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On the cover: Rivian's R1T electric pickup truck is now accepting Canadian pre-sales.

BCAA Annual General Meeting

All BCAA Members in good standing are invited to attend the **Annual General Meeting (AGM) at 6 p.m., March 11, 2021**, currently scheduled to be held at BCAA's home office: 4567 Canada Way, Burnaby. BCAA's board of directors and executive team will share financial and organizational updates from the past fiscal year, and Members will be asked to cast their vote on proposed resolutions. BCAA Members are also welcome to vote online, at a BCAA Service Location,

at a BCAA Auto Service Centre, by phone or by email, between February 4, 2021 and 5 p.m. March 2, 2021.

The location and format of the meeting and voting may be subject to change and may include a virtual meeting and online voting, depending on developments of the COVID-19 pandemic. For news about BCAA's AGM, board nominees, the resolutions and ways to vote, or to view BCAA's financial statements, please visit: bcaa.com/aggm.

Feedback on our Frontline Heroes edition



Many Members wrote to us about our pandemic-themed issue. You said you were inspired by our feature on frontline heroes, and found it comforting during a difficult time. We can't tell you how much that means to us! Some of you also raised valid concerns about our coverage: you felt we left out some deserving heroes, such as police officers, firefighters and teachers. Others noted we were too Lower Mainland-focused in our coverage. We hear you: there are so many incredible heroes, all across the province, and they all deserve celebration and deep gratitude. Thank you for your feedback – we'll take it to heart going forward.

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Investing in a brighter future for BC

Hello everyone. As we greet a new year, it's a natural time to reflect on the old one. There's certainly a lot about 2020 to remember. Someone recently asked me how I felt about accepting the role of BCAA's CEO, given the challenges of leading during a global pandemic. "More committed than ever," was my response.

Stewarding a century-old organization during a once-in-a-century health crisis is a remarkable privilege. Has it been challenging? You bet. Have we gotten everything right? Of course not. But I've been awestruck by how everyone at BCAA pulled together and stayed laser-focused on providing our full range of essential services to British Columbians – albeit with many adjustments to how we serve you for everyone's safety. We're all continuing to navigate and learn through this extraordinary time. But our commitment to you, our valued Member, and to all British Columbians, hasn't changed. No matter how much we have to do to keep everyone safe from the virus, and no matter how much BCAA has to tighten its belt as we face the economic impacts of the pandemic, we will always work to serve you the best we can.

That means looking forward and learning from these challenging times. We are forging ahead with plans to make your experiences with us even better in the future. Take technology: advancements are transforming our expectations and opening new possibilities, and we want to serve you however you want. We're making important investments in customer experience, directing massive resources to overhaul our systems. Soon, whether you choose to reach us online, through social media, over the phone or in person, it will be smoother and faster, and we'll

better understand how we can best help. This will take a few years, but it's a major priority for us.

We're also thinking about how a BCAA Membership could be meaningful for every British Columbian. Times are changing. We'll always be there to rescue you at the side of the road. But not everyone owns a vehicle, and we believe we can offer so much more. We have spent a lot of time over the last year asking British Columbians what matters to them, and it's been enlightening to say the least. I am excited to imagine what the future looks like and the ways BCAA can bring value to you and your family, and serve the needs of even more British Columbians.

No matter what we do, all of our work as your Membership organization will be geared to doing the right thing for our province, and everyone who calls this special place home. BCAA has always been a caring organization that gives back to the community – but putting purpose at the heart of everything we do will ensure that as we grow, the positive impact we make across British Columbia grows too.

So, as we face another interesting year together, I want to thank you for being part of BCAA's Membership club. It's hard to see the toll that the pandemic is having on our province – for families, communities and businesses – but we are here for you and will be into the future. Stay safe and take care.

A handwritten signature in black ink, appearing to read "Eric Hopkins".

