

NEWS UPDATE

Family of pilot killed in Terrace crash sets up scholarship for other airmen

VICTORIA | The family of one of the two Victoria pilots killed in a plane crash in Terrace last week has created a scholarship in his honour with the hope it will save the lives of future young pilots.

Trevor Hardy, 31, was killed when the plane he was co-piloting for Nav Air Charter Inc. crashed and exploded at Northwest Regional Airport Dec. 20.

Hardy was a friendly, popular, well-known figure in Victoria, said family. His passion for skateboarding and skiing as a young man later turned into his dream to become a pilot.

"He didn't want a regular job, he definitely wanted something that gave him some thrills," said brother Brendan, 29. "I couldn't wait for him to fly around the rest of the world. We knew that's what he wanted."

Hardy planned to one day fly for Air Canada, said his mother, Bonnie. Still, like many pilots, he found it difficult to put himself through flight school in Victoria and build up the required thousands of hours of flight experience.

To prevent young pilots from "risking their lives" to make money and build experience, the family and Mike Herr, one of Hardy's lifelong friends, created the Trevor Hardy Scholarship Fund for young pilots in training, said Bonnie.

"We just knew we had to redirect this money into something that could make a difference in somebody else's life," she said.

The official memorial service is Dec. 27, 12:30 p.m., at the First Unitarian Church of Victoria at 5575 West Saanich Road. Donations to the scholarship fund can be made at branches of Coast Capital Savings.

Victoria Times Colonist



BONNY MAKAREWICZ/VANCOUVER SUN FILES

Whistler Mayor Ken Melamed says, 'We had an expectation there would be price and occupancy control.'

Owners of property in resort employee housing development want resale controls removed

WHISTLER | The new mayor of Whistler is upset that property owners in an employee housing development are trying to get rid of controls on the resale value of their homes.

Sixteen residents in the Barnfield Farm subdivision are asking the Supreme Court of B.C. to remove employee housing covenants capping the value of their non-market homes.

"My reaction is one of great disappointment," said Mayor Ken Melamed. "We had an expectation that there would be price and occupancy controls and today the residents are challenging those covenants."

With most chalets selling for over \$1.2 million and condominiums for over \$600,000, Whistler has struggled to provide affordable housing for resort employees. The town's sky-high land prices have forced many employees to move to Squamish and Pemberton.

There are about 4,000 beds in below-market or restricted employee housing in Whistler, including the Barnfield homes. The idea behind the employee housing, said Melamed, is that the units are to remain affordable "in perpetuity."

The Barnfield properties, under a formula set when they were purchased in 1997, have appreciated annually at 1.5 per cent.

This means that a \$300,000 home built in Barnfield on a \$100,000 lot eight years ago would now be worth roughly \$440,000 — far below market value.

"We think they knew the formula going in and they say the formula was unclear," said Melamed.

The controversy has sparked public anger, added Melamed, saying local newspapers have run letters critical of the Barnfield homeowners' suit.

Bob Barnett, editor of the *Pique*, a weekly Whistler news-magazine, wrote in a recent editorial: "There were no public displays of jealousy or disapproval when these people were presented with the opportunity to build their homes in Barnfield. 'On the contrary, there was general support and congratulations when their names were drawn in a housing lottery. But some of that support is evaporating with the lawsuit.'"

David Sharpe, one of the homeowners, declined to comment on the suit when contacted Monday, but sent to *The Vancouver Sun* an e-mail statement from the Barnfield Homeowners Association.

The homeowners, in the statement, acknowledged that their suit has provoked controversy in Whistler. They went on to say that they are not trying to remove covenants restricting the Barnfield properties to Whistler resort employees.

The homeowners association also said it is seeking clarity from the courts about how the value of their homes should appreciate over time.

Mayor Melamed said he is worried that a successful suit by the Barnfield homeowners could prompt other residents in employee housing units to challenge covenants restricting the resale value of their homes.

Melamed said the suit shouldn't threaten future employee housing projects, including the 2010 Olympic Games' athletes village, which is set to be converted into price-restricted employee housing.

