



**Wednesday June 18<sup>th</sup> 2014**

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

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

**Chair:** Diana Belhouse – Delbrook CA – email:  
[dianabelhouse@shaw.ca](mailto:dianabelhouse@shaw.ca) Tel: 604-987-1656

Regrets:

**Presentation on North Vancouver Museum & Archives by guest speaker Don Evans.**

## 1. Order/content of Agenda

a. Chair Pro-Tem Suggests:

## 2. Adoption of Minutes of May 21<sup>st</sup>

a. <http://www.fonvca.org/agendas/jun2014/minutes-may2014.pdf>

b. Business arising from Minutes.

## 3. Roundtable on “Current Affairs”

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

a. EUCCA

b. Delbrook CA

c. Blueridge CA

## 4. Old Business

a)

## 5. Correspondence Issues

a) **Business arising from 0 regular emails:**

Distributed with full package and posted on web-site

b) **Non-Posted letters – 5 this period**

Distributed as non-posted addenda to the full package.

## 6. New Business

a) **Report on Future of Recycling on the North Shore Workshop**

Focus Group Meeting Wed May 28 6pm-8pm  
[page15-NSNFRI20140516.pdf](http://page15-NSNFRI20140516.pdf)

## b) Questions for 2014 Municipal Candidates

- DNV 2011 FONVCA Questions/Replies:

<http://www.fonvca.org/Issues/Election-2011/q-letter.pdf>

<http://www.fonvca.org/Issues/Election-2011/replies>

Previous Elections: <http://www.fonvca.org/municipal-elections.html>

Suggested 2014 Questions?

## c) DNV 2013 Annual Report

<http://dnv.org/annualreport2013>

- public input 7pm Monday June 23

## d) Privately Owned Public Spaces

History/Pros/Cons

<http://www.metafilter.com/119525/Privately-Owned-Public-Spaces>

## 7. Any Other Business

### a) Size of Council – legal opinions

- DNV Clerk response

-

### b) DCC’s Explained

[http://www.cscd.gov.bc.ca/lgd/finance/development\\_cost\\_charges.htm](http://www.cscd.gov.bc.ca/lgd/finance/development_cost_charges.htm)

### c) DWV / CNV/ DNV Coach Houses

<http://westvancouver.ca/sites/default/files/dwv/council-agendas/2014/may/05/14may05-5.pdf>

<http://www.cnv.org/Property%20and%20Development/Building%20and%20Development/Development%20Applications/Development%20Permits/Accessory%20Coach%20Houses>

<http://identity.dnv.org/article.asp?c=1152>

### d) With growth Traffic Congestion is unavoidable

<http://www.uctc.net/access/25/Access%2025%20-%2004%20-%20Traffic%20Congestion%20is%20Here%20to%20Stay.pdf>

<http://cpi.probeinternational.org/tag/traffic-congestion/>

[http://www.vtpi.org/cong\\_relief.pdf](http://www.vtpi.org/cong_relief.pdf)

## 8. For Your Information Items

### a) Non-Legal Issues

#### i. News-Clips of the month June 2014

<http://www.fonvca.org/agendas/jun2014/news-clips/>

The annotated newspaper clips may be worth a read!

#### ii) OXYGEN & CO2 : Grass Vs. Trees

<http://www.newton.dep.anl.gov/askasci/bot00/bot00827.htm>

#### iii) KPMG: Future State 2030

<http://www.kpmg.com/Global/en/IssuesAndInsights/ArticlesPublications/future-state-government/Documents/future-state-2030-v3.pdf>

### b) Legal Issues

#### i. New Draft Policy for Seymour Park

<http://env.gov.bc.ca/bcparks/permits/consultation/ski-hill-policy.html>

## 9. Chair & Date of next meeting

**Wed. Jul 16<sup>th</sup> 2014 ??**

**Wed. Sept 17<sup>th</sup> 2014**

## FONVCA Received Correspondence/Subject

19 May 2014 → 16 Jun 2014

<b>LINKED or NO-POST</b>	<b>SUBJECT</b>
<a href="#">NO-POST-Doug_Curran_24may2014.pdf</a>	Grouse inn and improved Woodcroft access
<a href="#">NO-POST-Doug_Curran_24may2014b.pdf</a>	April 14 letter "I'm right and you're wrong"
<a href="#">NO-POST-Wendy_Qureshi_24may2014.pdf</a>	April 14 letter "I'm right and you're wrong"
<a href="#">NO-POST-Monica_Craver_30may2014.pdf</a>	DNV's "Elephant in the Living Room"
<a href="#">NO-POST-Monica_Craver_2jun2014.pdf</a>	Correction: DNV's "Elephant in the Living Room"

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

### Notetaker

<b>Jun 2014</b>	<b>Diana Belhouse</b>	<b>Delbrook CA &amp; S.O.S</b>	<b>To Be Determined</b>
May 2014	Eric Andersen	Blueridge C.A.	Dan Ellis
Apr 2014	Val Moller	Woodcroft rep.	John Miller
Mar 2014	Peter Thompson	Edgemont & Upper Capilano C.A.	John Gilmour
Feb 2014	John Miller	Lower Capilano Community Residents Assoc.	Diana Belhouse
Jan 2014	Dan Ellis	Lynn Valley C.A.	John Miller
Nov 2013	Diana Belhouse	Delbrook CA & S.O.S	Eric Andersen
Oct 2013	Val Moller	Woodcroft rep.	Sharlene Hertz
Sep 2013	Eric Andersen	Blueridge C.A.	John Gilmour
Jun 2013	Peter Thompson	Edgemont & Upper Capilano C.A.	Cathy Adams
May 2013	John Miller	Lower Capilano Community Residents Assoc.	Dan Ellis
Apr 2013	Paul Tubb	Pemberton Heights C.A.	Sharlene Hertz
Mar 2013	Dan Ellis	Lynn Valley C.A.	Sharlene Hertz
Feb 2013	Diana Belhouse	Delbrook C.A. & SOS	John Miller
Jan 2013	Val Moller	Woodcroft & LGCA	Sharlene Hertz
Nov 2012	Eric Andersen	Blueridge C.A.	Cathy Adams
Oct 2012	Peter Thompson	Edgemont & Upper Capilano C.A.	Sharlene Hertz
Sep 2012	John Hunter	Seymour C.A.	Kim Belcher
Jun 2012	Paul Tubb	Pemberton Heights C.A.	Diana Belhouse
May 2012	Diana Belhouse	Delbrook C.A. & SOS	John Miller
Apr 2012	Val Moller	Lions gate C.A.	Dan Ellis
Mar 2012	Eric Andersen	Blueridge C.A.	John Hunter
Feb 2012	Dan Ellis	Lynn Valley C.A.	John Miller
Jan 2012	Brian Platts	Edgemont & Upper Capilano C.A.	Cathy Adams
Nov 2011	Paul Tubb	Pemberton Heights	Eric Andersen
Oct 2011	Diana Belhouse	Delbrook C.A. & SOS	Paul Tubb
Sep 2011	John Hunter	Seymour C.A.	Dan Ellis
Jul 2011	Cathy Adams	Lions Gate C.A.	John Hunter
Jun 2011	Eric Andersen	Blueridge C.A.	Cathy Adams
May 2011	Dan Ellis	Lynn Valley C.A.	Brian Platts/Corrie Kost
Apr 2011	Brian Platts	Edgemont & Upper Capilano C.A.	Diana Belhouse
Mar 2011	Val Moller	Lions Gate C.A.	Eric Andersen
Feb 2011	Paul Tubb	Pemberton Heights ← Special focus on 2011-2015 Financial Plan	
Jan 2011	Diana Belhouse	S.O.S.	Brenda Barrick
Dec 2010	John Hunter	Seymour C.A. ← Meeting with DNV Staff on Draft#1 OCP	None
Nov 2010	Cathy Adams	Lions Gate C.A.	John Hunter
Oct 2010	Eric Andersen	Blueridge C.A.	Paul Tubb
Sep 2010	K'nud Hille	Norgate Park C.A.	Eric Andersen
Jun 2010	Dan Ellis	Lynn Valley C.A.	Cathy Adams
May 2010	Val Moller	Lions Gate C.A.	Cathy Adams
Apr 2010	Paul Tubb	Pemberton Heights	Dan Ellis
Mar 2010	Brian Platts	Edgemont C.A.	Diana Belhouse
Feb 2010	Special		
Jan 2010	Dianna Belhouse	S.O.S	K'nud Hille

# FONVCA

## Draft Minutes of Regular Meeting, Wednesday May 21<sup>st</sup>, 2014

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

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

**Chair:** Eric Andersen – Blueridge Comm. Assoc.    e-mail: EricGAndersen@shaw.ca

**Regrets:** None sent.

### Attendees:

Eric Andersen (Chair Pro-tem)

Diana Belhouse

Doug Curran

Dan Ellis (note taker)

Sharlene Hertz

Corrie Kost

John Miller

Val Moller

Blueridge Comm. Assoc.

Delbrook Community Assoc.

Lynn Valley Community Assoc.

Delbrook Community Assoc.

Edgemont & Upper Capilano Comm. Assoc.

Lower Capilano Community Residents Assoc.

Assoc. of Woodcroft Councils

**Guests:** George Orr (Nairobi) and Patrick Orr (Ottawa)

### 1. Order/content of Agenda

a) Call to Order at 7:00 pm

b) Chair Pro-Tem Suggests: as is

### 2. Adoption of Minutes of April 9th, 2014

<http://www.fonvca.org/agendas/may2014/minutes-apr2014.pdf>

a. Minutes were adopted as circulated.

b. Business arising: None.