Eric Hopkins
President & CEO

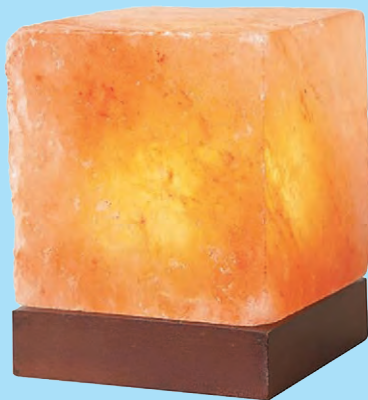
Seasonal Savings

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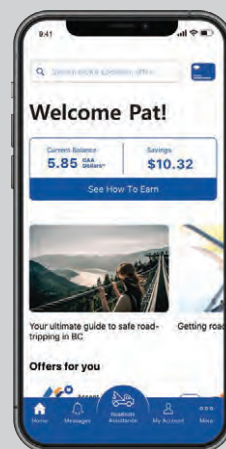
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MOBILITY



Charging Ahead: Is it Finally Time for an Electric Vehicle?

A decade ago, you couldn't buy an electric car in Canada. Today, there are more than 41,000 on BC roads alone. And around 10 per cent of new vehicles sold in the province are either fully electric (EV) or plug-in hybrid (PHEV). With better range, more models to choose from and an ever-expanding network of chargers, battery-powered vehicles are finally starting to surge. So, let's look at why they're buzzing – and whether it's finally time to make the switch. ►

by Jason Tchir

Tesla's Model 3 EV sportback got a refresh late last year, with a new longer range of 423 to 568 km.

Going the distance

Battery technology has come a long way in the last decade. Range, or the distance an EV can travel on a single charge, was a real concern with early models. The 2011 Nissan Leaf, for example, topped out at 117 kilometres – enough to zip around a city, but not to entice long-distance commuters or single-vehicle households.

With the availability of smaller and more powerful batteries, range anxiety is fading into the past, says Patrick Breuer, zero-emissions vehicle fleet advisor with Plug In BC. “The ranges and battery packs are getting to [the size] you need for comfort that you have enough range to do your commute,” he says. The 2021 version of the Nissan Leaf offers a top range of 363 km. Others go even farther: Tesla’s 2021 Model Y

crossover, for example, can do an impressive 525 km on a single charge.

Hybrids, too, have evolved enormously since Toyota introduced its game-changing Prius to the North American market 20 years ago. Traditional hybrids, which charge by capturing kinetic energy from driving and braking, are still around, offering great mileage compared to their gas counterparts. But most of today’s hybrid buyers go for a PHEV. These versatile vehicles plug in to charge, and can run fully electric for anywhere from 15 to 100 km on top of their gas range.

PHEVs are appealing for those who need one vehicle to do it all, says Breuer: “If you want to drive electric around the city regularly but still take a lot of long trips, a PHEV might be better for you.”

TIP!

So long, range anxiety: a BCAA Membership keeps you moving and comes with towing for EVs and hybrids, too!

[bcaa.com/
Membership](https://bcaa.com/Membership)





More models, more muscle

The first EVs and PHEVs to hit the market in Canada were small hatchbacks that looked like quirky, futuristic appliances – great for city drivers, and embraced by early adopters. However, the small statures, and ranges of 120 km or so, didn't entice the majority of consumers – especially rural and suburban dwellers, who generally want more range, power and interior space.

The most popular vehicle category among North American drivers, SUVs, was all but absent until the last few years. But today, there are more than 40 EV and PHEV models for sale in Canada, including a host of crossovers and rugged SUVs. Increasingly, new models offer looks, capacity, and features that match or beat their gas-powered competitors. (See p.13 for 2021 models that might spark a switch.) And there are many more on the way in the

next five years – including trucks with potential to win over rural and working drivers.

“An electric pickup truck is the one thing that [has been] missing in the market,” says Breuer. “Car companies were originally building EVs for the global market, where trucks aren't popular.”

That's set to change this year. General Motors recently launched an all-electric truck under the Hummer brand, with several large electric SUVs planned over the next few years. Ford plans to release an EV version of its iconic F-150 pickup in 2022, while the futuristic Tesla Cybertruck is expected any day now. American newcomer Rivian is currently accepting Canadian pre-sales for its R1T pickup, which boasts an impressive 754 top horsepower, 829 lb.-ft. of torque and 482-plus km range.

