trial set for woman charged with booby-trapping North Vancouver bike trails.pdf
Up to \$1B annually for transit in federal budget; most destined for larger cities.pdf
Up to 90 per cent of Burrard Inlet oil spill would reach shoreline in hours.pdf
Vancouver boom irks suburban mayors -SUN- 25 Apr 2015 - Page #16.pdf
Vancouver company offers stellar new view - SUN-24 Apr 2015 - Page #1.pdf
Vancouver is Canada's unhappiest city, says Stats Can - SUN- 21 Apr 2015 - Page #6.pdf
Vancouver lacks effective control over rising house prices, prof says.pdf
Vancouver looks to gather data on vacant homes.pdf
Vancouver real estate prices deemed low risk for correction by CMHC.pdf
Vancouver, developer backed by Court of Appeal in condo controversy.pdf
Vancouverites can't get no satisfaction - SUN- 21 Apr 2015 - Page #7.pdf
West Vancouver group applauds RRIF rule change.pdf
What to expect when a 7.3 quake hits North Vancouver.pdf
Who's sorry now.pdf
Work to start on Seylynn's second tower in North Vancouver.pdf

FONVCA AGENDA ITEM 7(c)



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Visitors to www.fonvca.org (dates and country totals below)

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distance in which individuals are clustered
 Dot sizes: ● = 1,000+ ● = 100 - 999 ● = 10 - 99 ● = 1 - 9 visits
 ● = Recent [?]

2 Oct 2010 to 1 Feb 2015: 5,430 visits shown above

Statistics updated 30 Apr 2015@07:29GMT: 5,693 visits [?]
 Total since 1 Oct 2009: 6,639. Previous 24hrs: 0.

[Notes](#) | [Country totals =>](#)

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[Website Analytics](#)

Recent [?]

- 4/30 @ 10:44 : North Vancouver, CA
- 4/30 @ 8:22 : Santo Antônio Da Platina, BR
- 4/28 @ 2:38 : France, FR
- 4/28 @ 2:16 : Florianópolis, BR
- 4/28 @ 9:56 : Ashburn, Virginia, US
- 4/27 @ 9:13 : Manchester, GB
- 4/25 @ 4:53 : Revelstoke, CA
- 4/25 @ 9:15 : Bernareggio, IT
- 4/25 @ 8:05 : Fabriano, IT
- 4/24 @ 9:11 : Caçapava, BR



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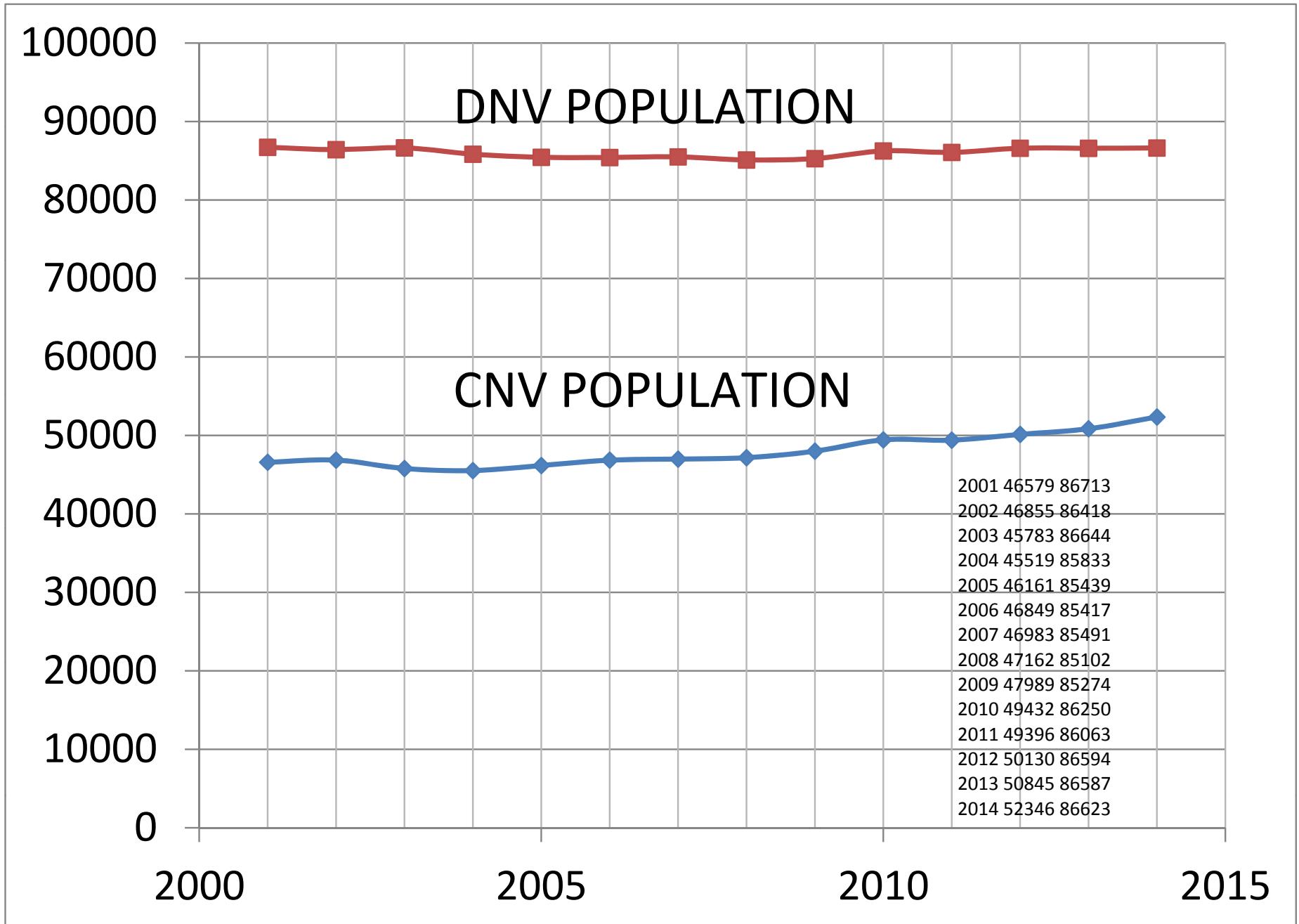
FISHER INVESTMENTS'

Current Country Totals
 From 2 Oct 2010 to 1 Feb 2015

🇨🇦 Canada (CA)	4,309
British Columbia (BC)	4,053
Alberta (AB)	105
Ontario (ON)	73
Manitoba (MB)	7
Quebec (QC)	5
Nova Scotia (NS)	4
Saskatchewan (SK)	4
New Brunswick (NB)	1
N/A	57
🇺🇸 United States (US)	471
🇧🇷 Brazil (BR)	254
🇫🇷 France (FR)	99
🇮🇹 Italy (IT)	26

	India (IN)	23
	Mexico (MX)	21
	Germany (DE)	18
	Australia (AU)	18
	United Kingdom (GB)	15
	Portugal (PT)	12
	Philippines (PH)	12
	Argentina (AR)	10
	Russian Federation (RU)	9
	Spain (ES)	9
	China (CN)	9
	Chile (CL)	8
	Colombia (CO)	7
	Netherlands (NL)	5
	Romania (RO)	5
	Ecuador (EC)	4
	Serbia (RS)	4
	Dominican Republic (DO)	4
	Hong Kong (HK)	3
	Korea, Republic of (KR)	3
	Switzerland (CH)	3
	Peru (PE)	3
	South Africa (ZA)	3
	Algeria (DZ)	3
	Singapore (SG)	3
	Egypt (EG)	2
	Morocco (MA)	2
	Bangladesh (BD)	2
	Thailand (TH)	2
	Greece (GR)	2
	Sweden (SE)	2
	Indonesia (ID)	2
	Georgia (GE)	2
	Nigeria (NG)	2
	Bosnia and Herzegovina (BA)	2
	Vietnam (VN)	2
	Poland (PL)	2
	Malta (MT)	2
	Saudi Arabia (SA)	2
	Czech Republic (CZ)	1
	Lithuania (LT)	1
	Denmark (DK)	1
	Estonia (EE)	1
	Ireland (IE)	1
	Belgium (BE)	1
	Slovakia (SK)	1
	Macedonia (MK)	1
	Mongolia (MN)	1
	Nepal (NP)	1
	Sri Lanka (LK)	1
	Venezuela (VE)	1
	Honduras (HN)	1
	Virgin Islands, U.S. (VI)	1
	Benin (BJ)	1
	Malaysia (MY)	1
	Uruguay (UY)	1
	Reunion (RE)	1
	Jamaica (JM)	1
	Puerto Rico (PR)	1
	Iraq (IQ)	1
	Iran, Islamic Republic of (IR)	1
	Turkey (TR)	1
	Pakistan (PK)	1
	Jordan (JO)	1
	Macau (MO)	1
	Bahamas (BS)	1
	New Zealand (NZ)	1
	Albania (AL)	1

FONVCA AGENDA ITEM 8(a)(ii)



2014 Sub-Provincial Population Estimates

A release from the Province of British Columbia's central statistical agency

REFERENCE DATE: JULY 1, 2014

B.C. REGIONAL DISTRICTS

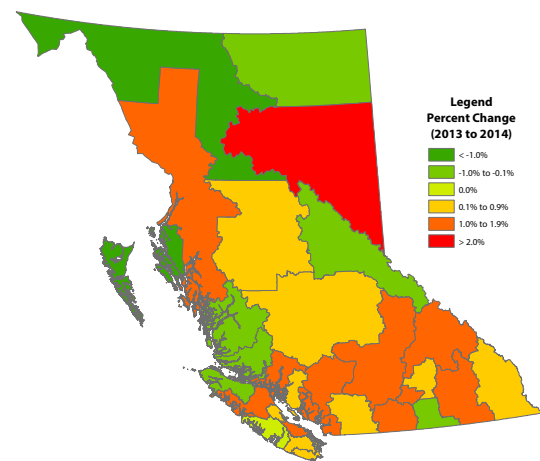
At the provincial level, the population was an estimated 4,631,302 as of July 1, 2014. The B.C. population grew by 1.1% between July 1st 2013 and June 30th 2014, with an approximate addition of over 49,000 persons.

On a regional district basis, Peace River showed the highest regional growth in 2014 (+2.9%) with a boost in population of 1,841 persons. In 2014, population growth in the Central Okanagan district was also strong (+1.8% or 3,345 people).

In terms of actual number of people, Greater Vancouver, the most common destination of choice for immigrants landing in B.C., saw the largest increase in population (+31,519 persons) in 2014. In the three years since 2011, the province's most populous region has welcomed over 101,000 more residents.

At the other end of the scale, Stikine and Skeena-Queen Charlotte saw the strongest rate of decline (-2.1% and -2.0% respectively) in 2014.

MAP 1: POPULATION GROWTH BY REGIONAL DISTRICT: 2013 TO 2014



B.C. MUNICIPALITIES

Surrey attracted more newcomers than any other municipality between July 1st 2013 and June 30th 2014 (+8,991 persons or +1.8%). The highest growth rate over the same period observed among municipalities with more than 5,000 residents was in Lake Country (+5.6%). Fort St. John (+4.7%), Sechelt District Municipality (+4.3%), Langford (+3.9%) and Kimberly (+3.1%) also expanded notably faster from 2013 to 2014 when compared to the provincial average (+1.0%).

Sub-Provincial Population Estimates – continued..

SGC	Name	Area Type	2011	2012	2013	2014	2011-12 Changes	2012-13 Changes	2013-14 Changes
9000	Fraser Valley	RD	283,905	284,791	286,980	288,682	0.3%	0.8%	0.6%
9052	Abbotsford	CY	136,948	137,347	138,202	138,501	0.3%	0.6%	0.2%
9020	Chilliwack	CY	79,850	80,403	81,607	82,918	0.7%	1.5%	1.6%
9027	Harrison Hot Springs	VL	1,468	1,474	1,508	1,500	0.4%	2.3%	-0.5%
9009	Hope	DM	5,982	5,867	5,776	5,701	-1.9%	-1.6%	-1.3%
9032	Kent	DM	5,792	5,823	5,855	5,890	0.5%	0.5%	0.6%
9056	Mission	DM	37,101	37,319	37,332	37,539	0.6%	0.0%	0.6%
9999	Unincorporated Areas	RDR	16,764	16,558	16,700	16,633	-1.2%	0.9%	-0.4%
53000	Fraser-Fort George	RD	93,887	93,881	94,193	93,645	0.0%	0.3%	-0.6%
53033	Mackenzie	DM	3,544	3,539	3,513	3,538	-0.1%	-0.7%	0.7%
53012	McBride	VL	588	587	582	585	-0.2%	-0.9%	0.5%
53023	Prince George	CY	73,803	73,849	74,227	73,590	0.1%	0.5%	-0.9%
53007	Valemount	VL	1,019	1,048	1,033	1,021	2.8%	-1.4%	-1.2%
53999	Unincorporated Areas	RDR	14,933	14,858	14,838	14,911	-0.5%	-0.1%	0.5%
15000	Greater Vancouver	RD	2,373,037	2,410,000	2,442,604	2,474,123	1.6%	1.4%	1.3%
15038	Anmore	VL	2,159	2,222	2,231	2,272	2.9%	0.4%	1.8%
15036	Belcarra	VL	645	644	633	637	-0.2%	-1.7%	0.6%
15062	Bowen Island	IM	3,405	3,453	3,468	3,479	1.4%	0.4%	0.3%
15025	Burnaby	CY	229,228	232,345	233,833	233,734	1.4%	0.6%	0.0%
15034	Coquitlam	CY	130,438	133,536	137,823	141,132	2.4%	3.2%	2.4%
15011	Delta	DM	101,368	101,592	101,349	101,000	0.2%	-0.2%	-0.3%
15002	Langley, City of	CY	25,845	26,503	26,584	26,652	2.5%	0.3%	0.3%
15001	Langley, District Municipality	DM	106,234	108,568	111,595	114,647	2.2%	2.8%	2.7%
15065	Lions Bay	VL	1,353	1,349	1,352	1,349	-0.3%	0.2%	-0.2%
15075	Maple Ridge	CY	77,730	78,586	79,015	80,434	1.1%	0.5%	1.8%
15029	New Westminster	CY	67,545	68,342	68,956	69,860	1.2%	0.9%	1.3%
15051	North Vancouver, City of	CY	49,396	50,130	50,845	52,346	1.5%	1.4%	3.0%
15046	North Vancouver, District Municipality	DM	86,063	86,594	86,587	86,623	0.6%	0.0%	0.0%
15070	Pitt Meadows	CY	18,224	18,457	18,640	18,673	1.3%	1.0%	0.2%
15039	Port Coquitlam	CY	57,262	58,462	58,912	59,813	2.1%	0.8%	1.5%
15043	Port Moody	CY	34,027	33,899	34,359	34,709	-0.4%	1.4%	1.0%
15015	Richmond	CY	196,001	198,044	200,768	205,262	1.0%	1.4%	2.2%
15004	Surrey	CY	482,659	493,377	504,331	513,322	2.2%	2.2%	1.8%
15022	Vancouver	CY	619,366	629,128	635,660	640,469	1.6%	1.0%	0.8%
15055	West Vancouver	DM	42,923	42,652	42,210	42,119	-0.6%	-1.0%	-0.2%
15007	White Rock	CY	19,327	18,998	19,211	19,197	-1.7%	1.1%	-0.1%
15999	Unincorporated Areas	RDR	21,839	23,119	24,242	26,394	5.9%	4.9%	8.9%
49000	Kitimat-Stikine	RD	38,066	38,417	38,687	39,169	0.9%	0.7%	1.2%
49022	Hazelton	VL	297	288	275	268	-3.0%	-4.5%	-2.5%
49005	Kitimat	DM	8,538	8,329	8,367	8,452	-2.4%	0.5%	1.0%
49024	New Hazelton	DM	666	649	647	661	-2.6%	-0.3%	2.2%
49032	Stewart	DM	495	432	434	425	-12.7%	0.5%	-2.1%
49011	Terrace	CY	11,688	11,445	11,458	11,265	-2.1%	0.1%	-1.7%
49999	Unincorporated Areas	RDR	16,382	17,274	17,506	18,098	5.4%	1.3%	3.4%

SGC	Name	Area Type	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
15029	New Westminster	C	57,279	58,065	59,218	59,644	59,827	60,489	61,696	63,654	64,946	66,707	67,545
15051	North Vancouver	C	46,579	46,855	45,783	45,519	46,161	46,849	46,983	47,162	47,989	49,432	49,396
15046	North Vancouver	DM	86,713	86,418	86,644	85,833	85,439	85,417	85,491	85,102	85,274	86,250	86,063
15070	Pitt Meadows	C	15,551	15,618	15,375	15,484	15,815	16,300	16,572	17,401	17,879	18,050	18,224
15039	Port Coquitlam	C	53,944	54,976	54,928	54,909	54,710	54,576	54,944	55,481	56,349	57,181	57,262
15043	Port Moody	C	25,309	25,381	25,601	26,169	27,582	28,740	29,882	31,365	32,805	33,603	34,027
15015	Richmond	C	175,550	177,099	178,420	179,355	181,118	182,616	185,982	188,375	192,582	195,684	196,001
15004	Surrey	C	369,142	379,794	387,313	395,358	404,602	412,654	425,153	438,832	453,252	470,307	482,659
15022	Vancouver	C	571,342	576,321	581,923	586,747	592,009	599,510	604,169	603,943	610,389	618,219	619,366
15055	West Vancouver	DM	42,405	42,381	42,387	42,121	42,775	42,791	42,758	42,453	42,648	43,088	42,923
15007	White Rock	C	18,460	18,605	18,473	18,749	19,052	18,864	19,005	18,904	19,121	19,263	19,327
15999	Unincorporated Areas	RDR	15,465	16,483	17,169	17,852	18,598	19,518	19,606	19,335	19,221	20,909	21,839
49000	Kitimat-Stikine	RD	43,295	42,135	41,608	41,279	40,492	39,771	38,770	38,627	38,492	38,207	38,066
49022	Hazelton	VL	354	344	324	314	290	301	299	293	296	290	297
49005	Kitimat	DM	11,070	10,649	10,347	10,256	9,888	9,562	9,176	9,010	8,927	8,736	8,538
49024	New Hazelton	DM	769	758	725	707	687	643	633	634	636	642	666
49032	Stewart	DM	678	653	636	616	565	508	490	511	489	491	495
49011	Terrace	C	12,703	12,324	12,166	12,047	11,838	11,750	11,512	11,444	11,458	11,585	11,688
49999	Unincorporated Areas	RDR	17,721	17,407	17,410	17,339	17,224	17,007	16,660	16,735	16,686	16,463	16,382
5000	Kootenay-Boundary	RD	32,105	31,854	31,669	31,113	31,229	30,814	31,198	31,684	31,704	31,316	31,494
5005	Fruitvale	VL	2,050	2,011	2,036	1,986	2,007	1,968	2,007	2,046	2,033	2,014	2,065
5032	Grand Forks	C	4,096	4,022	4,035	4,056	4,080	4,056	4,112	4,206	4,195	4,054	4,027
5042	Greenwood	C	667	657	643	634	636	625	635	671	686	697	710
5037	Midway	VL	638	631	631	623	617	620	642	662	660	666	675
5009	Montrose	VL	1,080	1,069	1,059	1,029	1,020	1,023	1,016	1,036	1,032	1,031	1,040
5023	Rossland	C	3,649	3,565	3,510	3,391	3,384	3,280	3,326	3,468	3,531	3,550	3,614
5014	Trail	C	7,616	7,640	7,552	7,452	7,463	7,241	7,438	7,524	7,612	7,581	7,801
5018	Warfield	VL	1,760	1,757	1,727	1,719	1,724	1,734	1,770	1,756	1,751	1,726	1,720
5999	Unincorporated Areas	RDR	10,549	10,502	10,476	10,223	10,298	10,267	10,252	10,315	10,204	9,997	9,842
43000	Mount Waddington	RD	13,667	13,124	12,742	12,766	12,282	11,995	11,856	11,816	11,834	11,766	11,716
43008	Alert Bay	VL	588	577	553	534	511	477	469	471	454	453	449
43017	Port Alice	VL	1,173	1,094	992	1,014	882	831	837	833	828	822	821
43023	Port Hardy	DM	4,846	4,614	4,379	4,435	4,115	3,985	3,969	4,017	4,112	4,114	4,108
43012	Port McNeill	T	2,924	2,818	2,756	2,738	2,721	2,688	2,638	2,566	2,560	2,567	2,552
43999	Unincorporated Areas	RDR	4,136	4,021	4,062	4,045	4,053	4,014	3,943	3,929	3,880	3,810	3,786
21000	Nanaimo	RD	129,838	131,581	133,708	135,195	138,255	141,214	142,201	144,540	146,264	147,456	148,770
21008	Lantzville	DM	na	na	3,491	3,690	3,720	3,684	3,707	3,725	3,677	3,661	3,624
21007	Nanaimo	C	75,113	75,993	77,089	77,853	79,115	80,791	80,949	81,882	83,150	84,000	85,786
21018	Parksville	C	10,456	10,425	10,495	10,542	10,831	11,064	11,372	11,752	12,021	12,138	12,002
21023	Qualicum Beach	T	6,954	7,004	7,078	7,056	8,431	8,501	8,602	8,737	8,768	8,724	8,663



News

Canada's Housing Crisis 'A Failure of All of Us'

Time to put affordable homes on the federal agenda, say advocates. First in a solutions series.