Doug Ward, Vancouver Sun

ARCHITECTS MAP

VANCOUVER | Graduate students envision communities becoming more complete as the green zone is protected and alternatives to the car are presented

Think of some of Vancouver's livable neighbourhoods — along Fourth Avenue and Broadway on the west side, on Commercial Drive on the east side, and increasingly along Main Street in the centre.

There are street-level shops, restaurants and offices, condos on upper floors, apartments and single-family homes around the corner. Many residents can find their daily needs within a few blocks' walk along safe tree-lined sidewalks, and transit service is frequent and fast.

Imagine such communities along King George Highway in Surrey, North Delta's Scott Road or Lougheed Highway in Coquitlam.

It's an achievable vision, two University of B.C. landscape architects said Monday as their graduate students showed off their end-of-term projects.

Patrick Condon's master's degree candidates in UBC's landscape architecture program produced a huge map — nine metres by 13.7 metres — showing what Greater Vancouver might look like in 50 years with its population doubled to four million.

"Places like Whalley or Scott Road or Coquitlam Centre can potentially become much more interesting places to be and provide much more of the urban and cultural amenities that people seem to want," Condon said.

His students made a huge assumption: that growth in Greater Vancouver can be concentrated around "transit nodes" in the town centres that are outlined by the regional district's Livable Strategic Plan, rather than sprawling willy-nilly into the Fraser Valley.

"Our communities become more complete, the green zone is protected, there are alternatives to the car presented," Condon said.

"It's a big assumption that those things are going to be adhered to. We certainly hope that they are. If they are, the map shows what the communities would look like — much like they do now, but in many respects better, in the same way that most people think downtown Vancouver has become much better as its population has doubled from 40,000 to 80,000 in the last 10 or 12 years."

The students' map shows more than 100,000 new buildings in the region, many of them in the designated growth areas along major transit routes, based on the regional growth strategy, municipalities' official community plans and population growth projections.

"We asked them to do it in a way that met a number of sustainability principles such as providing as many jobs close to houses as possible, making sure that you have a mix of housing



BY WILLIAM BOEI
VANCOUVER SUN

types, protect and/or restore environmental systems and make sure that everybody lives within an easy five-minute walk of transit services," Condon said.

Lawrence Frank's class in land use and transportation in UBC's school of community and regional planning, meanwhile, focused on how the provincial government's Gateway Project will affect the region's growth.

The Gateway plan calls for new truck routes on the south and north shores of the Fraser River, expanding the Trans-Canada Highway between Langley and Vancouver and twinning the Port Mann Bridge.

But the students warned that only building more road capacity could bring about a "triple convergence" as travellers who used to take other routes, or travelled at off-peak hours or used other means of transport all converge on the expanded highway at the same time.

They noted that the Gateway plan is part of a strategy to turn Vancouver into a major container port hub to distribute goods from overseas throughout North America, but that it would channel all the resulting traffic through the Greater Vancouver metropolitan area.

One alternative, they said, could be to expand rail capacity to move the goods through Vancouver, perhaps as far as Alberta, to an inland terminal from where they would be distributed throughout the continent.

They also said container truck traffic could be distributed around the clock, which would require the container ports to expand their hours from the present 7 a.m. to 4 p.m., which forces trucks to compete with daytime commuters for road space.

And they suggested tentative plans to make the twinned Port Mann Bridge a toll bridge run by a private operator could result in



pressure to maximize the amount of traffic using the bridge, since the more traffic that crossed it, the more money the operator would take in.

Frank said that kind of scenario can be averted with creative planning, such as applying tolls only during peak traffic hours to encourage traffic to use it at other times.

"I think it can be done," he said, "but it may need a new model for investment, perhaps a new hybrid between public and private investment."

Condon said there are hopeful signs for denser development, especially in Surrey, despite its approval of several controversial "big-box commercial develop-

ments and far-flung business parks."

A recent study of the Vancouver, Seattle and Portland regions by Seattle's Northwest Environmental Watch found that only Greater Vancouver has suburban areas, notably Surrey, that are becoming "substantially more efficient" in their land use and increasing average densities.

"So the underlying trend line is favourable," Condon said.