(left) Teslas juice up at a Supercharger station in Merritt; (above) GM released an all-electric version of its brawny Hummer truck this fall; (inset) Ford's all-electric F-150 prototype proved its mettle in a test by towing more than 560,000 kg of rail cars and other vehicles.



A crop of new SUVs are filling an old gap in the electric market – like the plug-in hybrid Ford Escape, which has 34.4 cubic feet of cargo space and gets 59 km of battery range before the traditional engine kicks in.

TIP!

Considering a home EV charger? If professionally installed, it's covered by BCAA Home Insurance. See: electricvehicles.bchydro.com

Lower lifetime costs

Cost is still keeping some people out of EVs and hybrids. And while it's true EV and hybrid prices are higher than their gas counterparts, combustion engines are more expensive in the long run. According to Consumer Reports, you'll spend around \$8,000 to \$13,000 less on an EV than a gas vehicle over its lifetime, factoring in all ownership costs. "If you go fully electric, you don't have much maintenance. There are no fluids to change and there aren't many moving parts," Breuer says.

Government rebates help, too. BC offers a \$3,000 provincial rebate for EVs that cost less than \$55,000, while the federal government provides \$5,000 for EVs with a base model starting under \$45,000 (goelectricbc.gov.bc.ca).

BC's Scrap-It (scrapit.ca) program kicks in up to \$6,000 if you scrap an older gas vehicle to buy an EV or hybrid.

EV and PHEV prices are likely to drop further as battery technology improves, adds Breuer. For instance, Tesla CEO Elon Musk has promised that new battery-manufacturing techniques will lead to cheaper batteries and a US\$25,000 (CA\$33,000) Tesla "in about three years."

Budget shoppers who can't wait have another option: buying used. Just be sure to get the vehicle checked by a qualified mechanic, and ask for a battery-capacity test before you buy. Most EV batteries have an eight-year or 160,000-km warranty, but many last long after these benchmarks have passed.

FIVE MODELS TO SPARK THE SWITCH

BY DAN HEYMAN

With options ranging from sedans and crossovers to full-size SUVs and even trucks, today's EV and hybrid buyers are spoiled for choice. Here are five 2021 models that might tempt BC drivers to make the switch:

TOYOTA RAV4 PRIME

Toyota's wildly popular plug-in hybrid crossover is a perfect choice for young, adventurous families. It can cruise up to 68 km on electric power; no other compact crossover available in Canada offers this much electric range for the price. And with 136.4 cubic feet of space inside, it sacrifices little to accommodate its battery.

Starting: \$44,990



KIA SOUL EV

The fully electric version of Kia's popular boxy hatchback delivers up to 383 km of driving on a charge. The Soul targets younger buyers who want the efficiency and zero-emission status of an EV, but also funky styling and the practicality of a compact crossover.

Starting: \$42,895

FORD EXPLORER HYBRID

A traditional hybrid, this full-size SUV uses a small electric motor to generate extra power and improve fuel economy. It's great for adventurers who want efficient motoring, but still need a third row and the ability to tow a boat or trailer – which the Explorer can do, thanks to its 2,540 kg tow rating.

Starting: \$53,599



TESLA MODEL 3

Tesla's most affordable EV, refreshed last year, is still its most appealing. The Model 3 can easily serve a single-car household, with 423 to 568 km of range, covering everything from city driving to trips to the ski lodge. Over-the-air software updates help keep features in line with the competition.

Starting: \$52,990

RIVIAN R1T

For the first time ever, electric pickups are becoming available to the masses. Now accepting Canadian pre-sales, Rivian's R1T delivers a 482-plus km range, up to 754 horsepower and a 4,990 kg towing capacity.

With numbers like that, this newcomer should be able to handle the rigours of working life.

Starting: \$98,140





On the horizon: Volkswagen plans to release the ID Buzz electric micro-bus (above), in 2022, while Tesla's new Cybertruck is due out any day now (top right).



