



Exploring the issues that will shape the 2018 civic election in Metro Vancouver

A survey of voters, businesses and politicians, presented by Mustel Group, FleishmanHillard HighRoad and the Greater Vancouver Board of Trade

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Civic leadership hopefuls face anxious Metro Vancouver voters

The 2018 municipal election will bring significant changes to Metro Vancouver's local governments. With more than half of the region's mayors retiring and issues such as affordable housing and traffic congestion capturing the attention of voters, this is shaping up to be the most interesting civic election in recent memory – with much at stake for the region.

Mustel Group and FleishmanHillard HighRoad, in partnership with the Greater Vancouver Board of Trade, undertook a unique research project aimed at understanding how changes in the municipal political make-up of Metro Vancouver will take shape, and what this could mean for our communities. This multi-faceted survey explores the views of the public, the business community and local politicians on key issues, and looks at the priorities of new candidates compared to mayors and councillors who will soon pass the torch to the next generation of leaders.

What we've found is that the October 20th election will take place against a backdrop of significant **concern and anxiety among voters and politicians about quality of life and affordability in the region**. Metro Vancouver has long enjoyed a reputation for an excellent quality of life, but residents and businesses seem to be falling out of love with the place we call home. **Almost half of residents and over a third of businesses surveyed say they've considered moving away from the region recently**. A clear majority of residents (67%), businesses (75%), and political candidates (82%) believe quality of life and affordability in the region have *declined* in the last five years. These results are consistent across the region. And residents and businesses expect the situation to *worsen*, whereas politicians are more optimistic, even though they do not feel municipal governments have much control over affordability.

When it comes to key issues, **affordable housing, the pace of growth and development, and transportation** are likely to dominate discussion in the lead up to October 20th. When asked an open-ended question about the top issue facing their community, residents' concerns about affordable housing were most pronounced in the City of Vancouver, the North Shore, and Burnaby/New Westminster. The rapid pace of growth in many communities could emerge as a sleeper issue in this election, as a sizable percentage of residents across the region said that overdevelopment, densification, or loss of agricultural land (ALR) was their top issue.

Despite significant concerns about housing affordability, many voters believe too much new housing is being built

Despite significant concerns about housing affordability region-wide, many voters believe too much new housing being is built. This suggests that politicians will need to be very strategic in how they address housing policy solutions and development issues during the campaign. Those candidates advocating for simply building more housing or broad-brush approaches to densifying neighbourhoods could face challenges gaining support.

New candidates seeking election share many of the same priorities as current municipal leaders, but they want to take bolder steps, particularly on housing. **New candidates are more likely to believe municipal governments have a significant influence on affordability**, which is in line with the views of residents who expect their city councils to make a real impact on the issue. In contrast, current politicians who have spent the past four years (or more) in local government are more likely to say that local governments have a similar or lesser impact on affordability compared to provincial and federal governments.

When it comes to transportation issues – roads, traffic congestion, public transit – residents in the Southeast (Surrey/Langley) say this should be the top priority of their local government, with Burnaby/New Westminster and North Shore residents ranking transportation as the second-highest priority. Over two-thirds of the region's residents think their local city council has done a poor job managing the capacity of roads and public transit as the population grows and new housing is built. Politicians tend to think they've been striking the right balance between housing and transportation capacity, but acknowledge that residents are dissatisfied.

While there is clearly a **pent-up demand for better transportation infrastructure** across the region, Metro Vancouver residents support the priority investments now being advanced as part of TransLink's 10-Year Vision. Although there are sub-regional differences where certain projects have higher levels of local support, residents and the business community picked region-wide transit expansion as the top priority, with residents also showing strong support for replacing the Pattullo Bridge and increasing rapid transit in Surrey.

Taxation didn't factor as a major concern for residents surveyed, with businesses more likely to express dissatisfaction with the value they receive for the municipal tax dollars they contribute. **The majority of homeowners believe they are receiving at least fairly good value for the property taxes** they pay. In terms of spending priorities, residents think it's most important to invest in road maintenance and traffic management, social housing and poverty reduction (again, suggesting a widespread concern about affordability), and core city services such as garbage collection. But preferences vary across the region: in the City of Vancouver, residents choose housing, core city services and traffic management as priorities, with environmental initiatives trending higher compared to other communities; in Surrey and Langley, residents' top priority is crime reduction; while in Richmond, Delta and the North Shore, climate and sustainability initiatives are a much higher priority compared to other communities, possibly reflecting concerns over flooding risks or other climate change impacts.

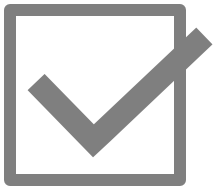
In terms of the overall level of satisfaction with their local governments, Metro Vancouver **residents are divided as to whether they think their municipality is on the right track or wrong track**, with views varying by area. Unhappiness with local politicians is strongest in the Northeast (Maple Ridge/Tri-cities, Southeast Surrey/Langley) and City of Vancouver, suggesting these will be the communities to watch on election day for significant changes in the make-up of city councils.

Survey Methodology

The VoteLocal survey included three different groups:

- A random sample of Metro Vancouver adults, 18 years of age or over (n=533)
- Greater Vancouver Board of Trade members (n=184)
- Current mayors and councillors, and candidates in the up-coming election (n=93)

The survey was completed online from July 9 to August 23, 2018.



VoteLocal on October 20th!

Local government matters.

The decisions made by local governments influence our quality of life, environment and economy...every day.

The VoteLocal survey provides a snapshot of some of the issues and dynamics that will be in play as Metro Vancouver gets ready to elect its municipal leaders on October 20th, 2018. For more information on our survey and updates over the course of the election campaign, visit us at VoteLocalBC.ca or follow us on [Twitter](#).

Key Election Issues



Residents

When asked to identify the most important issue facing their municipality at this time – the one which they think city hall should give highest priority – Metro Vancouver residents are most inclined to list affordable housing, followed by transportation, and then by overdevelopment. Some differences by region¹:

City of Vancouver: housing is the dominant issue (57%) followed at some distance by transportation (8%) and overdevelopment (7%)

Burnaby/New Westminster: Affordable housing (37%) followed closely by transportation (22%)

Northshore: affordable housing (35%), transportation (23%), followed by overdevelopment (10%)

Northeast: opinions are almost equally divided among a number of issues including overdevelopment (13%), taxes (12%), transportation (12%), affordable housing (11%), and homelessness (8%)

Southwest: Environmental issues (24%), affordable housing (21%), overdevelopment/loss of ALR (18%), transportation (11%)

Southeast: transportation (23%, crime (20%), overdevelopment/loss of ALR (15%), homelessness (6%)

Note that the Trans Mountain Expansion was not mentioned to any significant extent, even in Burnaby (5%) and the City of Vancouver (1%).

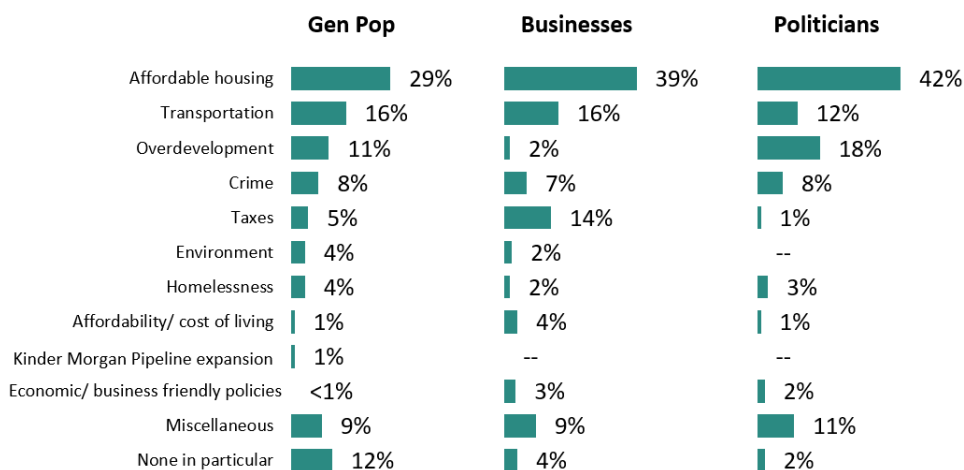


Businesses

Affordable housing is also the key issue among the business community, followed by transportation, taxes, and crime. Note that taxes are less commonly cited as a key issue among residents. The findings are relatively consistent by business size.

