

and restored houses, for \$50,000 more. Whatever the final destiny of the old houses, the community will remain residential because the new blocks of condominiums outnumber the old. The neighbourhood has one industry, both pleasant and pervasive, an aromatic candy factory. A section of terraced greenery, called Chocolate Park, sits between it and the converted headquarters of Purdy's Chocolates.



The Rest of the Waterfront

Alan Daniels, writing in the *Vancouver Magazine*, calls the central waterfront "a sink, a slum, a shambles of unkempt gravel, carparks and rotting piers, barricaded by chain-link fences topped with barbed wire."

There is, however, hope. The central waterfront is divided by plans for the future into three parts: Pier BC,

where the big cruise ships dock in the summer, and the sections east and west of it.

All three sections are owned by the National Harbours Board, the Canadian Pacific Railway and Canadian National. In 1973 architect Richard Mann did a waterfront planning study for the city and the federal government. He made twenty-three policy recommendations. Unfortunately, the boom times of the early 1970s slacked off, and the remaking of the sink hole and the slums is taking a long time. There are two major plans, nevertheless, and some preliminary steps have been taken.

One is for a Convention Centre at Pier BC, with new docks for the cruise ships, shops and other attractions. The city, provincial and federal governments have agreed to put up \$25 million; but it will take a great deal more to do it properly, and the landowners — the Harbours Board, the railroads and the CP's development branch, Marathon Realty — are finding it hard to agree on a common purpose.

The National Harbours Board, which owns the stretch east of Pier BC, intends to convert that into a lively area that will include moorings for 378 fishboats, restaurants, pubs, a fishermen's market, canneries and a marina for tugs, barges and water taxis, but no housing. It would all be connected by a causeway with a park to a man-made island housing the Port of Vancouver offices and headquarters for pilots, the coast-guard and the harbour air traffic control.

The area west of Pier BC, owned by CP, consists mostly of switching tracks and parking lots for long-haul trucks. Until someone can figure out a practical way to combine those with something more exciting, it seems doomed to remain as it is.

Government Programs

Since the United States and Canada are alike in many things, it is wise, occasionally, to emphasize the differences. The principal one is the size of their populations — the United States has ten times as many people, and in most cases its government budgets are about ten times greater.

This is not, however, true in the general area of housing. Canada Mortgage and Housing Corporation (CMHC), for example, committed \$1.9 billion in loans and grants in fiscal 1976, while the corresponding US agency, Housing and Urban Development, committed \$7.4 billion, less than half as much on a per capita basis.

Both countries phased out extensive urban renewal programs in the fifties and early sixties. The successor programs, the Neighbourhood Improvement Program (NIP) in Canada and the Community Development Block Grant (CDBG) in the United States, had somewhat similar aims, but different methods, partly because Canadian provincial governments exercise greater controls over municipalities than do US state governments. They control local budgets, physical development and even, to a degree, the forms of local government, making it relatively easy to develop sophisticated forms of regional government.

In 1974 Canada's Parliament amended the National Housing Act, creating both NIP and a supplementary loan program, the Residential Rehabilitation Assistance Program (RRAP). NIP upgraded public places. It made schools more accessible to the public, built new parks and refurbished old ones, planted trees, built bus shelters and repaired streets and sidewalks. Each NIP program was intended to last for four years, and the last will terminate in 1982. The federal government usually paid half of the costs, while the provincial and municipal governments each paid 25 per cent. About 10 per cent of NIP expenses were for staff salaries and office maintenance.

The affected citizens helped plan the parks, libraries and community centres. The Community Service Program, which began after NIP was discontinued in 1978, includes a neighbourhood program that provides many of the same services.

The basic funding program, RRAP, provides low-interest loans (up to \$10,000) to the owners of homes and rental property and to non-profit organizations within NIP neighbourhoods. The funding is federal, and up to \$3,750 of each loan may be forgiven.