### 3. Roundtable on “Current Affairs”

#### a) EUCCA – Corrie Kost

Prolonged Capilano Rd. closure: Beginning early in 2015, Metro Vancouver (“MV”) will be installing a very large water main in Capilano Rd., running from Cleveland Dam to the intersection with Edgemont Blvd. Each piece of pipe will be 7ft wide x 60ft long. The project has been discussed extensively at CMAC (MV’s Community Monitoring & Advisory Committee) which includes DNV, commercial stakeholders, local community associations and local residents. Transit and schools are also engaged. Traffic is to be re-routed via Highland Blvd and Delbrook to Montroyal. The project was presented at DNV Council’s May 12th Committee of the Whole (“CoW”)

[http://www.dnv.org/upload/documents/Council\\_Agendas\\_Minutes/140512COW\\_AGN.htm](http://www.dnv.org/upload/documents/Council_Agendas_Minutes/140512COW_AGN.htm)

and pages 13-20 of

[http://www.dnv.org/upload/documents/Council\\_Agendas\\_Minutes/140512COW\\_AGN.pdf](http://www.dnv.org/upload/documents/Council_Agendas_Minutes/140512COW_AGN.pdf)

and will be discussed again at the June 16th CoW. Public meetings / workshops to

manage the impacts are planned for June 19th, July 10th and in August. The water main from Edgemont Blvd down to Marine Dr. does not require any work (previously renewed).

Award – Peter Thompson received DNV Council's "Award of Honour" on April 7, 2014. FoNVCA congratulates Peter on the recognition of his extensive community service.

**b) Delbrook – Sharlene Hertz / Diana Belhouse**

Speaker Series – Apr 30<sup>th</sup> session with four guest speakers was well received. Eric commented that the session was interesting but slanted toward developers. Diana indicated the content was intended to stimulate public engagement ("how-to's"). The session was videotaped and uploaded to YouTube. Another session with three speakers will be held May 29<sup>th</sup>, with a focus on parks and the public realm.

**c) Doug Curran**

A day-long public forum was held May 7th on design of the Lower Capilano Village Centre Public Realm. Guidelines developed by attendees were well-received by DNV Staff. Dan commented on the importance of first properly developing an OCP, emphasizing the critical need to engage the full spectrum of a community early on.

**d) BCA - Eric Andersen**

CNV has passed a by-law which prohibits candidates from accepting campaign contributions from developers or unions which may then become the subject of Council votes. Comments were made that this approach will simply make the funding less transparent and that historically governments have relied on strong conflict of interest rules to manage this.

BCA is hosting their "Blueridge Good Neighbour Day" event on Sunday June 8<sup>th</sup>. BCA is making efforts to plan for succession within the community association.. Corrie advised that EUCCA enlarged its Board to 12 members to diversify for succession, and uses rotating chairmanship. He handed out copies of "Neighbourhood Association How To's" (Lincoln NE, 2002). <http://lincoln.ne.gov/city/urban/reports/pdf/NAHow2.pdf>

**d) LVCA – Dan Ellis**

Lynn Valley Day is May 31st with an extensive parade and day-long kids-focused carnival at Lynn Valley Park. DNV Staff will man a booth introducing draft guidelines for Coach Houses.

**e) Save Our Shores – Diana Belhouse**

Annual Waterfront Walk will be held June 15<sup>th</sup> starting from Cates Park from 9:30 – 10:30. Popular return trip by water taxi (free) will again be available. Ads to come in NS News.

## **4. Old Business**

**"Process" FONVCA Committee** – The April motion that 'Only bona fide community association representatives can sit on the Process FONVCA Committee' was discussed. Dan noted that the committee had organized the highly successful September 2013 public engagement session on the BC economy. Sharlene emphasized that the work FoNVCA endorsed in the Oct 2012 report would take a long time and require expansion of the committee with members outside FoNVCA. Dan objected to the passing of the April

motion in the absence of three of the four committee members and without consulting them. During heated further discussions regarding legitimacy of representation, at intervals Val, Doug, and the guests left the meeting. At the conclusion of discussion, Dan and Sharlene indicated they would not participate further on the committee. Dan also advised that he would no longer represent LVCA at FoNVCA. Sharlene left the meeting.

#### **a) OCPIC – Dan Ellis & Corrie Kost**

Four new Implementation Committee members were welcomed at the May 14<sup>th</sup> meeting. DNV Staff presented draft guidelines for Coach Houses, primarily based on treating them as “detached” secondary suites. (see **6d**) below)

OCP IC will continue to work on Town/village centres implementation plans and design guidelines, as well to refine OCP metrics and develop a program for monitoring them.

Corrie expressed concern that meeting at two-month intervals creates large agendas which limit discussion.

John queried how OCP implementation goals and requirements can be ensured when development applications are sequenced (piece-meal). Dan indicated it is Staff's responsibility to recommend Council approve or reject based on monitoring how applications would integrate to meet the OCP requirements. This has been discussed at OCP IC and Staff are well aware.

### **5. Correspondence Issues**

**b) No-Post:** Corrie advised that based on a small number of e-mails received, Brian Platts decided that he would no longer screen for posting. All e-mails would be referred to the next FoNVCA meeting for a decision. Dan said this doesn't seem fitting for electronic communications. Sharlene queried why e-mails are posted at all, given that most are addressed to the NS News Editor. After some discussion, Corrie suggested he could develop a process for “members-only” access to e-mails sent to FoNVCA.

Members agreed to table the topic for the next FoNVCA meeting.

Motion by Corrie, seconded by Dan, that: e-mail #4 not be posted (content derogatory towards an individual). Carried. E-mails #'s 1, 2, and 3 were to be posted.

### **6. New Business**

**a) North Vancouver Museum & Archives** – Request to give a June 18th presentation by guest speaker Don Evans (20 min) was approved

**b) Future of Recycling on the North Shore** – Corrie will attend the Focus Group Meeting Wed May 28 6pm-8pm.

<http://www.fonvca.org/agendas/may2014/page15cropped-NSNFRI20140516.pdf>

#### **c) BC Ministry: CAC Guidelines**

[http://www.cscd.gov.bc.ca/lgd/intergov\\_relations/library/CAC\\_Guide\\_Full.pdf](http://www.cscd.gov.bc.ca/lgd/intergov_relations/library/CAC_Guide_Full.pdf)

[http://www.cscd.gov.bc.ca/lgd/intergov\\_relations/library/CAC\\_Guide\\_Short.pdf](http://www.cscd.gov.bc.ca/lgd/intergov_relations/library/CAC_Guide_Short.pdf) ← included in full package

[http://www.fonvca.org/agendas/may2014/news-](http://www.fonvca.org/agendas/may2014/news-clips/Vancouver%20reviews%20developers%92%20fees%20for%20community%20amenities.pdf)

[clips/Vancouver%20reviews%20developers%92%20fees%20for%20community%20amenities.pdf](http://www.fonvca.org/agendas/may2014/news-clips/Vancouver%20reviews%20developers%92%20fees%20for%20community%20amenities.pdf) ← included in full package

#### **d) Coach Houses in DNV**

DNV will hold open houses on May 22, 24, 29, 31 & June 5.

<http://www.dnv.org/article.asp?a=6011>

Economics look far less attractive than building a traditional internal secondary suite, and only about 10% of DNV lots would be eligible for coach house construction.

<http://www.fonvca.org/agendas/may2014/Coach%20houses%20don%27t%20raise%20value%20or%20tax%20assessments.pdf>

[http://identity.dnv.org/upload/pdocsdocuments/23hnf01\\_.pdf](http://identity.dnv.org/upload/pdocsdocuments/23hnf01_.pdf)

### **7. Any Other Business**

#### **a) DCC/CAC and Value Capture**

[http://en.wikipedia.org/wiki/Value\\_capture](http://en.wikipedia.org/wiki/Value_capture)

No discussion...

### **8. For Your Information Items**

No Discussion on the items listed in agenda except to point out availability of list of titles/subject of the many monthly news-clips from SUN, NSNEWS etc posted on the web site at

<http://www.fonvca.org/agendas/may2014/news-clips/>

### **9. Next Meeting: Wednesday, June 18<sup>th</sup>**

Suggested Chair: Diana Belhouse, Delbrook CA. Meeting adjourned at 9:10 pm.

DRAFT

# Have your say about the future of recycling on the North Shore

**What/Why:** North Shore Recycling Program is inviting residents to take part in a focus group and give their input on how curbside recycling services could be delivered in the future.

**Who can attend:** Any resident of the North Shore who is 18 years of age or older.

**When:** Wednesday, May 28, 6:00 p.m. - 8:00 p.m.

**Pre-registration Required:** Email [info@reeveconsulting.com](mailto:info@reeveconsulting.com) or phone **604.655.3552**.  
Please register by Thursday, May 22.

*Light snacks and refreshments will be provided. Participants will be compensated for their time with a \$50 stipend.*

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



Oct 14/2011

**To:** All Candidates running for Mayor/Council  
in the District of North Vancouver

**From:** FONVCA (Federation of North  
Vancouver Community Associations)

**Dear Candidate,**

As you may be aware, a number of community associations in the District of North Vancouver regularly meet to discuss common concerns and communicate information with each other. At our FONVCA meeting of September 15/2011 a list of 10 questions was drafted by members of community associations for prospective members of Council, including the Mayor, to which we kindly request a written reply. We ask that these replies be **emailed to [fonvca@fonvca.org](mailto:fonvca@fonvca.org)**

All replies will be collated and subsequently:

- redistributed to FONVCA members
- displayed at subsequent all-candidates meetings
- placed on our web site [www.fonvca.org](http://www.fonvca.org)

Knowing your position on these important ISSUES & PRINCIPLES will enable our communities to make more informed decisions at the polls on November 19<sup>th</sup>.

We ask that you return your answers as soon as possible but **no later than Friday Oct 28/2011.** When appropriate, please feel free to keep your responses brief!

Yours truly,

John Hunter (FONVCA Chair pro-tem)

## The 10 questions...

1. What practical experience and accomplishments qualify you for local governance?
2. What three major issues are you most concerned about in the DNV, and how can they be addressed?
3. How would you encourage greater civic involvement by the public?
4. What role should community associations play?
5. What can be done to reduce the three largest municipal costs: policing, the fire department and NS Recreation Commission?
6. Will you commit to the removal, during the next term of Council, of all encroachments which block access to widely-used public lands such as the waterfront?
7. Aside from mandatory legislated requirements, do you believe DNV should undertake "green" initiatives which are uneconomic in a commercial sense? Why?
8. Under what circumstances do you believe ratepayers should subsidize those who realistically cannot afford to live in the DNV?
9. Will you push for and support doing a published review of DNV salaries, wages and especially benefits as compared to the private sector?
10. Which of the complex DNV by-laws and regulations governing our lives do you commit to simplifying or eliminating within the next term of Council?