For businesses located in the City of Vancouver, affordable housing (45%) is the key issue followed by taxes (14%) and then transportation (10%). Businesses in other parts of the region tend to list transportation (31%) as their main concern, followed by housing (20%), taxes (12%) and crime (10%).

Most Important Issue Facing your Municipality



¹ Northeast: includes Tri-cities, Maple Ridge

Southwest: includes Richmond, South Delta, Tsawwassen,

Southeast: Surrey, North Delta, Langley, White Rock



Politicians

Politicians also see affordable housing as the main issue, followed by overdevelopment and transportation. New candidates are more inclined to cite housing, whereas incumbents seeking re-election focus equally on overdevelopment and housing.

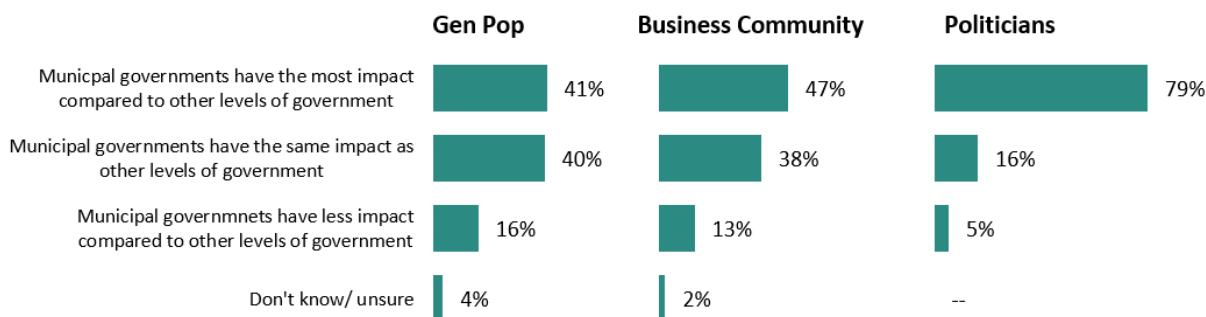
Quality of Life and Affordability

Both residents and businesses are somewhat divided with respect to the impact municipal governments have on the **quality of life** compared to other levels of government. Almost equal sized groups think they have the *most* impact, and the *same* impact compared to other levels. Few think they have *less* impact.

A clear majority of residents (67%), businesses (75%), and political candidates (82%) believe the quality of life and affordability in the region have *declined* in the last five years.

Politicians tend to think municipal governments have the *most* impact.

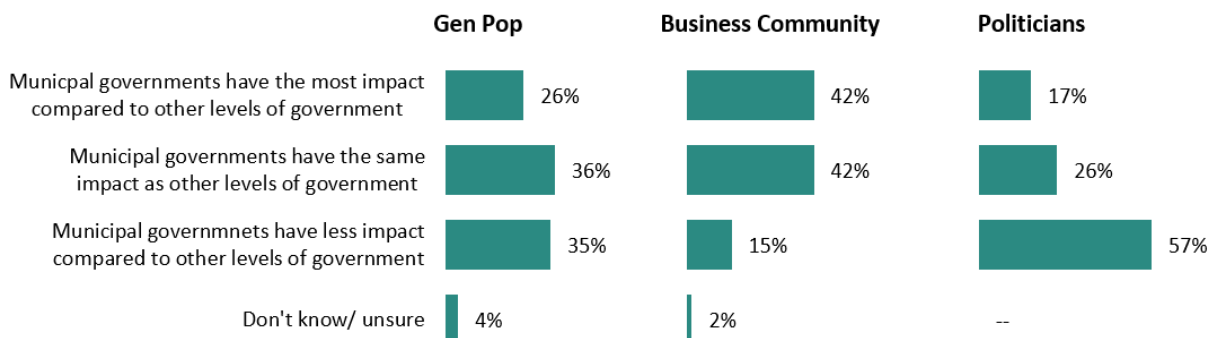
Level of Impact Municipal Governments Have on Quality of Life



But when it comes to **affordability** in Metro Vancouver, residents tend to think municipal governments have the *same* or *less* impact than other levels of government, whereas businesses think they have the *most* or at least the *same* impact.

But politicians tend to think they have *less* impact. So, while residents and businesses expect some role in affordability issues, politicians tend to think other levels of government have more responsibility and impact. New candidates differ in opinion from incumbents, believing they have at least the *same* if not *more* control on affordability.

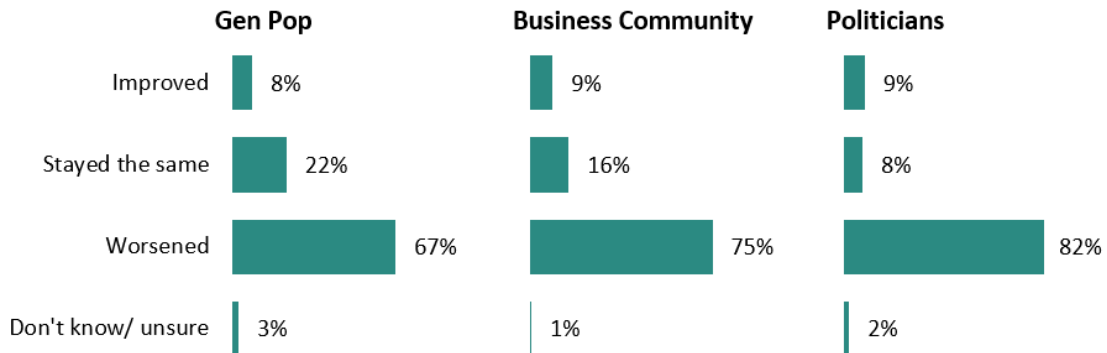
Level of Impact Municipal Governments Have on Affordability



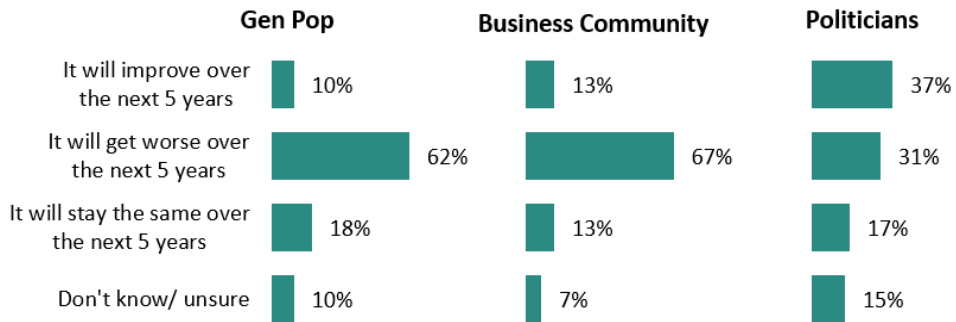
A clear majority of residents (67%), businesses (75%), and political candidates (82%) believe the quality of life and affordability in the region have *declined* in the last five years. The results are consistent across the region.

And residents and businesses expect the situation to *worsen*, whereas politicians are more optimistic, even though they do not feel they have much control over affordability. Views among incumbents and new politicians are similar.