By Katie Hyslop and David P. Ball, Today, Tyee Solutions Society



BC Non-Profit Housing Association executive director Tony Roy considers it 'a failure of all of us' that few federal leaders have taken on Canada's housing crisis. Vancouver photo by [TOTORORO.RORO](#) in Your BC: The Tyee's Photo Pool.

[https://
thetyee](https://thetyee.ca)

It's taken decades, but Michael Shapcott has seen troublesome housing trends become a full-blown Canadian crisis.

Shapcott was a founding member of the Canadian Homelessness Research Network who serves now as a North American voice on

the Habitat International Coalition, a global network of nearly 400 housing rights organizations in 126 countries on every continent. Although his own focus is mainly on street populations, he regards the growing number of homeless in our country as the tragic but predictable outcome of years of political inaction.

"It's like glaciers melting," he said. "You don't see the changes from day to day, but it's remarkable to see it over two, three or four decades."

Distant are the 1970s, when political leaders regarded a secure home as a fundamental right. When former prime minister Pierre Trudeau's government introduced sweeping reforms to the National Housing Act in 1973, his minister responsible for housing described adequate, affordable shelter as an "elemental human need."

"Society and the government obviously have an obligation to assure that these basic needs of shelter are met," the Hon. Ron Basford declared. "Good housing at reasonable cost is a social right of every citizen in this country."

The turning point came in 1993, Shapcott says, with the election of a new Liberal federal government bent on deficit-smashing -- a very different priority from the same party's goal two decades earlier.

"The political winds started to blow in a radically different direction," said Shapcott, who co-wrote a book on homelessness with late New Democrat leader Jack Layton. "Instead of governments saying housing is a right and the government has an obligation, we began to hear politicians right across the political spectrum saying there was a need for austerity, that we'd hit the debt wall and we needed to cut the housing budget."

The same year saw the beginning of the end for the national housing program that Basford had reinvigorated two decades earlier. The Chretien government froze new funding for the National Housing Program -- with implications that endure into the present.

With another federal election approaching this October, and Canadians spending more on housing than almost any other

developed country's citizens, Shapcott is just one of many advocates for secure, affordable and appropriate housing who say the issue has been left on campaign sidelines too long.

<http://v/globe-i>

Over the coming months the non-partisan, non-profit Tyee Solutions Society will bring those expert conversations to the foreground, investigating what they identify as today's most critical housing struggles, and what might be done to resolve them.

As Shapcott reminded us, not all of those struggles are found on the street. The disturbing rise he's witnessed in people who lack any personal shelter has many roots, among them the scarcity of supportive and social housing, secure rental apartments, affordable co-ops and even working families' access to mortgages.

With that in mind, we will be examining the housing crisis not as a single phenomenon but through its many faces, profiling some conspicuous clusters of Canadians who are either underserved by existing policies or whose struggles are under-reported in most media.

ABOUT THIS SERIES

Housing is hard to find and afford for thousands of Canadian families. There are no quick and simple solutions. But Tyee Solutions Society is spending the year trying to better understand the nature of the problems, and searching out practical answers. We start by breaking down the national "housing crisis" and find that it's really many different kinds of challenges facing different groups of Canadians. We'll be meeting those Canadians in more depth in reports beginning later this month.

'WHO' AS IMPORTANT AS 'WHAT'

It's an approach endorsed by one of British Columbia's most-cited housing experts. Urban planner Andy Yan's name turns up often in places like the New Yorker for the analyses he conducts for his employer, Vancouver's Bing Thom Architects.

"You're going into the 'who' of housing as opposed to just the 'what,' and I think that's really an important contribution," Yan told us. "You're getting into the specifics as opposed to just the number of housing units to be produced."

"It's important to look at specific population groups," agreed Jill Atkey, research and education director for the BC Non-Profit Housing Association, "because some groups have different housing needs in terms of the design and style of housing that's culturally appropriate."

Of course neither the conversation nor the housing crisis are limited to one province -- and neither will be Tyee Solutions' reporting. While some cities, including the one where Tyee Solutions is based, have especially high-profile housing problems, many of the groups being left out in the figurative cold can be found in any community in Canada.

One such group: Canada's seniors. The 65-and-over demographic grew by 14 per cent between 2006 and 2011, twice the growth rate of 15 to 64-year-olds, and almost 30 times the increase among kids younger than 14. As of 2011, 5 million of us were aged 65 or older, a group diverse enough to reflect a wide variety of housing circumstances.

Many seniors' mortgages -- on homes purchased when real estate was much cheaper -- are long paid off. But retirement for most means fixed incomes. With mobility and energies often dwindling as well, necessary property maintenance may fall out of reach, leaving many in the age group house-rich but cash-poor, and challenged to 'age-in-place,' a popular concept among advocates.

"Your income drops, your ability to take care of yourself sometimes is diminished, you have healthcare issues. But at the same time you're sitting on a fairly sizeable nest egg," said Yan. "It runs both ways: you have some seniors who are really house rich who are going to be just fine, but then how do they age in their communities?"

Renting presents other difficulties for seniors seeking security in their sunset years. Pensioners are easily squeezed out of market rentals by rates that in most provinces increase at least annually -- sometimes more often -- while their incomes are fixed.

So-called "renovictions" may also see the fixed-income elderly put out in favour of younger, child-free tenants who can afford higher rents.

Other challenges for this group come from how we're designing buildings -- and even entire urban areas.

With apartments shrinking in size under pressure to reduce costs and densify neighbourhoods, they're also increasingly being designed for privacy. The problem for seniors, according to BC Non-Profit Housing Association executive director Tony Roy, is that privacy can also mean loneliness.

"We've created a lot of spaces for people that are private, but that's reduced their contact with other people," said Roy. "We're going to continue to see more and more isolation. It will have a huge health impact on seniors. The effect of isolation is a shorter lifespan, and it's costing us more in health costs for that person."

CITIES FOR WHOM?

Such designs reflect an even wider pre-occupation among urban planners and political leadership with attracting youth to cities.

"Children, and the planning for children, actually take a sizeable chunk of the planning document," said Yan. "Many, many of the amenities that we enjoy today," including the locations of schools and layout of urban parks, are "in part because of the vision about a city that has children."

Yet, paradoxically, for many young couples hoping to start families, living in the city core is too expensive, prompting migration to car-dependent, expensive-to-service suburbs.

Working families with moderate incomes feel the crunch particularly hard. Many in this group might reasonably hope to own a home of their own one day -- were down payments more accessible, financial mechanisms more flexible, or even the choices just a bit better understood.

"So many more people than one might think could own their home," said Jody Ciufu, executive director of the Ottawa-based Canadian Housing Renewal Association. "Often it's just a question of cash flow, financial literacy or even being educated

to know what questions to ask and where to look."

Meanwhile, seniors aren't the only ones who worry about the insecurity of anything but a home they own outright. As decades-old federal subsidies expire, even long-established co-operative housing projects face an uncertain near-term future.

The abysmal condition of homes in many reserve and remote First Nations communities have been widely reported. Less so the unmet housing needs of off-reserve indigenous people. These again cover a broad spectrum, from an epidemic of urban aboriginal youth homelessness, to a burgeoning class of educated, young indigenous counterparts seeking culturally appropriate housing.

Still other demographic clusters we'll get to know better are lesbian, gay, bisexual and trans youth; workers in overheated resource boomtowns; and people who have served time in the correctional system and are trying to reintegrate into society.

MORE THAN A ROOF AND FOUR WALLS

"Housing really is your foundation for a healthy, productive, and dignified life. It's very basic," Ciuffo asserts.

It is also under stress from coast to coast to coast, she adds. "You cannot go anywhere in this country where people aren't concerned about having adequate housing, and enough affordable housing. It's exacerbated in very hot markets and in the North, but across the country it affects everyone."

Yet few parliamentarians from any party have taken up the issue.

That disturbs B.C.'s Roy, who considers it "a failing of all of us" that housing becomes an election issue only during municipal and provincial campaigns. "But when we run into an election federally -- the body that built almost all the social housing in the country and still maintains the most responsibility for housing -- we as a public don't hold them to account."

"I don't think it's a partisan issue," Roy insists. "I'd like every political party to come forward with a plan to house those most

in need."

Over the months to come, we'll be putting faces, personal stories, and the policy background, on many of those needs.



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http

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COACH HOUSE HOW TO GUIDE

DISTRICT OF NORTH VANCOUVER



COACH HOUSE HOW TO GUIDE

TABLE OF CONTENTS

Introduction

What is a Coach House
Need for Coach Houses
Gradual Entry Approach
This How to Guide

1 Step by Step Approach

- Step 1 Site Eligibility
Cost Consideration
- Step 2 Pre Application Stage
- Step 3 Development Application and
Approval Process
- Step 4 Building Permit and Next Steps

2 Coach House Design and Development Criteria

Detailed Criteria

- 2.1 Location on Lot
- 2.2 Setbacks
- 2.3 Maximum Size
- 2.4 Maximum Building Coverage
- 2.5 Maximum Building Height
- 2.6 Roof Design
- 2.7 Parking and Driveways
- 2.8 Identity, Access and Privacy
- 2.9 Architectural Style
- 2.10 Green Building Design
- 2.11 Outdoor Space
- 2.12 Landscaping
- 2.13 Accessibility / Adaptability
- 2.14 Servicing
- 2.15 Waste and Recycling
- 2.16 Tenancy

3 Potential Coach House Siting Scenarios

4 Frequently Asked Questions

5 Important Contacts and Resources

COACH HOUSE

How to Guide

INTRODUCTION



What is a Coach House?

Coach houses are compact homes, usually built in the rear-yard of a single-family residential lot, that are smaller than the principal dwelling and incorporate sensitive design features that complement and enhance neighbourhood character. Sometimes called “laneway housing”, “backyard cottages”, “carriage homes” or “garden suites”, coach houses help to increase the diversity of rental housing choices in single family neighbourhoods. Within the District of North Vancouver context, coach houses are detached secondary suites that may not be sold separately from the main house or placed under strata title.

Need for Coach Houses

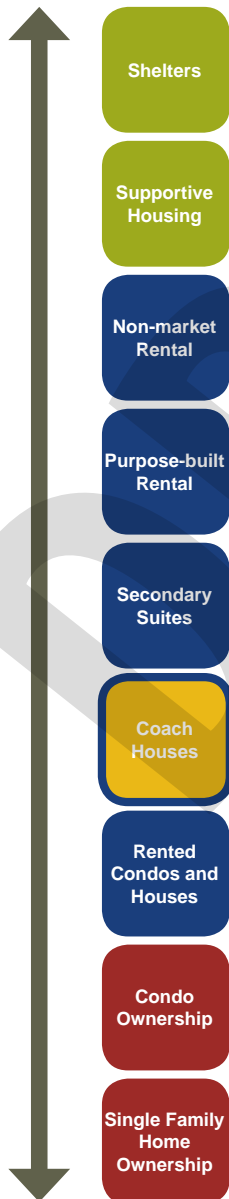
Coach housing benefits a diverse group of residents including seniors looking to downsize, inter-generational and extended families, young couples looking for a starter home, and renters looking for above-ground and liveable detached rental housing. While coach houses are not inexpensive to build, they can provide more affordable detached, ground-oriented housing options as well as provide a source of rental income. Coach houses form part of the spectrum of available housing choices and they encourage a diverse mix of ages and incomes that contribute to community health and vitality. Land use designations and housing policies in the District’s Official Community Plan encourage consideration of coach houses. At the same time, current market and other forces including low rental vacancy rates, high land values, large single family lots, and a growing population of seniors have sparked increased interest in this form of housing for some residents.

Gradual Entry Approach

The District is taking a controlled and gradual entry into coach house development. This approach enables the small scale introduction of coach houses within the District while providing an opportunity for monitoring, review and adjustment, as needed, after several years of implementation. Under this approach, coach house applicants need to: satisfy a number of site eligibility requirements and development criteria, engage with and gather feedback from adjacent neighbours, and obtain a development variance permit (DVP). District staff will process inquiries and review development applications while final approval of the DVP rests with District Council.



Potential role for Coach Houses as part of the range of housing choices and needs in the District



How to Guide Overview

This Coach House How to Guide offers homeowners, designers and builders step-by-step assistance with: assessing site eligibility and evaluating potential costs for coach house development; understanding the development permit application process; and applying the coach house development and design criteria to ensure best management practices in building design. This document is organized as follows:

1 Step by Step Approach

Step 1: Site Eligibility and Cost Considerations – Provides measures to self-assess lot eligibility for coach housing as well as potential costs involved in coach house development.

Step 2: The Pre-application Stage – Outlines informal, pre-application procedures to begin early conversations with staff and adjacent neighbours about potential coach house development.

Step 3: The Application and Approvals Process – Outlines the steps involved in the Development Variance Permit application process including neighbourhood notification.

Step 4: Building Permit and Next Steps – Refers to the building permit stage and next steps

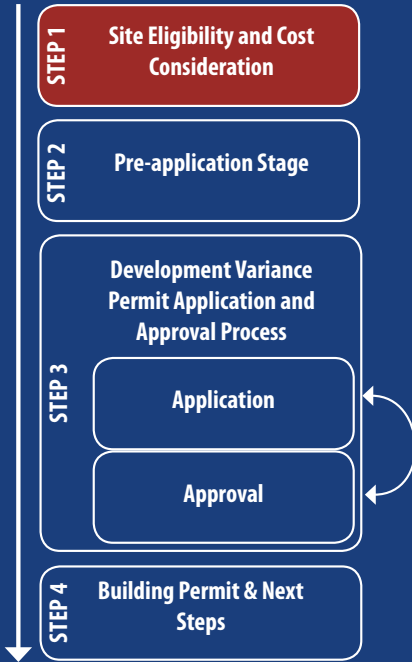
2 Coach House Development and Design Criteria – Provides an illustrated guide to detailed development and design criteria that must be integrated into coach house design.

3 Coach House Design/Siting Scenarios – Provides a sample of development scenarios that meet the coach house development criteria.

4 Frequently Asked Questions

5 Coach House Resources – Offers additional resources for designing and building coach houses, and relevant contacts.

1 STEP-BY-STEP APPROACH



STEP 1

Site Eligibility and Cost Consideration

Two key factors prospective applicants should consider before proceeding with a coach house project are site eligibility and cost.

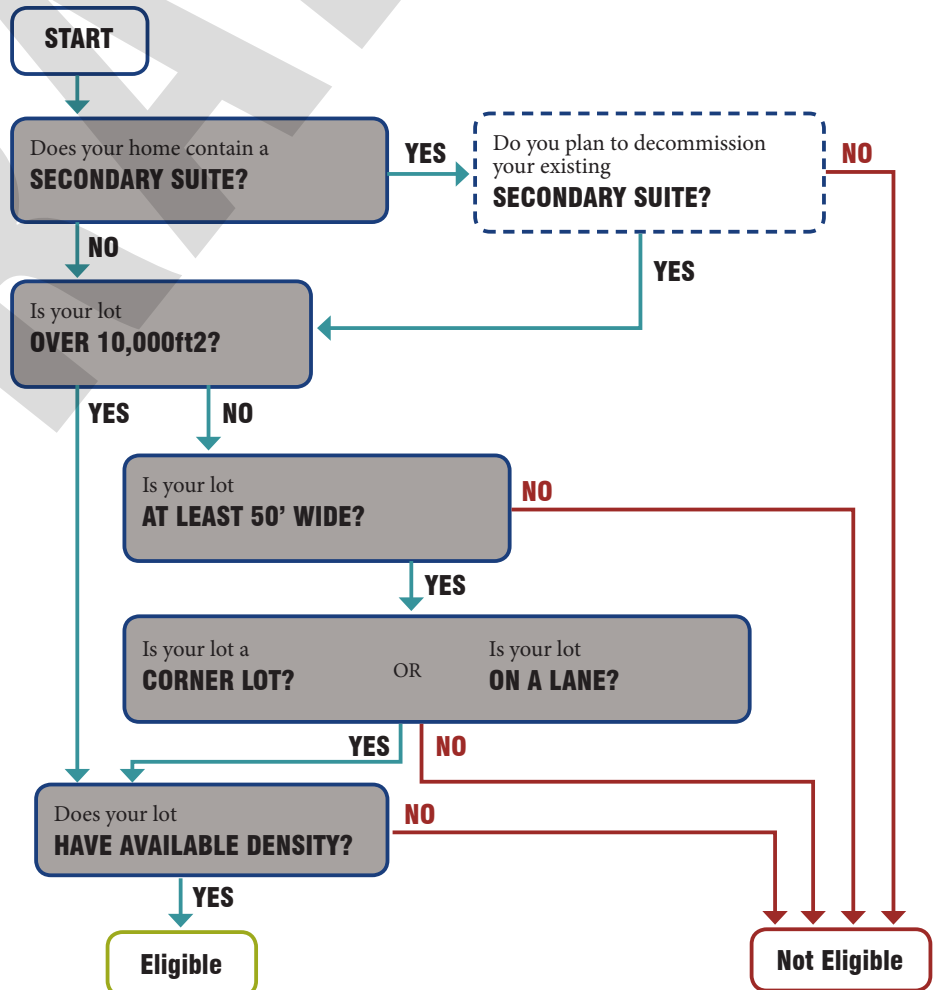
Site Eligibility

The “gradual entry approach” establishes minimum lot requirements in order to ensure there is adequate space on the lot for a coach house and parking without affecting the neighbouring properties.