# ACCESSING VANCOUVER'S PRIVATELY OWNED PUBLIC SPACES

Vol 6 (2012)

See also [http://www.ted.com/talks/amanda\\_burden\\_how\\_public\\_spaces\\_make\\_cities\\_work](http://www.ted.com/talks/amanda_burden_how_public_spaces_make_cities_work)

*George Rahi, Andrew Martyntkiw, and Emily Hein.*

<http://ojs.library.ubc.ca/index.php/trailsix/article/download/183276/183240>

**Abstract:** *Our research project investigates privately owned public spaces in the city of Vancouver. With the emergence of public-private partnerships as a widespread form of urban development, the provision of public space has increasingly relied upon private owners and managers. Taking inspiration from Jerold Kayden's work on New York, we document various privately owned public spaces, in the form of the urban plaza, across the downtown core of Vancouver. Our study makes multiple inquiries into the social life of these public spaces, as influenced by their design and management. A historical analysis of the policy context in which these spaces were negotiated by city officials and developers is followed by an assessment of the public spaces themselves using observational research techniques. The assessment is comprised of two parts: (1) a survey of the physical attributes of these spaces, categorized as either encouraging or discouraging accessibility and use, and (2) observations on the social life of the spaces we visited.*

## Introduction

Public spaces are a multifaceted and complex object of study. Their objective and physical qualities are bound up with their socially heterogeneous functions. They are a site of both fleeting and enduring social relations, and provide the foundation for a wider, convivial urban community. Many scholars have lamented the death of truly 'public' space (Sennett), and it is certainly true that the character of public spaces has been transformed immensely in North American cities (Sorkin). Privatization, commoditization, and increased surveillance are increasingly common practices of city governments, developers, and corporate sponsors in their efforts to produce a cleansed and selective public sphere for the broader goals of consumption and control. In Vancouver, British Columbia the continual overlaying of historically specific rounds of urban development has produced a series of networked and isolated publically accessible places that have gone largely

unexamined by any systematic study. Of particular interest is the vast array of privately owned public spaces (POPS) across the central business district (CBD). For a city whose downtown core has undergone immense residential densification (the downtown population has more than doubled since the late 1980s), many of these spaces no longer exist in the context of the 9am to 5pm work schedule for which they had been designed. The image of the office worker on lunch break has been supplanted by a much more mixed and flexible population of workers and consumers alike. Public spaces are now much more likely to be host to playful events such as flash-mobs and urban sports in addition to their more traditional roles as places for social movements, ceremonies, celebrations, and free speech. We are not alone (Vancouver Public Space Network) in our observation that Vancouver's downtown lacks many central gathering places so crucial for a democratic, civil society (Berelowitz). Rather, what abounds is a series of small and fragmented public spaces, many

of which are hostile to public use. What follows is an attempt to situate a sample of these POPS within a systematic framework that investigates the very notion of ‘publicness’ itself. Our research is an effort to comprehend the various social, political, and economic processes that create these spaces, and the ways in which the geography of these POPS influences the urban fabric.

## Theories of Public Space

As an object of study, public space has increasingly proved integral to theories of urban development, the state, social movements, communication and social justice. Because the notion of ‘public space’ has many contrasting definitions, a precise one may prove elusive. An objectivist, external view of public spaces as physical entities ‘out-there’ contrasts with a social constructivist view which posits that public space is an outcome of individual and collective activities by agents who deem a space as public (Carmona et al. 137). For whom then is a space public? Iris Young argues that it would be false to presume a unitary public realm; rather, she holds that there exists a series of overlapping public realms, or ‘multiple publics’ (qtd. in Carmona et al. 140). We propose the viewpoint that an understanding the social production of public space must not neglect the materiality of public space, lest we forfeit our ability to engage in clear empirical analysis of the spatiality of public life.

Of equal importance to definitions of ‘public space’ is its opposite: ‘private space’ or ‘private property’. Public space is dialectically related to private property, whereby ‘publicness’ is produced through a process of private property owners ‘freely’ joining together to create the public sphere through state provision (Mitchell 132). This prerequisite of private property ownership and freedom of association, argues Mitchell, constructs the notion of ‘public’ as meaning “having access to private space to retreat to (so that pub-

licness can remain voluntary)” (132). Obviously, not everyone has the privilege of retreating to a private space, and thus the legitimacy of public space as an outcome of private property relations is compromised. For Mitchell, homeless people threaten to “expose the existence of the ‘legitimate’ – that is, voluntary – public as a contradiction if not a fraud; voluntariness is impossible if some are necessarily excluded from the option of joining in or not” (135). To expand on Mitchell’s insights and move beyond the notion of public and private space as clearly separable (occupying opposing realms in the legal-property sense), we argue that public space and private space differ not just in terms of ownership, but also along a spectrum of accessibility and openness. The extent to which a space is ‘public’ is furthermore contingent on users actively claiming it as such. The transparent barber shop, the local cafe, and shopping mall represent grey areas of the public/private distinction, where both private and public activities co-exist mutually. For our purposes, we do not include these publicly accessible spaces, referred to as “third spaces” in our analysis (Oldenburg). While most of these third spaces come with the expectation/obligation of consumption, the corporate and civic plazas that we have chosen to study differ in that they represent a taken-for-granted portion of Vancouver’s public space that is largely disassociated from direct consumption activities (i.e. no user fee is required).

Like many cities, public space in Vancouver is diverse and covers a spectrum ranging from squares, plazas, waterfronts, sidewalks, parks and indoor spaces such as atriums. We located the outdoor urban plaza as a common and notable example of privately owned public spaces. They are ubiquitous to the urban dweller, and constitute a large proportion of public, ‘open space’. We created a list of all 31 plazas in the CBD, 24 of which are privately owned (Figure 1). The remaining seven spaces can be divided into civic plazas (Library Square North and South, and Vancouver Art Gal-

lery North) and plazas managed by publicly-owned corporations (CBC Plaza, Canada Place, and Jack Poole Plaza). These spaces function as primary nodes of public life within the core of the city.

## Zoning and Public Space in Vancouver

Vancouver's corporate plazas are the outcome of an informal, case-by-case process similar to the practice of 'incentive zoning' pioneered in cities such as New York and San Francisco. Incentive zoning sees city agencies leverage the ability to control zoning regulations such as height restrictions to secure public amenities from property developers. When developers seek to maximize their building's density above current height restrictions, city agencies such as Vancouver's Urban Design Panel and the Development Permit Committee negotiate lifting restrictions in exchange for urban amenities such as plazas, recreation space, and art installations financed by the developer. From 1989 onward, this process became codified into the Vancouver Community Benefit Agreements and Community Amenity Contributions (Punter 105). However, most plazas date back to the 1970s and 1980s, when more informal negotiations were made on the count of Floor Space Ratio units, also known as Floor Area Ratios. Prior to 1989, the Zoning and Development By-Law of 1957 (No. 3575), which references the Technical Planning Board's ability to permit buildings to rise above height limits on the basis of providing adequate set-backs, gave city planning officials a large amount of discretion for each major development. As Jerold Kayden notes, "The social rationale for this exchange is that the public is better off in a physical environment



**Figure 1. Map of Vancouver's public and privately owned public spaces in the CBD. Source: Alex Leckie, UBC Geography Department.**

replete with public spaces and bigger buildings than in one with fewer public spaces and smaller buildings" (177). For the public, these privately provided public spaces serve to offset the negative impacts of increased density, such as street congestion, pollution, and loss of sunlight. For developers, the trade-off is economical, as the increases in land value usually exceeds the cost of providing the public space (Kayden 177). These density bonuses are responsible for all kinds of spaces: plazas, sidewalk widening, open-air concourses, and others. In most cases, private owners legally cede the right to exclude others from these spaces, but in practice this is not always the case. The degree to which these spaces are public is thus further contingent on the management practices of the private owner. Owners have various motivations for controlling who uses these spaces and for what type of activity, such as, "their responsibility for maintenance, their liability for what may happen within the space, and their concern for marketability" (Carmona et al. 154).

## Toolkit for Studying Public Spaces

To measure the 'publicness' of privately owned

public spaces in Vancouver, we have implemented an index developed by Németh and Schmidt in New York. Their index is premised on the question of whether private provision of publicly accessible spaces “reduces the publicness traditionally associated with it” (“The privatization of public space” 12). It is also recognized that successful public spaces strike a balance between liberty and security (“Toward a Methodology” 280). Németh and Schmidt propose that ‘publicness’ can be assessed according to three core components: ownership, management, and uses/users (“Toward a Methodology” 281). Their index was developed in consultation with various planners and urban designers, and is divided into four major dimensions: (1) laws and rules governing the space; (2) surveillance and policing present in the space; (3) design and image-building techniques to both literally and symbolically dictate appropriate behaviour; and (4) access restrictions and territorial separation to control space. Each dimension covers a number of indicators of material practices and design features utilized in making spaces more or less controlled. The twenty indicators are separated into two groups, ten of which signify practices that encourage use, and ten which signify practices that discourage use of spaces.

## **Index Results for Vancouver’s POPS**

Using Németh and Schmidt’s index, we calculated a score for each space based on the twenty indicators. The scoring criteria for indicators in the section ‘Features that control uses’ are weighted negatively (i.e. 0, -1, -2) while the scoring criteria for indicators under the section ‘Features that encourage use’ are weighted positively (see Table 1 in Appendix A). These twenty indicators are detailed in Table 2 (Appendix B). The lowest score a space can receive is -20 (meaning most restricted) and the highest score is +20 (meaning least restricted). Our results are given in Table 3 (Appendix C).

Our results reveal substantial differences be-

tween corporate and civic plazas. While we do not have a sufficient sample size to compare corporate and civic plazas using statistically rigorous methods, the range of scores indicate a surprising amount of variability between plazas. The average score for POPS was (+1), while the average score for publicly owned plazas was (+7.5). POPS differed most from publicly owned spaces in that they were under more surveillance by cameras and guards, had fewer accessible washrooms, and provided less lighting, art, and cultural enhancement. However, it should be noted that ownership alone cannot account for whether a plaza is an inclusive public space or not, as our survey identifies five POPS with scores of (+5) and more.