Change in Quality of Life and Affordability Over Past 5 Years



Expectations for Future Quality of Life and Affordability

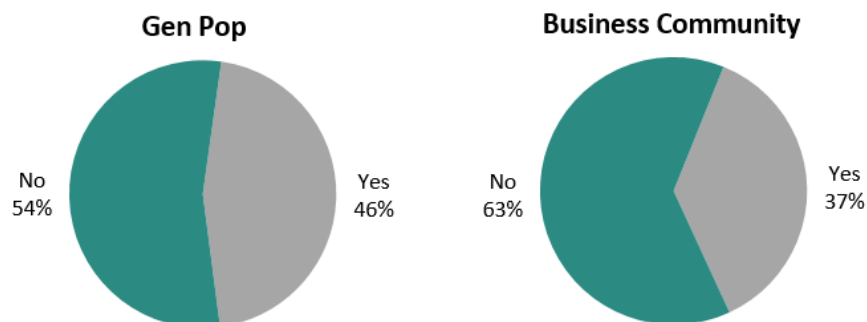


Almost half of Metro Vancouver residents, 46%, have considered moving away from the region due to quality of life or affordability concerns.

And 37% of businesses have considered relocating, away from Metro Vancouver, due to these concerns. Larger businesses indicate they are most inclined to move.

Residents most inclined to move include: those under 65 years of age but particularly those under 45 (53%) and residents of the City of Vancouver (53%) and Burnaby/New West (56%). Residents of the Southwest are least inclined to move (28%).

Considering Relocating Away from Metro Vancouver Due to Affordability



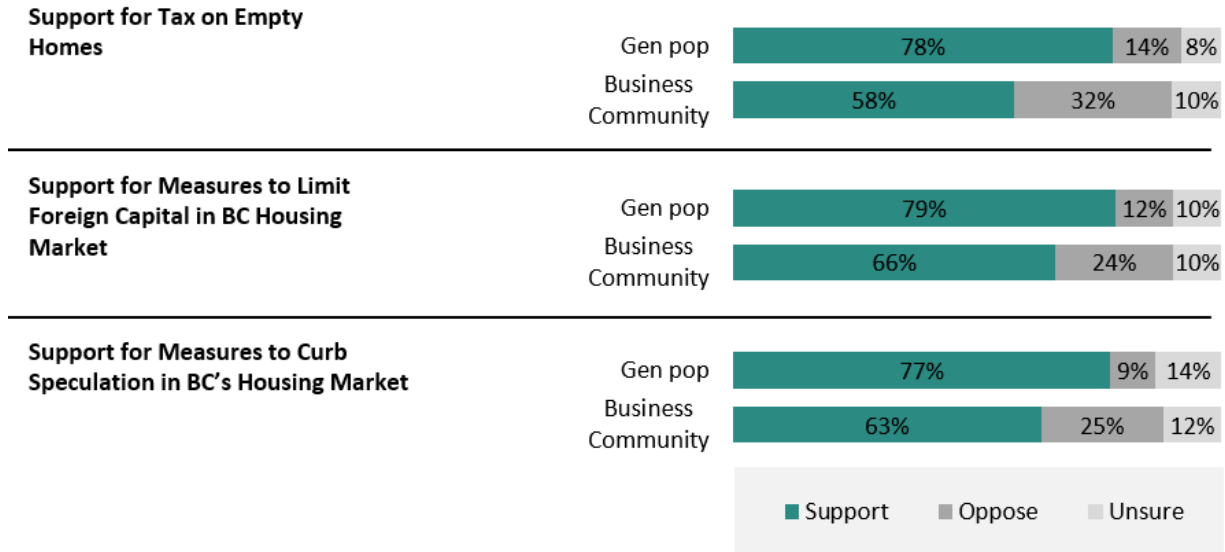


Housing

Both residents and businesses support a tax on empty homes, measures which limit or restrict foreign capital into BC's housing market, and measures to curb speculation in the housing market.

Three-in-four businesses report that their ability to recruit or retain employees has been affected by the cost of housing.

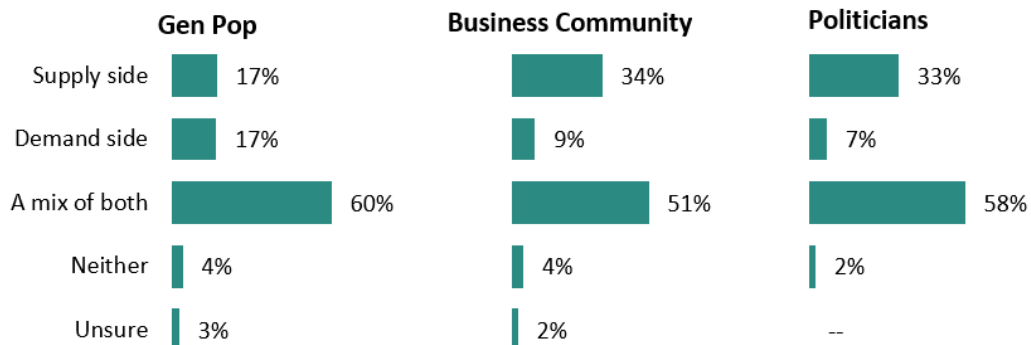
Support for Measure to Address Housing Affordability



When asked if they think local governments should prioritize supply side policies, or the demand side to combat the region's housing affordability crisis, both residents and businesses tend to respond a combination of both, with slightly higher support for supply side measures among businesses than among the public. This is not surprising given that overdevelopment is a key issue of concern to residents.

Politicians' results are similar to business results and indicate stronger support for supply side measures than among residents, which could create conflicts. Incumbents are much more inclined to believe focus should be on the supply side, whereas new candidates believe a mix of both is required.

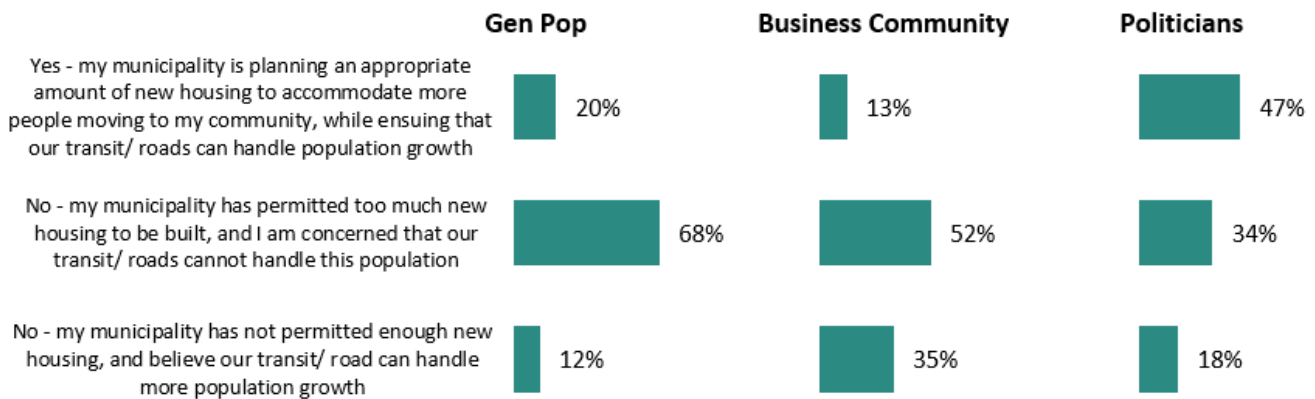
Should Government Prioritize Supply or Demand Side Housing Policies?