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A growing network of chargers

Public chargers are popping up in parking lots and communal spaces across North America. In BC alone, there are now more than 1,000 public charging stations, including the 240-volt Level 2 variety, which take a few hours to charge, plus fast chargers that can give a car 80 per cent of its maximum range in about 30 minutes. BC Hydro operates 70 fast-charging stations on provincial highways. This year, it's adding more in places like Prince George and Bella Coola. (See plugshare.com for a map.)

While public chargers are useful for longer trips, or if you're caught somewhere with a low charge, 99 per cent of vehicle charging still happens at home, Breuer says. And long trips in an EV still require planning. For instance: a battery

with a 400-km range will achieve less when driving on steep mountain roads, accelerating constantly to pass or driving in cold weather with the heat blasting. So, to drive the 391 km from Vancouver to Kelowna in an EV this winter, you'd have to stop at least once for 30 to 45 minutes.

This may change. "Charging is becoming a lot faster," says Breuer. "When fast chargers first came out, they were 50 kW. Now they're coming out with chargers as fast as 375 kW."

Currently, there aren't any of these super-fast chargers in Canada, or cars that can use them. But it's only a matter of time, if the technology continues at its current pace. Experts predict that by 2030, nearly half of all vehicles sold in Canada will be electric. That means many of us will be making the switch, soon. ■



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HOME

Homes that Face Forward

The homes we live in can be a big opportunity to make a difference – for ourselves, our communities and the environment. This could mean building more sustainably, preserving a heritage home with a modern space-saving renovation or even upcycling materials into a new build. Read on to see how eight aspirational BC homes cleverly bring forward-thinking visions to reality, whether they're connecting to nature, rethinking small-space living, integrating modern architecture into a long-standing community, maximizing a forgotten bit of land or drastically reducing energy consumption. ►

By Barb Sligl



Made for play in East Van

When a young family of four approached him to build a new home that felt modern, yet still fit in with the 1940s to '80s homes of their East Vancouver neighbourhood, architect Clinton Cuddington saw a chance to create a “new-generation Vancouver Special.” When they asked for a design guided by play and whimsy, he and his team at Measured Architecture delivered that, too.



The result is a modern spin on the classic Vancouver split-level, with a uniquely rough-and-tumble finish.

The family's goal was for no room or material to be too fragile or off-limits to the kids, says Cuddington. Inside, that manifests in down-to-earth elements, like exposed structural beams, concrete flooring and cabinetry made out of construction-grade plywood. Outside, half of the home is clad in cheerfully off-kilter cedar shakes in varied tones, left untreated to weather naturally. The other is simple tongue-and-groove cedar siding.

Many of the materials from an old house on the site were recycled into the new home, such as concrete repurposed for the stoop. Fir planks from the old framing were used as beams, or milled into planter beds, a table for the dining room and desk for the study.

It was about respecting the past while distilling it into something fresh – with flourish, says Cuddington.

Humble materials like concrete and plywood make this East Vancouver home simultaneously stylish and kid-friendly.

A deep connection to nature in Sooke

Back in 2014, Javier Campos ran into the owner of a home he'd eventually design on Vancouver Island. They were both out walking their dogs, and she told him about her dream house: a quiet hideaway in nature where she could live peacefully with her four-legged companion. When she finally found a wooded plot of land on the coast, near Sooke, she got in touch.

He and his team camped overnight on the property, which led them to set her new house on a knoll surrounded by Douglas fir, Sitka spruce and cedars, where water views filter through forest. "The idea was to integrate the house into the forest," says Campos. Black metal panels blend into the forest's dark embrace, while angled cedar siding evokes tree branches. Left untreated, it will turn grey over time and blend further.

Inside the home, each room has a different view of the trees, and design elements emulate the forms of the forest. A central concrete column resembling a tree trunk rises to ceiling beams that branch into angled slats of hemlock, like a coniferous canopy. "When you move through the house you get a different take on the forest," says Campos.





Each element of this waterfront Sooke home mimics the shapes of the surrounding forest, maximizing its connection to nature.



South-facing triple-glazed windows retain heat in a West Vancouver home built (by Naikoon Contracting Ltd.) for ultimate sustainability; (inset) rooftop solar panels power the family's electric vehicle, while green roofs absorb moisture.