Assessing these spaces using the index above enabled us to more reliably assess the spaces on objective terms. Because Németh and Schmidt’s index was focused more heavily on physical design features, we felt it was necessary to combine it with a social survey to allow us more insight into how these POPS actually perform in terms of user behaviour. Using observational methods, the social survey gave us insights into how people use these spaces, how long they used them for, and for what purposes. We documented three spaces – Waterfront Centre, Cathedral Square, and the Shangri-La Plaza – on three different days to produce a total of 3 hours of records for each space. Each site was visited at noon on a weekday, at 5pm on a weekday, and at noon on a weekend.

The discussion of our social survey results which follow is highly influenced by William Whyte, who is well known for his extensive observational studies of public spaces (Whyte). Whyte highlights that many public spaces, the civic and corporate plaza in particular, provide the opportunity for citizens to express and negotiate a sense of civic identity. Compared to sidewalks which have a sense of shared/common public space, these spaces can be viewed as eddies or pockets of relief. This is what Matt Hern discusses in terms of differ-

entiating public space from common space when he states, “People move through public space – but common space is where they stop, what they learn to inhabit, and make their own” (59). This involves creating spaces that do not elicit or demand specific behaviour. Whereas the primary purpose of sidewalks is to move people from one place to another, common spaces play an active role as meeting places, facilitating “face-to-face meetings and the surprising and unpredictable character of experiences” (Gehl 26). These unpredictable spaces, where people are able to engage with what Hern describes as encounters with the “other” and the unexpected (154), are critical in allowing a sense of civic identity to emerge. More so, in a social and built environment that is increasingly changing as buildings are demolished and re-constructed to serve different functions French notes that, “public spaces tend to remain relatively constant and unchanging through time” (21). Thus, as the built form continues to change rapidly in the downtown core, public spaces provide citizens with a sense of continuity, reliability, and predictability through time.

By observing the ways in which people entered the spaces at Waterfront Centre, Cathedral Square, and Shangri-La Plaza, we were able to discern, to a degree, their level of accessibility. People typically size up new situations quickly to figure out who is there, what is happening, and what might happen next (Cialdini 12). These judgements help people navigate new spaces when the rules of what is socially acceptable are not explicitly given. Thus, the perceived accessibility of a space becomes crucial to the initial judgments people make regarding how public a space feels, and thus, in determining their likeliness of using the space. If no rules are apparent to dictate how a space should be used, the individual must rely upon the rest of the public for cues, and if the space is not populated then private security becomes the default source of information (Gehl 210). However, when people entering a POPS are primed with a sign stating that

the space is for public use, they are likely to feel less tension from the presence of security guards and more personal autonomy. As Jan Gehl notes, “Security and the ability to read a situation are reinforced when social structures are supported by clear, physical demarcations” (102). One of our recommendations is that Vancouver would benefit from signage declaring its POPS for public use. A similar initiative to sign its privately owned public spaces has been taken by the city of Seattle, Washington an example of which is shown in Figure 2 below.

### **Social Survey Observations:**

*Waterfront Centre (200 Burrard St)*

The Waterfront Centre, situated across the street from the Vancouver Convention and Exhibition Centres, serves as a transport hub, and as a



**Figure 2. Public Space sign in Seattle.** Source: Adrian Martynkiw.

major centre for shopping, hotels, and offices. Inside and below the main floor of the building there is also a food court connected underground to other buildings that serves business people, tourists coming off cruise ships, and conference delegates. The main entrance to the space on the southwestern corner has a transparent glass wall making the security guards inside visible from the street. Outside, massive colonnades descend in

a semi-circle as structural supports for the building, creating a large space outside with protection from the rain. The design of the open space is relatively plain. White stone barrier walls zigzag through the middle of the space serving as seating backed by glass barriers that divide the open from a few patches of grass that make up about a third of the space itself. Planters less than a few feet from the ground occupy a large portion of the open space exposed to the elements. Although most of the seating faces the skyscraper, there are great views of the North Shore.

*Shangri-La (1121 Alberni St)*

The Shangri-La is currently the tallest building in Vancouver, providing space for a hotel on the first 12 floors with the rest fitted for high-end condos. Pedestrians engage with the building on the street level through its glass hotel lobby, a boutique food store, and public open space which includes a public art installation by the Vancouver Art Gallery. The public open space is minimally landscaped, provides no seating despite ample space for it with protection from rain, and serves primarily a conduit for pedestrian movement between Georgia and Alberni Street. Vegetation is planted either one floor below on the parking level protruding up into the space, or is located up the flight of stairs leading up the designated bar and lounge areas. These design features may be due to the fact that the Shangri-La's plaza was not factored into the developer's Community Amenity Contributions. Rather, just enough space for the art installation was given along with payments for heritage restoration of the Coastal Church next door. No amenities were provided on or off-site for lower-income members of the community. Thus, the Shangri-La reveals how the practice of up-zoning for increased density ensures and enhances developer profitability with a selective package of benefits targeted at a specific, more affluent public.

*Cathedral Square (596 Richards St)*

Located along Dunsmuir St. across the street from the 110 year old Holy Rosary Cathedral, Cathedral Square is comprised of two distinct areas. Accessibility along the entire southern entrance is via the sidewalk so pedestrians walking by need not worry about making a decision as to whether they wish to enter the space. The streetscape seamlessly blends in, and the seating is laid out in a semi-circle facing the church across the street. Throughout the rest of the space there is ample seating arranged in a variety of orientations. The fountain in the centre of the space acts as a psychological and physical divider of the space. Trees along the perimeter provide protection from the rain for some seating, and there is a grassy area near the front that could comfortably accommodate a group of individuals wishing to sprawl on the grass. In contrast to the other spaces described above, Cathedral Park is not directly adjacent to any buildings and therefore does not imply any specific function. The north side of the space was originally equipped with a large glass awning that provided protection from the rain. This is supported by massive bollards that draw the eyes of exploring individuals who wish to see what lies ahead. During the 1990s, the glass paneling was removed after homeless people began using the space at night. Currently, only the awning's bulky steel skeleton remains, with the glass paneling having been removed along with the seating below. What is unique about this case is that a comfortable space was initially provided and then revoked, due to fear of 'undesirables'. William H. Whyte took note of the way this fear operates in his description of the purposeful hardening of spaces in New York, as justified by fears that homeless people would take advantage of it (36). The result is a hardened, underutilized place where it is easier for deviant activities to take hold. The north end of Cathedral Square is now commonly used for intravenous drug-use. Perhaps this would be different if the space's comfortable

amenities had been left intact; the collective eyes of the community that would have resulted from its active use would likely have been sufficient to regulate it.

## Conclusion

Public spaces are pivotal to the daily course of people's lives. Whether as a respite from the hustle and bustle of the automobile-dominated streetscape, a space for moments of reflection, or a place to connect with others, public spaces are the last vestiges of an urban commons. The existence of privately owned public spaces complicates the neat binary between public and private, as they combine elements of private ownership, securitization, rules and restrictions, with publicly accessible amenities such as shelter and seating. For many of the plazas we visited, design features that discouraged use tended to prevail over features that encouraged use. Our observations from the social survey suggest that many of these POPS were designed more as spaces for movement into their respective buildings, with the public nature of the space seemingly an afterthought of development. The social survey, though limited in scope, indicated a paltry number of actual users of Shangri-La and Waterfront Centre public spaces. The exception is Cathedral Square, which we view as a well-designed public space that provides inviting seating. Whyte's incredibly simple observation that "people tend to sit where there are places to sit," is as true now as it was then (16). The developers of Shangri-La and Waterfront Centre plazas stubbornly (or intentionally) ignore Whyte's observations, to the detriment of the social life of the space, whereas Cathedral Square is more inclusive as a result of its well-designed public seating area. After assessing Vancouver's POPS using the index and the social survey, we began to recognize what was absent from these spaces. What can be inferred from the absence of people and the silence of their activities? In recognition of the fact that Vancouver is often reduced to the stylized

"Vancouverism" of the waterfront mega-projects in Yaletown and Coal Harbour, we would like to avoid essentializing Vancouver's public realm by adding that our study is confined to a very specific local context. A comparison between public spaces in the CBD and other peripheral downtown areas would likely produce different results. One thing is clear, the arguments made throughout our research is not the first critique of Vancouver's downtown POPS. Frederick Brookes, a practicing architect during the 1970s, made the following astute observation:

"[Today] the general trend by more progressive developers is towards landscaped plazas, court spaces and roof-scapes which are integral parts of the development....while things have begun to change in a visual way, little progress has been made to improve the social function of the city landscape. In Vancouver we have become used to a downtown that discourages participation: we are not allowed opportunities for creative loitering; we are overprotected against injuring ourselves from everything but the automobile; we are warned to keep off or keep out by barriers and signs; and there are no sculptures or other structural design elements in the downtown area that can be used functionally. Many restrictions need to be changed so that improved people participation in downtown and other densely developed areas can be encouraged. (qtd. in French 152)

One might speculate as to which restrictions Brookes is referring to; there are many conclusions to be drawn from the array of uninviting and over-protected POPS. An explanation attributing barren plazas to mere poor design quality on behalf of architects would be insufficient; there is also the developer's drive to save money by underinvesting in the space as well as the building manager's interest in lightening their workload by discouraging use. Because of the considerable influence developers have over the design process, it would be naïve to presume that the creation of an

inviting public space was a priority for all parties (Smithsimon 128). Clearly, there has been a long-running scepticism of the 'publicness' of Vancouver's POPS. In 1984, a study of downtown plazas was undertaken by planning consultants Robert Buchan and Larry Simmons in cooperation with staff from Vancouver's Social Planning Department. Their report confirmed the "growing recognition that the open space plazas which have been provided by major downtown developments have not always been successful people places" (Buchan and Simmons i). The municipal report concludes, "Because these open spaces are important urban amenities, it is considered that unsuccessful plazas are a waste of precious public spaces and opportunities" (i). Indeed, POPS only contribute to the social life of the downtown environment to the extent to which they are used. Unfortunately, their assessment did not make much of an impact on the city's public space policies, as it took another decade for city council to implement their first Plaza Design Guidelines document in 1994. Even then, the guidelines failed to specify any hard measures for creating successful people-places, and moreover, the downtown office boom had long passed (Punter 284).