All three groups were also asked if they thought local governments are striking the right balance between permitting for additional housing while considering the impacts on traffic congestion. A total of 68% of residents and 52% of business believe *too much housing* has been permitted to be built for our transportation system to handle, whereas the politicians tend to think an *appropriate* amount has been permitted, 47%, largely consisting of current mayors and councillors. New candidates are more inclined to think a balance has not been struck.

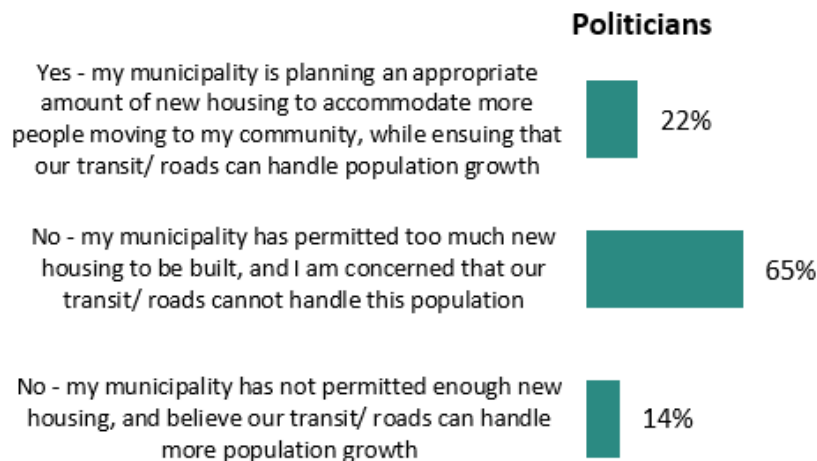
Only 20% of the public (13% of businesses) think an appropriate amount has been permitted. Even fewer of the public (12%) think *not enough* housing has been permitted (a higher proportion of businesses 35%).

Are Governments Striking Right Balance of Housing vs Transportation?



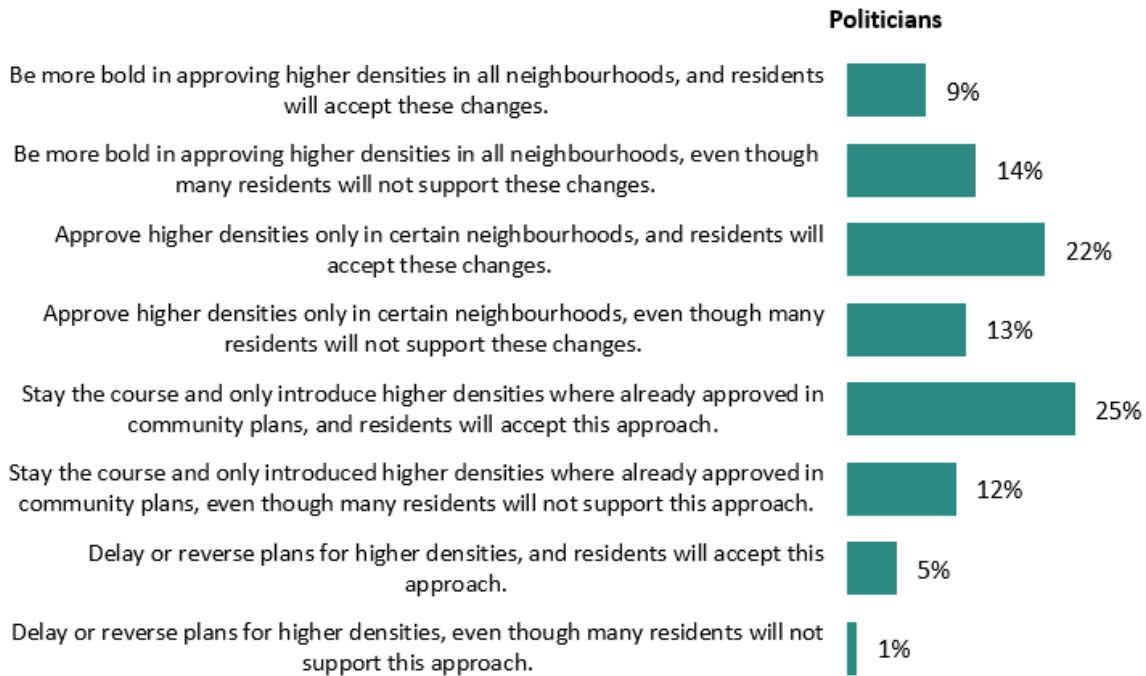
While current politicians tend to think they have been building the appropriate amount (new candidates say they have built too much for the transportation system), they do concede that the public does not share their views when asked how the public feels about the same question.

How the Public Feels about Balance of Housing vs Transportation



But when politicians are asked how their city council should approach housing approvals in the next four-year term, it is evident that most will approve higher densities at least in certain neighbourhoods. New candidates are more inclined to be bold and expand densities in neighbourhoods, whereas incumbents are more likely to stay the course and approve higher density only where already approved.

Politicians' Plans for Housing in Next 4 Years



The impact of housing affordability on businesses is significant. Three-in-four report that their business’s ability to recruit or retain employees has been affected by the cost of housing. Among larger business (50 or more employees) the level increases to 91%. But the results do not vary significantly according to the location of the business (City of Vancouver or other).

Businesses' Ability to Recruit and Retain Employees Affected by Housing?

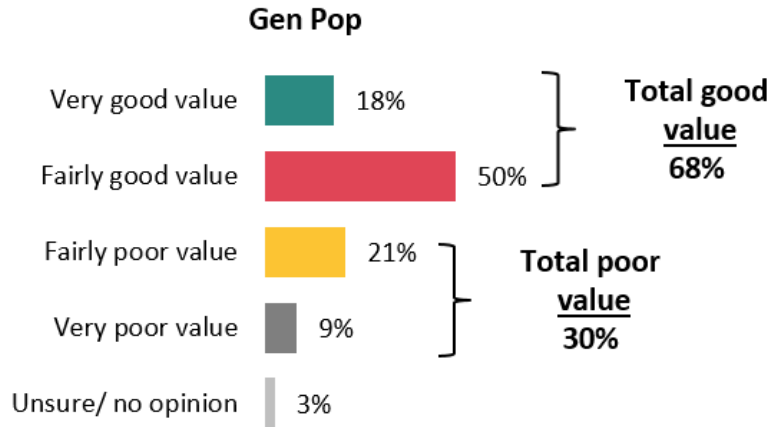


Taxes



A majority of home owners, 68%, believe they are receiving at least fairly good value for the property taxes they pay. Residents of the Northeast and Southwest are most satisfied, and residents of the City of Vancouver and Northshore are most critical.

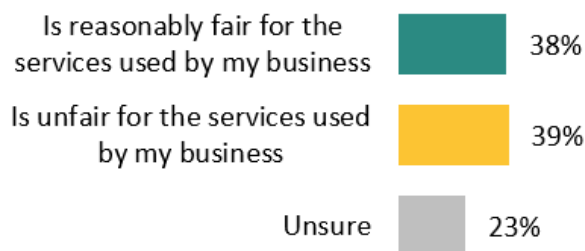
Value Received for Property Taxes



Opinion is divided among businesses as to whether or not the taxes they pay are fair for the services used by their business.

Local Government Tax Burden – Reasonable of Unfair

Business Community





Priorities for Municipal Spending

The top three and lowest three priorities for municipal spending among each group is as follows.