To be eligible for a coach house, the lot must satisfy all the following property requirements:

- The lot size must be greater than 929m² (10,000 square feet) in size OR be a minimum of 15m (50 feet) in width provided that the lot:
 - has access to an open lane or
 - is a corner lot.
- There is available or unrealized density under the existing zoning to enable Coach House development, such that the combined density of the principal dwelling and the Coach House is not to exceed the maximum allowable density for that zone.
- There is no existing secondary suite attached, or detached from the principal dwelling.

Site eligibility requirements are outlined in the following diagram:





Cost Consideration

Development application fees, servicing and construction costs can drive up the cost of coach house development. Potential applicants need to be aware of the costs associated with coach house development up front before pursuing an application. For example, an application that involves multiple variances, a building permit and environmental permits, if necessary, can range from \$2,900 to \$3,200. Site servicing costs, which can include installing new connections to the water, sanitary, storm, hydro, and gas networks are estimated to range between \$12,000 and \$30,000 (or more) depending on upgrading requirements, location of existing services and connection points, soil conditions and topography. Typical cost of construction for coach houses, including both hard and soft costs of permits, building plans, landscaping and construction, can vary between \$250 and \$300 per square foot depending on the types of materials and the peculiarities of the property involved. The following chart demonstrates the typical costs involved in building a coach house:

Development Variance Permits	\$ 620 - \$905¹
Building Permit ²	\$ 2,270
Estimated Total District Fees and Charges	\$ 2,910 - \$ 3,175

Site Servicing Costs	
Water ³	\$ 5,400
Sanitary ⁴	\$ 1,945
Storm ⁵	Variable
Hydro ⁶	\$ 5,000 - 15,000
Gas ⁷	\$ 25 and up

Estimated Total Site Servicing Cost	\$ 12,370 - \$ 22,370 or more
--	--------------------------------------

Estimated Total Construction Cost	Construction Cost at \$ 250 - \$ 300 per sqft \$ 229,630 - \$ 268,030
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Estimated Total Cost (at maximum allowable size)	\$ 244,900 - \$ 293,300
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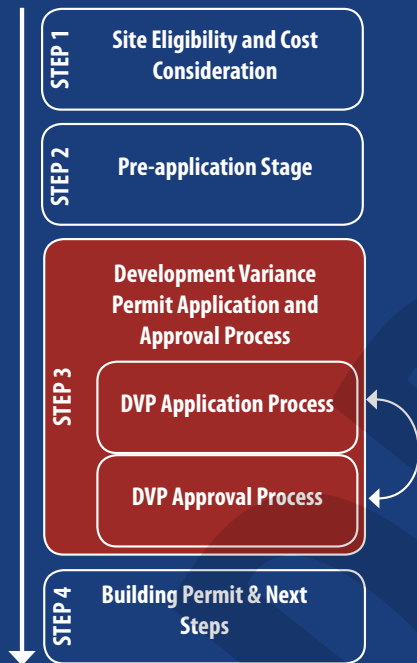
Notes:

1. Varies based on number of variances needed
2. May also include environmental permits
3. Varies depending on upgrading requirements
4. Varies based on existing services (includes \$ 273 inspection fee)
5. Varies based on existing services
6. Varies based on location and whether lines are underground
7. \$25 connection fee applies on streets that have an existing gas main and where the cost to connect is \$1,535 or less (Fortis BC charges only \$25 for the first \$1,535 in construction costs). Additional fees apply where connection costs exceed \$1,535, or on streets without gas mains.



STEP 2 Pre-application Stage

1. **Planning Counter Inquiry:** Applicants are advised to discuss their coach house proposal with a development planner in the Community Planning department.
2. **Consult with Adjacent Neighbours:** Applicants are advised to discuss their coach house proposal with adjacent neighbours to identify potential concerns regarding privacy, sunlight, etc.
3. **Building Plans:** Applicants must obtain a copy of the building plans for their main house so that available density can be determined. Confirmation of plans by a survey might be required and if plans are unavailable, a land surveyor must be contracted to produce new building plans.
4. **Coach House Development Criteria:** The coach house proposal must be designed according to the good neighbour development criteria outlined in the Coach House Design and Development Criteria section at the end of this document.
5. **Plan Review:** Prior to making a Development Variance Process application, an applicant must make an appointment to have the plans checked by a Plans Reviewer in the Building Department.



STEP 3 Development Variance Application Permit and Approval Process

Once an applicant has determined that their lot is eligible for a coach house, they can proceed with a Development Variance Permit (DVP) application. A DVP is required because it enables the secondary suite to be located within an accessory building. It also enables District staff to work with applicants to ensure the proposal fits well within its context, is sensitive to the neighbouring properties and provides an opportunity for neighbours to comment on coach house applications.

All coach house applications will be evaluated using zoning regulations of the single family zone in which that the property is located (see the District of North Vancouver Zoning Bylaw).

The DVP approval process for coach houses is outlined below. This process takes approximately 14 weeks to complete, although this may vary depending upon the complexity of the application and whether the applicant is required to supply additional information or make changes to the application.

DVP Application

1. **Applicant submits application** for a Development Variance Permit (DVP) (see Development Variance Permit Information Brochure for more details).
2. The Building Department **Plan Checker reviews the application** to confirm the extent of variances required. Variances may include increases to building coverage, maximum permitted accessory building size, and height. It is recommended that applicants avoid unnecessary variances and design coach houses as close to the accessory building regulations to minimize the number and size of variances.
3. Community Planning will send a **notice to adjacent residents** advising

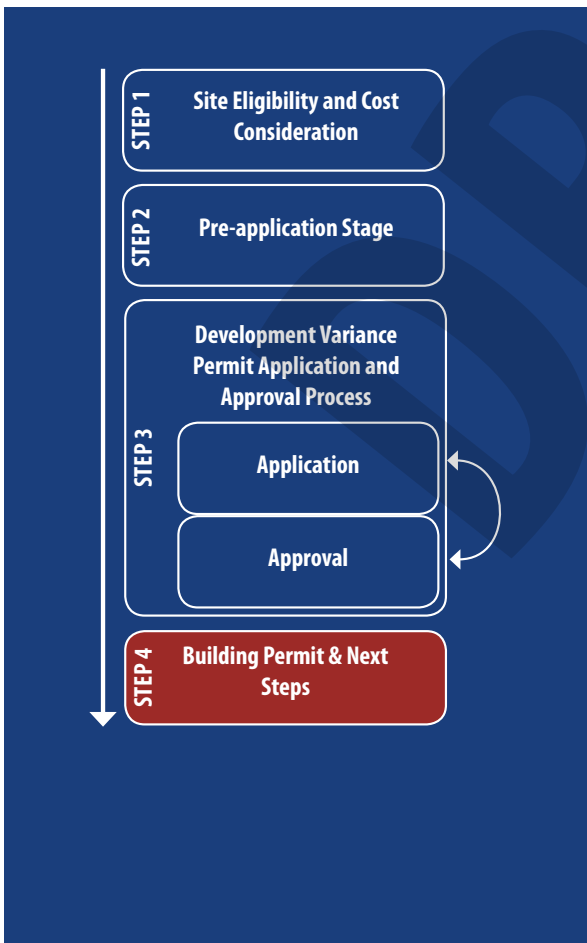


them that a development variance permit application for a coach house has been submitted. The same notice will be sent to the nearest Community Association for review and comment to the District within 14 days;

4. Applicant may be required to **revise the plans or provide additional information** to respond to staff or community concerns.
5. **A staff report to Council** is prepared by the Community Planning Department which outlines the coach house proposal and includes comments received from staff departments, neighbours, and the Community Association. The staff report also makes a recommendation on the application.
6. **Notices** are sent by the Clerk's Office **to the adjacent neighbours** and community associations advising them when Council will consider the development variance permit. The notice will include:
 - A copy of the staff report;
 - Reduced plans with required variances highlighted;
 - A brief description of how and when individuals can provide feedback.

Approval Process

Following notification and neighbour response, Council will consider both how the application complies with the Coach House Design and Development Criteria and how it addresses neighbourhood feedback. Council may approve the development variance permit, defer the item for further discussion or reject it.



STEP 4 Building Permit and Next Steps

Following issuance of a development variance permit, the applicant is required to obtain a building permit prior to commencement of construction. Applicants should be advised that compliance with the British Columbia Building Code 2012 is mandatory at the building permit stage. Engineering approval for site services will be required.



2 COACH HOUSE DESIGN AND DEVELOPMENT CRITERIA

Secondary suites are permitted in all single family residential neighbourhoods. Under certain conditions, as discussed in this guide, the location of the secondary suit may be varied to create a “coach house”. These variances are expected to take place on an incremental basis over many years. Development and design criteria in this How to Guide provide direction to respect and respond to the scale and character of neighbouring properties and the principal dwelling on the subject lot. They also provide a framework against which all coach house applications will be evaluated before issuance of a DVP.

Coach house general guiding principles:

- Provide a livable, above grade alternative form of rental housing in single family zones
- Be smaller than the principal dwelling
- Employ sensitive design features to respect neighbouring properties and to complement and enhance neighbourhood character
- Respect the natural environment and existing significant trees and landscape features
- Exhibit high quality design and green building practices that improve energy efficiency and reduce building-generated greenhouse gas emissions
- Enhance and improve the frontage to the adjacent laneway
- Provide sufficient useable onsite parking

Detailed Criteria

2.1 Location on the Lot

Coach house location is sensitive to site context, natural features on the property and existing development on adjacent properties.

- A. The coach house should generally be located in the rear yard except:

- on double fronting lots;
- to address unique site conditions including the size, shape, and slope of the lot;
- to address natural features such as significant trees, ecosystems and the District of North Vancouver Natural Hazard and Environmental Protection Development Permit Areas.

- The coach house should be sensitive to existing development on adjacent properties to minimize overlooking and shadowing.
- The coach house location should be directly accessible from a street or lane.

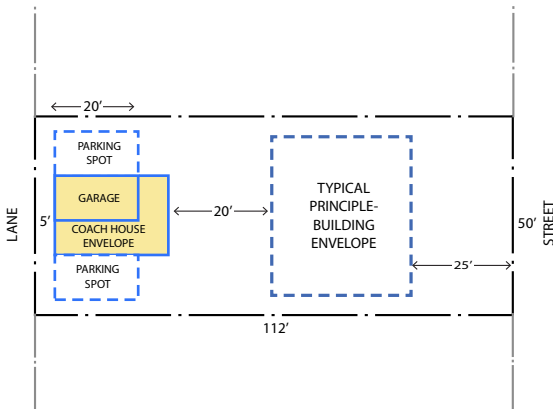


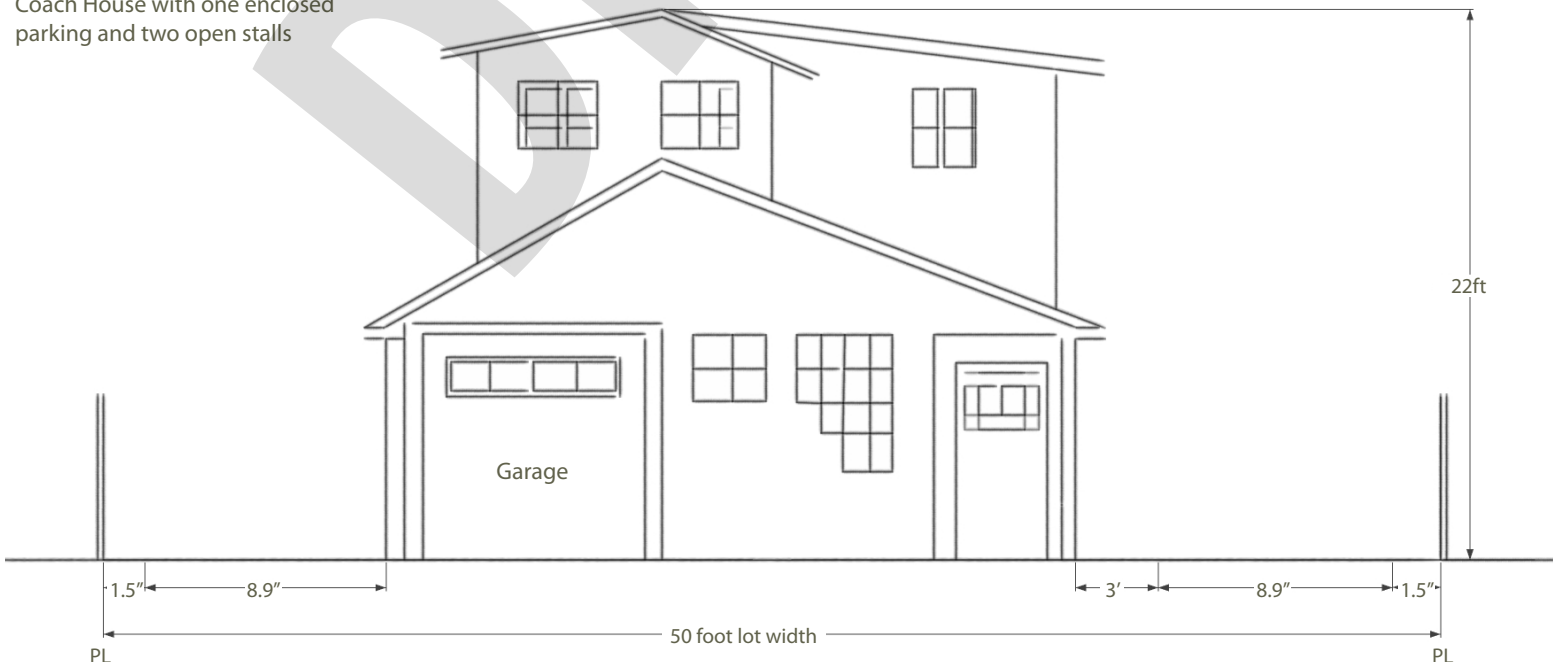
Fig. 2.0: Typical Coach house siting and setbacks ex. 50' x 120' lot with coach house in rear

2.2 Setbacks

Setbacks provide livability for coach house tenants, harmony with adjacent properties and the greater neighbourhood, and minimize the impact of new development (See Fig. 3.0).

- For one storey coach houses, there should be a minimum setback of 1.22m (4 ft.) between the coach house and the side lot lines and for two storey coach houses, there should be a minimum setback of 2.44m (8 ft.) between the coach and the side lot lines;
- There should be a minimum building separation of 6.07m (20 ft.) between the coach house and the principal house including porches and balconies;
- There must be a minimum setback of 1.52m (5 ft.) between the accessory coach house and the rear lot line;
- On corner lots, there should be a minimum setback of 3.05m (10 ft.) from the flanking street;
- For two storey coach houses, the upper storey building face fronting a lane or rear lot line should be set back minimum of 3.0m (10 ft.) from the rear property line;
- Bay windows of up to 0.46m (1.5 ft.) are allow to project into setback area, but can be no wider than 1.83m (6 ft.) in width.

Fig. 2.1: Example of a two-storey Coach House with one enclosed parking and two open stalls



2.3 Maximum Size

The maximum permitted coach house size ensures there is adequate living space for tenants and protects character of the neighbourhood.

- A. The coach house unit size is limited by the maximum floor space permitted in the Single-Family Residential Zone in which it is located less the amount of floor space of existing dwelling unit;
- B. The maximum floor space for a coach house, according to lot size, is:

Permitted Coach House Size

Lot Size	Max Coach house size
557.4 – 650.3m ² (6000 – 7000 sq. ft.)	68.37m ² + 21.56m ² garage (736 sq. ft. + 232 sq. ft. garage)
650.3 – 743.2m ² (7000 - 8000 sq. ft.)	80.64m ² + 21.56m ² garage (868 sq. ft. + 232 sq. ft. garage)
743.2m ² (8000 sq. ft.) and greater	90m ² + 21.56m ² garage (968 sq. ft. + 232 sq. ft. garage)

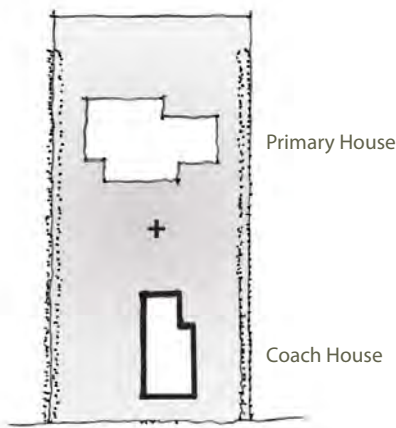


Fig. 2.2 Coach house position on lot

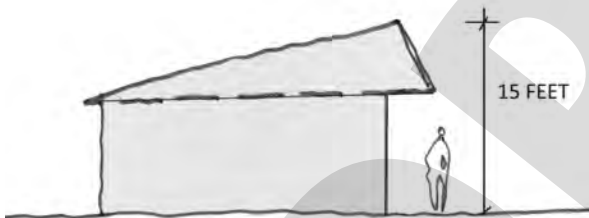


Fig. 2.3: 15 foot one storey coach house



Fig. 2.4: 22 foot two storey coach house

- C. In the case of rooms having ceilings greater than 3.66m (12 ft.) above the level of the floor below, that area above 3.66m (12 ft.) shall be counted as if it were an additional floor level for the purpose of determining the total floor area of a building to be included in the calculation of floor space ratio;
- D. Crawlspace under 1.22m (4 ft.) and areas under sloped ceilings up to 1.22m (4 ft.) in height are not counted as floor space;
- E. Porches and verandas of up to 4.6m² (50 sq. ft.) are not counted as floor space (additional floor space must be available within overall FSR of the property);
- F. Basements are not permitted.

2.4 Maximum Building Coverage

Maximum building coverage ensures that coach house designs maximize open space on the lot and reduce storm water runoff.

The total combined lot coverage for all buildings on the property should not exceed a maximum of 40%.

Note that the floor space ratio of the principal house and lot coverage may limit the potential size of the accessory coach house.

2.5 Maximum Building Height

The maximum height provision provides for living space on the second floor of the coach house building and minimizes overlooking of the adjacent properties.

- A. A one storey coach house should not exceed a maximum height of 4.57m (15 ft) measured from the building height base line to the topmost part of the building; (See fig. 2.3)
- B. A two storey coach house should not exceed a maximum height of 6.71m (22 ft.) measured from the building height base line to the topmost part of the building; (See fig. 2.4)
- C. The upper storey is limited to 60% of the total floor area beneath it (including garages and carports) (See fig. 2.5).