city to make our public spaces successful people places

The Vancouver Public Space Network and the City of Vancouver's Planning Department are currently in the process of formulating a new Downtown Public Space Plan. Based on our findings, we have the following recommendations: (1) strengthen plaza design guidelines as part of a larger updated policy on publicly and privately owned public spaces, and include public input to determine desired social functions; (2) require plazas to install signage declaring the space for public use; and (3) require existing POPS to conform to higher standards through renovations. Our public spaces should reflect our democratic ideals as a society and encourage participation by all people. Our study of Vancouver's urban core suggests the need to reconsider the design, creation and management of privately owned public spaces in this



## Appendix A

	Dimension	Scoring Criteria
Features that control users		
Visible set of rules posted	Laws and Rules	0 = none present
		1 = one sign or posting
		2 = two or more signs
Subjective judgment/rules posted	Laws and Rules	0 = none present
		1 = one rule visibly posted
		2 = two or more rules visibly posted
In Business Improvement District	Surveillance and Policing	0 = not in BID
		1 = in BID with maintenance duties only
		2 = in BID with maintenance and security duties
Security cameras	Surveillance and Policing	0 = none present
		1 = one stationary camera
		2 = two or more stationary cameras or any panning/moving camera
Security personnel	Surveillance and Policing	0 = none present
		1 = one private security guard or up to two public security guards
		2 = two or more private security guards
Secondary security personnel	Surveillance and Policing	0 = none present
		1 = one person, or space oriented towards reception
		2 = two or more people, or one person with space oriented toward reception
Design to imply appropriate use	Design and Image	0 = none present
		1 = only one or two major examples
		2 = several examples throughout the space
Presence of sponsor advertisement	Design and Image	0 = none present
		1 = one medium sign or several small signs
		2 = large sign or two or more signs
Areas of restricted or conditional use	Access and Territoriality	0 = none present
		1 = one small area restricted to certain members of the public
		2 = large area for consumers only or several smaller restricted areas
Constrained hours of operation	Access and Territoriality	0 = open 24 hours a day, seven days a week, most of the year
		1 = at least part of space open past business hours and on weekends
		2 = only open during business hours or portions permanently closed
Features encouraging freedom of use		

Sign announcing "Public Space"	Laws and Rules	0 = none present
		1 = one small sign
		2 = one large sign or two or more signs
Public ownership or management	Surveillance and Policing	0 = privately owned and privately managed
		1 = privately owned and publicly managed
		2 = publicly owned and publicly managed
Restroom available	Design and Image	0 = none present
		1 = available for customers only or difficult to access
		2 = readily available to all
Diversity of seating types	Design and Image	0 = no seating
		1 = only one type of stationary seating
		2 = two or more types of seating or many movable seats
Various microclimates	Design and Image	0 = no sun or no shade or fully exposed to the wind
		1 = some sun and shade, overhangs, or shielding from wind and rain
		2 = several distinct microclimates, extensive overhangs, trees
Lighting to encourage nighttime use	Design and Image	0 = none present
		1 = one type or style of lighting
		2 = several lightings (e.g. soft lighting, overhead, lampposts)
Small-scale food vendors	Design and Image	0 = none present
		1 = one basic kiosk or stand
		2 = two or more kiosks/stands or one larger take-out stand
Art, cultural, or other visual enhancement	Design and Image	0 = none present
		1 = one or more minor installations, statues or fountains
		2 = one major interactive installation, statue or fountain
Entrance accessibility	Access and territoriality	0 = gated or key access only
		1 = one constricted entry or several entries through doors/gates only
		2 = more than one entrance without gates
Orientation accessibility	Access and territoriality	0 = space not visible and oriented away from public sidewalk
		1 = space visible but oriented away from public sidewalk
		2 = space visible and oriented towards public sidewalk

**Table 1. Scoring criteria for indicators listed in Németh and Schmidt's Index for assessing the accessibility of public spaces. Source: Németh and Schmidt. "Towards a Methodology for Measuring the Security of Publically Accessible Spaces." *Journal of the American Planning Association* 73.3 (2007): 279-283.**

## Appendix B

<b>Features that control users</b>	
Laws and Rules	
Visible set of rules posted	Official, visible signs listing sets of rules (not individual rules) on a permanent plaque. Rules should generally be objective and easily enforceable, like prohibition against smoking, sitting on ledges, passing out flyers without permit, or drinking alcohol.
Subjective judgment/rules posted	Official, visible signs listing individual rules describing activities prohibited after personal evaluations and judgments of desirability by owners, managers, or security guards. Such rules might include 'no disorderly behavior', 'no disturbing other users', 'no loitering', 'no oversize baggage', or 'appropriate attire required'.
Surveillance and Policing	
In Business Improvement District	Spaces located in Business Improvement District (BID) are more likely to have electronic surveillance and private security guards, and less likely to include public input into decisions regarding park management. BIDs can employ roving guards to patrol especially problematic neighbourhood spaces
Security cameras	Although camera must be visible to the observer to be counted, many cameras are hidden from view. Cameras are often located inside buildings or on surrounding buildings but are oriented toward space. Stationary cameras are more common, and often less intimidating than panning/moving cameras.
Security personnel	Scoring dependent on time of visit. Publicly funded police, park rangers, private security guards. For index, score only when security is dedicated to space. Since private security guards are directed only by the property owner, these can be more controlling (and score higher on index), since police are trained more uniformly.
Secondary security personnel	Scoring dependent on time of visit. Includes maintenance staff, doorpersons, reception, café or restaurant employees, bathroom attendants. Also, spaces often oriented directly toward windowed reception or information area to ensure constant employee supervision.
Design and Image	
Design to imply appropriate use	Small-scale design to control user behavior or to imply appropriate use. Examples might include metal spikes on ledges; walls, barriers, bollards to constrict circulation or to direct pedestrian flow; folded, canted, or overly narrow and unsittable ledges; or crossbars on benches to deter reclining.
Presence of sponsor/advertisement	Signs, symbols, banners, umbrellas, plaques tied to space's infrastructure, and not to immediate services provided (e.g. cafes, kiosks). While non-advertised space is important for seeking diversion from city life, sponsored signs/plaques can push sponsors to dedicate resources for upkeep since company name is visible.
Access and Territoriality	
Areas of restricted/conditional use	Portions of space off-limits during certain times of day, days of week, or portions of year. Can also refer to seating tables only open to café patrons, bars open only to adults, dog parks, playgrounds, corporate events open to shareholders only, spaces for employees of surrounding building only.
Constrained hours of operation	While some spaces are permitted to close certain hours of the day, spaces not open 24 hours inherently restrict usage, and clearly prioritize employee use over use by the general public.
<b>Features that encourage freedom of use</b>	
Laws and Rules	
Sign announcing public space	Most zoning codes require publically accessible space to exhibit plaques indicating such. Some spaces are clearly marked with signs denoting their public nature (e.g. New York's Sony Plaza), but when a sign or plaque is hidden by trees or shrubs, or has graffiti covering it, its intent becomes null.
Surveillance and Policing	

Public ownership/management	Could fall under Laws and Rules, but more likely to impact type/amount of security and electronic surveillance in a space. Management often by conservancy or restoration corporation. Spaces can be publically owned and managed, publically owned and privately managed, or privately owned and managed.
Design and Image	
Restroom available	Clearly some spaces are not large enough to merit a public restroom. Realizing that free public restrooms often attract homeless persons, managers often remove them altogether, or locate them in onsite cafes or galleries available to paying customers only (or providing keyed access for 'desirable' patrons only).
Diversity of seating types	Amount of seating is often most important factor for encouraging public use of space. Users often evaluate entry to space based on amount of available seating and ability to create varying 'social distances'. Movable chairs allow maximum flexibility and personal control in seating choice.
Various microclimates	Spaces with various microclimate enclaves broaden choice and personal control for users. Potential features might include shielding from wind, overhangs to protect from rain, areas receiving both sun and shade during the day, or trees/shrubs/grass to provide connection with the natural landscape.
Lighting to encourage nighttime use	Studies indicate the vulnerable populations often avoid public spaces at night if not well lit. Lighting spaces encourages 24 hour use, and has been shown to make users feel safer/more secure. However, critics argue that night lighting aids surveillance efforts and implies authoritative control.
Small-scale food consumption	Most agree that vendors enhance activity and vitality. This variable only includes small cafes, kiosks, carts or stands selling food, drinks, or simple convenience items. Sit-down restaurants, clothing stores, or other full-scale retail establishments are not described by this variable.
Art/cultural/visual enhancement	Art and aesthetic attraction can encourage use. Variables can include stationary visual enhancements like statues, fountains, or sculptures, and also rotating art exhibits, public performances, farmer's markets, and street fairs. Interactive features encourage use and personal control by curious patrons (often children).
Access and Territoriality	
Entrance accessibility	If a space has locked doors or gates, requires a key to enter, or has only one constricted entry, it often feels more controlled or private than one with several non-gated entrances. In indoor spaces where users must enter through doors or past checkpoints, symbolic access and freedom of use is diminished.
Orientation accessibility	Spaces must be well-integrated with the sidewalk and the street, as those oriented away from surrounding sidewalk, or located several feet above or below street level make the space less inviting. Well-used spaces are clearly visible from the sidewalk, and users should be able to view surrounding public activity.