Top 3 Priorities:

General Population

- #1 Local road maintenance and traffic management
- #2 Social housing and poverty reduction
- #3 City services such as waste collection, water and sewer, bylaw enforcement/policing and public safety

Business Community

- #1 Local road maintenance and traffic management
- #2 Planning and permitting to enable new development
- #3 Economic development

Politicians

- #1 Planning and permitting to enable new development
- #2 Local road maintenance and traffic management
- #3 Social housing and poverty reduction

Bottom 3 Priorities:

General Population

- #1 Addressing the opioid crisis
- #2 Arts and culture
- #3 Climate change adaptation and resiliency

Business Community

- #1 Climate change adaptation and resiliency
- #2 Addressing the opioid crisis
- #3 Arts and culture

Politicians

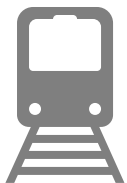
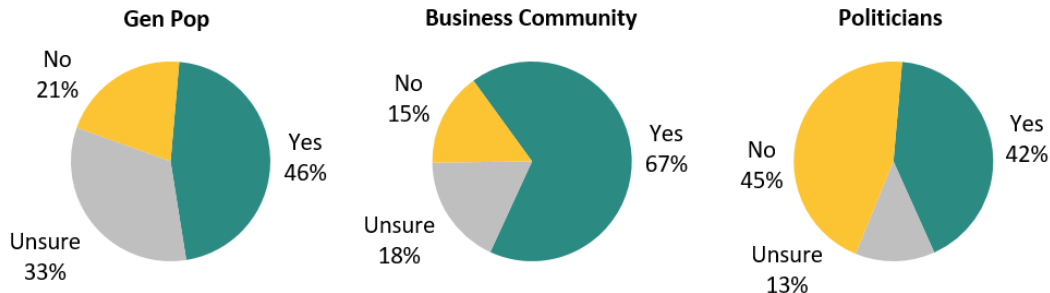
- #1 Addressing the opioid crisis
- #2 Public realm cleanliness (street cleaning, litter removal)
- #3 Climate change adaptation and resiliency

As noted, planning and permitting to enable new development is not a priority for the public, and in fact ranks as one of the lowest priorities. This contrasts with the views of businesses and politicians. However, the public ranks “social housing and poverty reduction” as the number two priority behind “local road maintenance and traffic management,” which indicates there is a desire for more housing that specifically addresses affordability challenges.

Economic Development

Among those with an opinion, there is support among the public and businesses for a single economic development agency for the Metro Vancouver region. Politicians are more divided in their opinions.

Support for Single Economic Development Agency

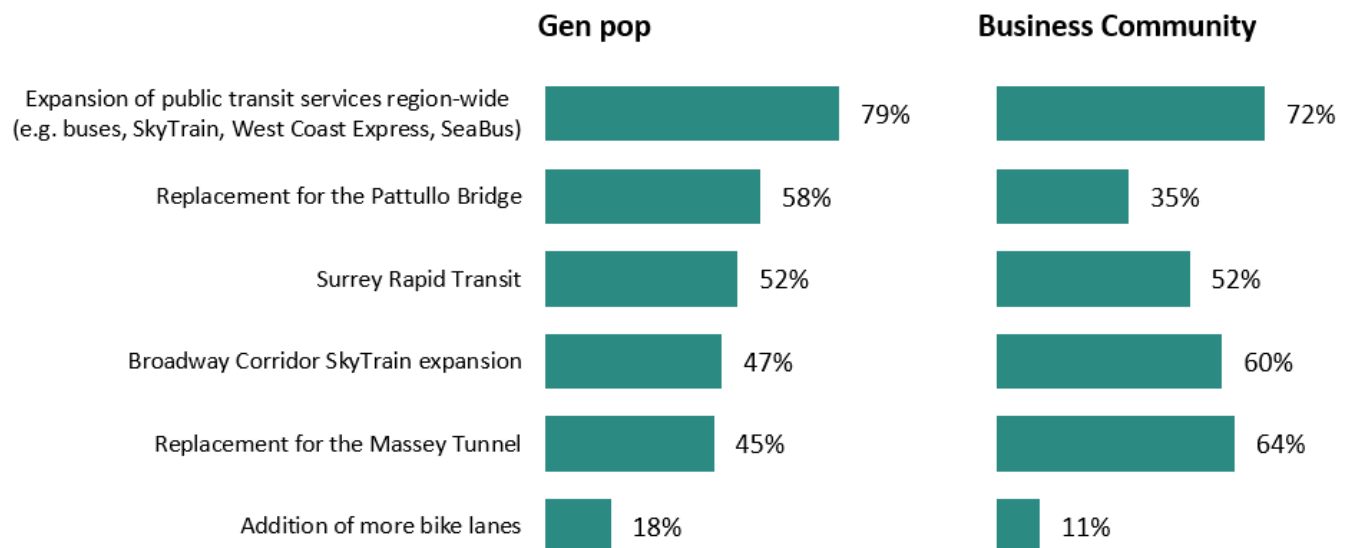


Transportation

When provided with a list of planned future transit and transportation projects, residents place highest priority on expansion of the public transit service region-wide, with almost equal sized groups selecting either replacement of the Pattullo Bridge or Surrey Rapid Transit expansion as the next highest priority.

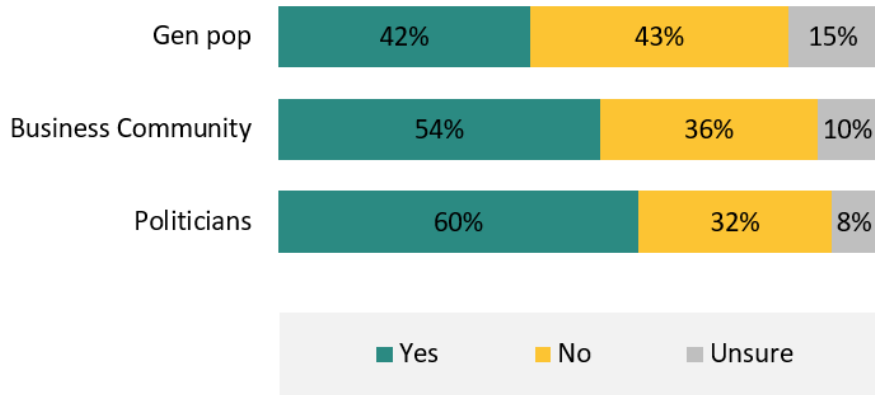
Among businesses, the Massey Tunnel replacement and Broadway Corridor SkyTrain expansion has slightly more importance than Surrey Rapid Transit. The findings naturally vary by region and location of residence or business.

Top Three Priority Transportation Projects



While businesses and politicians tend to support local governments working with the province to pursue mobility pricing, views are more divided among residents. City of Vancouver, Burnaby/New Westminister and North Shore residents tend to support mobility pricing and those in other regions tend to oppose pursuing it.

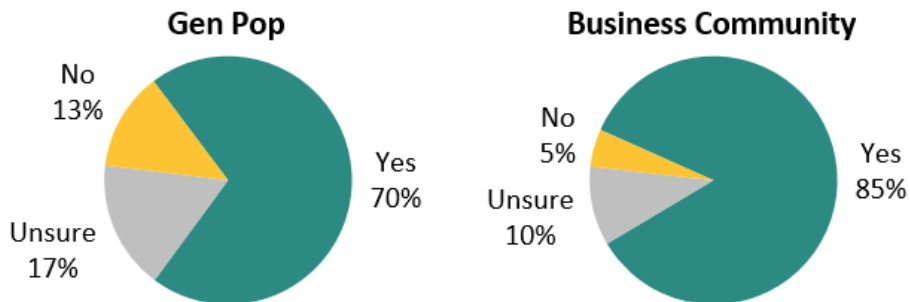
Should Local Governments Work with Provincial Government to Pursue Mobility Pricing?



Ridesharing

There is strong agreement among residents and businesses that local governments should work with the provincial government to allow ridesharing. (Note: the question was not asked of politicians.)

Should Local Government Work with Provincial Government to Allow Ridesharing?