The development industry is prepared to play ball with regional planners, said Urban Development Institute executive director Maureen Enser, as long as local governments pave the way with viable policies.

"One of the challenges that we face as an industry is to be able to increase densities around transit nodes without being penalized for doing so," Enser said.

That may mean reducing the high development fees builders now face if they want to develop in high-density areas.

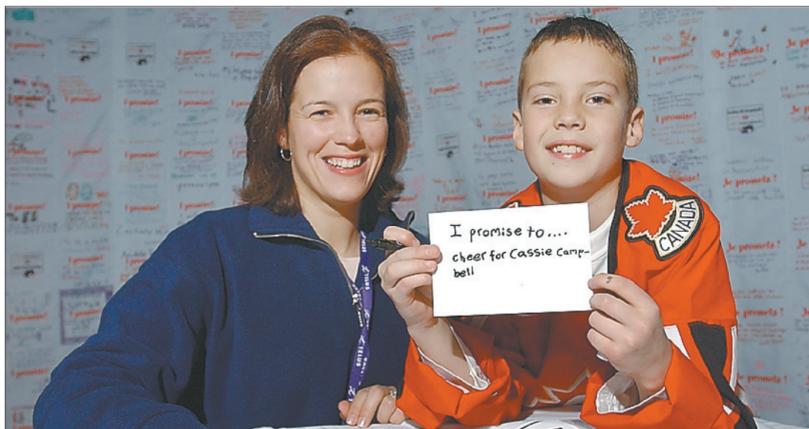
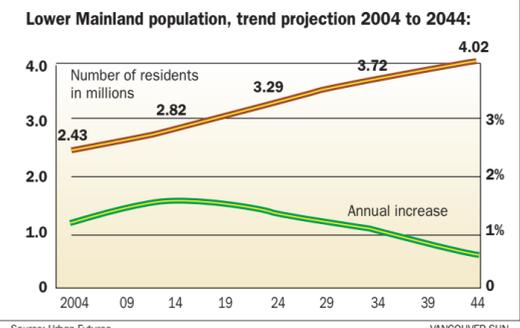
"You have to make those units as affordable as possible," Enser said. "Therefore you need to keep those costs associated with development as reasonable as possible, so the end product is fairly priced and it does become an attractive place to live."

"If it's sensible, it's well planned and it's easy to build the product that's needed and there is a demonstrated need, those are all ingredients for success."

Frank said the coming months

The pace of growth

Greater Vancouver's population will rise to over four million by 2044.



STUART DAVIS/VANCOUVER SUN

With Olympic gold medalist Cassie Campbell at her side, Calgary Chayse Jarvis, 9, joins other children in promising to uphold the values of responsibility and respect in Canadian hockey. The pledges were sewn into a quilt now on display at the World Junior Fanfest in Rollerland at the PNE.

The city's Jewish community celebrates Hanukkah

The image of a lighted menorah projected onto a large screen set up on the lawn of the Vancouver Art Gallery Monday night served as the backdrop to about 200 people from Vancouver's Jewish community who gathered to celebrate Hanukkah.

"We're celebrating victory," said Rabbi Binyomin Bitton of the Chabad of Downtown Vancouver, standing amid small groups of spiritual revellers singing and dancing to traditional Jewish music.

"With one light, we can take away a lot of darkness and depression... With one light we can light up this world," the rabbi said.

Monday marked the second of eight days of Hanukkah celebrations for Jews around the world. The celebration recognizes God's power and presence when, more than 2,000 years ago, a menorah with only enough holy oil to burn for one day miraculously stayed alight for eight days.

Today, Jewish families celebrate Hanukkah by gathering together and lighting their own candles.

Darah Hansen, Vancouver Sun

Last year's Green candidate challenges current riding choice

The Green candidate for Delta-Richmond East, Jean-Phillippe Laflamme, is being challenged by the Green candidate for the riding from the previous federal election.

Dana Miller, who ran for the Greens in 2004, had hoped to run again in Delta-Richmond East but says she was told by federal Green party officials that she isn't eligible.

Tom Cornwall, provincial organizer for the party, said Miller wasn't a member and was organizing for another political party.