Extreme green on the North Shore

"The number-one thing we wanted was to bring comfort, energy efficiency and health together with beautiful architecture," says James Dean of his family's West Vancouver home, completed last spring. He and his wife Janet Allan, and their two teenage sons, posed this challenge to BattersbyHowat Architects, asking the firm to design the first certified net-zero and passive house in the city, without sacrificing design.

The house delivers. It's as luxurious and clean-lined as one would expect of a 4,100 sq. ft. North Shore home, with custom everything: cabinetry, masonry, wine cellar, glass wall panelling and more.

It's also so efficient and airtight that, despite backing on to a railway, you can't hear trains rumbling at all. This Zen quality is Allan's favourite side effect of making the house passive – or hyper-insulated and sealed. The structure is also designated net-zero, since it consumes no net energy over the course of a year. Solar panels on the roof power the family's electric vehicle.

West Van, where most homes face southwest, turned out to be the perfect place to build a passive house, says Dean. Floor-to-ceiling triple-glazed windows bring in Burrard Inlet views, but also a whole lot of sunlight, which the house traps and retains as heat energy.

MEMBERS SAVE

If you're renovating, let your insurer know, so you have the right coverage. BCAA Members save up to 20% on home insurance. [bcaa.com/home](https://www.bcaa.com/home)

A slice of modern luxury on Kootenay Lake

Sometimes the setting shapes the home – to dramatic effect. Julia Fleming and Rupert Robin’s long, narrow home overlooking Kootenay Lake sits on a slim bench of rock displaced during the 19th century construction of a rail line (today a public trail). As a result, the shape of the house is long and almost train-like itself.

“We loved the location of the lot,” says Fleming. It’s close to the town of Nelson but also private, tucked into a stand of conifers below the old railbed. They commissioned local firm Studio 9 Architecture to design a custom home that fit seamlessly into the horizontally skewed space.

They also decided to go modern. After living in a 200-year-old Regency-era apartment, and a 90-year-old art deco house in the UK (the couple recently relocated to BC), they wanted the polar opposite. “We wanted something simple and linear,” says Fleming. The result was a clean-lined home with minimal maintenance requirements. The signature feature is a rolled metal roof, which provides a curving counterbalance to all the straight lines, and is clad in zinc for long-term durability. This year, the couple plans to plant a green roof on the flat portion.



Space-saving design touches, like a raised loft bed (inset) helped a Vancouver family get more mileage out of their three-storey townhouse.

Lofty goals for a Vancouver townhouse

Michael Davis and Kristen

Green’s townhouse in

Strathcona, Vancouver’s oldest working-class neighbourhood, is part of a tight-knit complex. The neighbours know one another and kids play together in a shared courtyard. That’s one reason why, despite their mere 1,150 sq. ft. of space, the professional couple with two school-age boys chose to renovate instead of finding a detached house elsewhere.

They took their challenge to Shelley Penner of P+A Interiors last year, asking her to help optimize their space with a reno.

The kids got the two bedrooms on the top floor, and what was

once a den on the ground floor became the master bedroom, with a raised loft bed.

“The loft bedroom was like designing the interior of a sailboat,” says Penner. “It required a lot of attention to detail . . . trying to find a place for everything.” The parents-only loft retreat is extremely compact, with built-in shelving and storage under a modern version of a captain’s bed (in the rest of the home, off-the-shelf Ikea cabinetry was modified to appear built-in). His-and-hers ladders allow bed access.

“I always enjoy climbing up a ladder to get into bed,” says Davis. “It feels like my own private tree house.”



A long, narrow house takes best advantage of a skinny lot on Kootenay Lake, Nelson; (inset) the home's rolled zinc roof is designed for style and longevity.



A prefabricated home made from shipping containers proved affordable, sustainable and stylish on this Salt Spring Island vacation property.

▲ Paradise in a box on Salt Spring

When Graham and Linda MacFarlane set out to build a cabin on their Salt Spring Island vacation property, they had a few criteria: affordable, beautiful and quick to construct.

After scrapping a custom job due to cost and a two-year timeline, they turned to Honomobo, an Edmonton-based builder that prefabricates houses using recycled shipping containers. From start to finish, the two-bedroom, 704 sq. ft. house took about four months, and cost around half the price of the custom option. It shipped pre-installed with all flooring, paint, lighting, cabinets and appliances.