**Table 2. Indicator definitions according to Németh and Schmidt's Index for assessing the accessibility of public spaces. Source: Németh and Schmidt. "Towards a Methodology for Measuring the Security of Publically Accessible Spaces." *Journal of the American Planning Association* 73.3 (2007): 279-283.**

## Appendix C

Location	Score	Location	Score
1. 601 West Hastings St. (Seymour Plaza)	5	17. 901 West Hastings St.	5
2. 111 Dunsmuir St. (Stantec Plaza - Now Amec)	4	18. 250 West Waterfront Rd. (Canada Place)	-2
3. 333 Dunsmuir St. (BC Hydro Plaza)	3	19. 200 Burrard St.	-7
4. 608 Hamilton St. (Queen E Plaza)	4	20. 555-595 Burrard St. (Bentall Centre II/III)	-1
5. 700 Hamilton St. (CBC Plaza)	4	21. 1140 West Pender St.	8
6. 596 Richards St. (Cathedral Park)	6	22. 1138 Melville St.	3
7. 401 West Georgia St. (BMO Plaza)	-4	23. 1100 Melville St.	7
8. 350 West Georgia St. (Library Square North)	8	24. 1075 West Georgia St.	-3
9. 350 West Georgia St. (Library Square South)	7	25. 1040 West Georgia St.	2
10. 700 West Georgia St.	1	26. 1055 West Hastings St.	-3
11. 750 Hornby St. (Vancouver Art Gallery Plaza)	6	27. 1066 West Hastings St.	-4
12. 701 West Georgia St. (Pacific Centre Plaza)	-3	28. 1055 Dunsmuir St. (Bentall I Plaza)	4
13. 850 Burrard St.	-1	29. 639 Hornby St. (Cathedral Place)	-2
14. 666 Burrard St. (Park Place)	1	30. 200 Granville	-3
15. 550 Burrard St. (Bentall 5/Cactus Club Plaza)	-1	31. 1121 Alberni St. (Shangri-La Plaza)	-1
16. 510 Burrard St. (Scotiabank Plaza)	1		

**Table 3. Selection of Vancouver's public spaces scored according to Németh and Schmidt Index. Positive scores indicate higher accessibility, while negative scores indicate lower accessibility. Adapted from: Németh and Schmidt. "Towards a Methodology for Measuring the Security of Publically Accessible Spaces." *Journal of the American Planning Association* 73.3 (2007): 283-279**

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**Subject:** RE: Size of Council  
**From:** James Gordon <gordonj@dnv.org>  
**Date:** 23/05/2014 4:16 PM  
**To:** "Corrie Kost" <corrie@kost.ca>  
**CC:** James Gordon <gordonj@dnv.org>

Good afternoon Mr. Kost.

Thank you for our email.

You are correct that section 118 of the *Community Charter* does not specify any time frame for reaffirming a chosen Council size. In absence of any statutory requirement, I presume the legislature opted to leave it up to communities to determine when it was appropriate to change, or not to change, the size of Council.

In terms of what triggers another assent of the electors, it is a prerequisite to the adoption of a bylaw that either reduces the number of Councillors or has it remain the same. The question more appropriately might be what triggers bringing such a bylaw forward. That direction would come from Council and could either be originated by a Councillor or as a result of being prompted by the community. If the bylaw was to increase the size of council, the assent of the electors is not required.

I hope this answers your question.

## James A. Gordon

Manager of Administrative Services | Municipal Clerk  
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**From:** Corrie Kost [mailto:corrie@kost.ca]  
**Sent:** Wednesday, May 21, 2014 9:16 AM  
**To:** James Gordon  
**Subject:** Size of Council

Dear Clerk,

Although the Community Charter states

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### Size of council

**118** (1) Unless otherwise provided by letters patent or by a bylaw under this section, the council size for municipalities must be as follows:



- (a) for a city or district having a population of more than 50 000, the council is to consist of a mayor and 8 councillors;
  - (b) for a city or district having a population of 50 000 or less, the council is to consist of a mayor and 6 councillors;
  - (c) for a town or village, the council is to consist of a mayor and 4 councillors.
- (2) For the purposes of this section, any change to a council size under subsection (1) is to be based on the population of the municipality as at January 1 in a general local election year and the change takes effect for the purposes of that election.
- (3) A council may, by bylaw, establish the number of council members as a mayor and 4, 6, 8 or 10 councillors.
- (4) If a bylaw under subsection (3) would
- (a) reduce the number of council members, or
  - (b) maintain the current number of council members, despite an increase that would otherwise result under subsection (2),
- it may only be adopted if it receives the assent of the electors.
- (5) A bylaw under subsection (3)
- (a) must be made at least 6 months before the next general local election, and
  - (b) does not become effective until that general local election.
- (6) The size of council as established under subsection (3) applies despite any provision of a municipality's letters patent.

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it does not give information on the frequency of requiring confirmation to retain the size of council into the future. Could you provide some details on what triggers another assent by the electors? Our population continues to grow well beyond 50,000 and it would seem appropriate to refresh the mandate to continue to retain 7 members of council in future elections.

Yours truly,

Corrie Kost  
2851 Colwood Dr.  
N. Vancouver, V7R2R3

## Development Cost Charges

[http://www.cscd.gov.bc.ca/lgd/finance/development\\_cost\\_charges.htm](http://www.cscd.gov.bc.ca/lgd/finance/development_cost_charges.htm)




Urban expansion and development often lead directly to an increase in the demand for sewer, water, drainage, parks and roads.

Development cost charges (DCC's) are monies that municipalities and regional districts collect from land developers to offset that portion of the costs related to these services that are incurred as a direct result of this new development. The demand created does not always relate to works that are located adjacent to the property being developed. For example, new development may require a local government to increase the size of its water storage reservoir. Developers pay DCCs instead of the existing taxpayers who are not creating the demand and are not benefiting from the new infrastructure.

Using DCCs, local government can apply a common set of rules and charges to all development within a community. DCCs are applied as one-time charges against residential, commercial, industrial and institutional developments. They are usually collected from developers at the time of subdivision approval or at the time of issuing a building permit.

[Part 26, Division 10](#) of the *Local Government Act* sets out the general requirements under which local governments may charge DCCs.

The following Ministry publications provide a comprehensive discussion of DCCs:

- [Development Cost Charges Best Practices Guide](#)  (454 KB)
- [Development Finance Choices Guide](#)  (491 KB)
- [Development Cost Charges Guide for Elected Officials](#)  (2.0 MB)

Municipal councils and regional district boards have the statutory obligation to consider the impact of the DCCs on development and in particular the development of reasonably priced housing and service to the land.

### DCC Exemptions

DCCs may be imposed on most, but not all, residential and commercial development. However, buildings for public worship, development subject to a land use contract and buildings under \$50,000 are specifically excluded from DCC charges. Services such as: childcare, fire and police protection, libraries, recreation are also generally exempt from DCC charges. The City of

Vancouver and the Resort Municipality of Whistler are exceptions to this rule.

### **Application of DCCs (Physical Area)**


DCCs can be specified according to different zones or specified areas as they relate to different classes and amount of development, but charges should be similar for all developments that impose similar capital cost burdens on a local government. For example, DCCs for road costs may be charged at the same rate across the municipality, while DCCs for sewer costs may be charged based on a development's specific location.


### **Financial Requirements**

DCCs must be kept in a separate fund from a local government's general operating fund. A local government may only spend DCC monies, and the interest earned on them, for the specific projects and services for which they were originally collected. For example, DCCs collected for sewer infrastructure in a new development may only be spent on this development's new sewer system.

Generally, infrastructure construction begins after enough DCCs have been collected by the local government for the project; however, in certain circumstances construction must begin before enough funds have been collected. In these circumstances either the local government or the developer will "front-end" the cost. These costs are then recovered through DCCs as the development progresses. If either the local government or the developer borrows funds to pay these costs the [interest paid](#) on these borrowed monies can be recovered through future DCCs.

### **Collection of DCCs**

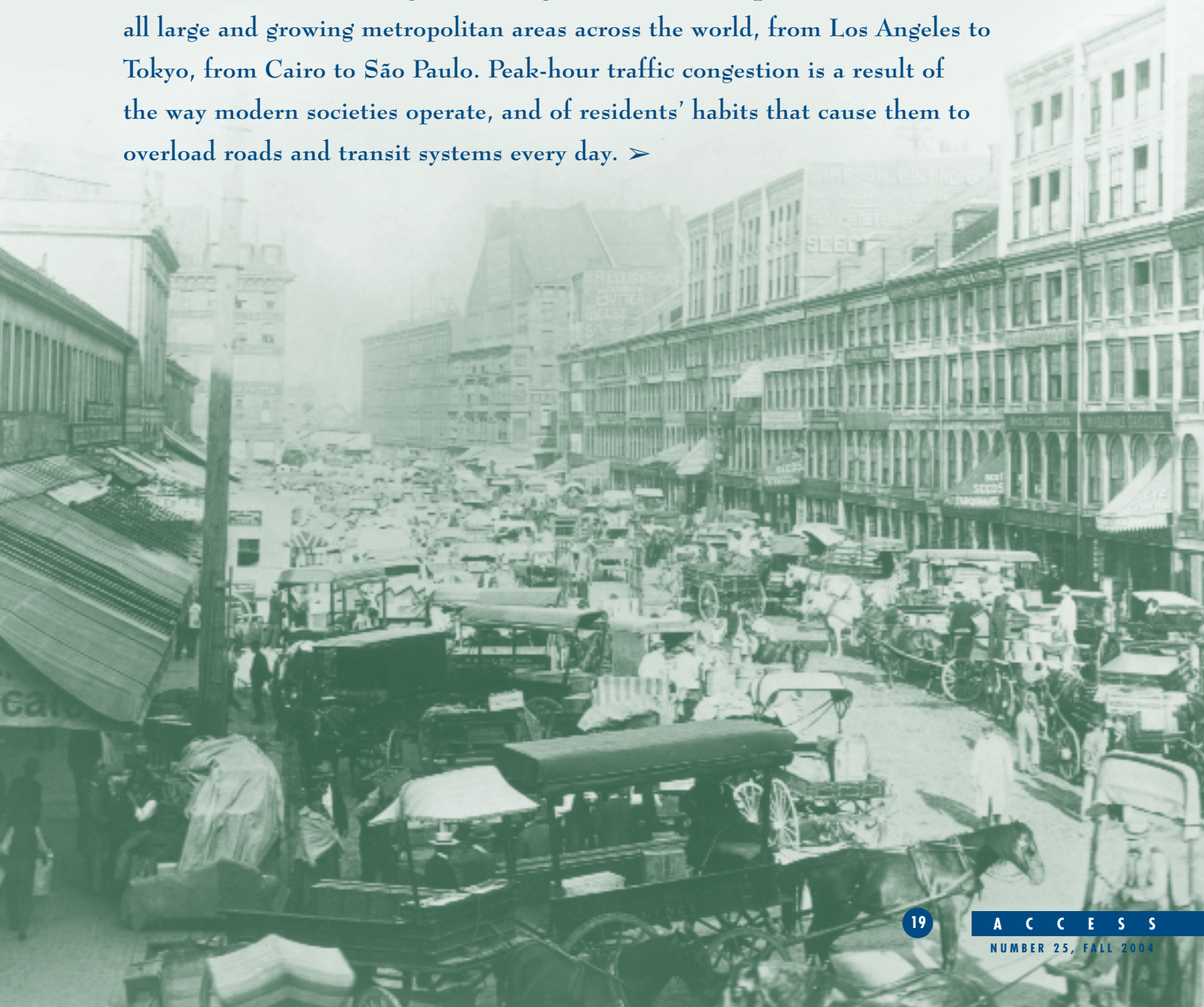
DCCs must be paid in full at the time of subdivision approval, or when the building permit is issued. The Development Cost Charge (Instalments) Regulation [Appendix B in the [DCC Best Practices Guide](#)  (3.4 MB)] sets out the circumstances in which DCC payments can be made by instalment. DCCs are not payable if the new development does not negatively impact the existing infrastructure or cause improvements to be made. Local governments generally charge DCCs using different methodologies, making it difficult to provide a definitive listing of current rates.