Miller says she has "a receipt here that says that I'm a Green party member, that I've paid my dues," she said, adding "this was an inside move by [party leader] Jim Harris and his little cronies."

She has been organizing for the Peace and Ecology Party but said it is not registered with Elections Canada.

Cornwall said Miller's membership dues will be refunded, but Miller said she plans to fight the expulsion.

Richmond News

THE DAILY SPECIAL LOOKS AT THE YEAR THAT WAS :

THE DAILY SPECIAL

CITY'S FUTURE



STUART DAVIS/VANCOUVER SUN

UBC professor Patrick Condon (left) speaks with Masters in Landscape Architecture students Niki Strutynski and Greg Rouleau about trends in population growth and land-use issues. Hanging behind them is a composite map of the Lower Mainland.

are crucial as provincial Transportation Minister Kevin Falcon prepares to reveal the details of the Gateway Project and a new regional district board settles on a development strategy for the next decade.

Frank said the region would be foolish to reject huge inflows of cash from senior governments and investment from private partners to build transportation infrastructure. But expanding road capacity

without coupling it to the regional strategy will send low-density development sprawling into the Fraser Valley, he said, and the region needs to establish benchmarks so it can measure how proposed projects

will affect its future.

"We have to find ways to use those funds in ways that don't undermine our ability to have the quality of life that we've worked so hard to create."

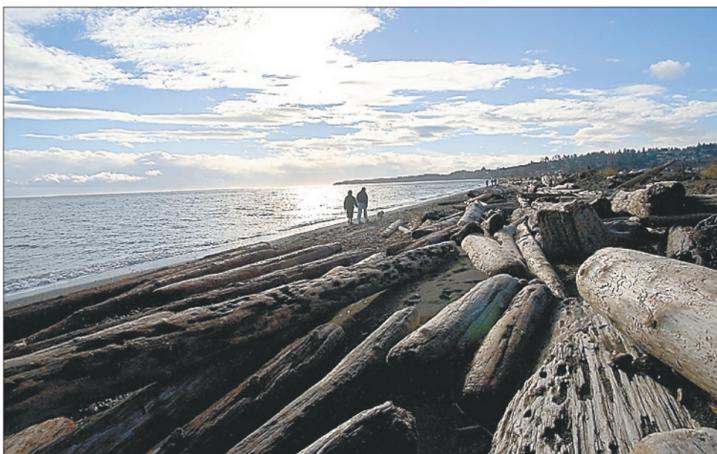
bboei@png.camwest.com



IAN SMITH/VANCOUVER SUN

Concept of livable neighbourhoods in Vancouver, such as these work-and-live buildings along Arbutus, is expected to continue to spread.

d Skelton has combed the archives and come up with the best quotes of 2005



DARREN STONE/VICTORIA TIMES COLONIST

Esquimalt Lagoon was a popular place to walk off the effects of Christmas feasting in Victoria Monday.

| RICHMOND |

Taxpayers can look forward to minimum two-per-cent rise

Richmond taxpayers face a minimum two-per-cent tax increase in the new year — and that's just for the status quo.

If they want any extras, like more police officers, they will need to swallow increases of three per cent or more, says Coun. Evelina Halsey-Brandt, who chairs the finance committee.

Taxpayers will be hit with steep utility bill increases and can also expect to pay increased TransLink levies, she said.

"I would like to go with a 2.01 per cent increase and skip the reserves this year, and I wouldn't go with any additional [staff] levies," Halsey-Brandt said.

The committee got its first glimpse of the 2006 operating budget last week. Municipal staff recommend a three-per-cent increase.

The average single family home will see the annual utility bill rise to \$867.50 from \$764.64.

Nelson Bennett, Richmond News

LAW AND ORDER

Suspects sought in hit and run crash that left woman with facial, abdominal injuries

RICHMOND | RCMP are asking for public help to find two suspects from a hit and run crash.

Police say a 1992 Asuna Sunrunner was northbound in the 8200-block of No. 4 Road about 7 p.m. Sunday when a stolen southbound 2002 Dodge pickup truck swerved into the southbound lanes, causing a head-on collision.