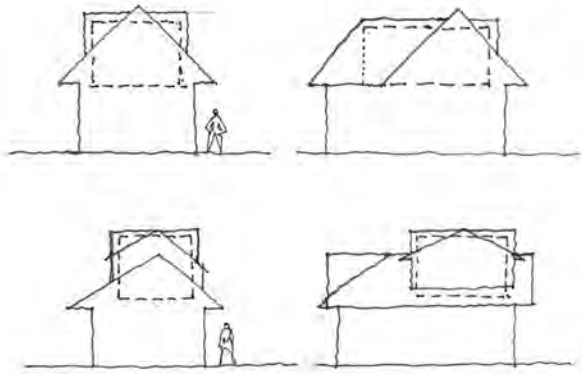


Fig. 2.5: Example of coach house with nested second floor

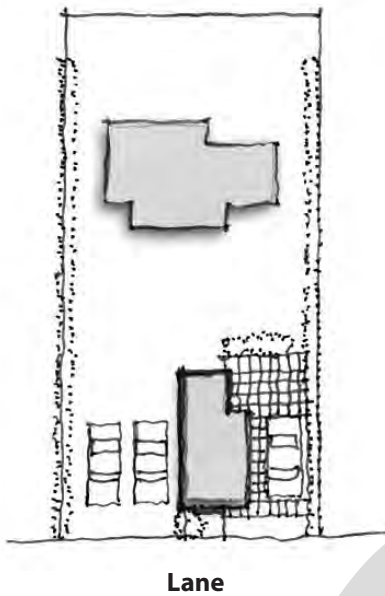


Fig. 2.6: Dedicated coach house parking separate from parking for principal dwelling

2.6 Roof Design

The roof design should diminish the apparent height and massing of the coach house, harmonize with the roof of principal dwelling and provide opportunities for natural light.

- A. Roof designs should be respectful and sympathetic to the roof of the principal dwelling on the lot;
- B. Floor space on the second storey (no more than 60% of the floor beneath it) should be contained within the massing of a sloped roof (see fig. 2.4);
- C. Flat roofs may require a lower height and should be designed to mitigate the appearance of a two storey building;
- D. Dormers and secondary roof components should be positioned and proportioned to remain secondary to the primary roof form (see fig. 2.5);
- E. Dormers on the upper storey should remain small in order to maintain building a roof proportions.

2.7 Parking and Driveways

Parking and driveway provisions ensure there is adequate and useable onsite parking and minimize storm water runoff.

Required Parking stalls

- A. Three onsite parking spaces are required (two for the principal dwelling and one for the exclusive use of the coach house unit) and are encouraged in open stalls and in a non-tandem configuration;
- B. A maximum of one enclosed stall in the coach house building is permitted up to a maximum size of 21.6m² (232 sq. ft.).

Parking Access and Location

- A. Parking must be provided in the rear yard of the lot with direct access from an open lane, where one exists (See fig. 2.6) (Streets and Traffic Bylaw);
- B. Where there is no lane, parking access from the street must be via a shared driveway with the principle dwelling;
- C. Where the lot is on a corner and is not served by a lane, direct vehicle access should be by a driveway from the lowest classification of street;
- D. A 0.46m (1.5 ft) landscaped setback is typically required adjacent the side

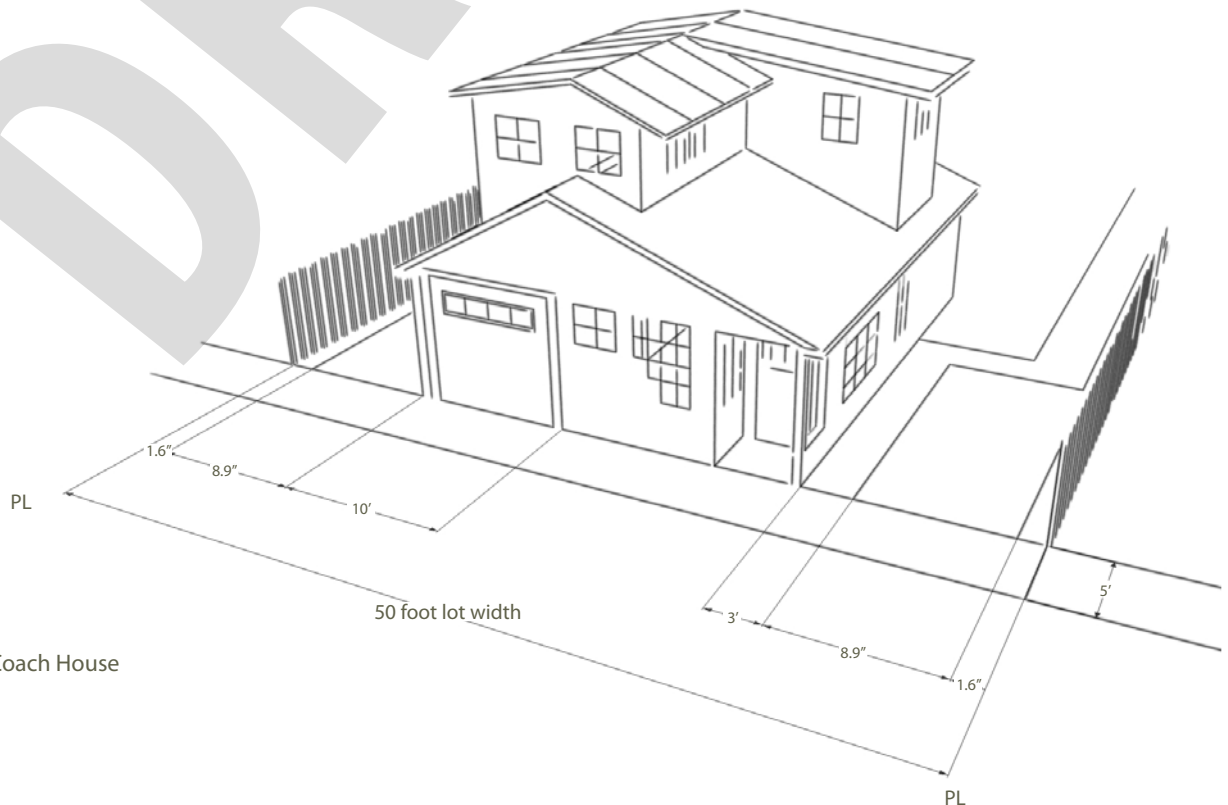


Fig. 2.7: Example of a two Story Coach House

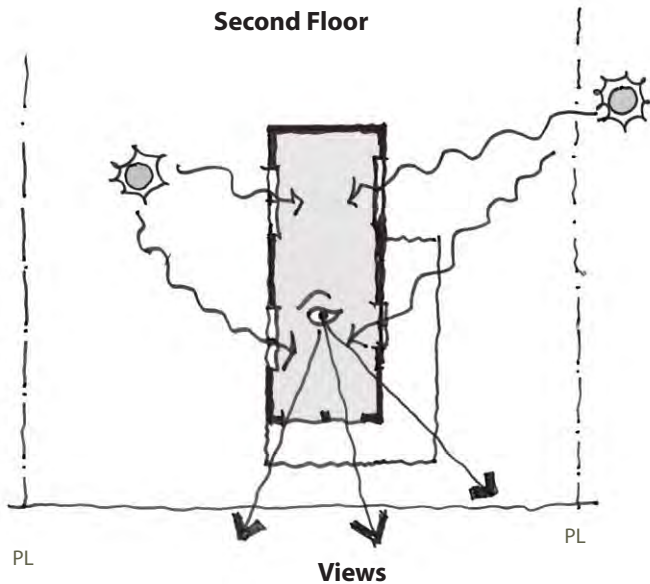


Fig. 2.8: Second floor views to lane and solar exposure

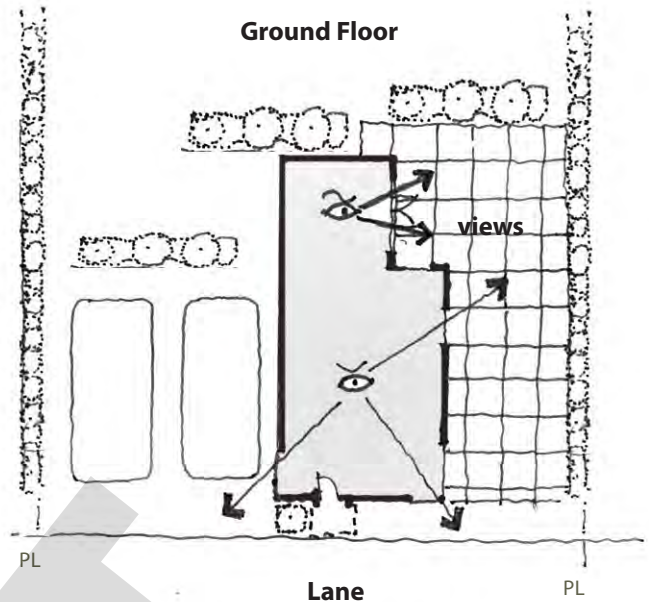


Fig. 2.9: First floor views to private space

property line for unenclosed parking spaces. Non-invasive species of ground cover or grass should be considered.

2.8 Identity, Access and Privacy

To create a relationship to the street and to maximize surveillance of the public realm, the coach house should have good visibility and be easily accessible from a street or lane.

- A. The primary entrance should be oriented to a street or lane whenever possible and provide a generous amount of window openings to encourage a visual connection between the coach house unit and the street (see fig. 2.10);
- B. All entrances should be designed to provide weather protection and can include such features as recessed entries, front porches and verandas (see fig. 2.12);
- C. Secondary entrances should not be dominant, but should be easily accessible and convenient to access via adjacent parking areas;
- D. A minimum 1.0 metre (3.28 feet) clear pathway for emergency access must be provided from the sidewalk or roadway located at the front of the property and the rear lane, where they exist to the front door of the coach house.

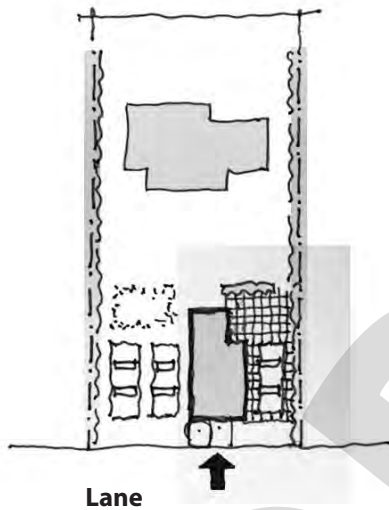


Fig. 2.10: Primary entrances oriented to street / lane



Fig. 2.11: Views and Solar exposure

To minimize overlooking and to protect the privacy of the coach house tenants, the size and placement of windows should be sensitive to adjacent neighbours and topography.

- A. The coach house orientation, and sizing and placement of windows should be sensitive to adjacent properties and topography (see fig. 2.9);
- B. Upper level windows facing side-yards and gardens should be limited to and/or designed to increase privacy and reduce overlook of neighbouring properties. The use of skylights, clerestory windows, or obscured glazing should also be considered (see fig. 2.8).

2.9 Architectural style

The design of the coach house should be respectful of and complementary in quality and character of detail to the principal dwelling.

2.10 Green Building Features

To foster the conservation and efficient use of energy and to reduce building-generated greenhouse gas emissions, coach house designs are encouraged



Fig. 2.12: Outdoor private space



to incorporate green building features as outlined in the District of North Vancouver's Green Building Policy.

2.11 Outdoor Space

This provision aims to ensure adequate usable outdoor living space for coach house tenants.

- A. Usable private outdoor space that is separate and distinct from the principal dwelling should be provided at grade to allow for outdoor seating. The minimum dimensions should be 1.8 m x 2.5 m with a minimum area of 4.5 m² (48 sq. ft.);
- B. Balconies and decks on the second floor will only be considered where the impact to adjacent properties is minimized.

2.12 Landscaping

Coach house landscape design should consider retaining mature vegetation and include new landscaping to maximize privacy, protect ecosystems, and reduce storm water run-off.

- A. Existing significant trees, vegetation and natural features should be protected and incorporated into the coach house development through innovative design and siting in accordance with District's Development Permit Areas and other environmental regulations;
- B. Landscaping is encouraged along the rear lot line facing the lane;
- C. Outdoor living areas should be defined and screened for privacy with hard and soft landscaping, architectural elements such as trellises and, where appropriate, changes in grade;
- D. External mechanical equipment and utility meters should be located on a side or back wall of the coach house, and any visual or noise impacts on adjacent properties should be avoided where possible.

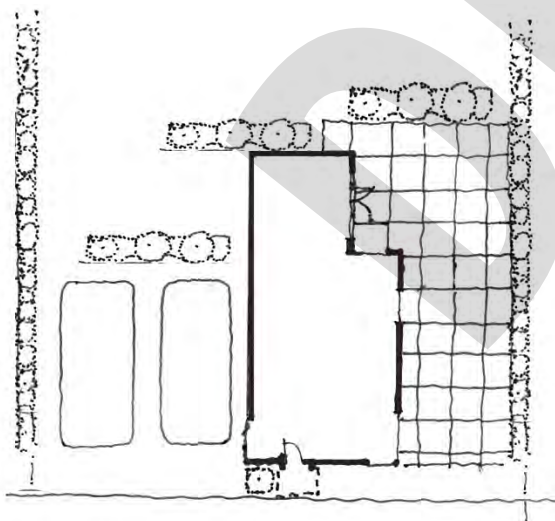


Fig. 3.13: Landscaping maximizes privacy

Designs for driveways, patios and parking stalls should minimize storm water run-off through the use of permeable paving materials that enable rainwater runoff to infiltrate into the ground. Rainwater runoff from roofs and other hard surface areas should be retained in rain gardens, bio-swales, or rock pits to facilitate natural rainwater filtration.



2.13 Accessibility/Adaptability

One storey coach house units are encouraged to follow the District of North Vancouver's Adaptable Design Guidelines to provide flexibility to enable aging in place and to make units more adaptable to the current and/or future needs of residents.

2.14 Servicing

Servicing and off-site improvements will be determined through the District of North Vancouver Development Servicing Bylaw No. 7388, 2005, the District of North Vancouver Waterworks Regulation Bylaw No. 2279, 1958, and the District of North Vancouver Sewer Bylaw No. 6656.

- A. Only one connection for sanitary, storm and water services will be permitted per lot;
- B. A water meter may be required;
- C. A new sanitary and storm inspection chamber is required on the property if one does not already exist;
- D. Site conditions may require additional works to conform to the District of North Vancouver Development Servicing Bylaw No. 7388, 2005;
- E. Off-site improvements might be required.

2.15 Waste and Recycling

- A. All garbage and recycling cans should be screened and secured within an enclosed and wildlife resistant structure;
- B. Garbage and recycling cans may be integrated into the design of the coach house building with no internal access up to maximum of 2.3m² (25 sq. ft.) and will not be counted towards floor space (additional floor space must be available within overall FSR of the property);
- C. A single location per lot for the pickup of garbage and recycling cans for principal house and coach house should be designated.

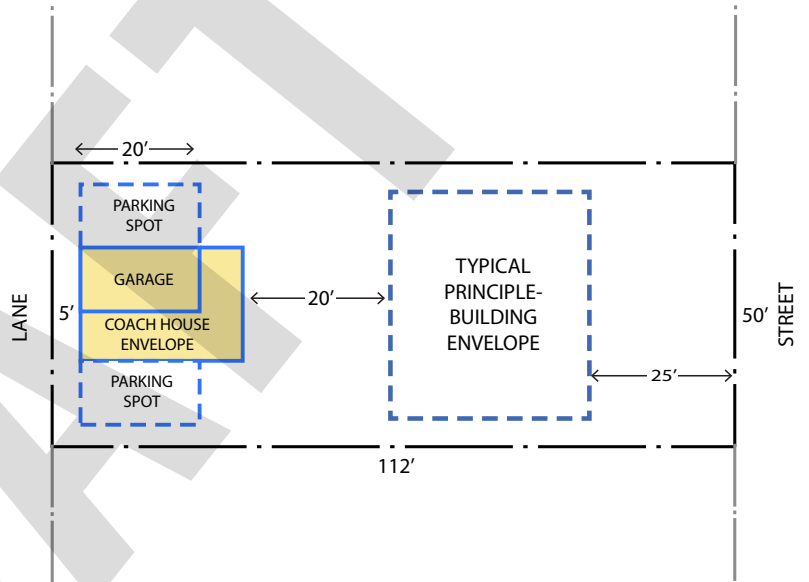
2.16 Tenancy

- A. The registered owner of the lot must occupy, as his/her principal place of residence, either the principal dwelling unit or the coach house unit;
- B. The coach house cannot be strata-titled.

3 POTENTIAL COACH HOUSE SITING SCENARIOS

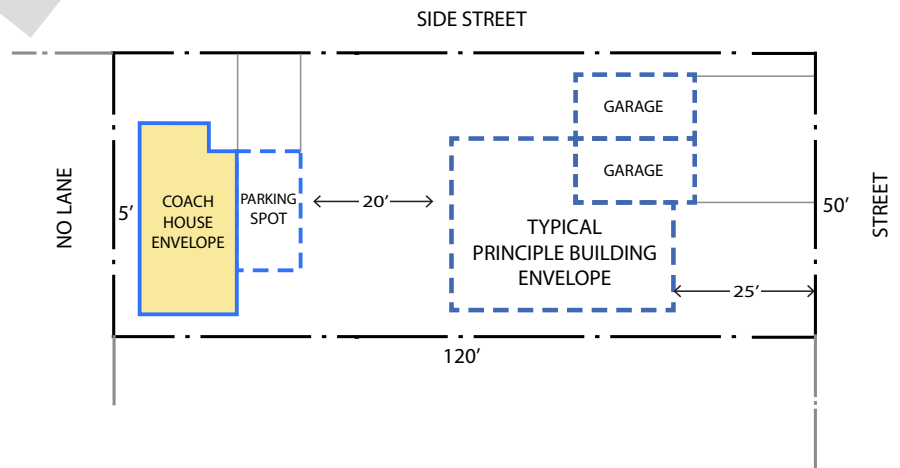
50' x 112' Lot

- access from lane
- two open parking stalls
- one enclosed parking stall
- open stalls straddle CH



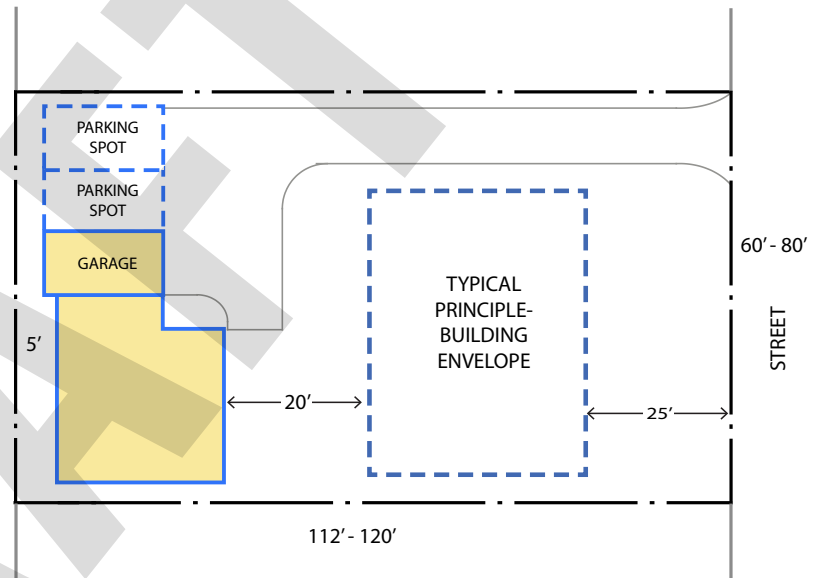
50' x 120' Lot

- two enclosed parking stalls in garage attached to principal dwelling unit
- one open parking stall with access from flanking street