The Ministry has prepared a listing of current [local government DCC rates](#)  (712 KB). However, local governments should be consulted individually with respect to specific new developments.

# Why Traffic Congestion Is Here to Stay... and Will Get Worse

BY ANTHONY DOWNS

**E**VERYONE HATES TRAFFIC CONGESTION. But despite all attempted remedies, it keeps getting worse. Why don't they *do* something about it? The answer: because rising traffic congestion is an inescapable condition in all large and growing metropolitan areas across the world, from Los Angeles to Tokyo, from Cairo to São Paulo. Peak-hour traffic congestion is a result of the way modern societies operate, and of residents' habits that cause them to overload roads and transit systems every day. >





Traffic congestion is not essentially a problem. It's the solution to our basic mobility problem, which is that too many people want to move at the same times each day. Efficient operation of the economy and our school systems requires that people go to work, go to school, and run errands during about the same hours so they can interact with each other. We cannot alter that basic requirement without crippling our economy and society. This problem marks every major metropolitan area in the world.

In the United States, the vast majority of people wanting to move during rush hours use private vehicles, for two reasons. One is that most Americans reside in low-density settlements that public transit cannot serve effectively. Second, for most people private vehicles are more comfortable, faster, more private, more convenient in trip timing, and more flexible than public transit. Therefore, around the world, as household incomes rise, more and more people shift from less expensive public modes to privately owned cars and trucks.

With 87.9 percent of America's daily commuters using private vehicles, and millions wanting to move at the same times of day, our basic mobility problem is this: the road system does not have enough capacity to handle peak-hour loads without forcing people to wait in line for limited road space. "Waiting in line" is the definition of congestion.

There are four possible ways any region can confront this challenge. However, three of them are politically infeasible or physically or financially impossible in the US. These four ways to reduce traffic congestion are:

1. *Charge peak-hour tolls.* Congestion would plummet if people had to pay to enter major commuting roads during peak hours. If tolls were set high enough and collected electronically with "smart cards," the number of vehicles could be reduced to the point that everyone could move at high speed. That would allow more people to travel per lane per hour than do now under heavily congested conditions. That's why transportation economists have long recommended this tactic.

Many Americans would reject the peak-hour tolls solution, for two reasons. Using such tolls would seem to favor wealthier or subsidized drivers and to harm poor ones. The former could travel whenever they wanted to, but many of the latter would be forced off main roads during peak hours. Therefore, many Americans would resent such tolls out of the belief that they would be disadvantaged by them.

The second drawback is that people think of such tolls as "just another tax," believing that gasoline taxes already pay for roads. For both these reasons, few politicians advocate tolls. The limited road-pricing schemes that have been adopted in Singapore, Oslo, and London affect congestion only in crowded downtowns, which is not the kind of congestion most Americans experience.

2. *Greatly expand road capacity.* The second approach to reducing congestion is to build enough additional road capacity to simultaneously accommodate all drivers who

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want to travel at peak hours. But this “cure” is totally impractical and prohibitively expensive. We would have to turn much of every metropolitan region into a giant concrete slab, and the resulting huge roads would be grossly underutilized in noncommuting hours. Although there are many occasions when adding more road capacity is a good idea, no large region can afford to build enough to completely eliminate peak-hour congestion.

3. *Greatly expand public transit capacity.* The third approach is to expand public transit capacity enough to shift so many people from cars to transit that there would be no more excess demand for roads during peak hours. A major reason this approach isn't feasible is that a very small percentage of commuters today use transit. Even if the nation's existing transit capacity were increased fourfold *and* fully utilized, morning peak-hour transit travel would rise only to 11 percent of all morning trips. That would reduce private vehicle trips by only 8.8 percent—hardly enough to end congestion. Moreover, such a quadrupling of transit capacity would be extremely costly.

4. *Live with congestion.* There is only one feasible way to accommodate excess demand for roads during peak periods: by having people wait in line, or in other words, by accepting traffic congestion. Congestion is an essential mechanism for coping with excess demand for road space. We need it! Peak-hour congestion is the balancing mechanism that makes it possible for Americans to pursue goals they value, such as working while others do, living in low-density settlements, and having many choices of places to live and work. ➤



Traffic congestion  
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#### TRIPLE CONVERGENCE

The least understood aspect of peak-hour traffic congestion is the Principle of Triple Convergence. It works because traffic flows in any region's overall transportation networks almost automatically form self-adjusting relationships among different routes, times, and modes. Triple Convergence is the complex process of adaptation through which the various sectors of the metropolitan system adapt to changes in other sectors—specifically to changes in locations, times, and modes of travel.

The Principle of Triple Convergence is best explained by a hypothetical example. Visualize a major commuting freeway so heavily congested each morning that traffic crawls for at least thirty minutes. If that freeway were magically doubled in capacity overnight, the next day traffic would flow rapidly because the same number of drivers would have twice as much road space.

But very soon word would get around that this road was uncongested. Drivers who had formerly traveled before or after the peak hour to avoid congestion would shift back into that peak period. Drivers who had been using alternative routes would shift onto this now convenient freeway. Some commuters who had been using transit would start driving on this road during peak periods.

Within a short time, this triple convergence upon the expanded road during peak hours would make the road as congested as before its expansion. Experience shows that peak-hour congestion *cannot* be eliminated for long on a congested road by expanding that road's capacity if it's part of a larger transportation network.

The Principle of Triple Convergence does not mean that expanding a congested road's capacity has no benefits. After expansion, the road can carry more vehicles per hour than before, no matter how congested it is, so more people can travel on it at one time. Also, the periods of maximum congestion may be shorter, and congestion on other routes may be less.

This principle greatly affects how other congestion remedies to traffic congestion will work in practice. One example is staggered work hours. In theory, if a certain number of workers are able to commute during less crowded parts of the day, it will free up space on congested roads. But once traffic moves faster, other drivers from other routes, other times, and other modes will shift onto the improved roads during peak hours.

The same thing will happen if more workers become telecommuters and work at home, or if public transit capacity is expanded on routes paralleling a congested freeway. This is why building light rail systems or subways rarely reduces peak-hour traffic congestion. Such congestion did not decline for long in Portland, where the light rail system doubled in size in the 1990s, or in Dallas, where a new such system opened. Only road pricing or higher gasoline taxes are exempt from the principle of triple convergence.

A ground transportation system's equilibrium can also be affected by big changes in the region's population or economic activity. If a region's population is growing rapidly, as in Southern California or Florida, any expansions of major freeway capacity may soon be swamped by more vehicles generated by the added population.

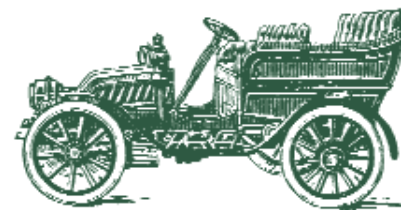
Shifts in economic activity also affect regional congestion. During the Internet and telecom boom of the late 1990s, congestion in the San Francisco Bay Area intensified immensely. After the "bubble" burst in 2000, congestion fell markedly without any major change in population. Thus, severe congestion can be a sign of strong regional prosperity, just as reduced congestion can signal an economic downturn.

## WHY HAS CONGESTION INCREASED ALMOST EVERYWHERE?

The most obvious reason is population growth. More people mean more vehicles. But total vehicle mileage has grown much faster than population, in part because a combination of declining real gas prices (corrected for inflation) and more miles per gallon caused the real cost of each mile driven to fall 54 percent from 1980 to 2000! That helped raise the percentage of US households owning cars from 86 percent in 1983 to 92 percent in 1995.

Furthermore, American road building lagged far behind increases in vehicle travel. Urban lane-miles rose by 37 percent vs. an 80 percent increase in vehicle miles traveled.

Another crucial factor contributing to more traffic congestion is the desire of most Americans to live in low-density settlements. Past studies have shown that public transit works best where (1) gross residential densities are above 4,200 persons per square mile, (2) relatively dense housing is clustered close to transit stations or stops, and (3) many jobs are concentrated in relatively compact districts. But in 2000, at least two thirds of all residents of US urbanized areas resided in settlements with densities of under 4,000 persons per square mile. Those densities are too low for public transit to be effective. Hence their residents are compelled to rely on private vehicles for almost all of their travel, including trips during peak hours.



## CAN ANYTHING BE DONE TO SLOW FUTURE INCREASES IN TRAFFIC CONGESTION?

The best way to answer that question is to examine the major remedies that are often proposed. Here are eleven possible solutions:

1. *Build more roads.* Highway advocates claim we need to build more roads and expand many existing ones, but opponents say we cannot build our way out of congestion because more highway capacity will simply attract more travelers. Triple Convergence shows this is true for already-overcrowded roads. But large projected population growth means that we will need a lot more lane miles just to cope in growth areas. However, building roads will not eliminate current congestion, nor prevent it from arising on new roads.