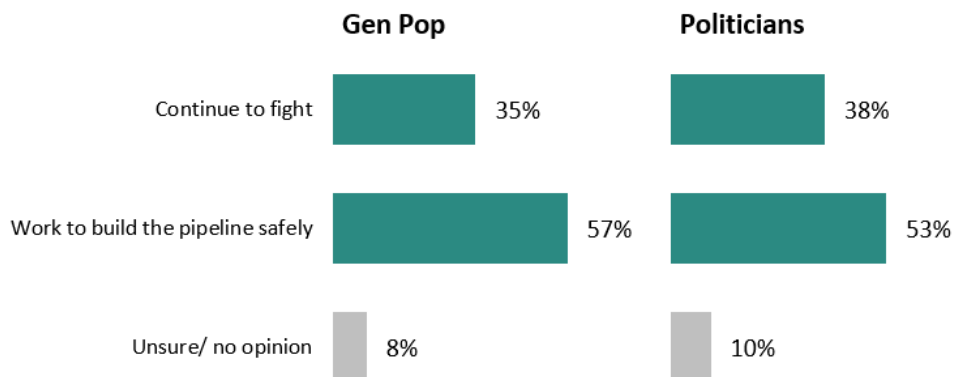


Trans Mountain Expansion Project

(Note: The VoteLocal survey was active from July 9 to August 23, 2018, prior to a recent Federal Court of Appeal ruling that halted construction of the Trans Mountain project.) Residents and politicians were asked if they believed it was time for local governments to work with the federal government to ensure the project is built safely, or to continue to fight the project. Both groups tend to agree they should work with government, but new candidates are more divided in their views with 43% wanting to continue to fight and 41% wanting to work with government (17% undecided).

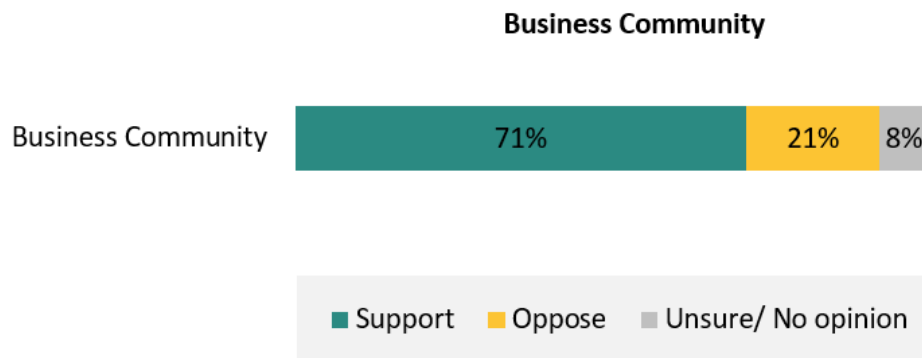
Burnaby/New West residents tend to want to continue to fight, but residents of other regions, including the City of Vancouver, support working with the federal government.

Support for Trans Mountain Pipeline



In order to accurately compare these findings to previous surveys, businesses were simply asked if they support or oppose the project. Seven-in-ten support the project.

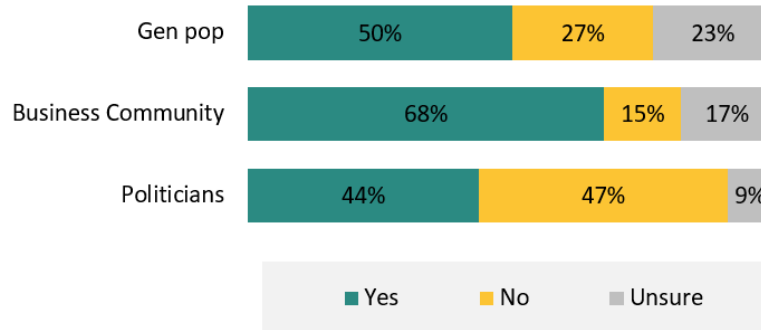
Support for Trans Mountain Pipeline Project Among Businesses



Amalgamation of Local Governments

The public and businesses support some degree of amalgamation of local governments within the Greater Vancouver region. Politicians are divided on this issue.

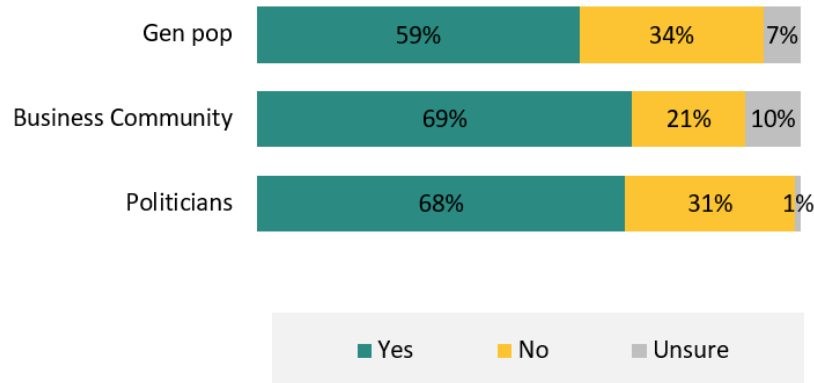
Do You Support Some Amalgamation of Local Governments?



Policing

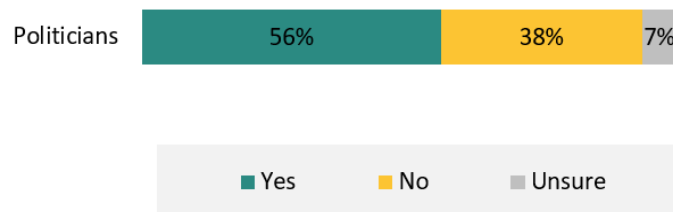
Residents, businesses and politicians tend to agree that police resources are adequate to address crime and safety issues in their community. Only residents of the Southeast region (Surrey, Langley, White Rock) disagree (52% versus 42% agreeing and 6% undecided).

Are Police Resources Adequate to Address Issues in Your Community?



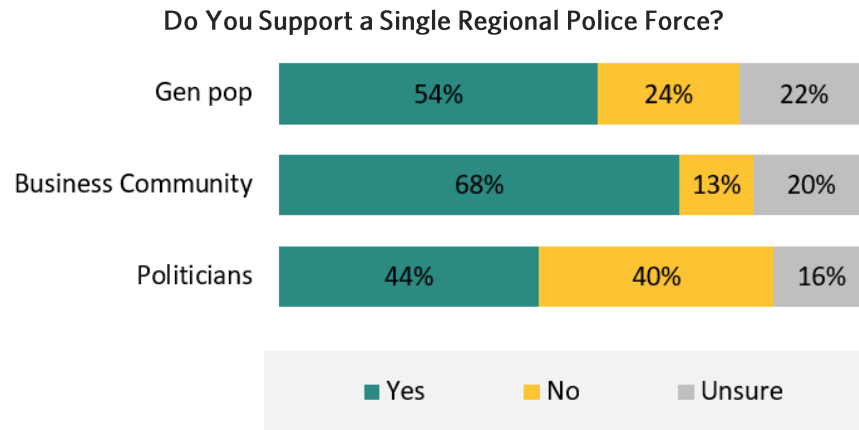
Politicians tend to believe the public also feels the same.

Does the Public Perceive Police Resources Are Adequate?