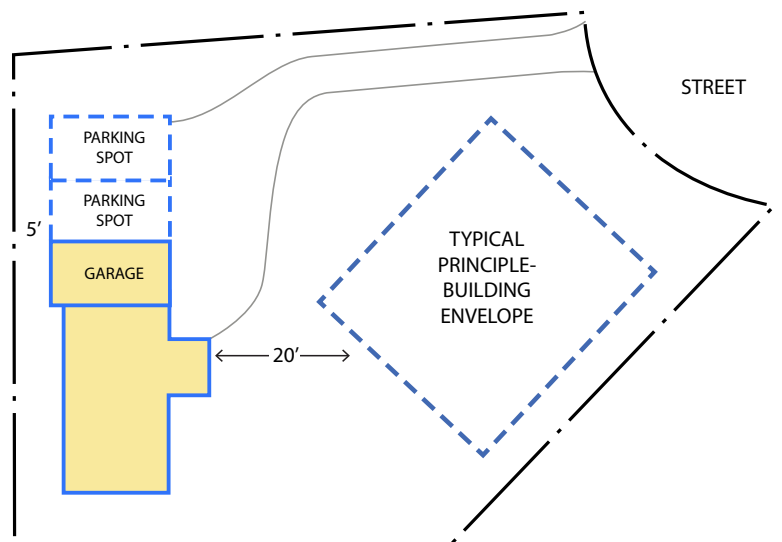
Large Lot - No Lane

- access from street at front of the lot via shared driveway
- one enclosed parking spot in CH
- two open stalls in rear of yard



Large Lot / No Lane/ Cul-de-sac Entrance

- access from street at front of the lot via shared driveway
- one enclosed parking spot in CH
- two open stalls in rear of yard



4

FREQUENTLY ASKED QUESTIONS

- 1. Can a secondary suite and a Coach House exist on the same property?** No. A property owner will have the option of either a secondary suite OR a Coach House, but not both.
- 2. Can the Coach House be sold as a separate strata lot?** No. Coach Houses are intended to be rental housing and may not be stratified.
- 3. Can both the principal dwelling and the Coach House be rented?** No. The property owner must live in either the principal dwelling or the Coach House.
- 4. What opportunity will there be for neighbours to provide feedback on a Coach House proposal?** As part of the District's development variance permit, neighbours will be notified of the proposal and provided an opportunity to submit comments on the Coach House application. This input will be considered by Council in deciding whether to approve or deny the application. Applicants are also encouraged to notify their neighbours and address any issues raised early in the development application process.
- 5. How will parking and traffic be managed to avoid neighbourhood impacts?** Each Coach House application will be required to provide one additional on-site parking space for use by Coach House residents. Under the proposed approach, the District anticipates a very small number of Coach House applications (approximately between 5 and 25 per year), and as such no noticeable increase in neighbourhood traffic is expected.
- 6. How will Coach Houses be designed to respect the privacy of adjacent lots?** Respecting privacy is an important design element that any Coach House application will be required to address. The District will outline specific criteria in a How-to Guide to ensure that all new Coach House proposals are sensitively designed to fit appropriately into their context and to avoid issues of overlook. For this reason, the District is proposing a maximum height of 22 ft for a 1.5-storey Coach House. Careful placement of windows and landscaping will also be reviewed. Applicants must also consult with neighbours on Coach House proposals and community feedback is considered as part of Council's decision-making.
- 7. How will Coach Houses fit within the character of my neighbourhood?** Low numbers of Coach House applications are anticipated and should result in little noticeable change in single family neighbourhoods. In some cases Coach Houses will offer an attractive alternative to building a very large single family home that may be out of character with surrounding homes. Detailed design criteria and neighbourhood consultation will guide Coach House design to maintain or enhance neighbourhood character.
- 8. Can a property owner convert their detached garage into a Coach House if it has access to a lane?** Converting an existing parking structure into a Coach House without District approval is considered illegal. Consideration of this conversion would need to be through the development approvals process to ensure that the lot has available density, parking and meets setback and other design and building criteria.
- 9. Does having a Coach Houses affect property taxes?** The British Columbia Assessment Authority is responsible for determining the value of your property for tax purposes. Property taxes are divided into two parts – the value of the land and the value of the improvements. Coach Houses increase the value of the improvements on the property and therefore may result in an increase in taxes for this part of the assessment.

5 IMPORTANT CONTACTS AND RESOURCES

6.1 Contacts

Planning Enquiries OCP, subdivisions, rezoning, variances, etc.	604-990-2387
Permits Enquiry Line Building permits, plumbing, electrical, gas permits, comfort letters, secondary suites, etc.	604-990-2480
Plans Review and Enquiries Plans submissions by appointment only. Enquiries on zoning, setbacks and other related questions during the day only.	604-990-2480
Engineering Service Request	604-990-2450
Tree Permits	604-990-2311
BC Hydro To apply for electrical service for your coach house contact BC Hydro:	1-877-520-1355
Fortis	1-800-474-6886

6.2 DNV Resources

Development Variance Permit Information Brochure

www.dnv.org/upload/pcdocsdocuments/vk9301!.pdf

The District of North Vancouver Zoning Bylaw 1965, Bylaw 3210

www.dnv.org/upload/documents/bylaws/3210.pdf

District of North Vancouver Development Servicing Bylaw No. 7388, 2005

www.dnv.org/upload/documents/bylaws/7388-2.pdf

District of North Vancouver Waterworks Regulation Bylaw No. 2279, 1958

www.dnv.org/upload/documents/bylaws/2279.pdf

District of North Vancouver Sewer Bylaw No. 6656

www.dnv.org/upload/documents/bylaws/6656-2.pdf

District of North Vancouver's Green Building Policy

www.dnv.org/article.asp?a=5222&c=1022

District of North Vancouver's Adaptable Design Guidelines

www.dnv.org/upload/pcdocsdocuments/6y3@01!.pdf

6.3 Professional Organizations

GREATER VANCOUVER HOME BUILDERS' ASSOCIATION

<http://www.gvhba.org>

ASSOCIATION OF BRITISH COLUMBIA CERTIFIED LAND SURVEYORS

<http://www.abcls.ca>

ARCHITECTURAL INSTITUTE OF BRITISH COLUMBIA

http://www.aibc.ca/pub_resources/aibc_outreach/ask_arch_faq.html

BC SOCIETY OF LANDSCAPE ARCHITECTS

<http://www.bcsla.org/consulting/roster.asp>

INTERNATIONAL SOCIETY OF ARBORICULTURE

<http://www.isa-arbor.com/home.aspx>



District of North Vancouver
355 West Queens Road
North Vancouver
V7N 4N5



Economic Insights

**How's Life in the City? Life Satisfaction
Across Census Metropolitan Areas
and Economic Regions in Canada**

by Chaohui Lu, Grant Schellenberg, Feng Hou
and John F. Helliwell

Release date: April 20, 2015



Statistics
Canada Statistique
Canada

Canada

<http://www.statcan.gc.ca/pub/11-626-x/11-626-x2015046-eng.pdf>

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You can also contact us by

email at infostats@statcan.gc.ca

telephone, from Monday to Friday, 8:30 a.m. to 4:30 p.m., at the following toll-free numbers:

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- . not available for any reference period
- .. not available for a specific reference period
- ... not applicable
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- 0^s value rounded to 0 (zero) where there is a meaningful distinction between true zero and the value that was rounded
- ^P preliminary
- ^r revised
- X suppressed to meet the confidentiality requirements of the *Statistics Act*
- ^E use with caution
- F too unreliable to be published
- * significantly different from reference category ($p < 0.05$)

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How's Life in the City? Life Satisfaction Across Census Metropolitan Areas and Economic Regions in Canada

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This *Economic Insights* article provides an overview of the life satisfaction expressed by individuals in census metropolitan areas and economic regions across Canada. The results are based on data from the Canadian Community Health Survey and the General Social Survey. The extent to which specific economic and social factors explain variations in life satisfaction across communities and regions is beyond the scope of this article.

Introduction

There is now international support for the measurement of subjective well-being. This includes the adoption of a United Nations resolution in 2011, the establishment of March 20 as International Day of Happiness in 2012, and the release, in 2013, of a set of OECD guidelines (OECD 2013) on the measurement of subjective well-being prepared for the use of national statistical offices. Thirty years ago, Canada was almost alone in collecting survey data on life satisfaction. As of 2014, all but three OECD countries collect some form of life evaluation, with most starting since the release of the OECD guidelines. Since 2005, the Gallup World Poll has been surveying subjective well-being in most countries around the world, thus enabling the preparation of three World Happiness Reports (Helliwell, Layard and Sachs 2015) since 2012. These compare and explain international differences in life evaluations and other measures of subjective well-being.

Among its recommendations for the measurement of subjective well-being, the OECD views life evaluation as the most important and advocates a life satisfaction question as the primary measure, with responses being given on a scale of 0 to 10. For the past several years Statistics Canada has been asking precisely this question on the Canadian Community Health Survey (CCHS) and the General Social Survey (GSS). Together, annual data from these surveys now provide almost 340,000 individual responses—enough to permit, for the first time, the preparation of comparable community-level measures of life satisfaction for 33 census metropolitan areas (CMAs) and 58 economic regions (ERs) across the country.

This article highlights these data by providing an overview of the life satisfaction expressed by individuals in CMAs and ERs across Canada. The article first presents life satisfaction

scores across CMAs and ERs on an unadjusted basis; that is, without taking into account the socio-economic characteristics of individuals in those areas. Individual-level socio-economic characteristics are subsequently taken into account, reducing variations in life satisfaction across CMAs only slightly. The extent to which specific economic and social factors explain variations in life satisfaction across communities and regions is beyond the scope of this article. The main objectives here are to document the magnitude of those differences and richness of Statistics Canada data now available to explore them further.

Data

Data for this study are taken from the five cycles of the GSS fielded from 2009 to 2013 and the four cycles of the CCHS fielded from 2009 to 2012 inclusive. CCHS and GSS respondents were asked:¹

Using a scale of 0 to 10, where 0 means “Very dissatisfied” and 10 means “Very satisfied”, how do you feel about your life as a whole right now?

Earlier analysis (Bonikowska et al. 2014) shows that survey respondents are able and willing to answer the question,² that their responses are not influenced by the day of the week or month in which they completed the survey, and that aggregating CCHS and GSS data into a ‘pooled’ sample is a viable way of obtaining enough responses to produce robust estimates of life satisfaction for smaller geographies or population subgroups (Frank, Hou, and Schellenberg 2014; Hou 2014).

This study is based on a pooled sample of almost 340,000 survey respondents aged 15 or older who reside in one of the 10 provinces. A respondent’s place of residence is identified as

1. The 2009 and 2010 GSS used a response scale ranging from 1 to 10 rather than 0 to 10, and the question on the 2011 GSS did not include the words “right now”. Detailed analysis of these differences show they do not affect the comparability of life satisfaction responses across surveys (see Bonikowska et al. 2014).
2. Rates of item non-response, at 2% to 3%, are comparable to those on other standard socio-economic variables.



either one of Canada's 33 CMAs³ or, for those residing outside of a CMA, as their ER of residence.⁴ In the smaller CMAs of Guelph, Peterborough and Brantford, sample sizes range from about 1,400 to 1,700, while in Abbotsford–Mission, Kelowna, Trois-Rivières, Greater Sudbury, Barrie and Saguenay sample sizes range from about 1,800 to 2,000. All other CMAs have samples of at least 2,000 respondents.⁵ Similarly, all of the 58 ERs used for the analysis have samples of at least 1,000.⁶ The depth of this sample is evident when one considers that the national annual samples for most countries in the Gallup World Poll are approximately 1,000.

Life satisfaction across census metropolitan areas and economic regions

Average life satisfaction from 2009 to 2013 across Canada's 33 CMAs is shown in Chart 1. It ranges from about 7.8 (on a scale with a maximum value of 10) in Vancouver, Toronto,

and Windsor, to around 8.2 in St. John's, Trois-Rivières and Saguenay. Overall, average life satisfaction varies by 0.44 points across CMAs. This does not take into account any differences in individual-level or community-level characteristics.

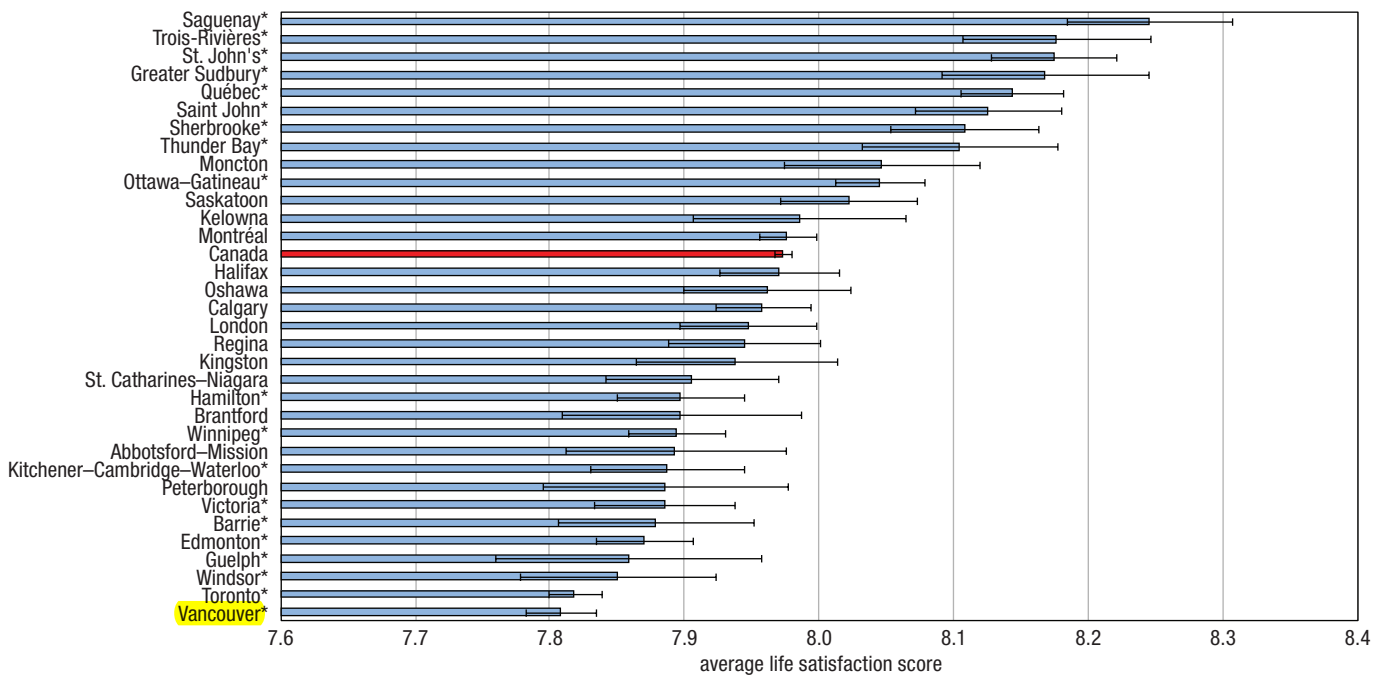
An alternative way to view life satisfaction across CMAs is to identify the shares of residents who place themselves towards the top or bottom of the 10-point scale. There are no thresholds over or under which individuals are deemed to be satisfied or dissatisfied; so any such distinction is arbitrary. For illustrative purposes, the shares scoring 9 or 10, or 6 or less, are shown in Charts 2 and 3.

Across CMAs, there is a difference of almost 11 percentage points in the shares of individuals rating their life satisfaction as 9 or 10. The shares are largest in Greater Sudbury, Thunder Bay, St. John's, Saint John and Saguenay, at 42% to 45%, and smallest in Vancouver, Toronto, Barrie and Edmonton at 34% to 35%. If the analysis is broadened to include individuals rating

Chart 1

Average life satisfaction across census metropolitan areas, 2009 to 2013

CMAs and Canada



* The census metropolitan area (CMA) average is significantly different from the Canadian average ($p < 0.05$)

Note: The horizontal error lines overlaid on the bars indicate the 95% confidence intervals (CIs). CIs indicate the degree of variability in the estimate and enable more valid comparisons of differences between estimates.

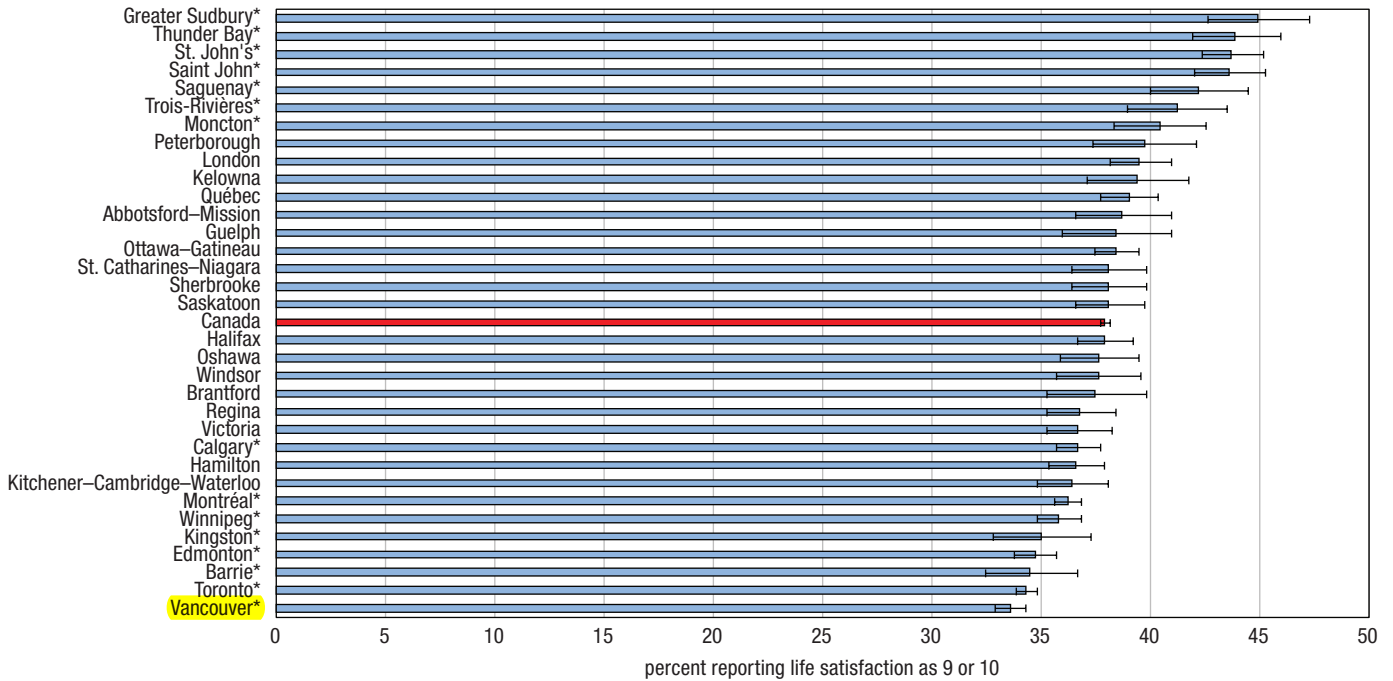
Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.