"It was livable right from one week after placing the modules and bolting them together," says Graham. The structure is energy-efficient, too, thanks to the tight sealing used in shipping containers – even with an expanse of glass on the east side to soak up ocean views. But best of all, says Graham: "If you stepped inside the home you'd have no idea that the basis of construction is four shipping containers. People who come to visit are blown away, partly by the view and partly by the appearance of the home itself."



The owners of this Coldstream lake home repurposed, recycled and donated as much material as possible during their renovation.

Letting in the light at Kalamalka Lake

Architectural designer Nathan Buhler could hardly believe that a lakefront home could have so few water views, and so little light.

His sister, interior designer Adrienne Bailie, and her family had fallen in love with Coldstream's Kalamalka Lake years earlier. It was their dream to build there, but they hadn't found the right lot. So, when



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HOME



This Coldstream reno replaced a brick wall with banks of windows, to let in spectacular views of Kalamalka Lake.

their realtor found a “dark and dated” 1970s house on the perfect waterfront parcel, they jumped on it. They assumed they’d have Buhler design something from scratch. But he saw potential.

“One thing our team brings to projects is a deep thinking on what’s already there, and can we save that from going to the landfill, instead of razing it all to the ground?” he says of his Toronto-based firm BLDG Workshop. “In this case, we took what was there and cut away from it. We carved and chopped and figured out a way to bring sunlight inside the house.”

That meant taking the structure to the studs, and removing an entire brick exterior wall to reframe it with a bank of windows. The former dining room, kitchen and sitting room now form one airy, open-concept space, and most rooms have sweeping sightlines to the lake. Bailie deftly designed the interiors in a modern-eclectic style.

Since the project finished in 2018, the family has been nothing but thrilled, says Bailie. “We pinch ourselves every day that we’re living our dream.”

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A rental tower with an open-air heart

When you're a Vancouver renter, you don't often get to live in a home that feels tailored to your life – or architecturally inspiring – if the price is right. But a new complex in the city's Mount Pleasant neighbourhood is challenging this notion, winning big renter love in the process. The Duke, a 14-storey, 201-suite apartment building, was one of the first projects completed under the Vancouver Rental 100 Secured Market Rental Housing Policy, aimed at easing one of the country's tightest markets for tenants.

The suites are bright and well laid out, and affordable to rent by Vancouver standards. But the lifestyle-enhancing communal spaces might be the biggest draw for tenants – especially the rooftop patio with sweeping views, community gardens, a dog run, an outdoor kitchen and family play space.



The Duke has won design awards and renter love for its unique atrium and communal spaces.

At the building's core is a soaring atrium that opens to the sky, encircled by outdoor walkways. Light streams in through a translucent rain cover, while an 18-metre-tall fuchsia art piece by local artist Khan Lee hangs in a south-facing vertical slot. The atrium is lead architect Mark Ostry's favourite part of the project. "The glow of the light in there is just ethereal. It's unlike anything you see in the city," he says. ■

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TRAVEL

Kam Parbhakar

Japan so my daughter can meet her other set of grandparents in person!

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Fill Your Bucket List

Five once-in-a-lifetime trips to take when you venture out again

BY AMANDA ROSS

Vacations and voyages cancelled, grand tours postponed: it's been many months of dreaming – not doing – on the travel front. But while our passports lie dormant, our wanderlust grows, ready to awaken when normal times return. Where do we aspire to go when we get the all-clear? We asked BCAA's followers on Facebook, Instagram and Twitter, and picked five iconic trips inspired by the top answers. From BC's backyard to 10 time zones away, dream destinations await, promising adventure, culture and spectacular beauty.

TIP!