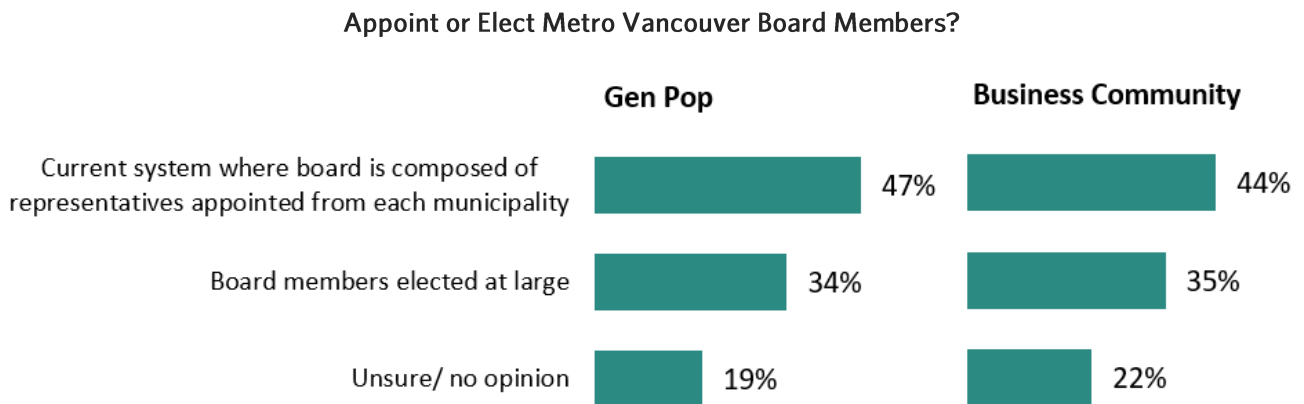
Residents and businesses tend to support the creation of a single regional police force to better fight organized crime and gang violence.

Views are somewhat more divided among politicians with incumbents leaning toward the status quo and new candidates favouring a regional force.



Metro Vancouver Board: Appointed or Elected

Views are slightly mixed regarding whether Metro Vancouver board members should continue to be appointed from each municipality, or elected at large, but both residents and businesses lean toward the current system.

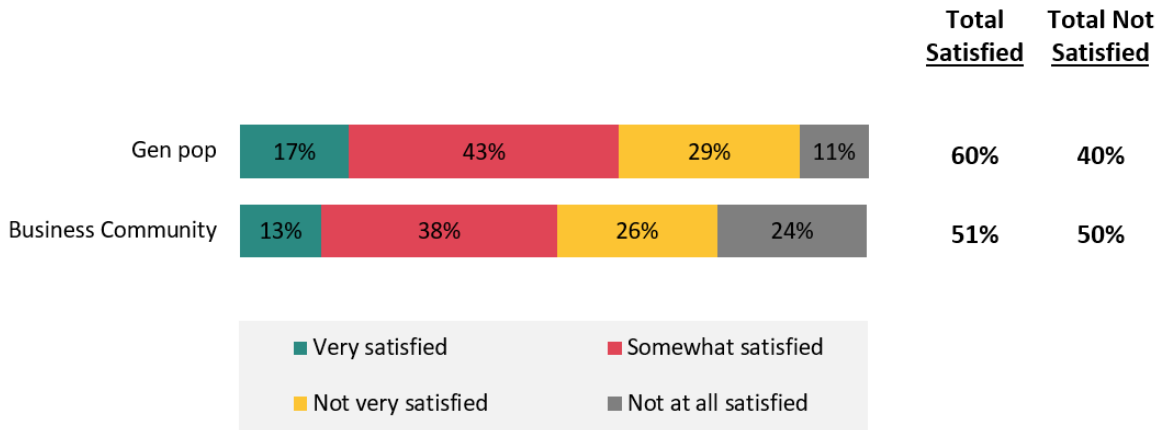


Community Engagement and Consultation

Residents tend to be satisfied with their municipality in terms of community engagement or consultation with residents/businesses on projects and initiatives; however, 40% are not (increasing to 46% in the City of Vancouver).

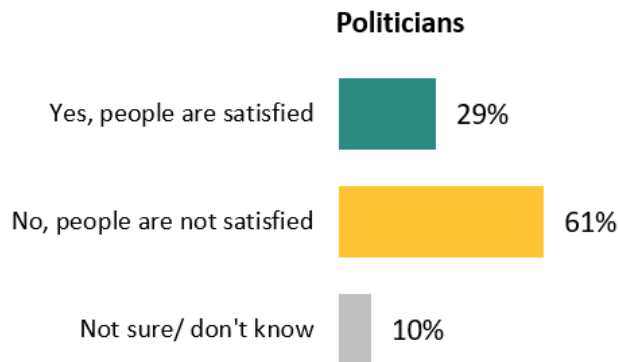
Views are more divided among businesses.

Satisfaction with Community Engagement and Consultation



Politicians tend to think members of their community are not satisfied, a view held more strongly by new candidates than incumbents.

Is the Public Satisfied with Community Engagement by Municipalities?



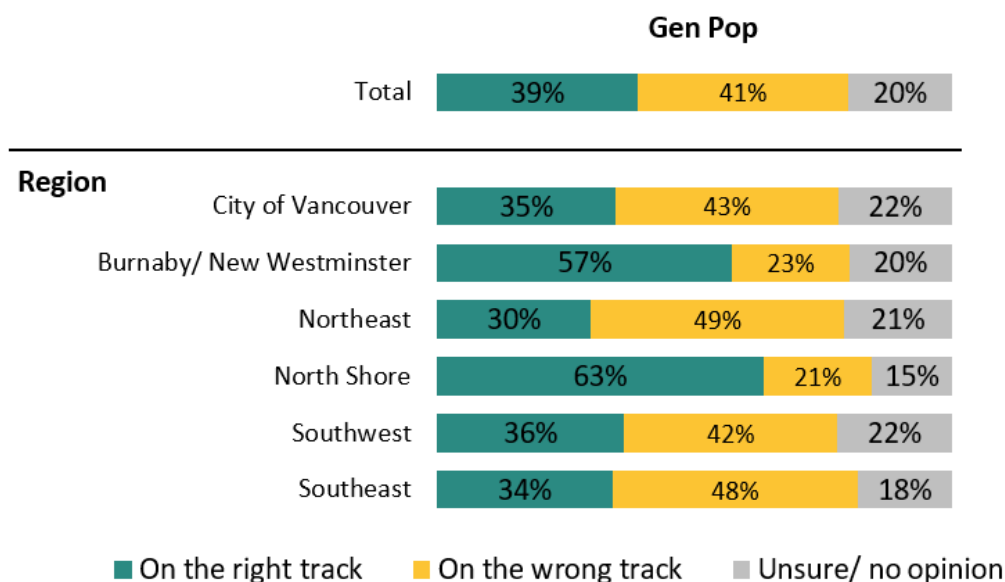
The following are suggestions from politicians on possible ways to improve community engagement.

Politician Suggestions for Community Engagement	Politicians (93) %
Improve public outreach/engagement	48
Improve public outreach/engagement (misc.)	27
More strategic engagement throughout policy/community planning	17
Face to face neighbourhood meetings with councillors/mayor	12
Mailouts/social media/online	7
Improve communications (ESL, concise, impartial, explain how/why a decision was reached etc.)	22
Increase accountability/transparency/address the issue of being in collusion with developers	19
Listen and take action on issues of concern	9
No changes/nothing	37

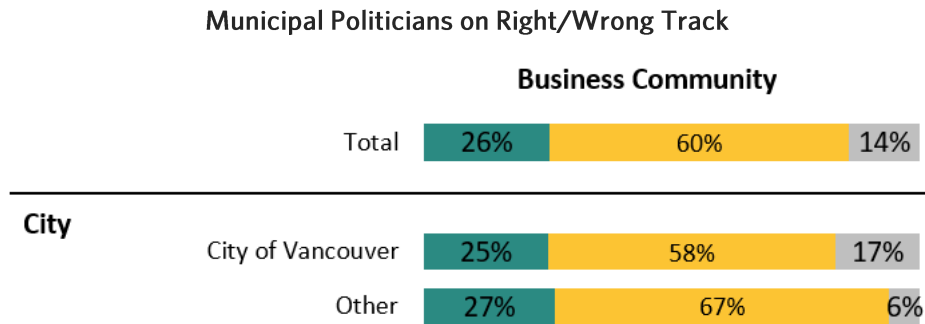
Municipal Government on Right Track or Wrong Track?