- Survey respondents in the CMAs of Saint John, Sherbrooke, Toronto, Calgary and Edmonton were combined with the 'residual' respondents who lived outside of those CMAs but within the same economic region (ER). This added 938 ER respondents to the 2,697 respondents in Saint John, 907 ER respondents to the 2,178 respondents in Sherbrooke, 258 ER respondents to the 29,773 respondents in Toronto, 700 ER respondents to the 8,348 respondents in Calgary, and 482 ER respondents to the 8,531 respondents in Edmonton. This approach increased average life satisfaction in Saint John and Edmonton by 0.011 and changed average life satisfaction by 0.004 or less in Sherbrooke, Toronto and Calgary.
- An ER is a grouping of complete census divisions (with one exception in Ontario) created as a standard geographic unit for analysis of regional economic activity. ERs may be economic, administrative or development regions. Within the province of Quebec, economic regions are designated by law ("*les régions administratives*"). In all other provinces, ERs are created by agreement between Statistics Canada and the provinces concerned.
- The samples for Toronto, Montréal and Vancouver are approximately 30,000, 22,400 and 17,000 respectively.
- In instances where the number of respondents in an ER was less than 1,000, adjacent ERs were combined to yield a sample size above this threshold. The following ERs were combined for this reason: in Newfoundland and Labrador: Avalon Peninsula and South Coast–Burin Peninsula; in Quebec: Laurentides and Outaouais; Capitale-Nationale and Mauricie; in Manitoba: South Central and North Central; in Saskatchewan: Prince Albert and Northern; and in British Columbia: North Coast and Nechako.

How's Life in the City? Life Satisfaction Across Census Metropolitan Areas and Economic Regions in Canada

Chart 2
Percent of individuals rating their life satisfaction as 9 or 10, by census metropolitan area, 2009 to 2013

CMA and Canada



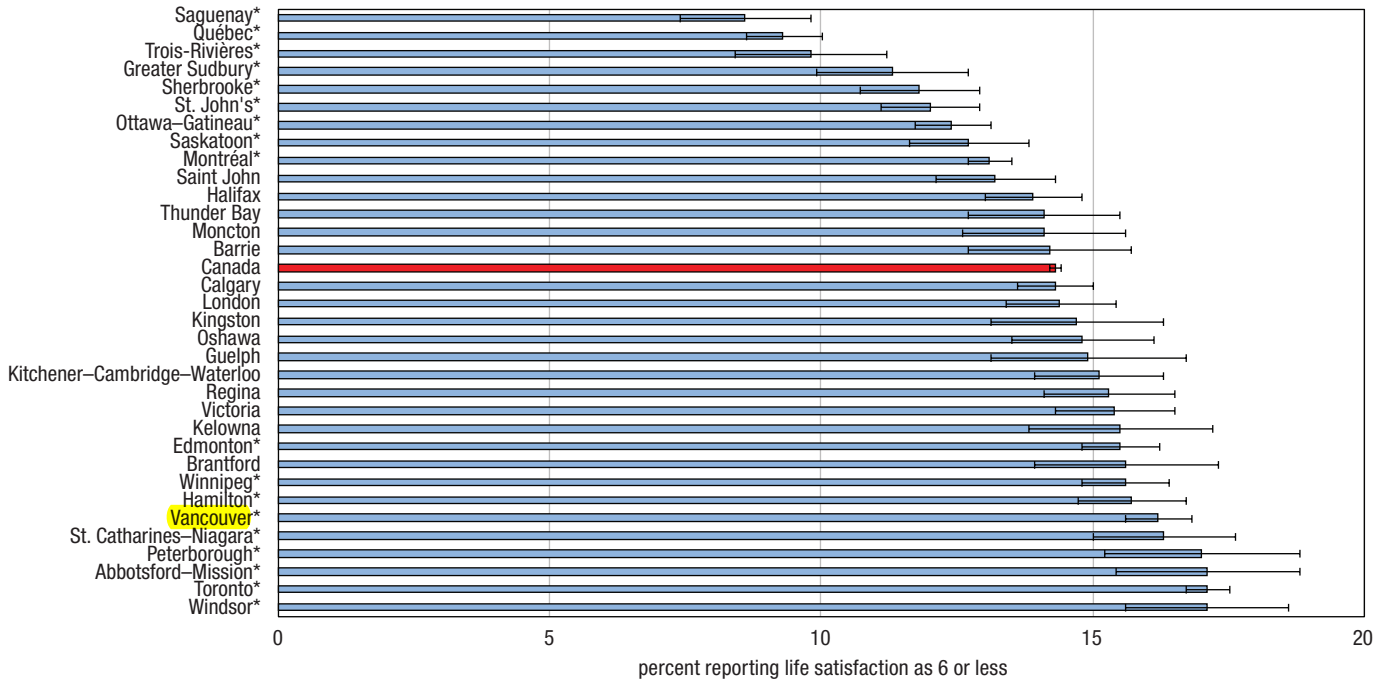
* The census metropolitan area (CMA) average is significantly different from the Canadian average ($p < 0.05$)

Note: The horizontal error lines overlaid on the bars indicate the 95% confidence intervals (CIs). CIs indicate the degree of variability in the estimate and enable more valid comparisons of differences between estimates.

Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.

Chart 3
Percent of individuals rating their life satisfaction as 6 or less, by census metropolitan area, 2009 to 2013

CMA and Canada



* The census metropolitan area (CMA) average is significantly different from the Canadian average ($p < 0.05$)

Note: The horizontal error lines overlaid on the bars indicate the 95% confidence intervals (CIs). CIs indicate the degree of variability in the estimate and enable more valid comparisons of differences between estimates.

Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.



their life satisfaction as 8 or above (Appendix Table 1), there is a range of almost 14 percentage points across CMAs, with most of the same CMAs located at the top and bottom of the rankings when a threshold of 8 or above, or 9 or above, is used.

At the other end of the scale, there is a 9-percentage-point difference in the shares of CMA residents rating their life satisfaction as 6 or less. This proportion is smallest in Saguenay, Québec and Trois-Rivières, at less than 10%, and largest in Windsor, Toronto, Abbotsford–Mission, and Peterborough, at about 17%.⁷

A similar range is evident across the 58 ERs considered (Chart 4). Average life satisfaction ranges from about 7.8 to 8.0 in the British Columbia ERs of Northeast, Cariboo, and North Coast and Nechako, the Alberta ER of Red Deer, the Saskatchewan ERs of Prince Albert and Northern, the Manitoba ER of North, and the Nova Scotia ER of Annapolis Valley. At the high end, average life satisfaction is about 8.3 to 8.4 in several ERs in Newfoundland and Labrador and Quebec. Overall, average life satisfaction varies by 0.56 across ERs, again without taking into account any differences in individual-level or community characteristics.

Across ERs, there is a 14-percentage-point range in the shares of residents rating their life satisfaction as 9 or 10 (from 36% to 50%), and a similar range in the shares rating their life satisfaction as 8, 9 or 10 (from 67% to 81%) (Appendix Table 1). Conversely, there is a range of about 9 percentage points in the shares rating their life satisfaction as 6 or less (from 7% to 16%).

Within the research literature it has been shown that differences in life satisfaction across communities within the same country are far smaller than differences across countries and global regions. This is because the supports for high quality of life vary much less within countries than across countries. Hence, it is not surprising that the typical difference across CMAs and ERs in Canada is only one-tenth as large as the typical difference across the 150 countries covered by the Gallup World Poll.⁸ Nonetheless, the range of about 0.59 in average life satisfaction across CMAs and ERs is similar in magnitude to that observed between individuals who are married and divorced or separated (more on this below). Variations in the percentages of individuals at the lower and higher ends of the life scale are also considerable across CMAs and ERs, at about 10 to 17 percentage points. This raises questions about what accounts for these differences.

Taking individual-level characteristics into account

Individual-level characteristics such as age, employment status and health status have been shown to be correlated with life satisfaction (Boarini et al. 2012) and also vary across CMAs and ERs.⁹ One question this raises is how much of the difference in life satisfaction across CMAs and ERs remains when the characteristics of their residents are taken into account?

To assess this, the correlations between life satisfaction and a standard set of socio-economic characteristics are first estimated using a multivariate linear regression model. The coefficients in Table 1 show the difference in life satisfaction associated with each characteristic relative to a reference group, net of the other characteristics in the model. The first column shows the coefficients from a base model (Model 1) run on the full sample of GSS and CCHS respondents, while in the second and third columns variables pertaining to community belonging and knowing one's neighbours are added for respondents who were asked those questions. Overall, the results are consistent with findings in the research literature.

Life satisfaction is slightly higher among women than men, and slightly lower among immigrants than persons born in Canada. The well-documented 'u-shape' correlation between age and life satisfaction—with levels lower among individuals in their forties and early fifties than among those in younger and older age groups—is reflected in the age and age-squared variables. Married individuals report higher levels of life satisfaction than those who are divorced or separated, widowed or never married. Model 1 yields a negative correlation between educational attainment and life satisfaction. However, this relationship becomes positive and significant when health status, employment status and/or household income are removed from the model, confirming the now-established view that education affects subjective well-being through its impact on other outcomes. There is a strong positive and monotonic relationship between self-assessed health status and life satisfaction. Individuals rating their health as 'excellent' have life satisfaction scores a full point higher than those rating their health as 'good', and almost three points higher than those rating their health as 'poor'. The relationship between unemployment status and life satisfaction is strongly negative, while the relationship between household income and life satisfaction is positive. Finally, life satisfaction is slightly higher among respondents who identify themselves as an Aboriginal person. However, this correlation becomes negative when other variables, such as health status, employment status and/or household income are removed from the model.

Models 2 and 3 confirm a positive relationship between life satisfaction and individuals' feelings of belonging to their community and whether they know some or most of their neighbours.

To adjust for the individual-level characteristics shown in Model 1 of Table 1, the population characteristics of each CMA and ER are set to the Canadian average and life satisfaction scores are then recalculated.

The adjustment for individual-level characteristics generally results in very small changes in life satisfaction scores within and across CMAs.¹⁰ When these characteristics are taken into account, average life satisfaction scores change by less than 0.08

7. There is a 7-percentage-point range (from 4.6% in Saguenay to 11.7% in St. Catharines–Niagara) in the shares of CMA residents rating their life satisfaction as 5 or less.

8. The coefficient of variation (which is equal to the standard deviation divided by the mean) is 0.206 for the country-year life evaluation averages used in Table 2.1 of the *World Happiness Report 2015*, more than 10 times the 0.016 coefficient of variation for the 91 Canadian CMA and community observations presented in this paper.

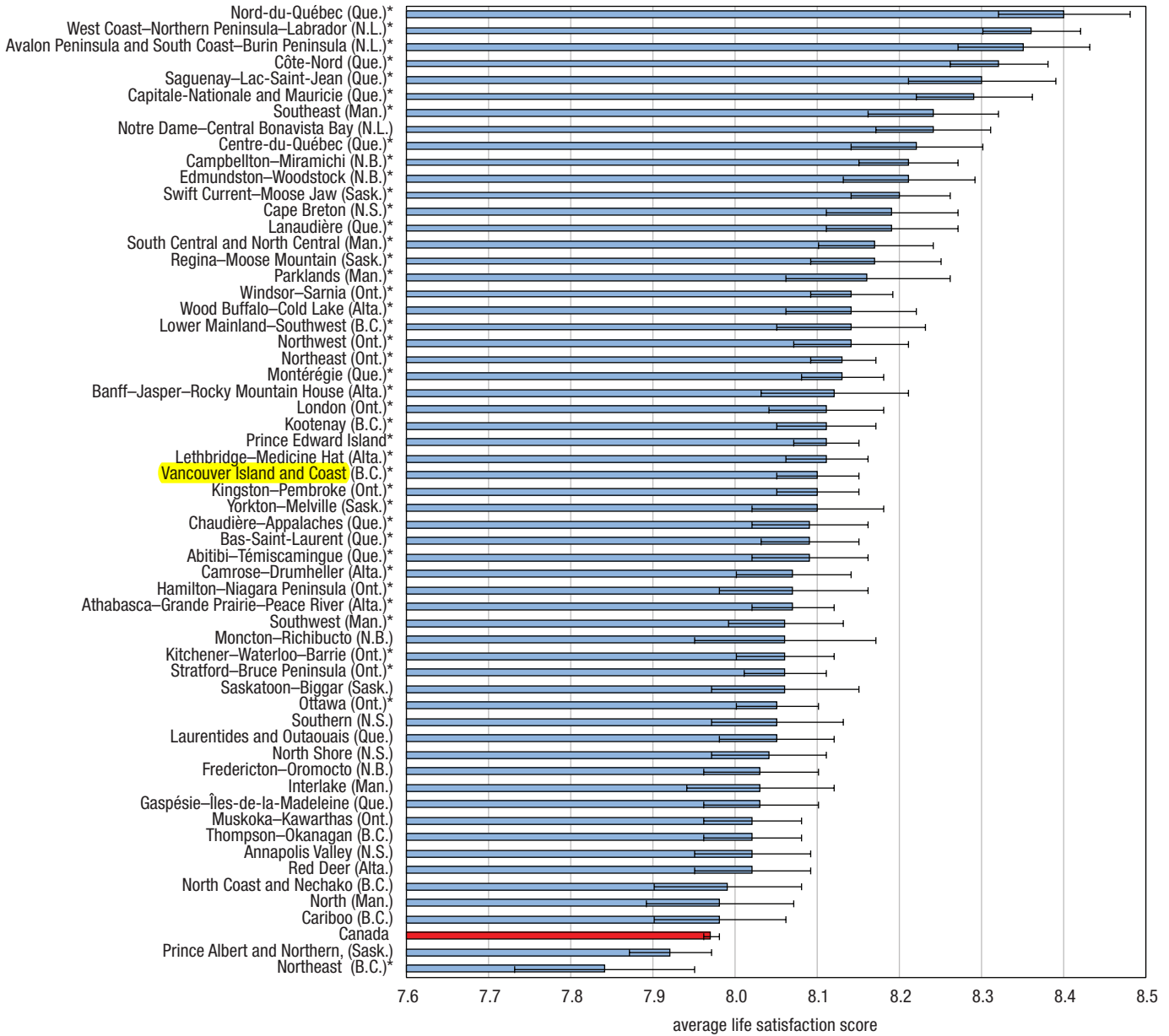
9. For example, the percentage of CMA residents in the GSS–CCHS sample who rate their health as 'excellent' ranges from 16% in Moncton to 24% in Calgary.

10. The correlation coefficient between the unadjusted and adjusted average life satisfaction across CMAs is 0.94. The correlation coefficients for the shares of CMA residents rating their life satisfaction as (a) 9 or 10, (b) 8, 9 or 10, or (c) 6 or less are 0.96, 0.95 and 0.92 respectively.

How's Life in the City? Life Satisfaction Across Census Metropolitan Areas and Economic Regions in Canada

Chart 4
Average life satisfaction across economic regions, 2009 to 2013

ERs and Canada



* The economic region (ER) average is significantly different from the Canadian average ($p < 0.05$)

Note: The horizontal error lines overlaid on the bars indicate the 95% confidence intervals (CIs). CIs indicate the degree of variability in the estimate and enable more valid comparisons of differences between estimates.

Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.

in all 33 CMAs¹¹ and the range of average life satisfaction scores across CMAs decreases by 7% (or by 0.03), from 0.44 to 0.41. Similarly, adjusting for individual-level characteristics changes the share of CMA residents with life satisfaction scores of 9 or

10 by less than 2 percentage points in all 33 CMAs, and reduces the inter-CMA variation in the shares of individuals with such scores by 0.4 percentage points—from 11.3 to 10.9 percentage points—or by about 4%.¹² The adjustment for individual-level

11. In Calgary, the adjustment for individual-level characteristics decreases average life satisfaction by 0.07 (from 7.96 to 7.89), while in Windsor it increases average life satisfaction by 0.07 (from 7.85 to 7.92).

12. The adjustment for individual-level characteristics reduces the inter-CMA range in the shares of residents with scores of 8 or higher from 16.6 percentage points to 15.8 percentage points—or by about 5%.



Table 1
Linear regression model results on life satisfaction, Canada, 2009 to 2013

	Model 1	Model 2	Model 3
		coefficient	
Women	0.079***	0.083***	0.044***
Age	-0.048***	-0.041***	-0.044***
Age squared divided by 100	0.056***	0.047***	0.053***
Immigrants	-0.037***	-0.028***	0.029†
Marital status (reference: married)			
Living common-law	-0.181***	-0.141***	-0.172***
Widowed	-0.458***	-0.442***	-0.454***
Divorced or separated	-0.608***	-0.507***	-0.602***
Single	-0.491***	-0.468***	-0.504***
Education (reference: university degree)			
Some postsecondary	0.037***	0.069***	0.026†
High school graduate	0.046***	0.033***	0.057***
Less than high school	0.131***	0.134***	0.164***
Health status (reference: good health)			
Excellent	1.008***	0.992***	1.002***
Very good	0.522***	0.504***	0.495***
Fair	-0.727***	-0.756***	-0.710***
Poor	-1.793***	-1.791***	-1.750***
Employment status (reference: employed)			
Unemployed	-0.541***	-0.421***	-0.802***
Not in labour force	-0.022**	-0.052***	-0.003
Household income (reference: \$100,000 to \$150,000)			
Lowest: less than \$30,000	-0.372***	-0.321***	-0.269***
Lower middle: \$30,000 to \$59,999	-0.186***	-0.154***	-0.138***
Middle: \$60,000 to \$99,999	-0.066***	-0.039***	-0.040*
High: More than \$150,000	0.110***	0.100***	0.112***
Aboriginal persons	0.042**	0.151***	0.079*
Community belonging	...	0.438***	...
Know neighbours	0.252***
Intercept	8.616***	8.210***	8.314***
		number	
Number of observations	337,420	278,980	82,956
		value	
Adjusted R-squared	0.180	0.196	0.176

... not applicable

* significantly different from reference category ($p < 0.05$)

** significantly different from reference category ($p < 0.01$)

*** significantly different from reference category ($p < 0.001$)

† significantly different from reference category ($p < 0.10$)

Note: All models include census metropolitan area and economic region fixed effects.

Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.

characteristics plays a larger role in narrowing the inter-CMA variation in the share of respondents with life satisfaction of 6 or less, reducing this from 8.5 percentage points to 7.3 percentage points or by about 14%.

Qualitatively similar results are found within and across ERs.¹³ When individual-level characteristics are taken into account, average life satisfaction scores change by 0.10 or less in 50 of the 58 ERs, and the range of average life satisfaction scores across ERs decreases by about 16% (or by 0.09), from 0.56 to 0.47.

Similarly, the share of ER residents with life satisfaction scores of 9 or 10 is reduced by 2.0 percentage points or less in 51 of the 58 ERs and the inter-ER range in the shares of residents with such scores declines from 13.7% to 13.1%—or by about 4%. At the lower end of the scale, the inter-ER range in the share of respondents with life satisfaction of 6 or less is reduced from 9.6% to 7.6%—or by about 21%—when individual-level characteristics are taken into account.