2. *Use peak-hour road pricing.* This tactic is not politically feasible if we try to put tolls on all major commuter lanes. But so-called HOT lanes (High Occupancy Toll) can increase traveler choices by adding some new toll lanes to existing freeways while leaving current lanes free of charge. This allows anyone who needs to move fast on any given day to do so, without forcing all low-income drivers off the highways during peak periods. But HOT lanes will work only if accompanying lanes remain congested. So HOT lanes do not eliminate congestion; they merely increase movement choices for drivers.

3. *Use ramp-metering,* allowing vehicles to enter freeways only gradually. This has improved freeway speed during peak hours in Seattle and the Twin Cities, for example, and could be much more widely used.

4. *Use intelligent transportation devices to speed traffic flows.* Technologies such as electronic coordination of signal lights on local streets, variable signs about traffic conditions, one-way street patterns, Global Positioning Systems in cars and trucks, and radio broadcasts of current road conditions already exist and can be effective tools on local streets, arteries, and freeways. But they will not end congestion. ➤





5. *Create more HOV lanes.* High Occupancy Vehicle lanes have proven successful in many areas such as Houston. More regions could use HOV lanes effectively, if they add lanes rather than convert existing ones to HOV use, which only reduces the road's capacity.

6. *Respond more rapidly to accidents and incidents.* Roving service vehicles guided by television and electronic surveillance of road conditions can help reduce congestion delays.

7. *Adopt "parking cash-out" programs.* Demonstration programs have shown that if firms offer to pay people a stipend for shifting to carpools or transit, significant percentages will do so, thus reducing the number of cars on the road. However, this tactic does not prevent the offsetting consequences of triple convergence.

8. *Restrict the outward movement of new development.* Urban growth boundaries that severely constrain far-out development may reduce total driving at the edges of a region. However, it takes very large percentage increases in peripheral densities to cause significant declines in regional average driving distances. Moreover, shorter driving distances may not reduce congestion because higher densities concentrate more vehicles in smaller areas. Also, constraining outward movement of growth might cause housing prices to rise sharply, penalizing renters and prospective new home buyers.

9. *Require higher densities in both new and established areas.* Proposing to raise densities in existing neighborhoods will arouse opposition from current residents. Most suburban governments are politically dominated by homeowners who do not want changes they suspect might reduce the market values of their homes, and they usually oppose more multi-family housing and higher-density single-family units.

Few US regions have succeeded in notably raising densities. The Portland, Oregon, region has had the nation's most stringent urban growth boundary for over twenty years, plus rapid population growth. Yet in 2000, its urbanized area had a relatively low density of 3,340 persons per square mile.

10. *Cluster high-density housing around transit stops.* Transit-Oriented Developments (TODs) permit more residents to commute by walking to transit, thereby decreasing the number of private vehicles on the roads. A detailed analysis of how many TODs would be necessary to shift a significant percentage of auto commuters to transit shows that (1) the number within each region would have to be very large, (2) the residential density within each would have to be several times greater than the average central city density in the fifty largest urbanized areas in 2000, and (3) the percentage of workers living in the TODs who commute by transit would have to be at least triple the 10.5 percent average for central cities in 2000. Moreover, the shift of TOD residents from private vehicles to transit would soon be offset by the Principle of Triple Convergence.

11. *Give regional transportation authorities more power.* Congress has sponsored Metropolitan Planning Organizations to coordinate ground transportation planning over all modes in each region. If MPOs had more technical assistance and power, more rational systems could be created.

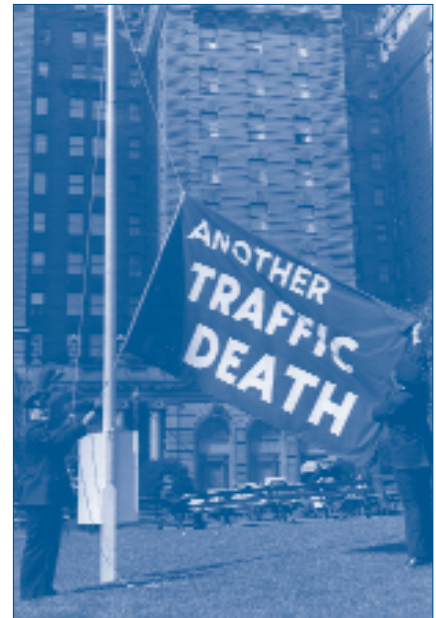
## CONCLUSIONS

Peak-hour traffic congestion in almost all large and growing metropolitan regions around the world is here to stay. Indeed, it is almost certain to get worse during at least the next few decades, mainly because of rising populations and wealth. This will be true no matter what public and private policies are adopted to combat congestion.

This outcome should not be regarded as a mark of social failure or wrong policies. In fact, traffic congestion reflects economic prosperity. People congregate in large numbers in those places where they most want to be.

The conclusion that traffic congestion is inevitable does not mean it must grow unchecked. Several policies described here—especially if used in concert—could effectively slow congestion's growth. But, aside from disastrous wars or other catastrophes, nothing can eliminate traffic congestion from large metropolitan regions here and around the world. Only serious recessions—which are hardly desirable—can even forestall its increasing.

So my advice to traffic-plagued commuters is: relax and get used to it. Get a comfortable air-conditioned vehicle with a stereo system, a tape deck and CD player, a hands-free telephone, perhaps even a microwave oven, and commute daily with someone you really like. Learn to make congestion part of your everyday leisure time, because it is going to be your commuting companion for the foreseeable future. ♦



## FURTHER READING

Anthony Downs. *Still Stuck in Traffic*. (Washington D.C.: Brookings Institution) 2004.

## AGENDA ITEM 8(a)(i)

### NEWS-CLIPS for MAY 19 – JUNE 15/2014

Any debate on housing regulation should begin with the facts.pdf  
Big-Marijuana-New-England-Journal-of-Medicine.pdf  
Boomers create demand for high-end condo living.pdf  
Brown bag tips for green bins - no smell, no problem.pdf  
Building the Spirit Trail-c.pdf  
Building the Spirit Trail.pdf  
City of North Vancouver could use more buildings to admire.pdf  
Condos come with lifestyle partners.pdf  
Congestion may signify better productivity, not worse.pdf  
Construction mars peaceful living.pdf  
Cut out middleman for infrastructure.pdf  
Cutting-edge commuters' bike centre opens at VGH.pdf  
Densification ruining North Vancouver's quality of life.pdf  
District of North Vancouver endorses social service policy.pdf  
Getting people on bikes takes culture change.pdf  
Grosvenor lends name to Kay Meek stage.pdf  
Highrises proposed for Lower Capilano.pdf  
Homeowner grant now out of reach.pdf  
Land deals 'firing on all cylinders,' report shows.pdf  
Leaky condo crisis rears its head again in B.C.pdf  
LETTER\_ It's not easy being green when it comes to using compost bins.pdf  
Lower Mainland buyers home in on single- family houses over condos.pdf  
Lynn Valley towers get green light.pdf  
Mayors table \$ 7.5-billion transportation plan-text.pdf  
Mayors table \$ 7.5-billion transportation plan.pdf  
Metro Vancouver sees the light.pdf  
Metro Vancouver spending sprints past growth in last decade.pdf  
Motorists\_ give us cyclists some space.pdf  
Movers & spacers - Sun-24 May 2014.pdf  
Movers & spacers\_ Winning landscape architects champion smart, fun public areas.pdf  
Municipalities fear loophole could cost them tax windfall.pdf  
Municipalities fret about lost dollars due to farm status for medical marijuana operations.pdf  
New rules proposed to prevent abuse of medical marijuana.pdf  
New-homes-bringing-life-back-to-Lower-Ninth-Ward.pdf  
NV drycleaners broke environmental rules.pdf  
Open green space is golden-2.pdf  
Open green space is golden.pdf  
Ottawa faces more backlash over \$14-billion Building Canada Fund.pdf  
Ottawa releases \$2.76 billion in gas tax funds to B.C.pdf  
PH-Notice-2010 Marine Dr Grouse-Inn-Site.pdf  
Reject Delta's Southlands proposal, Metro staff report says.pdf  
Science cannot save world from global warming\_ study.pdf  
Ski resorts permit review invites input.pdf  
Squamish, City ink Spirit Trail agreement.pdf  
Taiwan's bike program miles ahead.pdf  
Taking stock on the waterfront.pdf  
Teen wants warnings on gas pumps.pdf  
The A-word.pdf  
Third SeaBus, new B-lines, top priorities.pdf  
Ticket to ride.pdf  
Tools the best cure for congestion.pdf  
TransLink in transit-who's driving this train.pdf  
TransLink plan earmarks North Shore road funding.pdf  
Tree removal is 'death by a thousand cuts'.pdf  
West Vancouver homeowners on trial over landslide.pdf  
Work to start on Baden Powell trail connector.pdf  
Working at home eases road woes- 30 May 2014.pdf  
Working at home would ease traffic woes.pdf  
'Globalized' real estate market driving Vancouver prices.pdf

# Intentions for Draft Ski Hill Policy: Public Consultation



BC Parks has three major ski resorts located within the provincial parks system, in Cypress, **Mount Seymour** and E.C. Manning Provincial Parks. BC Parks is drafting a Ski Resort Policy to provide guidance on aspects of ski hill and permit management not addressed through other policies or legislation. A policy on ski resorts within BC's provincial park system is intended to help guide management of these areas, as well as administration of the park use permit requirements.

This policy would not stand alone in guiding decisions on commercial ski hill operations, but will be considered in the context of:

- the [Park Act](#), the legislation that governs provincial parks;
- the designations of each of the parks where the ski hills are located, as these reflect intentions for each park;
- the Park Management Plan documents that were developed as policy for general management of each park in its entirety; and
- the park use permits issued to the ski hill operators and the rights and obligations in these documents.

The policy intends to be specific to the working relationship between the Province and the ski resort operators, the management of the permits, coordination of the permits with other park decisions, and administrative steps required for decisions on the permits.

Public feedback on the proposed policy direction set out in the intentions paper below is being solicited and will be taken into consideration when drafting the policy. A synopsis of comments received will be posted within 60 days after the review and comment period has ended.

BC Parks would appreciate your comments and feedback on this intentions paper. The review and **comment period will be closed on June 29th, 2014.**

» [Ski Hill Policy Intentions Paper](#) [PDF 430KB]