The driver of the Asuna, a 31-year-old woman from Richmond, suffered serious facial and abdominal injuries in the crash. She was taken to Vancouver General Hospital. She is expected to recover.

The driver of the Dodge truck and his passenger were described by witnesses as men in their late 30s of East Indian descent. The two men left the scene on foot and have not been located.

Witnesses also described a grey Honda Accord occupied by two women of East Indian descent that stopped at the collision scene shortly after the crash but did not wait to speak with police.

Police ask that these witnesses, and anyone else who may know something about the collision, to contact Richmond Traffic Services at Richmond RCMP, local 604-278-1212.



IAN SMITH/VANCOUVER SUN FILES

Staff Sgt. John Ward of the RCMP says Richmond council was consulted about a decision to set up a full-time Emergency Response Team.

RCMP implementation of an emergency response team irks city councillor

RICHMOND | The days of the RCMP doing what they want and having council pick up the bill are gone, said Coun. Rob Howard, chair of the Community Safety Committee.

"Times have changed. Now we need more accountability and consultation," added Howard, referring to the RCMP's decision to implement a full-time Emergency Response Team — partly at council's expense.

"It's probably a good idea in today's world [to have an Emergency Response Team.] The problem is that there was no consultation."

The RCMP Lower Mainland District's directive is particularly disappointing, said Howard, considering "we thought a new benchmark had been established in the formation of the Integrated Homicide Investigative Team [IHIT]."

"When they formed IHIT we were very involved in the process and really on board. In this case, it simply came as a decision — 'this is what we are going to do.'"

According to a city staff report, a business case was sent to mayor and council Nov. 7, but it "was not timed to allow for any meaningful consultation to take place regarding the City's portion of the costs prior to the decision to begin implementation in April 2006."

The RCMP's spokesman for the Lower Mainland, Staff Sgt. John Ward, said in fact there had been consultation with municipalities.

After the business case was sent to mayors, a working group was established in each community and the business case was furthered.

"They were certainly aware this was coming. What happens between city staff and councillors, I can't comment on, but there was involvement on the part of the cities."

Eve Edmonds, Richmond News

Despite personal setbacks, restaurant owner raises over \$80,000 for disaster relief

GALIANO ISLAND | If anyone deserves a break this holiday season, it's Deborah McKechnie.

Earlier this year, in an operation even Solicitor-General Rich Coleman admitted was "overkill," four B.C. government agents raided a bingo game for seniors run out of McKechnie's diner on Galiano Island.

Then, a kitchen fire closed her restaurant for a month during peak tourist season, a devastating blow for a small business like hers.

Yet, despite personal strife, McKechnie helped raise more than \$80,000 for disaster relief in the wake of the tsunami that struck southeast Asia and Hurricane Katrina that hit Louisiana this year.

"I need a break, I certainly do," she said in a pre-Christmas interview, laughing.

"Unfortunately small business in Canada does not include breaks. So the break is that we are not in a hurricane, we are not without food, we are not without love, and I'm happy to be alive and do my part."

McKechnie says the disaster had a profound impact on her. She saw the destruction on television, and then tried to make a difference.

McKechnie, who had raised money for other causes in the past, accepted a friend's challenge and put her skills to work on tsunami relief.

With the help of a local Lions Club, she organized an art auction that raised more than \$40,000 that was matched by the federal government.

"I think if we can just show people that it doesn't matter what you do, the smallest things can make the biggest difference," McKechnie said.

Lindsay Kines, Victoria Times Colonist

| WESTCOAST BY THE NUMBERS |

New year's nutrition

Christmas dinner is over but Lower Mainland fridges are still full of tasty — and fattening — leftovers. Still, our eating habits in 2006 should help counteract any seasonal overindulgence. According to an Ipsos-Reid poll, B.C. residents are Canada's most likely to claim to eat healthy.

71%

Percentage of B.C. residents who claim that nutritional content is very important in their grocery-shopping decisions.

54%

Percentage of Albertans who feel the same way.

SOURCE: WHAT CANADIANS THINK

VANCOUVER SUN