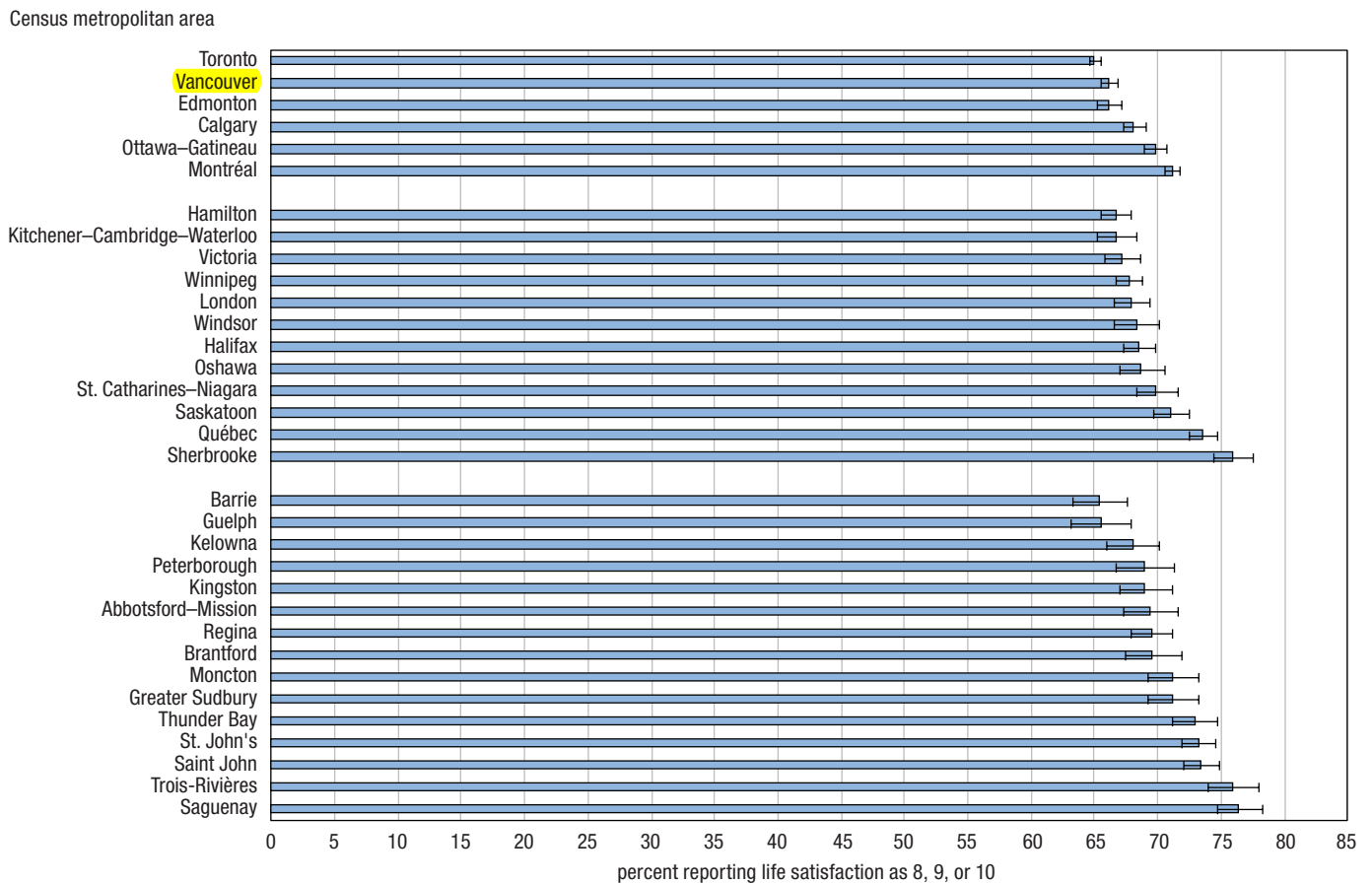
13. The correlation coefficient between the unadjusted and adjusted average life satisfaction across ERs is 0.79. The correlation coefficients for the shares of ER residents rating their life satisfaction as (a) 9 or 10, (b) 8, 9 or 10, or (c) 6 or less are 0.90, 0.84 and 0.77 respectively.

Overall, differences in the socio-economic composition of CMAs and ERs, at least as measured by the variables in Model 1, generally account for about 4% to 16% of the difference in average life satisfaction and 'high' life satisfaction across these geographies, and for about 14% to 21% of the difference in 'low' levels of life satisfaction.

Looking beyond individual-level characteristics, the results in Charts 1 to 3 appear to suggest that life satisfaction is higher in smaller communities, as most of the CMAs at the top of the rankings have populations under 250,000, while Toronto and Vancouver rank at or near the bottom. Such a relationship is reported in the literature, with Schwanen and Wang (2014, 835) noting that "...a recurrent finding is that life satisfaction

and happiness are lower in denser, more urbanized settings." But when individual-level characteristics are taken into account and smaller, mid-size and larger CMAs across Canada are examined, large within-group differences are evident. Chart 5 shows the share of CMA respondents who rate their life satisfaction as 8, 9 or 10—a broader measure than used in Chart 2—adjusted for differences in individual-level characteristics across CMAs. Across CMAs with populations of less than 250,000, the share of residents rating their life satisfaction ranges from about 65% in Guelph and Barrie to about 76% in Saguenay and Trois-Rivières. Across Canada's five largest CMAs there is a difference of 6 percentage points between Montréal and Toronto.

Chart 5
Percent of census metropolitan area residents rating their life satisfaction as 8, 9 or 10, adjusting for individual-level socio-economic characteristics, 2009 to 2013



Note: CMAs are grouped by large, medium and small population size. The horizontal error lines overlaid on the bars indicate the 95% confidence intervals (CIs). CIs indicate the degree of variability in the estimate and enable more valid comparisons of differences between estimates.

Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.



Summary

Many factors may account for community-level differences in life satisfaction, and there is a growing body of international and Canadian research in this domain. This includes work that examines the role played by the physical characteristics of geographic areas, such as urban size and population density, natural endowments, economic opportunity or deprivation, and access to, and quality of, infrastructure, amenities and services (see Ballas [2013] and Schwanen and Wang [2014] for reviews). The social dimensions of geographic areas are also being explored. For example, using GSS data, Helliwell and Wang (2011) find evidence that the life that matters most to people is local, reflecting the levels of trust and the quality of social connections in their neighbourhoods and workplaces.¹⁴ Studies have also considered the importance of social comparisons within areas, such as income relative to one's neighbours and levels of inequality (e.g., Luttmer [2005], Hou [2014]). Furthermore, analyses of life satisfaction are being done at various levels of geography—across neighbourhoods, communities, provinces and states, and countries.

The extent to which economic or social factors explain geographic variation in life satisfaction appears to vary in terms of the level of geography being considered. The *World Happiness Report 2015* uses six main variables¹⁵ to explain about three-quarters of the difference in average life satisfaction evaluations

across countries, with income being the most important of these. Within Europe there is a smaller international range in average incomes, and social factors explain a larger share of the cross-national variation in life satisfaction. Likewise, some evidence suggests that social rather than economic factors play a greater role in explaining variations in life satisfaction among individuals and regions within countries (Helliwell and Putnam 2004; Helliwell and Barrington-Leigh 2010). Identifying the factors that account for the inter-CMA and inter-ER variations in life satisfaction shown above lies beyond the scope of this article and are topics warranting further research.

In Canada, rich information on life satisfaction is now available. The five cycles of the GSS and four cycles of the CCHS used for this study provided a sample of almost 340,000 respondents, and the addition of upcoming cycles would increase that to over 450,000. This offers scope for studying life satisfaction among population subgroups or among small geographies. And while this study has looked at life satisfaction *across* CMAs, it would also be feasible to look more closely at it *within* CMAs. As well as exposing the variety of life experiences within CMAs, this further disaggregation would increase the total number of geographic areas included in the search for fuller understanding of what community-level characteristics tend to support more satisfying lives.

14. See Helliwell and Huang (2010) for the importance of workplace trust, and Helliwell and Wang (2011) for the demonstration that a feeling of belonging to one's local community, province and country are all important, but that it is belonging to the local community that is most important.

15. These include gross domestic product per capita, healthy life expectancy, and four variables reflecting different aspects of the social and political fabric: having someone to count on in times of trouble, generosity, trust (as measured in the Gallup World Poll as perceived absence of corruption in business and government) and feeling a sense of freedom to make key life decisions. See Helliwell, Layard and Sachs (2015, Table 2.1).



Appendix

Table 1-1
Life satisfaction (LS) measures by census metropolitan areas and economic regions — Part 1

	Unadjusted for individual-level characteristics ¹				Adjusted for individual-level characteristics ¹			
	Average LS	Percent with			Average LS	Percent with		
		LS score of 9 or 10	LS score of 8 to 10	LS score of 0 to 6		LS score of 9 or 10	LS score of 8 to 10	LS score of 0 to 6
	average	percent			average	percent		
Census metropolitan areas								
St. John's (N.L.)	8.2	43.7	74.3	12.0	8.1	43.7	73.2	13.1
Halifax (N.S.)	8.0	37.9	68.9	13.9	8.0	38.3	68.5	14.5
Moncton (N.B.)	8.0	40.4	69.9	14.1	8.1	42.2	71.1	13.4
Saint John (N.B.)	8.1	43.6	72.9	13.2	8.2	44.6	73.4	12.8
Saguenay (Que.)	8.2	42.2	77.8	8.6	8.2	40.9	76.4	9.5
Québec (Que.)	8.1	39.0	75.2	9.3	8.1	38.3	73.5	11.0
Sherbrooke (Que.)	8.1	38.1	75.2	11.8	8.1	38.6	75.9	11.1
Trois-Rivières (Que.)	8.2	41.2	76.0	9.8	8.2	40.8	75.9	9.5
Montréal (Que.)	8.0	36.2	70.5	13.1	8.0	36.6	71.1	12.7
Ottawa–Gatineau (Ont.-Que.)	8.0	38.4	71.5	12.4	8.0	37.4	69.8	13.9
Kingston (Ont.)	7.9	35.0	70.6	14.7	7.9	34.5	69.0	16.0
Peterborough (Ont.)	7.9	39.7	68.2	17.0	7.9	40.0	69.0	15.8
Oshawa (Ont.)	8.0	37.6	68.5	14.8	8.0	38.4	68.7	14.8
Toronto (Ont.)	7.8	34.3	64.3	17.1	7.8	34.7	65.0	16.8
Hamilton (Ont.)	7.9	36.6	67.2	15.7	7.9	36.2	66.7	16.0
St. Catharines–Niagara (Ont.)	7.9	38.1	69.6	16.3	7.9	38.2	69.9	15.6
Kitchener–Cambridge–Waterloo (Ont.)	7.9	36.4	67.1	15.1	7.9	36.7	66.7	15.8
Brantford (Ont.)	7.9	37.5	69.7	15.6	7.9	37.4	69.6	15.3
Guelph (Ont.)	7.9	38.4	67.4	14.9	7.8	37.7	65.5	16.8
London (Ont.)	7.9	39.5	69.0	14.4	7.9	38.2	67.9	15.0
Windsor (Ont.)	7.8	37.6	66.6	17.1	7.9	38.8	68.3	15.6
Barrie (Ont.)	7.9	34.5	66.5	14.2	7.8	33.6	65.3	15.0
Greater Sudbury (Ont.)	8.2	44.9	72.7	11.3	8.1	43.6	71.1	12.0
Thunder Bay (Ont.)	8.1	43.9	72.5	14.1	8.1	44.2	72.9	13.8
Winnipeg (Man.)	7.9	35.8	67.0	15.6	7.9	36.7	67.7	15.4
Regina (Sask.)	7.9	36.8	69.6	15.3	7.9	37.5	69.5	15.9
Saskatoon (Sask.)	8.0	38.1	72.1	12.7	8.0	37.9	71.0	14.0
Calgary (Alta.)	8.0	36.7	70.0	14.3	7.9	35.5	68.1	16.1
Edmonton (Alta.)	7.9	34.7	67.2	15.5	7.8	34.2	66.1	16.6
Kelowna (B.C.)	8.0	39.4	69.5	15.5	7.9	37.8	68.0	16.1
Abbotsford–Mission (B.C.)	7.9	38.7	68.5	17.1	7.9	39.2	69.4	16.1
Vancouver (B.C.)	7.8	33.6	65.5	16.2	7.8	33.9	66.1	16.0
Victoria (B.C.)	7.9	36.7	67.6	15.4	7.9	36.5	67.1	15.8
Economic regions								
Avalon Peninsula and South Coast–Burin Peninsula (N.L.)	8.3	50.1	79.2	12.1	8.4	49.6	79.1	11.3
West Coast–Northern Peninsula–Labrador (N.L.)	8.4	48.4	78.0	9.5	8.4	47.7	78.1	8.6
Notre Dame–Central Bonavista Bay (N.L.)	8.2	45.0	76.4	12.0	8.3	44.5	76.5	10.8
Prince Edward Island	8.1	42.2	72.5	12.2	8.1	42.9	72.8	11.9
Cape Breton (N.S.)	8.2	46.8	74.0	15.3	8.3	47.5	75.2	13.6
North Shore (N.S.)	8.0	41.7	70.6	14.9	8.2	43.5	73.0	12.5
Annapolis Valley (N.S.)	8.0	39.8	68.8	13.9	8.1	41.5	70.7	12.2
Southern (N.S.)	8.0	42.5	70.9	15.3	8.2	44.9	73.5	12.9
Campbellton–Miramichi (N.B.)	8.2	46.8	75.2	13.5	8.4	49.1	79.0	9.8
Moncton–Richibucto (N.B.)	8.1	42.7	70.3	14.8	8.2	44.8	73.3	12.1
Fredericton–Oromocto (N.B.)	8.0	40.5	70.0	13.4	8.1	41.6	70.7	12.8

1. The unadjusted values do not take into account regional differences in population characteristics. The adjusted values are derived from regression models assuming all the regions have the national average population characteristics in terms of age, sex, education, immigration status, marital status, household income, employment status, and self-reported health.

Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.



Table 1-2

Life satisfaction (LS) measures by census metropolitan areas and economic regions — Part 2

	Unadjusted for individual-level characteristics ¹				Adjusted for individual-level characteristics ¹			
	Average LS	Percent with			Average LS	Percent with		
		LS score of 9 or 10	LS score of 8 to 10	LS score of 0 to 6		LS score of 9 or 10	LS score of 8 to 10	LS score of 0 to 6
		average	percent			average	percent	
Economic regions (continued)								
Edmundston–Woodstock (N.B.)	8.2	45.9	75.8	12.8	8.3	47.3	78.3	10.2
Gaspésie–Îles-de-la-Madeleine (Que.)	8.0	42.5	72.2	15.1	8.2	45.2	76.2	11.3
Bas-Saint-Laurent (Que.)	8.1	37.9	75.0	11.1	8.2	39.4	77.2	9.3
Chaudière–Appalaches (Que.)	8.1	41.1	75.3	12.3	8.1	41.4	75.8	11.7
Centre-du-Québec (Que.)	8.2	43.1	76.4	10.2	8.2	42.2	76.1	9.9
Montérégie (Que.)	8.1	40.5	73.8	11.0	8.2	41.1	74.4	10.4
Lanaudière (Que.)	8.2	41.9	77.8	10.9	8.3	44.1	80.8	8.3
Laurentides and Outaouais (Que.)	8.0	38.5	72.0	12.2	8.1	39.1	73.5	10.5
Abitibi–Témiscamingue (Que.)	8.1	41.0	72.3	14.1	8.1	41.5	73.2	13.3
Capitale-Nationale and Mauricie (Que.)	8.3	44.9	79.8	8.9	8.3	43.7	78.9	9.0
Saguenay–Lac-Saint-Jean (Que.)	8.3	46.7	80.9	9.4	8.3	45.4	79.9	9.8
Côte-Nord (Que.)	8.3	43.2	80.1	6.7	8.3	42.6	78.9	7.8
Nord-du-Québec (Que.)	8.4	50.1	73.1	7.3	8.3	48.7	71.5	9.0
Ottawa (Ont.)	8.1	40.7	70.8	14.6	8.1	41.0	70.9	14.2
Kingston–Pembroke (Ont.)	8.1	41.6	71.6	12.9	8.2	42.3	72.4	11.8
Muskoka–Kawartha (Ont.)	8.0	40.3	72.4	15.2	8.0	39.8	71.5	15.4
Kitchener–Waterloo–Barrie (Ont.)	8.1	40.6	71.6	14.4	8.0	39.1	70.0	15.2
Hamilton–Niagara Peninsula (Ont.)	8.1	46.5	72.1	14.4	8.0	45.1	70.9	14.5
London (Ont.)	8.1	42.0	73.3	13.9	8.1	41.4	72.9	13.9
Windsor–Sarnia (Ont.)	8.1	43.3	72.9	12.2	8.1	43.0	72.6	12.2
Stratford–Bruce Peninsula (Ont.)	8.1	41.1	73.1	12.6	8.0	39.8	71.9	12.9
Northeast (Ont.)	8.1	43.3	72.3	12.8	8.2	43.7	73.2	11.4
Northwest (Ont.)	8.1	42.8	70.5	13.8	8.2	42.9	71.0	13.0
Southeast (Man.)	8.2	45.8	74.9	11.3	8.2	44.2	73.6	11.9
Southwest (Man.)	8.1	42.4	73.6	13.8	8.0	41.5	72.1	14.8
South Central and North Central (Man.)	8.2	41.5	74.7	11.5	8.1	39.5	73.1	12.4
Interlake (Man.)	8.0	41.1	72.1	14.1	8.0	41.0	71.9	14.2
Parklands (Man.)	8.2	46.6	71.2	14.0	8.2	45.3	70.8	13.1
North (Man.)	8.0	40.5	68.5	15.4	8.2	43.6	73.4	11.5
Regina–Moose Mountain (Sask.)	8.2	44.2	73.5	13.8	8.1	42.9	71.5	15.1
Swift Current–Moose Jaw (Sask.)	8.2	44.9	75.0	11.9	8.1	43.6	73.2	13.1
Saskatoon–Biggar (Sask.)	8.1	38.4	72.2	13.8	8.0	36.6	70.1	14.8
Yorkton–Melville (Sask.)	8.1	41.5	73.6	13.7	8.1	40.4	72.7	13.7
Prince Albert and Northern (Sask.)	7.9	38.4	70.2	16.3	8.0	39.3	71.7	14.9
Lethbridge–Medicine Hat (Alta.)	8.1	40.9	72.7	12.0	8.0	39.8	71.2	13.0
Camrose–Drumheller (Alta.)	8.1	42.2	71.0	13.4	8.0	40.7	68.7	14.7
Banff–Jasper–Rocky Mountain House (Alta.)	8.1	43.9	71.2	13.9	8.1	43.5	70.7	14.3
Red Deer (Alta.)	8.0	39.3	70.3	14.6	8.0	39.7	70.0	15.1
Athabasca–Grande Prairie–Peace River (Alta.)	8.1	40.5	72.3	13.6	8.1	40.7	71.8	14.1
Wood Buffalo–Cold Lake (Alta.)	8.1	42.5	73.5	12.9	8.1	41.1	71.2	14.8
Vancouver Island and Coast (B.C.)	8.1	42.5	72.4	12.7	8.1	41.0	71.6	12.5
Lower Mainland–Southwest (B.C.)	8.1	47.6	70.8	14.1	8.1	46.3	70.0	14.1
Thompson–Okanagan (B.C.)	8.0	41.4	69.9	14.9	8.0	39.7	68.4	15.2
Kootenay (B.C.)	8.1	40.5	72.7	13.1	8.2	41.5	73.7	12.0
Cariboo (B.C.)	8.0	38.8	70.4	15.3	8.0	39.7	71.4	14.3
North Coast and Nechako (B.C.)	8.0	41.0	70.6	15.0	8.0	41.4	70.8	15.1
Northeast (B.C.)	7.8	36.4	67.4	15.3	7.9	38.5	68.7	14.7

1. The unadjusted values do not take into account regional differences in population characteristics. The adjusted values are derived from regression models assuming all the regions have the national average population characteristics in terms of age, sex, education, immigration status, marital status, household income, employment status, and self-reported health.