Check travel rules before you go, and review your emergency medical coverage.
bcaa.com/coronavirus

1 Around Japan by bullet train

Whether you're partaking in a dazzling city adventure or a tranquil *onsen* spa journey (or both), Japan offers one of the most distinctive cultural experiences in the world. To take it all in, the *shinkansen*, or bullet trains, connect the country's metropolises with scenic mountain, forest

and port routes at rocketing speeds of up to 320 km/h. Visitors can go from eating baked sea bream cakes in Tokyo to skiing among snow monkeys in Nagano in under three hours. Then there's temple exploring in Kyoto, baseball games in Yokohama and scenic boat rides in Lake Ashi, Hakone – all just a day trip away from Tokyo.

2 The wonder in BC's backyard: Haida Gwaii

Against a backdrop of deep, moss-covered rainforest and ancient village sites, where Sitka deer feed and eagles fly overhead in the hundreds, Haida Gwaii feels like the stuff of legend. This rocky, stormy archipelago of more than 150 islands off BC's coast – Haida territory – is home to more than 500 archaeological sites. These include totem pole and longhouse remains that shed light on some of the oldest coastal First Nations villages. The Haida Heritage Centre at Kay Llnagaay in Skidegate, with its museum, canoe house and Bill Reid Teaching Centre, is the realization of a 40-year dream to share Haida history and heritage.

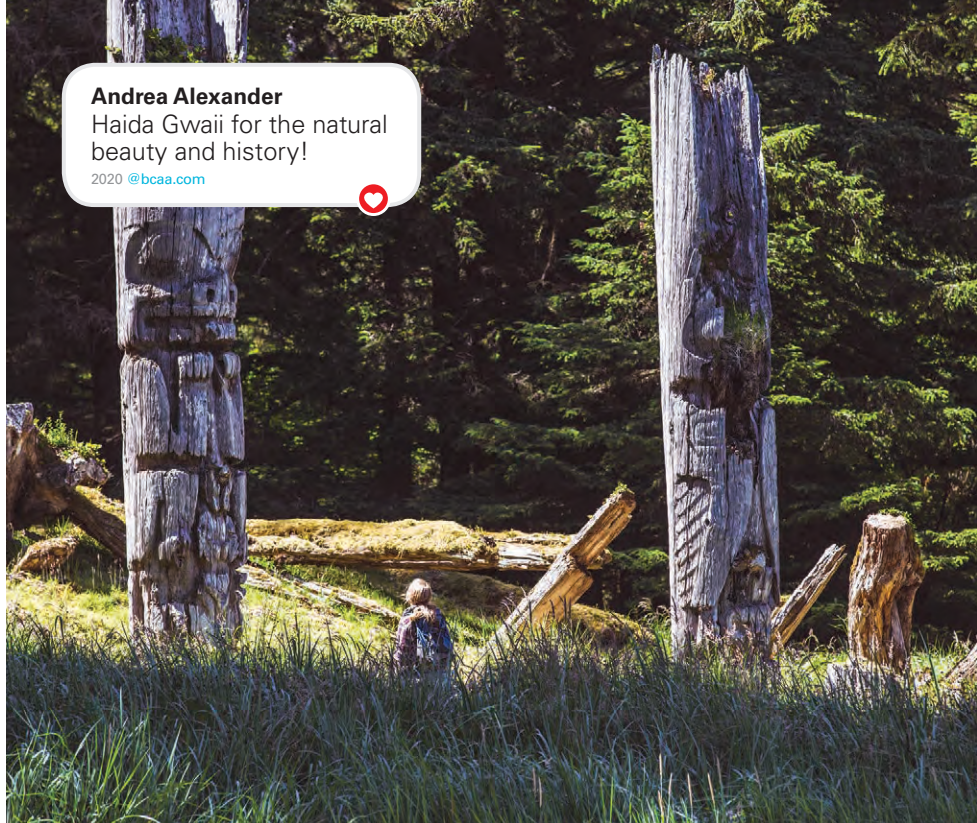
*Haida Gwaii has declared a state of emergency due to COVID-19, and asks visitors to stay home until it gives the all-clear. Updates: haidanation.ca

(top right) Weathered totem poles tower over visitors to Gwaii Haanas National Park Reserve, Haida Gwaii; (left) tourists wander the streets of Higashiyama District in Kyoto, Japan; (below) the tiny community of Peggy's Cove is an iconically maritime Nova Scotia destination.