Residents are divided as to whether they think their municipality is on the right track or wrong track, with views varying by area.

Municipal Politicians on Right/Wrong Track



Businesses tend to believe the municipality they operate within is on the wrong track, a finding which is consistent across the region.



Both residents and businesses suggest local governments should put a greater focus on local issues and transportation. Residents also feel governments need to address overdevelopment issues and increase accountability/transparency.

Reason on Wrong Track Base: Total think municipal politicians are on wrong track	Gen pop (217) %	Business Community (111) %
Focus on local issues/misc. negative comments regard mayor/municipal politicians	50	41
Transportation (public transit expansion, traffic congestion, infrastructure, etc.)	33	33
Overdevelopment (loss of ALR, densification, etc.)	25	4
Increased accountability/transparency/consultation	24	17
Crime (gang violence, public safety, fentanyl/opioid crisis, etc.)	14	1
Reduce government bureaucracy/control spending	13	20
Affordable housing (empty housing, foreign owner tax, etc.)	12	23
Taxes	10	13
Economic/business friendly policies (issues of permits, applications, attracting investment, etc.)	6	14
Kinder Morgan Trans Mountain Pipeline Expansion	2	-
Miscellaneous changes	8	2
No comment	6	9

Politicians' Views on the Last Four-Year Term

Despite the widespread concern about housing – and among residents, overdevelopment – politicians tend to think their most significant achievement is addressing housing and developing Official Community Plans (OCP's) to allow for higher density. Having noted this, politicians do concede that not enough progress has been made on transportation.

Politicians were asked to identify the biggest achievement or most positive decision of local municipal council over past four years.

Biggest Achievement among Politicians	Politicians (93) %
Addressing housing issues	25
Addressing housing (misc.)	11
Rental housing strategy	10
Creation of modular housing for homeless/at risk groups	4
Miscellaneous achievements/decisions	14
Development of OCP/high density developments/requirement for community amenities	13
No achievements/decisions	9
Parks/recreation facilities	8
Fiscal management/debt reduction	8
SkyTrain/light rail expansion/approval	7
Environmental actions/Green City (2020) Initiatives	7
Improvements to community health and safety	7
Improved accountability/transparency	5

The one thing municipal leaders haven't been able to accomplish in past four years, that they wish they had?

What Have Not Been Able to Accomplish	<u>Politicians</u> (93) %
Transportation issues	43
Public transit expansion/improvements	20
Transportation issues misc.	16
Reduce traffic congestion	7
Increase/address affordable housing	26
Opioid/drug addiction	5
Homelessness	5
Integrated regional planning/addressing all municipal concerns	4
Miscellaneous	14
Nothing	2

Comparing Current Politicians and New Candidates

In terms of priorities for local government, there is general consensus among current and prospective politicians that housing and transportation are key issues that will need attention over the next four-year term. However, new candidates are more likely to suggest affordable housing as the top issue facing their community, compared to retiring politicians and incumbents seeking re-election. Incumbents are just as concerned about overdevelopment.

When it comes to influence on quality of life, politicians of all types agree that municipalities have either the same or greater impact compared to other levels of government. But on affordability specifically, new candidates are more inclined to believe that municipalities have a strong influence on the issue. Whereas 62% of new candidates say municipal governments have either the same or greater impact on affordability, only 27% of retiring politicians and incumbents seeking re-election say the same.

When asked whether quality of life and affordability will improve in the next five years, those running for election this year are more optimistic than the public (57% of incumbents and 54% of new candidates say conditions will stay the same or improve).

In terms of housing development, the majority of new candidates think city councils have not been doing a good job and they would approach the issue differently. Current politicians generally believe their city councils have been taking the right approach to balancing the permitting of new housing development with management of road and transit capacity. New candidates disagree. The majority of retiring politicians and incumbents say their councils are permitting an appropriate amount of new housing to accommodate population growth. 48% of new candidates say councils have permitted too much new housing, and 29% of new candidates believe municipalities have not permitted enough. The majority of all politicians surveyed believe the public is concerned about overdevelopment in local communities, but new candidates are most likely to believe this.

Despite these findings, new candidates seem to be much more interested in densification compared to incumbent or retiring politicians. 31% of new candidates believe councils should “be more bold in approving higher densities in all neighbourhoods” while 41% believe higher densities should be approved in certain neighbourhoods. About half of incumbent and retiring politicians favour “staying the course” by introducing higher density of housing only where already approved in official community plans.

A strong majority of new candidates believes the public is dissatisfied with the way municipalities engage and consult the community. 86% of new candidates say people are not satisfied, while 41% of incumbents and retiring politicians say the same. Most new candidates say improvements in either the methods or communication associated with public engagement are needed, while 57% of current politicians would not change the way their communities conduct public engagement.

Both current and aspiring civic politicians believe local governments’ biggest achievements of the past four-year term relate to addressing housing issues, with retiring politicians particularly proud of developing long range community plans and implementing policies requiring community amenity contributions from developers. When asked about issues where the region hasn’t made enough progress in the past four years, transportation was most often cited by all groups – with many mentioning public transit expansion and reducing congestion, specifically. Housing and other miscellaneous issues were also cited.

Survey Metrics: Demographics

Residents	Gen Pop (533) %
Area of Residence	
Southeast (Surrey/North Delta/White Rock/Langley)	29
City of Vancouver	28
Northeast (Coquitlam/Port Coquitlam/Port Moody/Maple Ridge/Pitt Meadows)	13
Burnaby/New Westminister	13
Southwest (Richmond/South Delta)	10
North Shore	8
Gender	
Male	48
Female	52
Age	
18 to 34	12
35 to 44	33
45 to 54	19
55 to 64	16
65 or better	19
Children Living at Home	
Yes	44
No	56
Age of Children Living at Home	
Under 5	27
5 to 7	20
8 to 12	30
13 to 15	25
16 to 17	23
18 and over	24

Businesses	Business Community (184) %
Business Location	
City of Vancouver	73
Burnaby	4
New Westminster	1
Coquitlam	1
Maple Ridge	1
Bowen Island	1
North Vancouver - City	4
North Vancouver - District	2
West Vancouver	1
Richmond	5
South Delta (Ladner/Tsawwassen)	1
Surrey	4
White Rock	1
Langley Township	1
Number of Employees Business has in BC	
Sole proprietor/no employees	13
1 to 4	17
5 to 9	10
10 to 19	7
20 to 49	10
50 to 99	8
100 to 249	10
250 to 499	9
500 or more	16

Politicians	Politicians (184) %
Electoral Status	
Current mayor seeking re-election	5
Current mayor not seeking re-election	7
Mayoral candidate	12
Current councillor (or electoral director) seeking re-election	38
Current councillor (or electoral director) not seeking re-election	7
Council (or electoral director) candidate	32

About VoteLocal

VoteLocal is a research and education initiative of FleishmanHillard HighRoad, Mustel Group and the Greater Vancouver Board of Trade, with the goal of encouraging awareness and participation in the 2018 municipal election in Metro Vancouver and across British Columbia.

Learn more and follow us for updates online at <http://votelocalbc.ca> or on Twitter [@local_bc](https://twitter.com/local_bc).



FHR brings together two leading communications agencies—FleishmanHillard Canada and High Road—each with different, yet complementary skill sets. Our service offering includes highly-regarded and well-established practices in brand marketing, reputation management, public affairs, media relations, social and digital innovation, and much more. FHR is part of the global FleishmanHillard network, with 85 offices in more than thirty countries.

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