Sources: Statistics Canada, General Social Survey, 2009 to 2013, and Canadian Community Health Survey, 2009 to 2012.

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FONVCA AGENDA ITEM 8(b)(i)

Daphne Bramham: Auditor's report vindicates Sechelt citizens' concerns about mayor, council

Report illustrates why municipal auditor general's office was established

BY DAPHNE BRAMHAM, VANCOUVER SUN APRIL 29, 2015



Left unanswered in the auditor's report are questions about why Sechelt council decided to build a non-traditional (and more expensive) sewage treatment plant in the Sunshine Coast community.

Photograph by: KEITH THIRKELL, VANCOUVER SUN

Sechelt citizens' long-standing concerns about the district's controversial \$24.9-million waste water treatment plant were vindicated Tuesday by a municipal auditor general's report.

That report concluded taxpayers were exposed to "unnecessary risks" because the district had no

conflict-of-interest and procurement policies, no evident planning or management procedures and an over-riding lack of transparency.

Left unanswered are questions about why the council decided to build a non-traditional (and more expensive) sewage treatment plant in the Sunshine Coast community of 9,291 and why it decided to build it in the centre of town rather than at a site near the then-mayor's home.

Those questions, the report said, were beyond the scope of the audit.

But what the auditors dissected was a highly dysfunctional administration and an increasingly alienated community. (Unsurprisingly, incumbent mayor John Henderson and all but two councillors were defeated in last November's election.)

From February 2012 until March 2013, Henderson's council passed 26 resolutions related to the sewage plant at 12 meetings. All of those meetings were closed and none of the minutes and resolutions were made public until March 2013.

There were separate closed meetings with prospective bidders before the request for proposal. The auditors say there is no documentation from those meetings to indicate that all of the bidders received the same information.

"This is particularly troublesome, as such practices undermine the integrity of the procurement process," the auditors wrote. Left hanging is the question of whether the bidding process was fair.

Beyond that, auditors couldn't find any evidence of a business case supporting council's decision to significantly broaden the project's scope and add \$8 million to the cost.

"By the time a document approximating a business case was created, the district had already been committed to proceeding with the project for several months and had spent \$117,000 on it, including hiring a project manager, an engineering consultant, a project co-ordinator and several other consultants for smaller pieces of the work."

There was a council-appointed project steering committee but council only approved the committee's terms of reference as its work was winding down.

With no oversight, the committee hired a co-ordinator without going through a competitive process and awarded a \$12,500 contract without having the authority to do so.

The committee also kept both the council and the public in the dark. There were no regular reports to council and the minutes of the committee's meetings weren't available to either council or citizens for almost a year.

Finance staff was never asked to review or validate the steering committee's cost estimates for the project or the large discrepancy between the project's cost estimate and the bids.

Not surprisingly, over the 15 months that all this was going on the district had four chief administrative officers, and 22 other staff members either left or were fired.

The auditors were aware of conflict-of-interest allegations that former mayor John Henderson participated in the discussions and votes to move the waste water treatment plant downtown and away from the site close to his home.

However, the report says “a determination of conflict of interest of a local government official is governed by the Community Charter.” Still, the report suggests that the employees' code of conduct passed by the district in May 2014 could be a basis for a policy that covers both elected officials and staff.

The auditors also looked at a \$625,000 road-paving project that went ahead even though it wasn't identified in the Official Community Plan, previous five-year capital plans or recommended in the 2012 capital plan. The project accounted for eight per cent of the district's capital allotments for the year and was done with no community consultation.

The auditors found no rationale for the project, no business case, no bidding process and no written contract.

The only explanation given by district staff was that projects were often initiated in response to federal and provincial grants.

The report concludes with eight recommendations and Sechelt's proposed timeline for implementing them.

The municipal auditor general's office has had a lot of criticism lately that culminated with the firing of Basia Ruta.

But this report not only vindicates Sechelt citizens who knew that something was amiss at the district hall, it reminds us why the municipal auditor's office was established.

Municipal governments — even smaller ones like Sechelt's — have hundreds of millions of dollars in capital assets. Every year, they spent millions more maintaining, improving or replacing those assets.

Some are ill-prepared to make those decisions and fail to properly protect the interests of their citizens.

By making an example of those failures, it may not only improve things in Sechelt but in other municipalities as well.

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Peeping drones prompt states to ground drones

Remote-controlled snooping a problem



BRENDON THORNE/GETTY IMAGES FILES
Privacy concerns have led a half-dozen U.S. states to outlaw the use of drones to snoop on homes.

MICHAEL MAROIS
BLOOMBERG

It was the blinking lights outside the 10th-storey window of her San Jose, Calif., condo that startled Elsvette Buenaventura from her bed last year. When she drew back the curtain, a small drone hovered a few feet away. In the days that followed, it returned at least three more times.

Such stories have prompted lawmakers in a half-dozen U.S. states to outlaw the use of drones to snoop on people's homes. More states are set to follow.

"We don't know what he was looking for with his camera-drone," said Buenaventura, 32. "All we felt was a violation of our privacy."
For less than \$1,000 US, small, remotely operated aircraft are increasingly available on the Internet and at hobby stores, and some can be equipped with equally affordable high-definition cameras. At the same time, some of America's biggest companies — names like Chevron Corp. and BNSF Railway Co. — are pushing to use drones for everything from pipeline inspection to land surveys. Their use has pushed lawmakers to weigh the rights of drone pilots against the potential for nefarious intrusions.

Camera-equipped drones have commercial uses — they can inspect crops, photograph real estate and survey land. As the government figures out how

to regulate that activity, it has begun rapidly granting waivers from federal rules to drones-for-hire. Scores of companies have obtained permission to fly them.

Rules differ for mere enthusiasts. Officially, small drones may be flown only by hobbyists who belong to community-based organizations such as the Academy of Model Aeronautics in Muncie, Ind., and follow its rules. But growing numbers of non-members are sending them aloft.

Conflict is on the rise. A New Jersey man last year shot down a drone flying over his neighbourhood. Last June, a woman in Connecticut was arrested after she was accused of assaulting a young man flying a helicopter drone over a public beach.

In the past two years, at least seven states have outlawed the use of drones to violate privacy,

“If you’re invading someone’s privacy, it’s the misconduct that should be illegal, and not the technology.”

BRENDAN SCHULMAN
ATTORNEY

according to the National Conference of State Legislatures. California is considering a bill that would expand trespassing laws to include piloting a drone within 350 feet above private property without permission.

"Drones have a lot of potentially useful and extremely innovative uses," said Senator Hannah-Beth Jackson, the California Democrat who introduced the bill. "Invading our privacy and property without permission shouldn't be among them. When we're in our backyards, with our families, we have an expectation that we have a right to privacy."

The states' efforts come as the federal government is preparing regulations for commercial use, and companies such as Amazon.com Inc. consider using them to make deliveries, reshape farmland management and make industrial inspections.

The National Telecommunications and Information Administration has convened a group to devise suggested privacy guidelines.

Other legal concerns have arisen. More than a dozen states regulate when and whether a warrant is required before police use a drone to gather evidence, according to the American Civil Liberties Union. This year, 44 states are considering another 147 drone-related bills.

Drone enthusiasts say the regulations are misguided and that their actions are misinterpreted by a nervous public unfamiliar with the technology and its promise.

States already protect citizens against Peeping Toms regardless of the technology involved, said Brendan Schulman, an attorney who specializes in drones at Kramer Levin Naftalis and Frankel in New York.

"Many of these state law proposals are an overreaction, because existing state privacy laws already cover the types of misconduct that people are most concerned about," he said. "It shouldn't matter if you use a tripod or a zoom lens or a hidden camera placed in a tree. If you're invading someone's privacy, it's the misconduct that should be illegal, and not the technology."

Schulman added that because of drones' use by the military and police, there is a misconception about how people use

drones and what the devices can do. "As soon as you introduce a drone, there is an irrational reaction where people think that there is an invasion of privacy happening," he said.

In one case, a man from Ulster, N.Y., was arrested in July and charged with a felony for flying a small, camera-equipped drone outside the windows of examination rooms at a medical office.

The man, David Beesmer, said in an interview that he had taken his mother to the office for an appointment and while he waited was flying his drone to capture images of the recently constructed building in the town, which is about 160 kilometres north of Manhattan.

Beesmer, a drone hobbyist and videographer, said he wanted to give the images to the property owner so they could be used in marketing materials. He insists he wasn't peeping on people and that his camera isn't capable of shooting through tinted glass windows. He is fighting the charges, which have been reduced to a misdemeanor.

"My mistake was not asking prior to shooting, and had I gone in and asked first, this would never have happened," he said. "Of course simply because you now have a moving flying camera, it will make it more challenging to protect privacy from those who want to break your privacy."

FONVCA AGENDA ITEM 8(b)(iv)**ADMINISTRATIVE REPORT**

Date: January 28, 2000

Author/Local: I. Adam

RTS No. 01247

CC File No. 5752-2

Council: February 1, 2000

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: Stanley Park Causeway

RECOMMENDATION

A. THAT City Council approve the reconstruction of the "S" curve entrance to Stanley Park, based on the design and cost-sharing outlined in this report, subject to all the participating agencies (Transportation Financing Authority, ICBC, Translink and Park Board) approving the proposed design and cost-sharing arrangements for the "S" Curve and causeway;

B. THAT City Council authorize the City Manager, in consultation with the General Managers of Engineering Services and Parks and Recreation, and the Director of Legal Services to finalize a legal agreement with the participating agencies, to achieve the short term design changes and cost-sharing outlined in Appendix C;

C. THAT City Council approve a budget of \$2,000,000 for its share of the cost, \$450,000 to be provided from Streets Capital Account 30000021 - Georgia Street Improvements and \$1,550,000 in advance of the 2000 Streets Capital Budget;

D. THAT City Council authorize the General Manager of Engineering Services to enter into a public consultation process around the design elements, including the treatment of the Gilford connection to Georgia Street and the potential median and bus lane on Georgia Street, for report back; and

E. THAT Council endorse and commit to enter into a public consultation process with the Board of Parks and Recreation, TransLink, ICBC, BCTFA and all other concerned stakeholders, to consider options leading to the elimination of private vehicles from the Stanley Park Causeway, including the cost sharing of assessment studies and the public consultation as noted in Appendix C.

GENERAL MANAGER'S COMMENTS

With the clear decision to retain three lanes on the bridge and causeway, issues of design and safety have come to the forefront. The design that has been developed improves safety, meets a number of outstanding city needs, and results in substantial improvements to Stanley Park itself. Accordingly, I recommend that it proceed to implementation.

CITY MANAGER'S COMMENTS

The arrangements for changes to the causeway and Stanley Park entrance are positive, and therefore, the

City Manager RECOMMENDS approval of A, B, C, D and E.

In addition, the City Manager supports many items noted in Appendix C for inclusion in future legal agreements. However, it is important to note that there are significant issues to resolve before the long term objective of an alternative to private vehicular use of the causeway and bridge can be achieved. Elimination of private vehicles from the Stanley Park Causeway could not occur until a viable alternative, acceptable to public authorities, including City Council and communities which rely on this important transportation link, is in place. As well, there are provisions in Appendix C which obligates the City to future cost sharing which cannot be determined at this time. However, a commitment to participating in a public consultation process to facilitate the long term objective outlined in Appendix C is supported.

POLICY

Council has maintained an active role in the planning of the Lions Gate Bridge Project with support for a three lane option May 26, 1998.

PURPOSE

This report describes a proposed agreement between the City of Vancouver, BC Transportation Financing Authority (TFA), ICBC, Vancouver Board of Parks and Recreation and Translink, to reconstruct the S-curve at the entrance to Stanley Park, undertake limited widening of the Stanley Park Causeway to match lane widths on the refurbished Lions Gate Bridge, relocate the Chilco Bus loop into Stanley Park, and provide trolley services into the Park.

BACKGROUND

The City has reviewed the Lions Gate Crossing issue several times in the nineties in response to a Provincial initiative to correct the structural deficiencies on the Bridge. A number of potential reconfigurations of the bridge and causeway were evaluated. In the end, the City stated a preference to retain the existing Bridge and the 3-lane configuration of the causeway.

The current project to rehabilitate the three lanes on the bridge and causeway, including improvements for pedestrians and cyclists, was announced by the province on May 22, 1998.

STATUS OF CONSTRUCTION

Bridge and causeway construction is proceeding as scheduled, although work has slowed somewhat due to inclement weather. For the causeway, the east side curbs, sidewalks and associated utility work are complete. Work on the west side has included environment measures, underground utility installation, and pole bases. For the Bridge, fabrication of deck replacement sections for the main span is proceeding.

DISCUSSION

With the clear decision to retain three lanes in this corridor, issues of design and safety require resolution.

(a) SAFETY

In a report last November, it was pointed out that the Lions Gate Corridor has high accident rates. These rates could be decreased by a comprehensive safety package, including widening the lanes. This report is on file in the General Manager's Office.

The Provincial Government has contracted to rehabilitate the bridge and causeway, which includes widened lanes on the bridge itself, and improvements to the pedestrian and cyclist facilities throughout. The remainder of the corridor is within Stanley Park and includes the three lanes plus pedestrian and cyclist facilities through Stanley Park, and the 'S-curve' at Lost Lagoon.

To properly address safety issues, the design of the causeway should deal with a number of aspects, including:

- the width of the lanes through the park

- the pedestrian and cyclist facilities
- design of the S-curve
- the roadway surface
- speed monitoring
- lighting
- drainage and runoff

It should also deal with these safety issues in a way that benefits the Park.

(b) OTHER DESIGN ISSUES

In on-going discussions over the treatment of the causeway, a number of City interests have been identified. These include:

- providing priority treatment to transit crossing Burrard Inlet, along with upgraded pedestrian and cyclist facilities;
- improved transit access into Stanley Park, preferably with trolley buses;
- separating Stanley Park traffic from bridge traffic, so as to reduce the effect of bridge congestion on park users;
- improving pedestrian, bicycle and in-line skating flows in and around the causeway, particularly through the very confining tunnel at Chilco Street;
- in the short-term, reducing traffic impacts on the Park, particularly noise;
- in the longer term, seeking an alternative Inlet crossing to remove traffic from the Park;
- minimizing impacts on the West End.

PROPOSED DESIGN

In conjunction with the Provincial Transportation Financing Authority (TFA), ICBC, and Translink, Park Board and City staff have developed a design that meets all of the noted objectives. This plan is illustrated in Appendices A and B, and includes the following major elements:

- widening the lanes through the Park to 3.5 metres, to match the bridge. Because the east curb is already in place, the widening would be to the west. The overpass at Prospect Point would require reconstruction to accommodate this;
- raising the underpass at the north side of Lost Lagoon, to accommodate trolley wires;
- providing the opportunity for year-round trolley-bus service into the park;
- the inclusion of speed-monitoring equipment along the causeway;
- termination of use of the Chilco Loop, with this space returned to Park use (washrooms will continue to be available in this area);
- separation of the Park traffic from bridge traffic, beginning at a point between Gilford and Chilco streets, and extending through the S-curve. (Some bridge commuters use the Stanley Park lane to bypass queues, then cut into the bridge lanes at the last opportunity on the S-curve, resulting in increased congestion. This separation would address that concern);
- transit vehicles and bicycles would use the newly-separated Stanley Park lane to bypass queues. Trolley buses would then proceed into the park, while North Shore buses would access the bridge lanes via a cutoff at the north end of the S-curve. Bicycles would access the widened sidewalk at this same point;

- easing of the southerly S-curve to a 50 km/h design. A higher design speed was ruled out, in order to provide a transition into the lower-speed City environment;
- improving the pedestrian connections at Chilco Street. The existing tunnel has limited headroom for cyclists, poor lighting and narrow approaches. The tunnel would be raised, headroom increased, lighting improved, and the approaches substantially regraded and widened, resulting in a much improved connection;
- Chilco Street would be closed between Alberni and Georgia. This connection would no longer be used by buses; to meet all the grade changes outlined above, and to provide more space to widen up the entrance to the pedestrian underpass, it would be closed and landscaped;
- in order to transition from the existing bus lane into the revised S-curve, and to match cross-section and grades properly, the joint project would extend to Gilford Street. Any modification beyond that point would be a City/Translink project;
- optional treed median on Georgia Street and eastbound bus lane; optional closure of Gilford at Georgia. These two aspects are within the City's jurisdiction.

It is proposed to have a public process to discuss these options, for report back to Council.

FURTHER PUBLIC PROCESS

There has been extensive public process over a number of years, leading to the decision to rehabilitate the bridge and causeway in a 3-lane configuration.

Nonetheless, there are aspects of the design that require further consultation at this time. These include:

- future cross-section of Georgia Street. The existing cross-section could be retained, or it could be altered to include a treed median and eastbound bus lane. (A setback line was provided for this purpose on the south side of Georgia Street in 1989). This option would extend to at least Denman Street. In either case, the approved urban design treatment of Georgia Street would be provided, with a double row of trees and enhanced sidewalks;
- treatment of Gilford Street, Alberni to Georgia. This section of street could be closed (similar to Chilco), or it could be modified to ensure it serves only local users.
- design treatment of other local streets north of Robson and west of Denman, to reinforce their role as local streets.

The results of this public process will be reported back to Council in the spring.

In the longer term, the presence of bridge traffic in Stanley Park creates a fundamental conflict. First Narrows is clearly the shortest and least expensive route across the Inlet. However, the traffic route introduces noise and intrusion, occupies parkland, and divides the remaining parkland in two.

As the extended review of Lions Gate Bridge indicated, there are potential options to the current arrangement. When the current bridge rehabilitation reaches the end of its lifetime,

JURISDICTION AND COST-SHARING

The additional modifications to the causeway north of Lost Lagoon are estimated to cost \$5 Million. This portion would be funded and constructed by the Provincial Transportation Financing Authority (TFA).

The reconstruction of the S-curve, and Georgia Street to Gilford, extension of trolley buses into the Park, and expansion of pedestrian facilities at Chilco Street, are estimated to cost up to \$10 million. This would be shared 50:50 between the Province (including ICBC) and local authorities (City and Translink). Translink would pay for trolley overhead and similar improvements; the City's share, 50% of the remainder, would not be expected to exceed \$2 million.

\$1.6 million was set aside for this purpose, as part of the 1993 Capital Budget. There have been reallocations for other purposes, leaving a residual of \$450,000. To repay these reallocations and meet the increased cost (\$400,000) would require a total allocation from the 2000 Capital Budget of \$1.55 Million.

CONCLUSION

In addition to the basic matters of safety, there are numerous other City and Park issues related to the Stanley Park Causeway. Through collaborative efforts of the TFA, ICBC, Translink, and Parks and City staff, a design has been prepared that meets all these needs, including measures to improve Stanley Park.

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