Andrea Alexander

Haida Gwaii for the natural beauty and history!

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3 Living the maritime dream in Nova Scotia

Nova Scotia's colourful fishing villages, epic seaside golf courses and artist trails deliver a cornucopia of dramatic vistas and flavours along more than 13,000 km of coastline. Capital city Halifax is home to the only mouth-blown, hand-cut crystal-maker in

Canada; the 298-km Cabot Trail serves up one of the most scenic drives in the world; and the Fundy Shore records the highest tides on the planet. Meanwhile, the new Trout Point Lodge in the UNESCO Southwest Nova Biosphere Reserve is the world's first certified Starlight Hotel, thanks to its deep-dark night skies.



AJ Ivey

Nova Scotia to visit my dad. COVID made me realize it has been way too long.

2020 @bcaa.com



Connie Sparrow

I dream of a trip to Greece, for the sublime climate and fascinating historical sites.

2020 @bcaa.com



4 Luxuriating on a Greek island

Could there be anything more satisfying in a post-COVID landscape than waking in a luxury hotel to the smell of fresh-baked horiatiko bread and a panorama of iconic white-and-blue buildings? The beauty of this country's 200-plus inhabited islands is that within a radius of 100 km, you'll find a sun-drenched paradise for everyone: backpackers on Santorini, history buffs on Crete, the party set on Mykonos, solace seekers on Lemnos, families on Corfu, and so on. One thing that should be on every bucket list: find a whitewashed patio overlooking a golden beach, order a plate of fresh octopus grilled in olive oil and oregano – or tomato fritters (domatokeftedes), if you're so inclined – and savour against views of sunset-pink skies and aquamarine water.

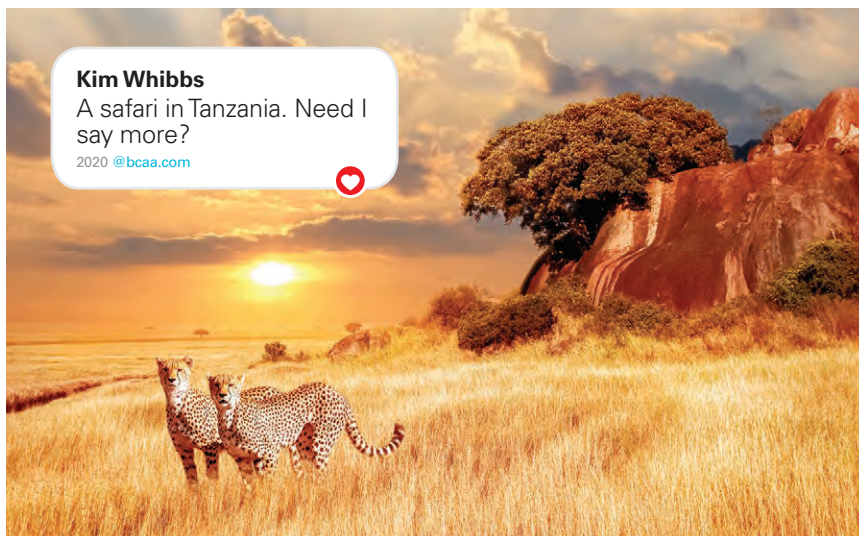
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Kim Whibbs

A safari in Tanzania. Need I say more?

2020 @bcaa.com



Cheetahs roam freely in Serengeti National Park, Tanzania; (top left) Santorini Island, Greece, boasts dreamworthy vistas of whitewashed-and-blue buildings overlooking the Aegean Sea.

5 The ultimate wildlife safari in Tanzania

While Zanzibar's white-sand beaches and Mount Kilimanjaro beckon, Tanzania's legendary bush safaris open the door to the country's natural splendour. Whether walking, driving, hot-air ballooning, camping or glamping, there's a variation for everyone. All of Africa's animals are

represented here, particularly so after spring's rainy season: hippos in the Selous Game Reserve, wildebeests in the Serengeti – plus lions, rhinos and leopards in between. Research ahead and choose your operator responsibly: don't go with the cheapest game drive or those who promise up-close animal interaction, which is potentially harmful to the wildlife. ■



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